City of Belmont

Attachments

Ordinary Council Meeting

Held
26 July 2011

• BELMONT • CITY OF OPPORTUNITY •

Ordinary Council Meeting 26/07/11

Item 12.1 refers

Attachment 1

Development Application Plans

COTTAGE & ENGINEERING SURVEYS
Licensed Surveyors ©

J/N:	DATE:	SCALE:	DRAWN:
251908	12 Jan 11	1:200	A. Docherty

Builder : Highbury Home Renovations
CLIENT : Dickson
LOT 1187 #17 Ritchie Way, Cloverdale
Plan7271

A3

LEGEND:
SEC Dome
Power Pole
Phone
Conc. Path
Conc. slabs

NOTE: All Sewer details plotted from information supplied by Water Corporation.

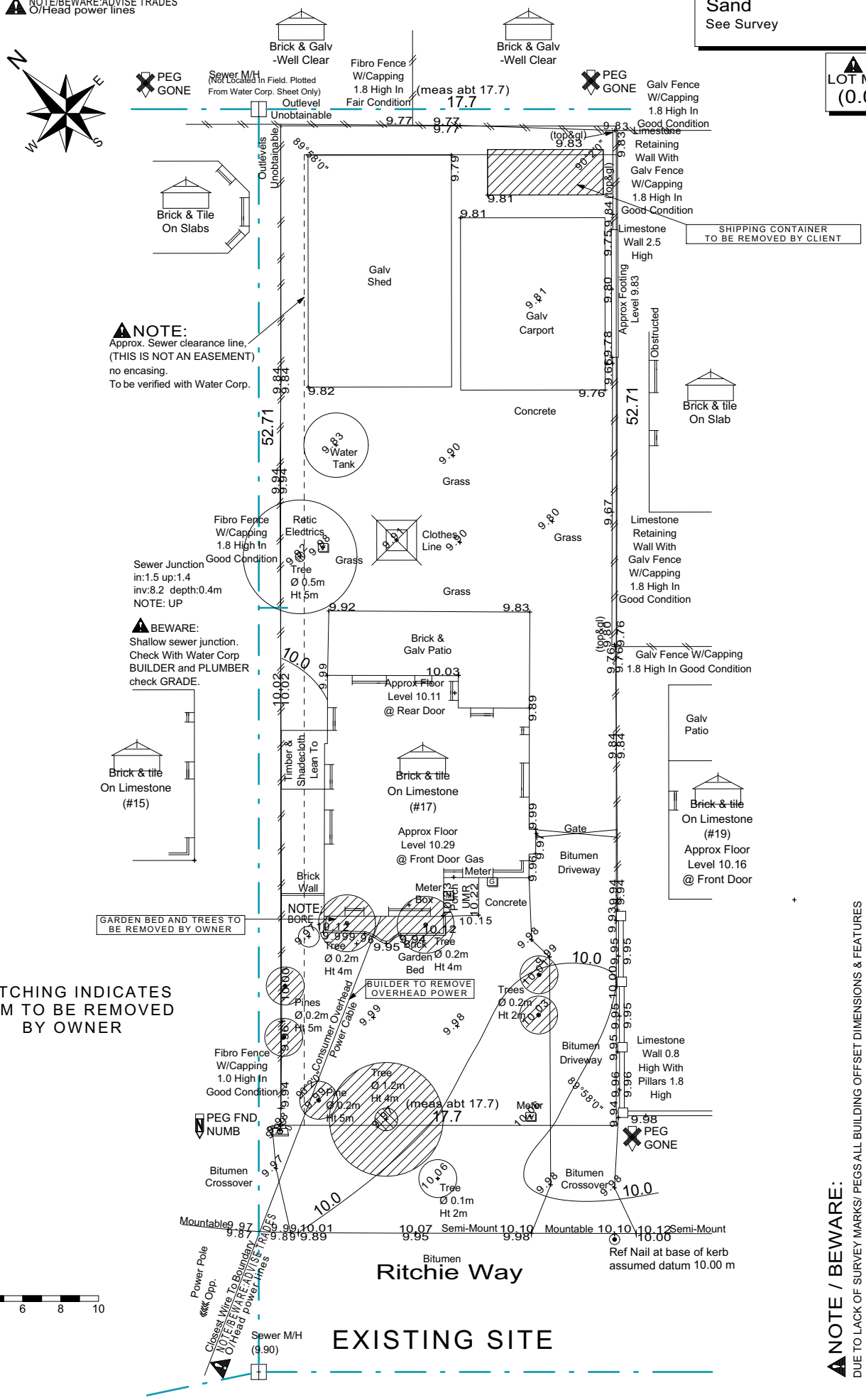
NOTE/BEWARE:ADVISE TRADES O/Head power lines

SOIL DESCRIPTION
Sand
See Survey

NOTE: LOT MISCLOSE (0.000 m)

NOTE : EARTHWORKS / SET-OUT DIMENSIONS MAY VARY ON SITE AT BUILDERS DISCRETION . SEWER / DRAINAGE MAY VARY FROM SCHEMATIC PRESENTATION / CHECK MINIMUM CLEARANCES. RETAINING NOT INCLUDED IN CONTRACT - REMAINS OWNERS RESPONSIBILITY. THIS SURVEY DOES NOT GUARANTEE THE LOCATION OF BOUNDARY PEGS OR FENCES. CHECK TITLE FOR EASEMENTS / COVENANTS ETC.

NOTE COTTAGE & ENGINEERING SURVEYS ACCEPT NO RESPONSIBILITY FOR ANY PHYSICAL ON SITE CHANGES TO THE PARCEL OR PORTION OF THE PARCEL OF LAND SHOWN ON THIS SURVEY INCLUDING ANY ADJOINING NEIGHBOURS LEVELS AND FEATURES THAT HAVE OCCURRED AFTER THE DATE ON THIS SURVEY.



HATCHING INDICATES ITEM TO BE REMOVED BY OWNER

Scale 1:200
0 2 4 6 8 10

NOTE / BEWARE:
DUE TO LACK OF SURVEY MARKS/ PEGS ALL BUILDING OFFSET DIMENSIONS & FEATURES ARE APPROX ONLY AND POSITIONED FROM EXISTING PEGS/ FENCES AND WALLS WHICH MAY NOT BE ON THE CORRECT ALIGNMENT AND ARE TO BE VERIFIED WHEN REPEGGED. ANY DESIGN THAT INVOLVES ADDITIONS TO ANY STRUCTURES SHOWN OR PORTION OF STRUCTURES REMAINING AFTER ANY DEMOLITION HAS TAKEN PLACE, BOUNDARIES **MUST BE REPEGGED AND EXACT OFFSETS PROVIDED TO YOUR DESIGNER /ARCHITECT BEFORE ANY PLANS ARE PRODUCED AND BEFORE ANY WORK IS STARTED ON SITE.**

COTTAGE & ENGINEERING SURVEYS
Licensed Surveyors ©

J/N:	DATE:	SCALE:	DRAWN:
251908	12 Jan 11	1:200	A. Docherty

Builder : Highbury Home Renovations
CLIENT : Dickson
LOT 1187 #17 Ritchie Way, Cloverdale
Plan7271

A4

LEGEND: SEC Dome; Power Pole; Phone; Conc. Path; Conc. slabs

SOIL DESCRIPTION
Sand
See Survey

NOTE: LOT MISCLOSE (0.000 m)

NOTE: All Sewer details plotted from information supplied by Water Corporation.

NOTE/BEWARE:ADVISE TRADES O/Head power lines

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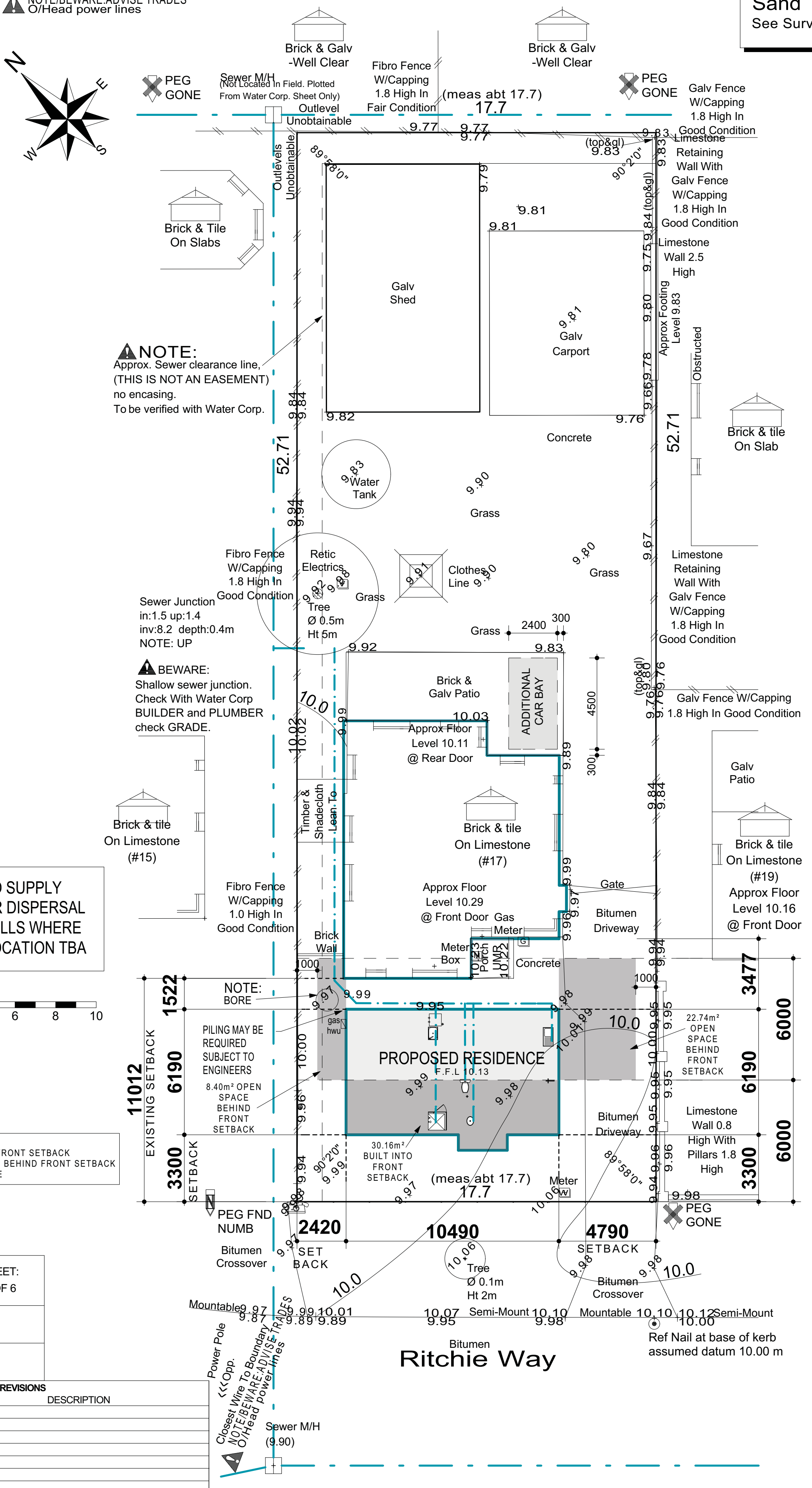


OWNER TO SUPPLY STORMWATER DISPERSAL AND SOAKWELLS WHERE REQUIRED- LOCATION TBA

Scale 1:200
0 2 4 6 8 10

SITE AVERAGING
30.16m² BUILT INTO FRONT SETBACK
31.14m² OPEN SPACE BEHIND FRONT SETBACK
= 0.98m² DIFFERENCE

NOTE / BEWARE: DUE TO LACK OF SURVEY MARKS/ PEGS ALL BUILDING OFFSET DIMENSIONS & FEATURES ARE APPROX ONLY AND POSITIONED FROM EXISTING PEGS/ FENCES AND WALLS WHICH MAY NOT BE ON THE CORRECT ALIGNMENT AND ARE TO BE VERIFIED WHEN REPEGGED. ANY DESIGN THAT INVOLVES ADDITIONS TO ANY STRUCTURES SHOWN OR PORTION OF STRUCTURES REMAINING AFTER ANY DEMOLITION HAS TAKEN PLACE, BOUNDARIES **MUST BE REPEGGED AND EXACT OFFSETS PROVIDED TO YOUR DESIGNER /ARCHITECT BEFORE ANY PLANS ARE PRODUCED AND BEFORE ANY WORK IS STARTED ON SITE.**

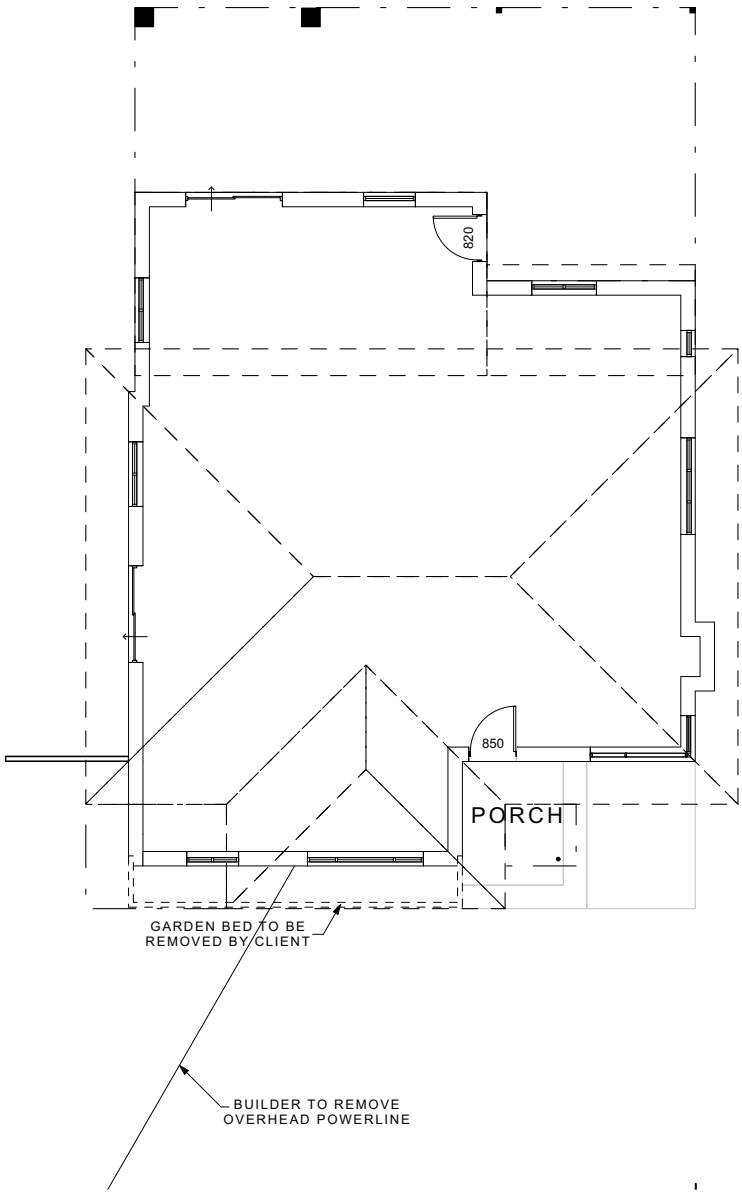
REVISION:	SHEET:
0	2 OF 6

DRAWING: SITE PLAN
DATE: 22/06/2011
SCALE: 1:1
DRAWN BY: OS

REVISIONS

NO.	DATE	DRAWN	DESCRIPTION

A5



NOTE: ASBESTOS MAY BE PRESENT ON SITE- SUPERVISOR TO ENSURE REMOVAL IS CARRIED OUT IN ACCORDANCE WITH REGULATIONS

REVISIONS			
NO.	DATE	DRAWN	DESCRIPTION

HIGHBURY HOME RENOVATIONS
REGISTERED BUILDER N°: 12292 ABN 74 124 679 669
8/524 Abernethy Road (cnr Kewdale Road), Kewdale, W.A. 6105
PO Box 281, Welshpool WA 6986. Tel: (08) 9360 8400
Fax: (08) 9369 8411 Email: enquiries@highburyrenovations.com.au

HOUSE TYPE: ANCILLIARY ACCOM.
PLANNING

DRAWING: DEMO

DATE: 22/06/2011
SCALE: 1:100
DRAWN BY: OS

PROJECT: DICKSON
17 RITCHIE WAY
CLOVERDALE

WIND REGION: N1

REVISION: 0

A6

SC1 = 100 X 50 STRUCTURAL CAVITY WALL COLUMN

KEY

- (S) SMOKE DETECTOR
- FW 230 X 230 FLUME VENT
- V 230 X 230 CEILING VENT
- GV 360 X 360 GAS CEILING VENT

Other Notes

PROVIDE R3.0 INSULATION TO CEILING THRU' OUT HOUSE AND GARAGE ONLY

ALL CONSTRUCTION DWGS MUST BE STAMPED "APPROVED FOR CONSTRUCTION" IF DWGS ARE NOT STAMPED, PLEASE CONTACT HIGHBURY HOMES OFFICE BEFORE PROCEEDING WITH ORDERING, MANUFACTURE, OR ON-SITE CONSTRUCTION

C.L. @ 28c +PL THRU'OUT

UNLESS OTHERWISE NOTED

Roof Plumber Note

LOCATIONS OF DOWNPIPES ARE INDICATIVE ONLY & MAY BE CHANGED AT THE DISCRETION OF THE ROOF PLUMBER IN CONSULTATION WITH THE BUILDER.

Roof Carpenter Note

NOTE: PLANS DETAILED FOR "TRADITIONAL" ROOF FRAME CONSTRUCTION CONFORMING TO A.S. 1684.

TRIM OUT CEILING JOISTS TO 605 X 565 AT MANHOLE LOCATION

Fixing Carpenter Note

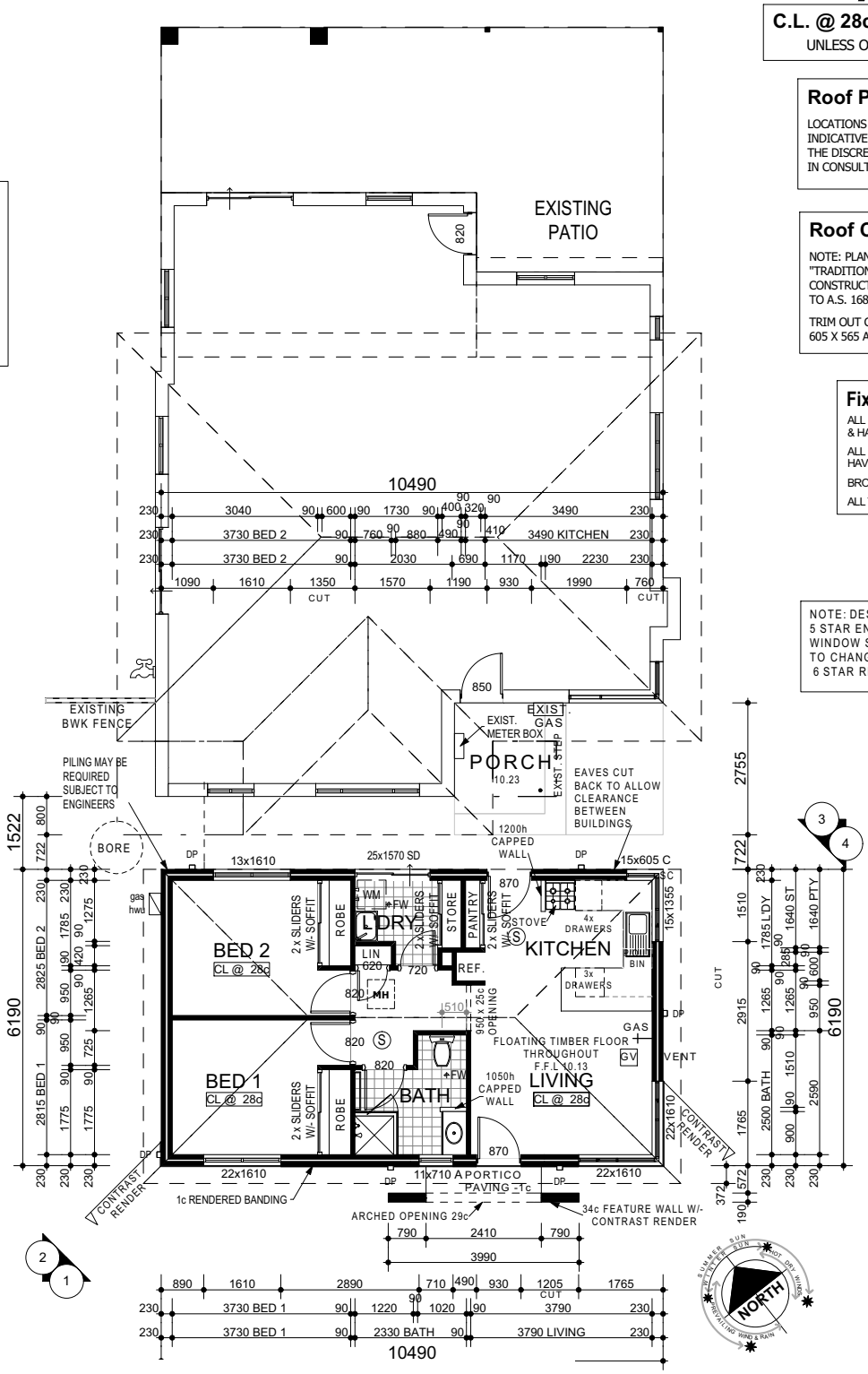
ALL ROBES TO HAVE 1X SHELF & HANGING RAIL

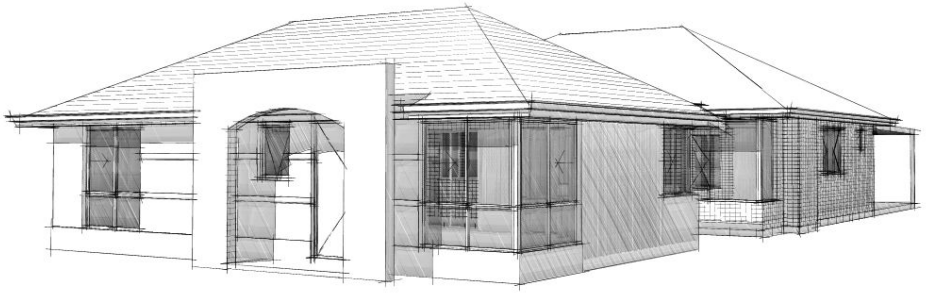
ALL LINENS & BUILT-IN P'TRYS TO HAVE 4X SHELVES @ 400 CTS

BROOM CUP'DS TO HAVE 1X SHELF

ALL TOP SHELVES @ 1700 AFL

NOTE: DESIGNED FOR 5 STAR ENERGY EFFICIENCY WINDOW SIZES MAY BE SUBJECT TO CHANGE UNDER 6 STAR REQUIREMENTS





Drawings to be read in conjunction with engineers plans

NAME	AREA
EXIST. HOUSE	120.90
PROP. HOUSE	66.77
EXIST. PATIO	42.52
EXIST. PORCH	4.16
	234.35 m²

REVISIONS

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PO Box 281, Welshpool WA 6986. Tel: (08) 9360 8400
Fax: (08) 9369 8411 Email: enquiries@highburyrenovations.com.au

HOUSE TYPE: ANCILLIARY ACCOM. PLANNING

DRAWING: FLOOR PLAN

PROJECT: DICKSON 17 RITCHIE WAY CLOVERDALE

WIND REGION: N1

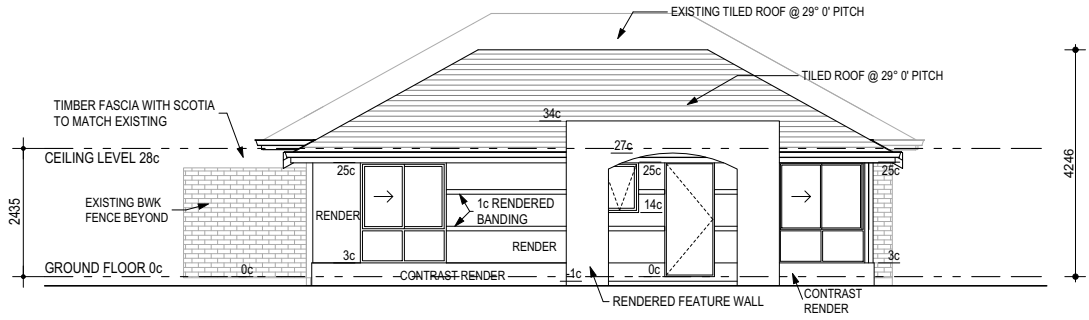
REVISION: 0

DATE: 22/06/2011

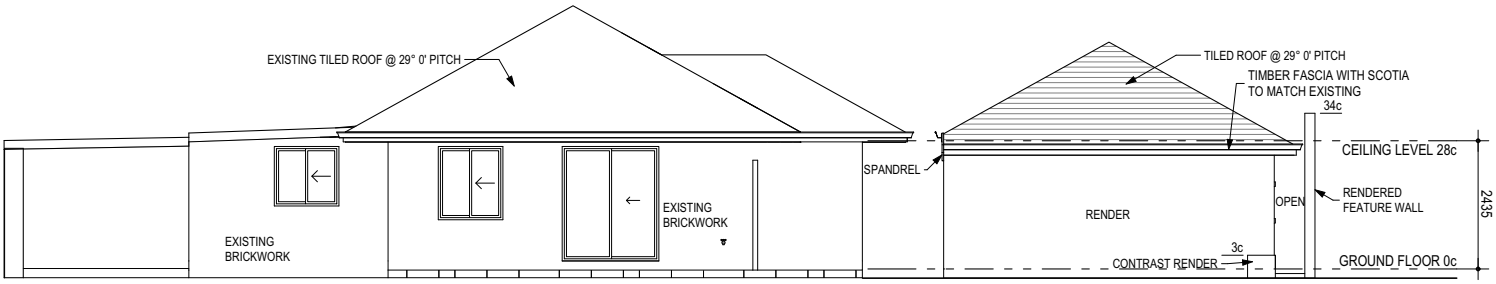
SCALE: 0.99, 1:100, 1:1, 1:200, 1:133.28

DRAWN BY: OS

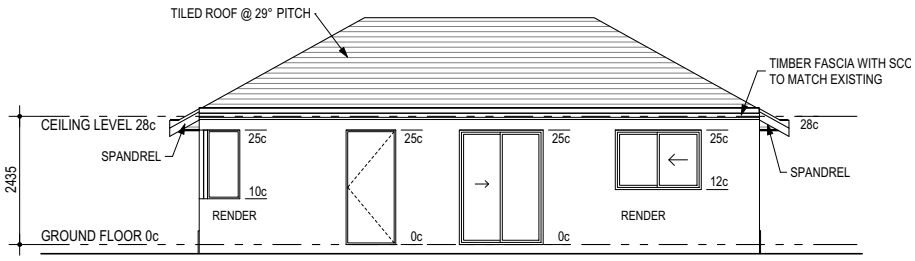
SHEET: 4 OF 6



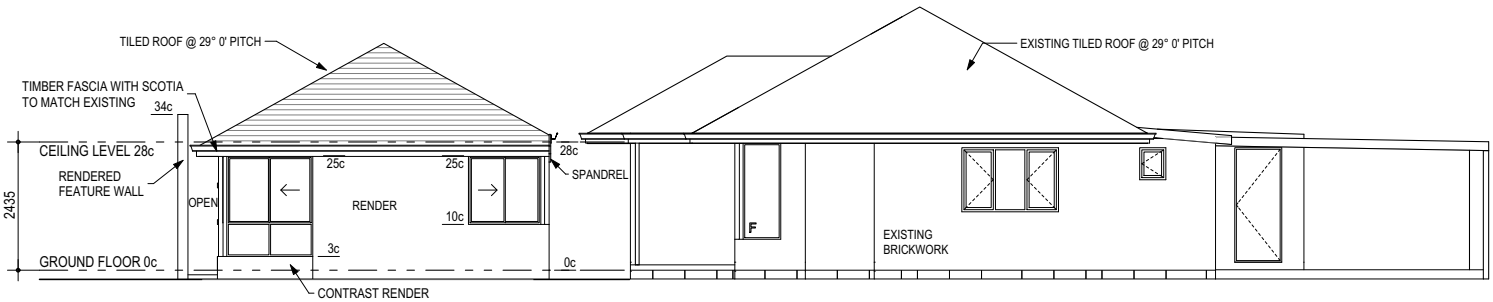
ELEVATION 1
1:100



ELEVATION 2
1:100



ELEVATION 3
1:100



ELEVATION 4
1:100

REVISIONS			
NO.	DATE	DRAWN	DESCRIPTION

HIGHBURY HOME RENOVATIONS
REGISTERED BUILDER N°: 12292 ABN 74 124 679 669
8/524 Abernethy Road (cnr Kewdale Road), Kewdale, W.A. 6105
PO Box 281, Welshpool WA 6986. Tel: (08) 9360 8400
Fax: (08) 9369 8411 Email: enquiries@highburyrenovations.com.au

HOUSE TYPE: ANCILLIARY ACCOM.
PLANNING

DRAWING: ELEVATIONS

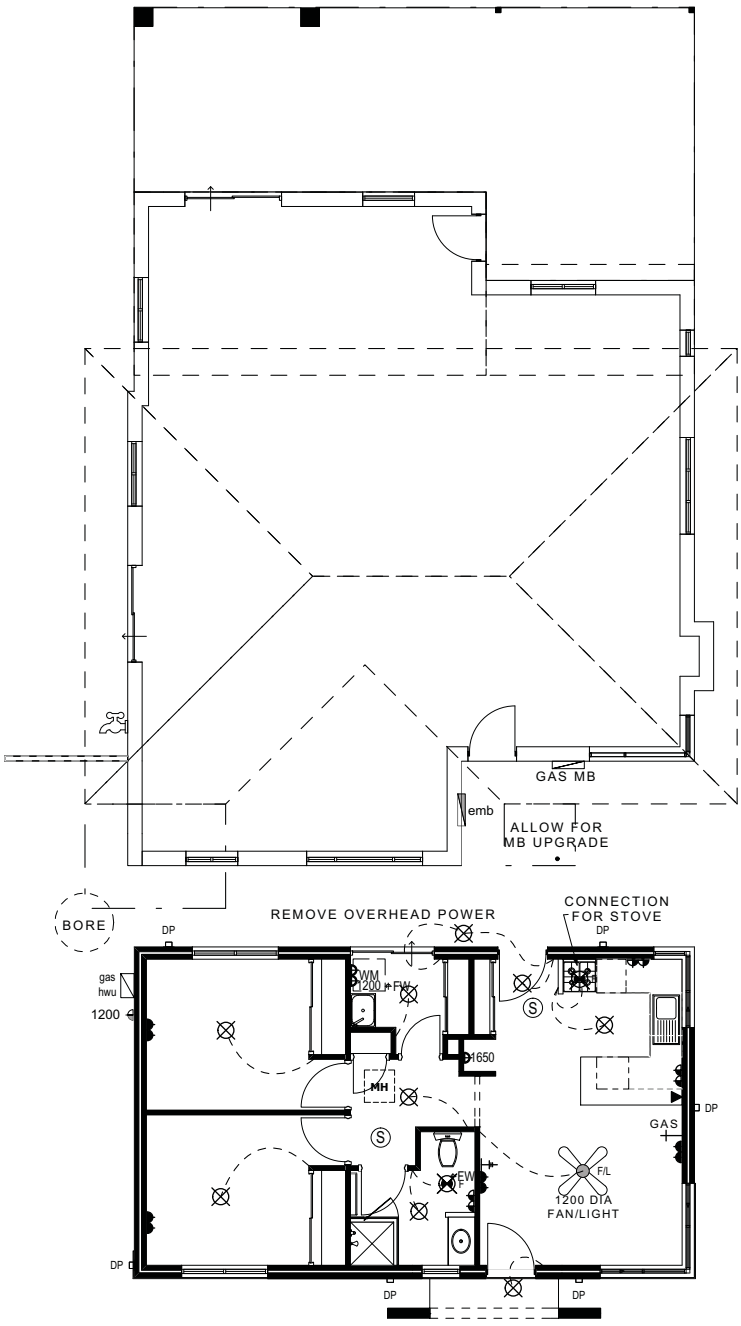
DATE: 22/06/2011
SCALE: 1:100
DRAWN BY: OS

PROJECT: DICKSON
17 RITCHIE WAY
CLOVERDALE

WIND REGION: N1

REVISION: 0

ELECTRICAL LEGEND GROUND	
SYMBOL	**TYPE**
F/L	Ceiling Fan/Light
	Ceiling Std
	Double GPO - Benchtop + 150
	Double GPO - FL + 300
	Double GPO - Noted Ht AFL
	Elec Meter Box
F	Exhaust Fan Flumed
	Gas Meter Box
S	H.WIRED SMOKE DETECTOR
	Phone Point
	Single GPO - Benchtop + 150
	Single GPO - Noted Ht AFL
	TV Aerial Point



NEW POLE AND DOME WITH UNDERGROUND RUN INTO EXISTING MB LOCATION

REVISIONS			
NO.	DATE	DRAWN	DESCRIPTION

HIGHBURY HOME RENOVATIONS
REGISTERED BUILDER N°: 12292 ABN 74 124 679 669
8/524 Abernethy Road (cnr Kewdale Road), Kewdale, W.A. 6105
PO Box 281, Welshpool WA 6986. Tel: (08) 9360 8400
Fax: (08) 9369 8411 Email: enquiries@highburyrenovations.com.au

HOUSE TYPE: ANCILLIARY ACCOM.
PLANNING

DRAWING: ELECTRICAL

DATE: 22/06/2011
SCALE: 1:100, 1:1
DRAWN BY: OS

PROJECT: DICKSON
17 RITCHIE WAY
CLOVERDALE

WIND REGION: N1

REVISION: 0

SHEET: 6 OF 6

Ordinary Council Meeting 26/07/11

Item 12.1 refers

Attachment 2

Submissions Table

CITY OF BELMONT
SCHEDULE OF SUBMISSIONS – 52/2011/DA
Ancillary Accommodation at Lot 1187 (17) Ritchie Way, Cloverdale

No.	Name	Description of Affected Property, Lot No., Street, etc.	Resume of Submission	Council Recommendation
1.	R Martin		I have viewed the proposed plans for the above and my comments are that the proposed building should be in line with the existing building. I strongly object that the proposed building should come any closer to the fence line dividing our property. When the rain water tank went up, no one from the Council or the applicant asked if it was okay to have it so close to the fence line. It is unsightly and does not blend in with the rest of the surrounding buildings. I once again reinstate my comment that the proposed building should be built in line with the existing building	Front Setback: In accordance with Table 1 of the R-Codes a minimum front setback of three metres and an average front setback of six metres is required for development at the R20 density. The proposed development complies with these requirements with a 3.3 metre minimum setback to the living area and bedroom one of the proposed ancillary accommodation. The proposed development is also compliant with the required six metre average setback following submission of amended plans as detailed above. Side Setback: In accordance with Table 2B of the R-Codes, a minimum side setback of 1.5 metres is required for single storey developments with wall height less than 3.5 metres and a total wall length of 20 metres. The proposed development complies with these requirements with a proposed side setback of 2.42 metres. Rainwater Tank: The existing rainwater tank at the rear of the subject lot was issued planning approval on the 20 February 2008 as it complied with the minimum R-Code side setback requirements and therefore no referral to the adjoining property owners were required. In addition to this, prior to November 2009, there was no requirement under the Building Code of Australia for a Building Licence for the installation of a rain water tank.
2.	J Dorn Urban Designer Land and Housing Development Department of Housing		I am writing on behalf of the Department of Housing in regard to the proposed Ancillary Accommodation at 17 Ritchie Way Cloverdale. The Department owns several properties in the vicinity of the proposed ancillary accommodation. It is recognised that ancillary accommodation is a use that is not permitted in the Residential Zone unless the Council exercises its discretionary powers. In light of this the proponent should demonstrate that the proposed ancillary accommodation will not detract from the amenity of the area. As such the proposal should not substantially alter the streetscape in a negative way. The facade facing Ritchie Street should be designed in such a way that it reflects the setbacks and design features of the surrounding properties. This could include removing minor openings to non habitable rooms	Refer to submission 1 regarding compliance with the front setback requirements. The applicant has significantly altered the front facade of the proposed ancillary accommodation addition therefore creating a more aesthetically pleasing streetscape elevation representative of the construction standard of a new dwelling. The addition has also met the requirements of Clause 6.2.4 of the R-Codes in providing surveillance to the street through major windows from both the bedroom one and living areas. It is therefore considered that the minor opening to the bathroom will not adversely detract from the front facade of the proposed addition.

			from the streetscape facade in favour of only major / minor openings to habitable rooms. In regard to setbacks it would be preferable to maintain setbacks as close as possible to the existing setbacks along Ritchie Street. However it is recognised that the R Codes allow averaging of the front six metre setback and over time as redevelopment occurs the front setback may more closely resemble the setbacks as proposed in the ancillary accommodation application.	Lots on the north-eastern side of Ritchie Way are predominantly all over 900m² and have been or have the potential to be redeveloped in accordance with the R20 site area provisions, therefore utilising the minimum three metre and average six metre front setback provisions. It can be surmised that given the vision of the State Government to increase residential densities within urban areas through infill development as detailed within *Directions 2031,* the existing streetscape may in time closely resemble that of the proposed development.

Ordinary Council Meeting 26/07/11

Item 12.2 refers

Attachment 3

Structure Plan

LAND inSights
UNIT 1/1 ALVAN STREET, MT LAWLEY, WA, 6050
POSTAL ADDRESS: PO BOX 289, MT LAWLEY, WA, 6929
PHONE: (08) 9271 8506
FAX: (08) 6161 2597
EMAIL: admin@landinsights.com.au

1:1,500

0 10 20 30 40 50
Metres

EPSOM DEVELOPMENTS
DA10 STRUCTURE PLAN AREA
ASCOT INN

Date: 3/12/2010 Name: 863 Ascot Inn - StructurePlan_A4_Fig5_1

FIGURE 5.1 - STRUCTURE PLAN

Ordinary Council Meeting 26/07/11

Item 12.2 refers

Attachment 4

Modified Structure Plan

LAND inSights
UNIT 1/1 ALVAN STREET, MT LAWLEY, WA, 6050
POSTAL ADDRESS: PO BOX 289, MT LAWLEY, WA, 6929
PHONE: (08) 9271 8506
FAX: (08) 6161 2597
EMAIL: admin@landinsights.com.au

1:1,500

0 10 20 30 40 50
Metres

EPSOM DEVELOPMENTS
DA10 STRUCTURE PLAN AREA
ASCOT INN

Date: 3/12/2010 Name: 863 Ascot Inn - StructurePlan_A4_Fig5_1

FIGURE 5.1 - STRUCTURE PLAN

Ordinary Council Meeting 26/07/11

Item 12.2 refers

Attachment 5

Submission Table

CITY OF BELMONT

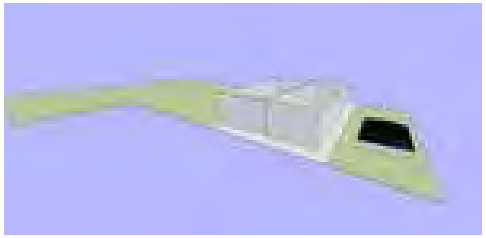
SCHEDULE OF SUBMISSIONS – DRAFT STRUCTURE PLAN DEVELOPMENT AREA 10 - ASCOT INN SITE LOCATED AT LOTS 112, 13 And 14 (1-13) EPSOM AVENUE AND LOT 111 (4) NISBET STREET, ASCOT

No.	Name	Resume of Submission	Council Recommendation
1.	D Lodwick Regional Leader, Land Use Planning Swan Region Department of Environment and Conservation (DEC)	DEC defers comment to the Swan River Trust (SRT) as the subject site is partially within the SRT's Management Area and SRT has had long term involvement with the development of this land.	Comments are noted.
2.	L Broadhurst Manager Road Planning Main Roads Western Australia	Main Roads has no comments to offer on the structure plan, as the proposed increased traffic numbers will not impact on the traffic signals at Epsom Avenue / Great Eastern Highway intersection, following the completion of the Great Eastern Highway widening which is due to commence in mid 2011.	Comments are noted.
3.	Customer Service Officer Connections Administration Western Power	Western Power wishes to advise, to the best of their knowledge, there are no objections to the changes proposed. Please note: a) Perth One Call Service (Freecall 1100 or visit dialbeforeyoudig.com.au) must be contacted and location details (of Western Power underground cabling) obtained prior to any excavation commencing. b) Work Safe requirements must also be observed when excavation work is being undertaken in the vicinity of any Western Power assets. Western Power is obliged to point out that any change to the existing (power) system, if required, is the responsibility of the developer.	Comments are noted.
4.	K Purcher Senior Development Planner Development Services Branch Water Corporation	*Water* The subject falls within the Kewdale - South Perth Gravity water supply scheme. Reticulated water is available to serve the subject site. All water main extensions if required for the development must be laid within the existing and proposed road reserves, on the correct alignment and in accordance with the Utility Providers Code of Practice. *Wastewater* The subject area can be served from the Redcliffe sewerage scheme. The subject sit is currently served via private pump station. All sewer mains extensions if required should be laid within road reserve on the correct alignment in accordance with the Utility Providers Code of Practice. *Urban Water Management* Water strategy and management issues should be addressed in accordance with the State Water Strategy 2003, State Water Plan 2007, and Department of Water document Better Urban Water Management. The Corporation's information system indicates the presence of Acid Sulphate Soils (ASS). The disturbance of ASS in the subject area could have adverse changes to the quality of groundwater and the nearby waterways, leading to acidification of the water and dame to existing and future infrastructure resulting in increased development and maintenance costs. Water Corporation's recommendation is for the City of Belmont to advise the developer to have	Comments are noted.

No.	Name	Resume of Submission	Council Recommendation
		management procedures in place to prevent the potentially unacceptable impacts associated with the disturbance of the ASS. *General Comment* The principle followed by the Water Corporation for the funding of subdivision or development is one of user pays. The developer is expected to provide all water and sewerage reticulation. A contribution for Water and Sewerage headworks may also be required. In addition the developer may be required to fund new works or the upgrading or existing works and protection of all works. Any temporary works needed are required to be fully funded by the developer. The Corporation may also require land being ceded free of cost for works. The building application will require Water Corporation Building Services approval prior to commencement of works. Headwork contributions and fees may be required to be paid prior to approval being issued. The information provided above is subject to review and may change. If development has not proceeded within the next six months, the developer is required to contact the Corporation in writing to confirm if the information is still valid.	
5.	M Burnett Strategic Planning Officer City of Bayswater	The City of Bayswater wishes to advise that it has no comment on the proposal.	Comment noted.
6.	Swan River Trust	Not support proposed Parks and Recreation boundary change in current configuration. SRT will support Parks and Recreation boundary change which widens the access path for the public to walk from Epsom Avenue to the foreshore by diagonally cutting the eastern corner of Lot 112 and continues along the foreshore as close as possible to the existing buildings whilst still allowing the owner sufficient room for maintenance activities and the like. SRT advises that they have met with the Western Australian Planning Commission (WAPC) to discuss the Parks and Recreation boundary change and confirmed that the WAPC will be investigating location options and arranging for the area to be surveyed.	Currently a portion of the Ascot Inn development is located within the Parks and Recreation foreshore reserve. The Structure Plan proposes to modify this boundary to ensure the portion of the hotel development is within zoned land. SRT proposes the truncation of Lot 112 to be increased and included as Park and Recreation reserve in order to provide both a wider physical and visual access from Epsom Avenue to the foreshore reserve. This proposed boundary change follows the 100 year flood fringe plan, however does not reflect the existing retained land and fencing in this corner. A site meeting was held on 9 June 2011 with Officers from the Department of Planning, SRT, Manager - Planning Services and Planning Officer to discuss whether a larger truncation requested by SRT would achieve a better view and clear sight path of the Parks and Recreation area. It was noted that due to the slope of Epsom Avenue road reserve down to the foreshore reserve (a drop of four metres) the view of the foreshore reserve was restricted until within approximately 60 metres. It was also noted that a condition of the development approval will require open fencing on all boundaries of the Ascot Inn site. This meant that the view to the foreshore reserve and Swan River would not be restricted by solid fencing. Accordingly, the Department of Planning Officer suggested a 10 metre x10 metre truncation would be sufficient to provide an open vista from Epsom Avenue to the Parks and Recreation reserve and view of the jetty. Given that a normal truncation is six metres x six metres, and that a 10 metre setback is in line with the existing Parks and Recreation boundary, it was agreed by all parties that the Structure Plan be modified to show a 10 metre x 15 metre truncation. The applicant indicated that he considered his client would be willing

No.	Name	Resume of Submission	Council Recommendation
			to cede the land free of cost to the WAPC. The applicant also confirmed that he would modify the Structure Plan and provide the City with a copy and that he would also provide a digital copy to the Department of Planning Officers. Accordingly support for this modified boundary would be dependent on the existing retaining wall and fence being modified / removed and any fill removed to allow the public to access this triangle area with ease. As such it is not considered that the proposed modification to the Parks and Recreation boundary would provide any benefit to the public wishing to access the foreshore reserve and modification to the existing retaining wall and fence is not considered to be a reasonable planning requirement. The proposed modification to the location of the Parks and Recreation boundary along the front of the lot adjacent to the Swan River would appear to be minor (i.e. less than one metre) however the plan submitted is not to scale and the final location of the Parks and Recreation boundary will depend on the outcome of the survey to be undertaken by WAPC. It should also be noted that any change to the Parks and Recreation boundary will require an amendment to the MRS by the WAPC. The proposed modification to the Parks and Recreation boundary across the front of the lot is supported by owner / applicant.
7.	C Evers	Concerns scale of the Ascot Inn site redevelopment is likely to have a detrimental impact on the single residential and horse stable area. In relation to the public river reserve in front of the Ascot Inn site, with the exception of land exchange adjustments, no public river reserve should be lost to the public (title).	The Structure Plan nominates maximum five storeys. This is not considered excessive for Hotel and / or Serviced Apartments within a Mixed Use zone subject to any development being assessed in accordance with the Residential Design Codes (R - Code) provisions including setbacks, privacy and overshadowing. In this instance however, the site is surrounded by Residential and Stables zone with dwellings being either single or two storey in height. As such it is considered acceptable to limit the height of new development to two storeys where it abuts Residential and Stables zoned lots increasing to four storeys in height taking into account the slope of the site down towards where Epsom Avenue meets the Swan River foreshore. Currently are portion of the subject site is reserved Parks and Recreation. Accordingly the Parks and Recreation boundary is to be modified to exclude private development from the reserve and to reflect the topography of the eastern portion of the reservation. Finalisation of the Parks and Recreation boundary will require an amendment to the Metropolitan Region Scheme by the WAPC.
8.	J Becker	Concerns regarding impact over the high number of additional apartments proposed as; • The area is already sensitive to the strong horse environment and traffic congestion. • Increased traffic generated to and from site. • May attract undesirable people which affect the well being of our neighbourhood.	Structure Plan nominates maximum five storeys. This is not considered excessive for Hotel and / or Serviced Apartments within a Mixed Use zone subject to any development being assessed in accordance with the R - Code provisions including setbacks, privacy and overshadowing. In this instance however, the site is surrounded by Residential and Stables zone with dwellings being either single or two storey in height. As such it is considered acceptable to limit the height of new development to two storeys where it abuts Residential and Stables zoned lots increasing to four storeys in height taking into account the slope of the site down towards where Epsom Avenue meets the Swan River foreshore.

No.	Name	Resume of Submission	Council Recommendation
			Analysis of the Traffic Report (dated September 2010), amended Traffic Report (dated June 2011) which included horse traffic figures, together with traffic counts undertaken by the City (March 2011) confirmed that there would be an increase in traffic however it is considered that it would be within the maximum road network capacity for the area with the exception of Epsom Avenue. As the main entry to the site is specifically designated via Epsom Avenue, in order to limit the potential increased traffic would have on the surrounding local road network, with restricted access via the service entry on Thompson Street, the City's Technical Services have recommended that Epsom Avenue be upgraded and reclassified as a local distributor road with a capacity of maximum 6000 vehicles per day. This is supported on the basis that Epsom Avenue was previously classified as a local distributor but was reclassified after the Ascot Inn ceased operating. In addition access to the Ascot Inn is to be via the main entry in Epsom Avenue. While the comments regarding attracting undesirable people to the site are noted, it is argued that any anti-social behaviour relating to the premises and impacting on the surrounding neighbourhood is a management issue which must be addressed as it forms part of the premises liquor license. In addition any anti-social behaviour is a police matter.
9.	J Goff	Potential conflict between the proposed building height limit of five storeys and the amended setbacks of 7.5 metres on the Epsom Avenue boundary, the five metre setback adjoining Lots 1 and 10 and State Planning Policy 3.1 (R - Code), clause 6.7.1 requiring: • Adequate sun to building and appurtenant open spaces; • Adequate daylight to major opening and habitable rooms; and • Access to view of significance. Suggest a graduated height limit from the boundary to a point within the site, or maximum height structures can only be constructed to the original setback line e.g. 15 metres. The Structure Plan proposes that the foreshore areas adjoining Lots 13 and 14 be ceded to WAPC at no cost, but in doing so exempt the developer from any additional requirement to fund landscaping or management of the area. Under section DC5.3 the Developer has flagged the intent of guests of the development to utilise the foreshore area in addition to the general public. I believe that it is reasonable for the Developer to be required, as a minimum, to provide a raised boardwalk access along the foreshore area to provide access, but also allow the SRT a means to protect the foreshore and facilitate its rehabilitation.	Endorsement of the Structure Plan does not mean automatic approval of any development. Issues such as setbacks, privacy and overshadowing will be assessed on their merits at the development application stage in accordance with the City of Belmont Scheme requirements and the relevant provisions of the R - Codes. In accordance with Town Planning Scheme No. 14 (TPS14) scheme provisions development in the Mixed Use zoning requires a 15 metre front setback and 7.5 metre setback for lesser roads. However TPS14 Clause 10.16 provides for variations to setbacks if considered appropriate. Given the proposed Hotel / Serviced Apartment use and surrounding residential and stables use, it is considered that setbacks should be assessed in accordance with the provisions of the R - Codes. The ceding of land free of cost to the WAPC within a Parks and Recreation reservation is a standard requirement of any subdivision application. Once land is reserved Parks and Recreation, any development such as a raised boardwalk or retaining of the Swan River foreshore within the reserve will be the responsibility of the WAPC and SRT.
10.	Lee Smith	Concerns regarding impact on amenity of residents, visitors and horse trainers of Ascot. Concerns regarding access through the site (between Epsom Avenue and Thompson Street which is currently fenced off) and access to Billy Gould Reserve. Suggest R10 residential density be changed to allow increased density throughout the Residential and Stables area.	Proposed Structure Plan accords with Mixed Use zoning of the site. However, the concerns regarding impact on the surrounding Residential and Stables zoned land are noted. Accordingly it is suggested that the height of the proposed new development be limited to two storey at the side boundaries increasing to four storeys and that the main access be from Epsom Avenue which is considered will reduce traffic associated with the Ascot Inn site using local roads in the area. As stated in Point 8 above, after assessment of the Traffic Report and Addendum which included horse traffic figures, together with traffic counts undertaken by the City (March 2011), Technical Services has recommended that any increase in traffic is within the acceptable road network capacity.

No.	Name	Resume of Submission	Council Recommendation
			Horse trail through the site is proposed as part of the development application. No change is proposed with respect to access to Bill Gould Reserve. Your comment regarding increased density for the Residential and Stable zone is noted. The Structure Plan relates to Development Area 10 (DA10) only. Any increase in the residential density of R10 of surrounding lots would need to be considered separately.
11.	P and J Caston	Objection to five storey development building on the Lots 13 and 14 Thompson Street for the following reasons. • Concerns regarding impact of the height and capacity with respect to impact on racing industry because of additional traffic, noise and lack of parking. • A building of this height will overshadow the properties in Thompson and Nisbet Streets (see attachment). • I supply a simple Auto cad drawing to illustrate the impact of such a development on our property alone.  • The five metre and 7.5 metre setbacks from the boundary of our house and the road are ridiculous. • Concerns regarding height and capacity with respect to privacy, noise levels, additional traffic and a general disruption to the lives of residents and trainers alike as all of the homes in Thompson Street, with the exception of one, are single storey. • Suggest a maximum of two storeys is acceptable, without undercroft parking. The issues of digging down to install undercroft parking and likely damage to our property are of serious concern. • A building of this height will devalue the surrounding properties. • Application states that the land was never used before. This is untrue. There were two houses on the blocks. They fell into disrepair a number of years ago and were demolished. Basic infrastructure still remains – i.e. well hole at bottom on one lot. In conclusion we do appreciate the fact that the owner has not only kept the Ascot Inn but appears to have gone to great pains and expense to restore the building. We are keen to see the Ascot Inn returned to its former glory and appreciate that the owner wishes to recoup his very large investment in the property we ask for consideration to the Racing industry and locals. The application is clearly flawed. Therefore we object to it in its current format.	Proposed Structure Plan denotes maximum height of five storeys. As stated in Point 8 above, after assessment of the Traffic Report and Addendum which included horse traffic figures, together with traffic counts undertaken by the City (March 2011), Technical Services has recommended that any increase in traffic is within the acceptable road network capacity. The Structure Plan nominates a maximum five storeys. This is not considered excessive for Hotel and / or Serviced Apartments within a Mixed Use zone subject to any development being assessed in accordance with the R - Code provisions including setbacks, privacy and overshadowing. In this instance however, the site is surrounded by Residential and Stables zone with dwellings being either single or two storey in height. As such it is considered acceptable to limit the height of new development to two storeys where it abuts Residential and Stables zoned lots increasing to four storeys in height taking into account the slope of the site down towards where Epsom Avenue meets the Swan River foreshore. Please note also that any development on Lots 13 and 14 Thompson Street would be assessed in accordance with the R - Code Clause 6.8.1 Visual Privacy and Clause 6.9.1 Solar Access for adjoining sites with respect to the acceptable development or performance criteria. In accordance with TPS14 scheme provisions development in the Mixed Use zoning requires a 15 metre front setback and 7.5 metre setback for lesser roads with side setbacks in accordance with Building Code of Australia with respect to fire rating. However TPS14 Clause 10.16 provides for variations to setbacks if considered appropriate. Given the proposed Hotel / Serviced Apartment use and surrounding residential and stables use, it is considered appropriate that setbacks should be assessed in accordance with the provisions of the R-Codes. In regard to your concerns regarding noise, all development is required to comply with the *Environmental Protection (Noise) Regulations 1997*. Setbacks will be assessed as part of any development application. Any variations would be referred to neighbours for comment at that time. Should the Structure Plan be approved, any development or excavation would be required to comply with relevant Planning and Building legislation While the comments on land value are noted, this is an issue that is not deemed as a valid planning consideration. A land survey of the lots is required to be submitted with any development application to ensure relevant conditions such as removal, fill and compaction of

No.	Name	Resume of Submission	Council Recommendation
			a well or bore would be applied. Your comments regarding the refurbishment of Ascot Inn are noted and your concerns regarding height impact of the proposed Structure Plan have been addressed in the report (refer Officers Comments).
12.	S and C Jackson	Concerns regarding the significant increase in density and height. Suggests maximum three storeys.	The Structure Plan nominates a maximum five storeys. Subject lot is zoned Mixed Use. Proposed height is not considered excessive for Hotel and / or Serviced Apartments subject to any development being assessed in accordance with the R - Code provisions including setbacks, privacy and overshadowing. In this instance however, the site is surrounded by Residential and Stables zone with dwellings being either single or two storey in height. As such it is considered acceptable to limit the height of new development to two storeys where it abuts Residential and Stables zoned lots increasing to four storeys in height taking into account the slope of the site down towards where Epsom Avenue meets the Swan River foreshore. Any development applications shall be assessed on its merits taking into consideration impact on the existing size and scale of surrounding development and the amenity of the surrounding area.
13.	S Posner	Concerns regarding proposed five storeys and impact on adjoining properties.	Refer response Submission 12 above.
14.	J and I Lugg	Concerns regarding proposed five storeys.	Refer response Submission 12 above.
15.	C and L Webster	Concerns regarding proposed size of development.	Refer response Submission 12 above.
16.	S Haley	Opposed to any application to increase any 'Structure Plan' or 'development' of the Ascot Inn site so the horse industry can develop this unique area.	Refer response Submission 12 above.
17.	M and M Stanton	The hotel should be a five star asset to Belmont which at the moment is a rarity, however concerns the proposed five storeys will detract from the country feel of Ascot.	Comments regarding the Ascot Inn are noted. Refer response Submission 12 above.
18.	C Nore	Concerns regarding designation of Lots 13 and 14 Thompson Street as Hotel / Serviced Apartments as these lots were previously occupied residential housing sites. If these lots not part of Ascot Inn site then the former zoning of R10 should apply. Concerns regarding realignment of boundary between Lots 111 and 112 in order to create a separation between hotel development and serviced apartments up to R100 density located adjacent to surrounding R10 density. Concerns proposed Structure Plan density is excessive: • Greater than R40 density previously agreed to, • Site coverage may exceed 60%, • Hotel generated traffic to be confined to Epsom Avenue only; and • 5 storeys too high and will dominate the historic Ascot Inn and the surrounding Residential and Stables area.	DA10 – Ascot Inn site comprises Lots 13 and 14 Thompson Street, Lot 112 Epsom Avenue and Lot 111 Nisbet Street, Ascot and all the lots are zoned Mixed Use under the City's TPS14. The Structure Plan proposes either Hotel or Serviced Apartment development on these lots – both uses are permitted within the Mixed Use zone. Any development would be assessed in accordance with relevant R - Code provisions and scheme requirements including the amenity of surrounding locality. Any previous development application has now lapsed. Any new development shall be assessed on its merits in accordance with scheme and R - Code requirements. However as, the site is surrounded by Residential and Stables zone with dwellings being either single or two storey in height, it is considered acceptable to limit the height of new development to two storeys where it abuts Residential and Stables zoned lots increasing to four storeys in height taking into account the slope of the site. Access, traffic and parking issues would also be considered at the development stage. However, to reduce any impact traffic on the surrounding locality it is considered acceptable to require the main access to the site to be from Epsom

No.	Name	Resume of Submission	Council Recommendation
			Avenue and that access via Thompson Street be restricted (refer Officers Comments in the report for more details).
19.	B Hyde	The owners of the site have every right to develop the property and get the hotel back to something akin to its former prominence. However they have assumed 'mixed use' is the same as a right to develop to R100 without any thought for the existing residences and lifestyle surrounding the area affected. In their own submission they quote...'mixed use'...which does not generate nuisances detrimental to the amenity of the district. Concerns regarding Lots 13 and 14 being designated Hotel / Serviced Apartments as these lots have never been part of the hotel and do not lend themselves to a separate apartment complex with separate street access. If they are not incorporated into the hotel complex should revert back to R10 as their neighbours are.	Comments regarding impact of proposed density on the surrounding locality are noted. The subject lots are zoned Mixed Use and a Structure Plan is required prior to any further development. The Structure Plan nominates maximum five storeys. However as the site is surrounded by Residential and Stables zone with dwellings being either single or two storey in height, it is considered acceptable to limit the height of new development to two storeys where it abuts Residential and Stables zoned lots increasing to four storeys in height taking into account the slope of the site. In addition any development application will be assessed on its merits taking into consideration impact on the existing size and scale of surrounding development and the amenity of the surrounding area.
20.	J Reid	Concerns regarding proposed density and surrounding zoning of Ascot area. If Ascot Inn site can be developed to this high density, why is the area still zoned Residential and Stables zone?	DA10 - Ascot Inn site comprises Lots 13 and 14 Thompson Street, Lot 112 Epsom Avenue and Lot 111 Nisbet Street, Ascot and is zoned Mixed Use. The Structure Plan proposes hotel over majority of Lot 112 Epsom Avenue with hotel and / or serviced apartments proposed for Lots 13 and 14 Thompson Street and Lot 111 Nisbet Street together with the southern portion of Lot 112 Epsom Avenue. It is acknowledged that the Ascot Inn is a landmark site and is heritage listed as is the surrounding Residential and Stable zone. Accordingly the proposed Structure Plan density and height must be taken into account and assessed on its merits taking into consideration impact on the existing size and scale of the surrounding locality and amenity of the area. The Structure Plan nominates a maximum five storeys. However as the site is surrounded by Residential and Stables zone with dwellings being either single or two storey in height, it is considered acceptable to limit the height of new development to two storeys where it abuts Residential and Stables zoned lots increasing to four storeys in height taking into account the slope of the site.
21.	L Myszka and V Myszka	Object to the proposal to allow for the development of five storey buildings, resulting in the end number of proposed units to approximately 238. Our reasons are as follows: • A development of this size is not in keeping with the surrounding area. • This part of Ascot is a very small pocket of residential and horse facilities / training for the racing industry as defined by the current zoning. • The proposed development will have a large impact on existing residents' privacy, increase noise levels and increase traffic. • The proposed development's size, nature and capacity are not in the best interest of existing residents, nor the racing industry. • The proposed development would dwarf surrounding residential buildings which are single or two storey. This would devalue the surrounding properties. • Development of the Ascot Inn site should be in keeping with the buildings' height, volume and density restrictions that already exist for that property. The owner should not be allowed to 'plonk' a CBD type development into a	Your comments regarding the impact of five storey development as nominated in the Structure Plan are noted. Please refer to the response Submission 12 above with respect to proposed height limit. Endorsement of the Structure Plan does not mean automatic approval of any development. Issues such as setbacks, privacy, overshadowing, safety, traffic, parking, noise and height will be assessed on their merits in accordance with the City of Belmont Scheme requirements and the relevant provisions of the R - Codes. While the comments on land value are noted, this is an issue that is not deemed as a valid planning consideration. The majority of the subject site is zoned Mixed Use with a portion of the lot adjacent to the Swan River reserved Parks and Recreation. The existing approved motel rooms which were completed in 1983 encroach into this Parks and Recreation reservation. The subject Structure Plan proposes to modify the

No.	Name	Resume of Submission	Council Recommendation
		quiet residential area. • Allowing the development to encroach onto the public open space on the river foreshore is unacceptable. These areas are small and precious. Reducing this area further adds to the risk of river pollution. It also reduces and further restricts the local's and public's ability to access the river.	SRT boundary to ensure the existing buildings are located on zoned land.
22.	G Ricketts	Concerns proposed plans and height of development will not be compatible with the amenity of the area with respect to traffic and privacy issues.	Your comments regarding impact of the proposed plans and height are noted. Although five storeys is not considered excessive for Hotel and / or Serviced Apartments, the impact on the surrounding amenity must be considered. Accordingly modification to height is recommended. Refer response Submission 12 above. As stated in Point 8 above, after assessment of the Traffic Report and Addendum which included horse traffic figures, together with traffic counts undertaken by the City (March 2011), Technical Services has recommended that any increase in traffic is within the acceptable road network capacity. Please note also that endorsement of the Structure Plan does not mean automatic approval of any development. Issues such as setbacks, privacy, overshadowing, safety, traffic, parking, noise and height will be assessed on their merits in accordance with the City of Belmont Scheme requirements and the relevant provisions of the R - Codes.
23.	N Parnham	Concerns regarding impact on the surrounding Residential and Stables zoned land.	The subject site is zoned Mixed Use and requires a Structure Plan prior to approval of any further development. With respect to traffic concerns it is suggested that the Structure Plan be modified to show main access to the site to be via Epsom Avenue with restricted access to Thompson Street. Endorsement of the Structure Plan does not mean automatic approval of any development. Issues raised such as traffic, access, parking and impact on horse industry are to be addressed as part of the development application for Stage 2 (refer separate report). In addition future development will also be assessed on their merits in accordance with scheme requirements and relevant provisions of the R-Codes.
24.	D and L Meadowcroft	Concerns regarding size of proposed development with respect to infrastructure, hours of operation, and impact tourist operation will have on the horse industry.	Your comments regarding potential impact future development may have on the surrounding locality are noted. It is acknowledged that the Ascot Inn is a landmark site and is heritage listed as is the Residential and Stables zone. As stated in Point 8 above, after assessment of the Traffic Report and Addendum which included horse traffic figures, together with traffic counts undertaken by the City (March 2011), Technical Services has recommended that any increase in traffic is within the acceptable road network capacity. Concerns regarding the proposed five storey height limit have been addressed – refer response Submission 12 above. In addition in response to concerns regarding traffic impact it is suggested that the main entry be limited to Epsom Avenue with restricted access to Thompson Street (refer to Officers Comment in report).

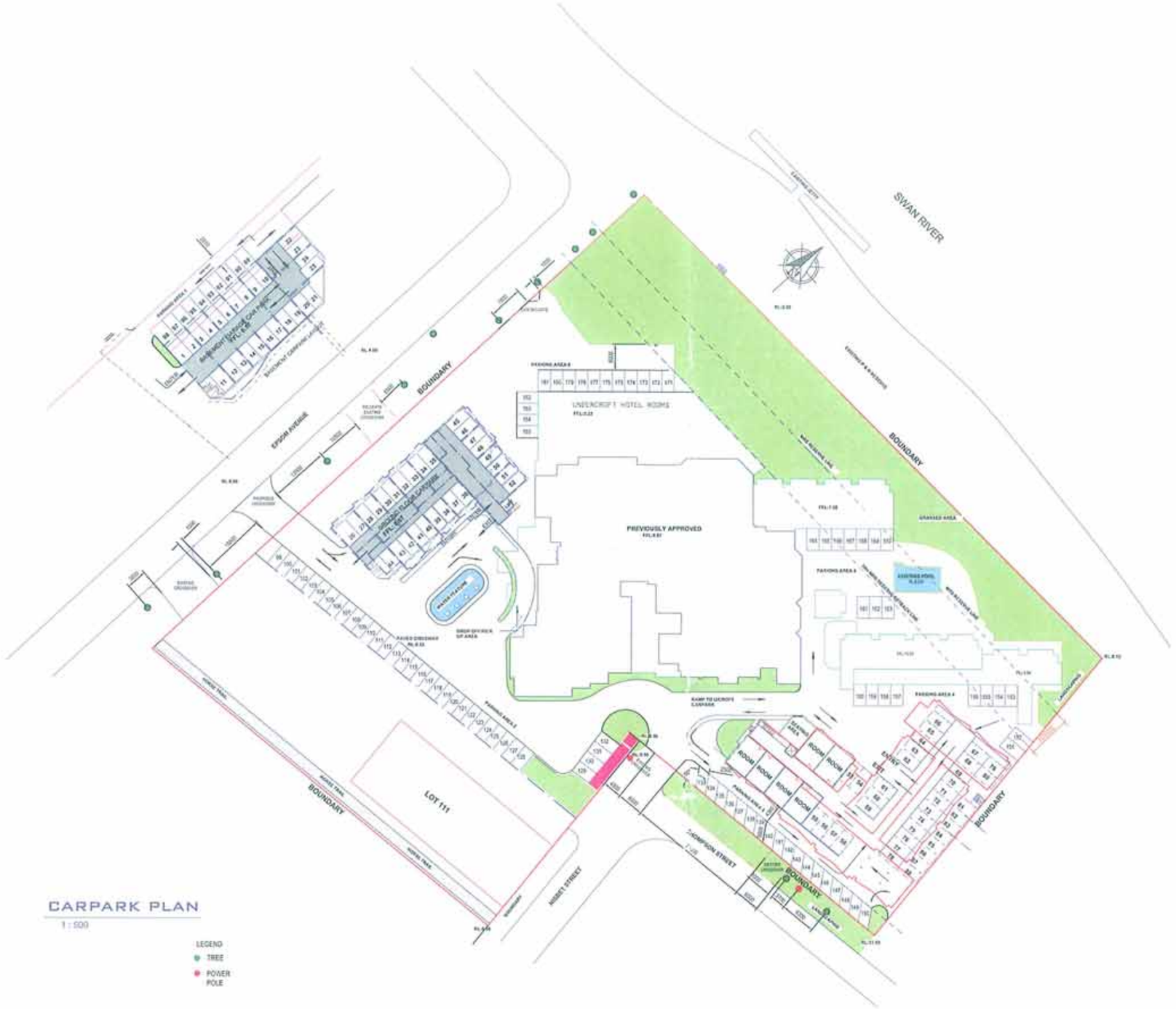
No.	Name	Resume of Submission	Council Recommendation
25.	M Hicks	Opposed to Structure Plan. Ascot Inn site is located in the historic residential and stables area and the community has a strong neighbourhood identity with respect to horse racing business. Concerns proposal will be detrimental to the amenity and lifestyle of the surrounding community. . Concerns regarding amalgamation of Lots 13 and 14 Thompson Street and the proposed Hotel and / or Serviced Apartment Use. If these lots are not part of Ascot Inn site then the former zoning of R10 should apply. Concerns Serviced Apartments and / or Hotel use is contrary to TPS14 provisions. In the case of Lots 111 and 112, again, serviced apartments cannot co - exist with a hotel under the TPS14. Concerns regarding proposed five storeys with respect to density, setbacks, overshadowing and landscape within the Residential and Stables Zone with previous approval being limited to R40. Concerns regarding traffic study and parking provision with respect to limiting traffic to site from Epsom Avenue and 'community consultations' previously undertaken. Proposed Structure Plan is detrimental to the amenity of the surrounding residents. It is too high, too dense and will generate too much traffic.	Your comments regarding impact on amenity are noted. It is acknowledged that the Ascot Inn is a landmark site and is heritage listed as is the Residential and Stables zone. In assessing the Structure Plan any impact on the surrounding locality must be considered. Accordingly modification to height is recommended. Refer response Submission 12 above. DA10 – Ascot Inn site comprises Lots 13 and 14 Thompson Street, Lot 112 Epsom Avenue and Lot 111 Nisbet Street, Ascot and are all zoned Mixed Use. The Structure Plan proposes either hotel or serviced apartment development on the two Thompson Street lots. Both hotel and serviced apartments are uses that can be considered in the Mixed Use zone. Please note also that any development application would be assessed on their merit in accordance with the City of Belmont Scheme requirements and relevant R - Code provisions including impact on the amenity of surrounding locality. As stated in Point 8 above, after assessment of the Traffic Report and Addendum which included horse traffic figures, together with traffic counts undertaken by the City (March 2011), Technical Services has recommended that any increase in traffic is within the acceptable road network capacity. Given the concerns raised regarding traffic impact on the surrounding horse properties, it is suggested that the main access to the site be from Epsom Avenue with restricted access from Thompson Street. Please note also that traffic and parking issues will be addressed as part of development application. With respect to the proposed height of the development please refer to response to Submission 12 above
26.	Heritage Council WA	Advised Ascot Inn is not on the State Register of Heritage Places and have no comment to make in relation to the proposal.	Comment from the Heritage Council is noted.

Ordinary Council Meeting 26/07/11

Item 12.3 refers

Attachment 6

Development Application Plans



CARPARK PLAN

1 : 500

LEGEND
- TREE
- POWER POLE

CARPARK TOTALS:

SECTION, A	52 BAYS
SECTION, C	36 BAYS
CARPARK AREA, 1	10 BAYS
CARPARK AREA, 2	34 BAYS
CARPARK AREA, 3	18 BAYS
CARPARK AREA, 4	10 BAYS
CARPARK AREA, 5	10 BAYS
CARPARK AREA, 6	15 BAYS
TOTAL	**185 BAYS**

City of Bel
AMENDED PLAN
29 JUN 2011

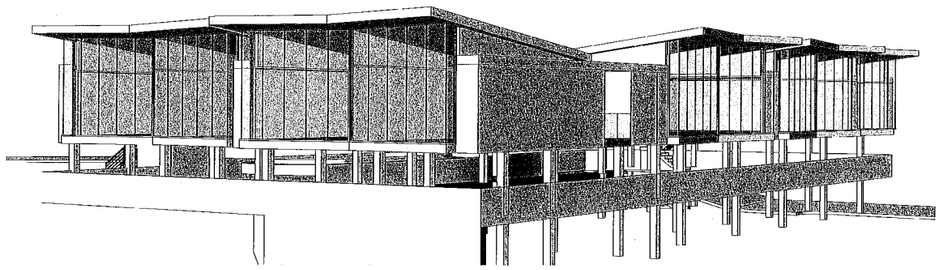
CLIENT NAME:
LUIS BATALHA

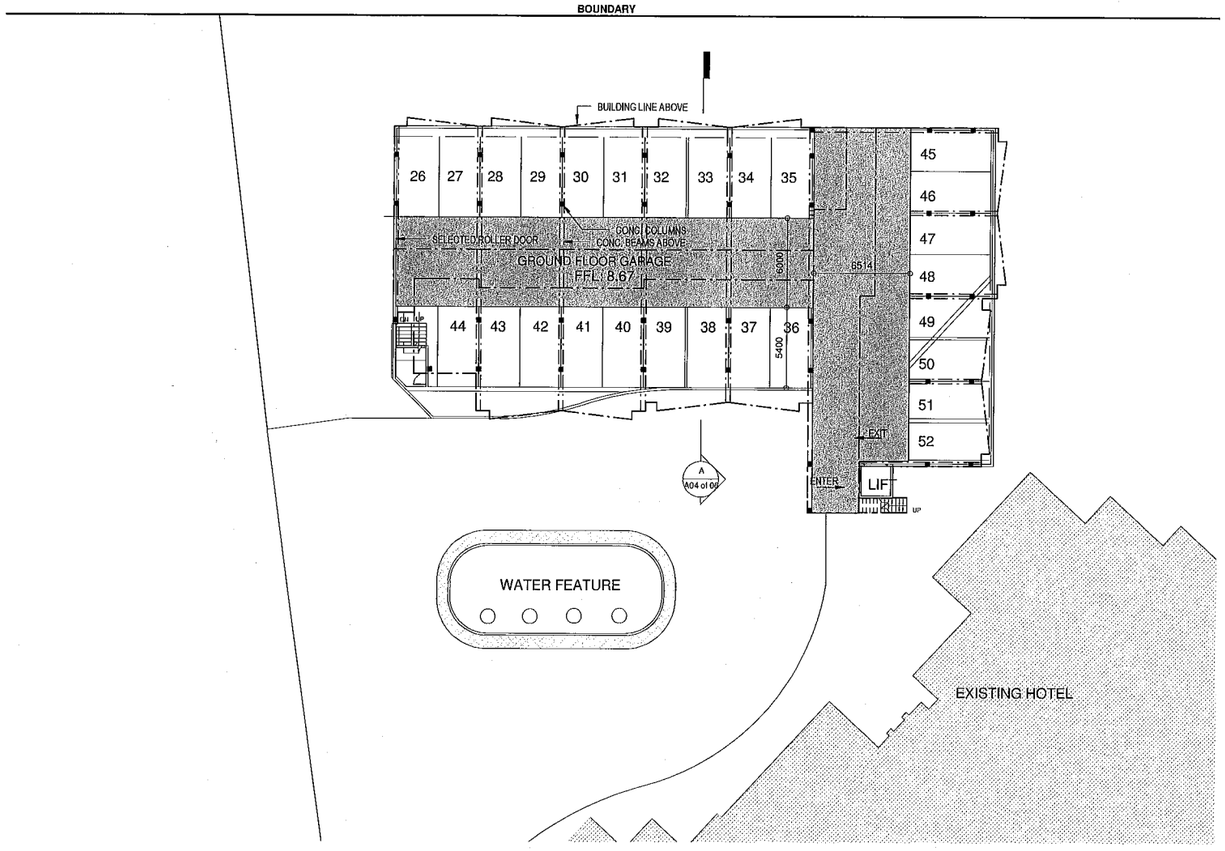
PROJECT NAME:
PROPOSED RENOVATIONS & ADDITIONS TO THE ASCOT INN HOTEL

DRAWING TITLE:
CAR PARKING PLAN
LOT 112
EPSOM AVE - ASCOT

DRAWN BY:
CHECKED BY:
AMENDMENT DATE:
AMENDMENT No.
DATE:
JOB No.
3209
PAGE NO.
A02 of 06
COMPUTER FILE:

No. AMEND. DATE AMENDMENT DETAILS
A 29-10-2010 PLANNING APPLICATION STAGE 3





GROUND FLOOR CARPARK FFL 8.67

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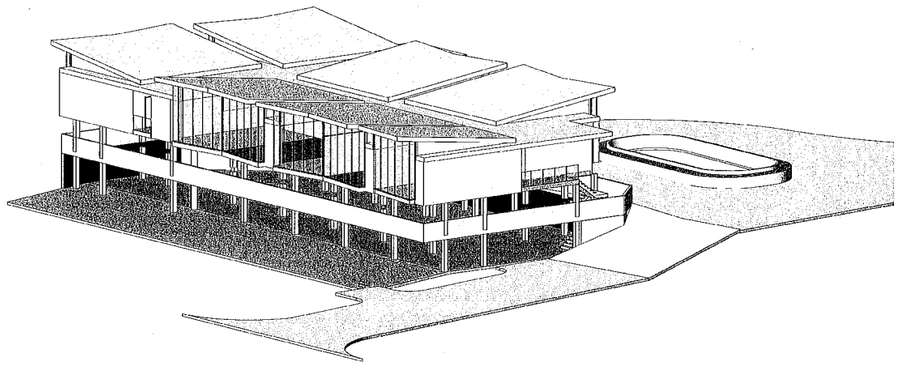

13 DEC 2010

BASEMENT CARPARK FFL 5.97

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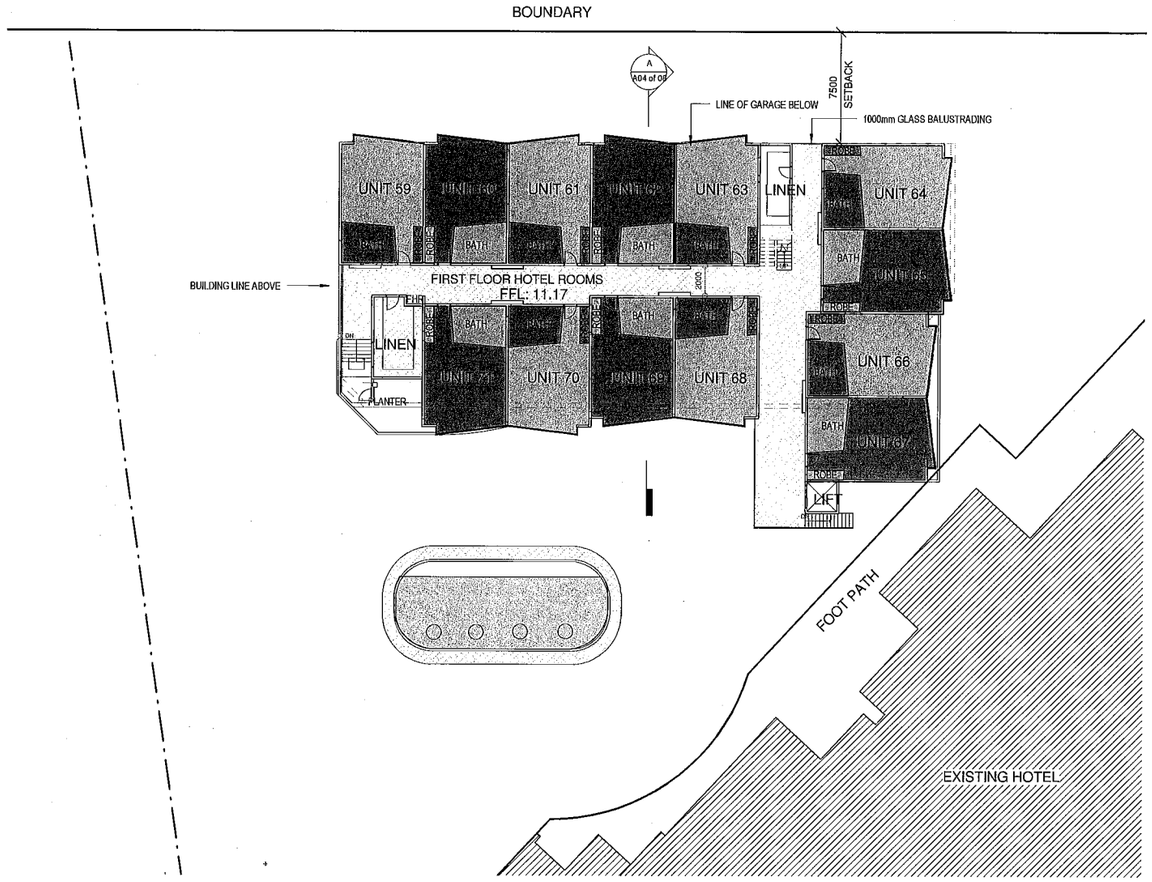
CLIENT NAME:	LUIS BATALHA		
PROJECT NAME	PROPOSED RENOVATIONS & ADDITIONS TO THE ASCOT INN HOTEL		
DRAWING TITLE	SECTION A CARPARK LAYOUT		
DRAWN BY:	W.LIN	CHECKED BY:	
AMENDMENT DATE:	29-10-10	AMENDMENT No.:	A
DATE:	29-10-10	JOB No.:	3209
PAGE NO.	A03 of 06		

A	29-10-10	PLANNING APPLICATION STAGE 2



FIRST FLOOR FFL 10.52

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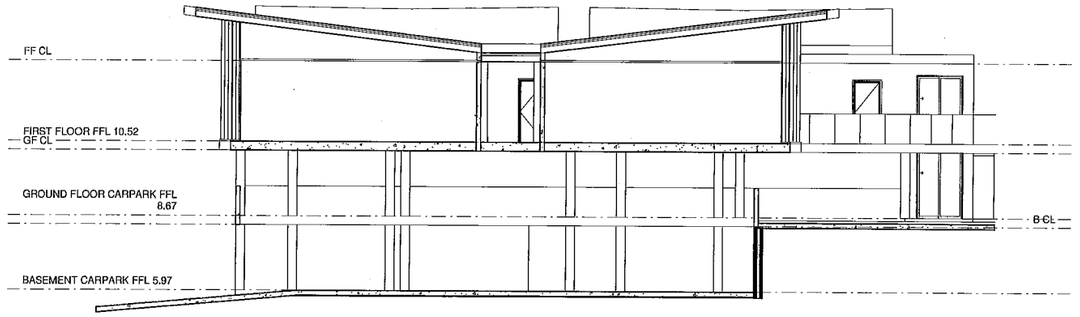
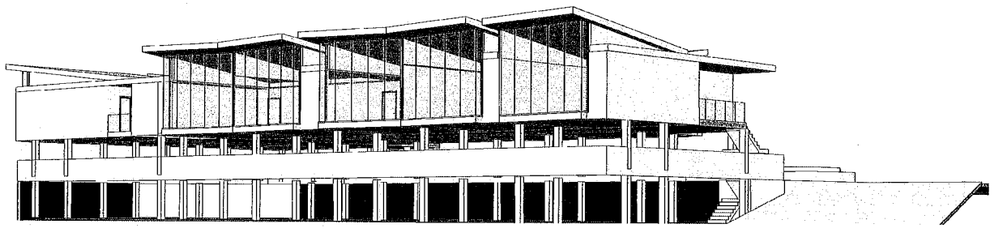
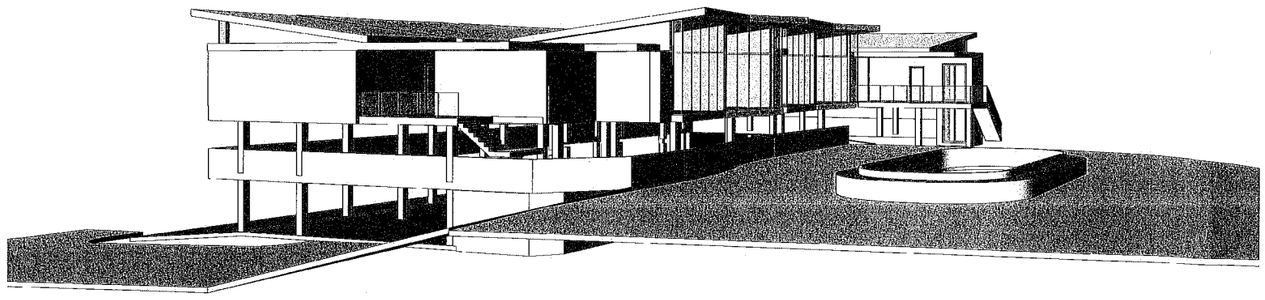


SECTION A

1 : 100

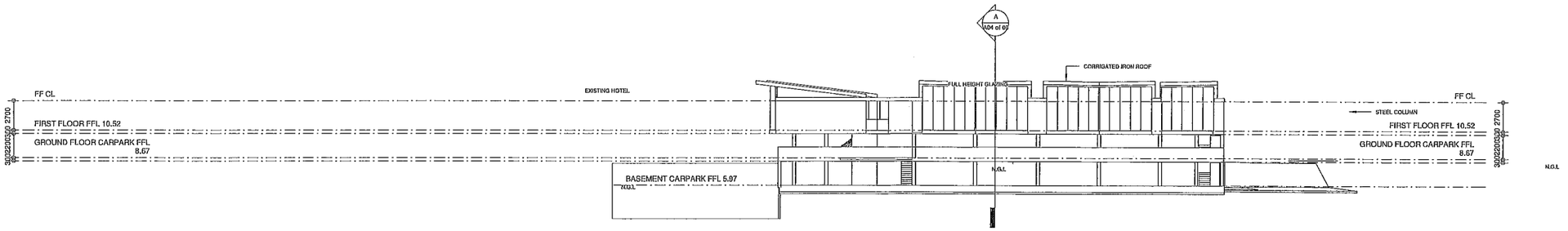




13 DEC 2010

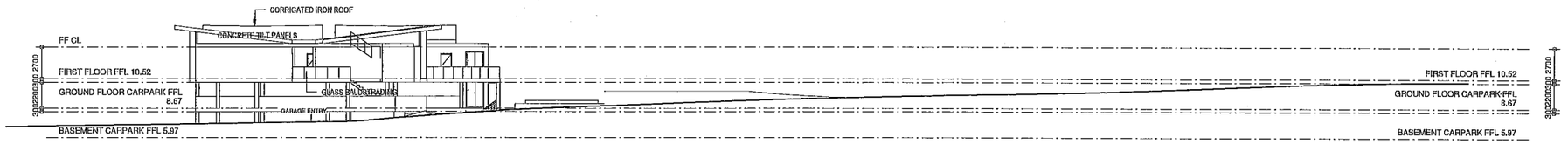
A	28-10-10	PLANNING APPLICATION STAGE 2	

CLIENT NAME: LUIS BATALHA	
PROJECT NAME: PROPOSED RENOVATIONS & ADDITIONS TO THE ASCOT INN HOTEL	
DRAWING TITLE: SECTION A FLOOR PLAN & SECTION	
DRAWN BY: W.LIN	CHECKED BY:
AMENDMENT DATE: 29-10-10	AMENDMENT No.: A
DATE: 29-10-10	JOB No.: 3209
PAGE NO.: A04 of 05	



EPSOM AVENUE ELEVATION

1 : 200



SOUTH ELEVATION

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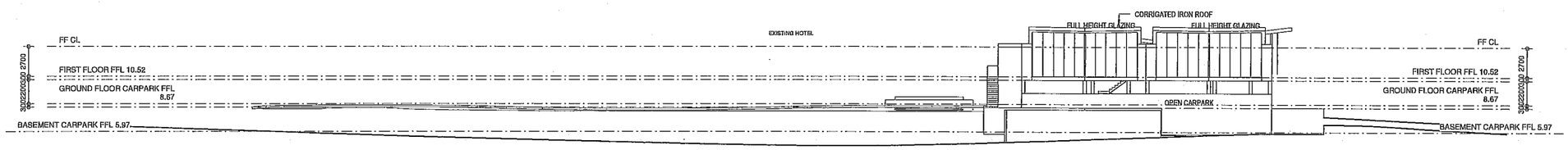

SWAN RIVER ELEVATION

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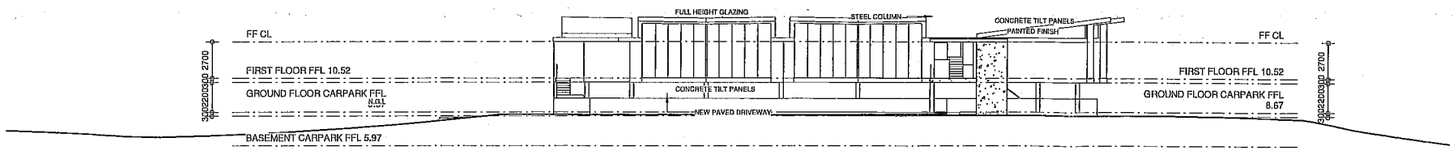


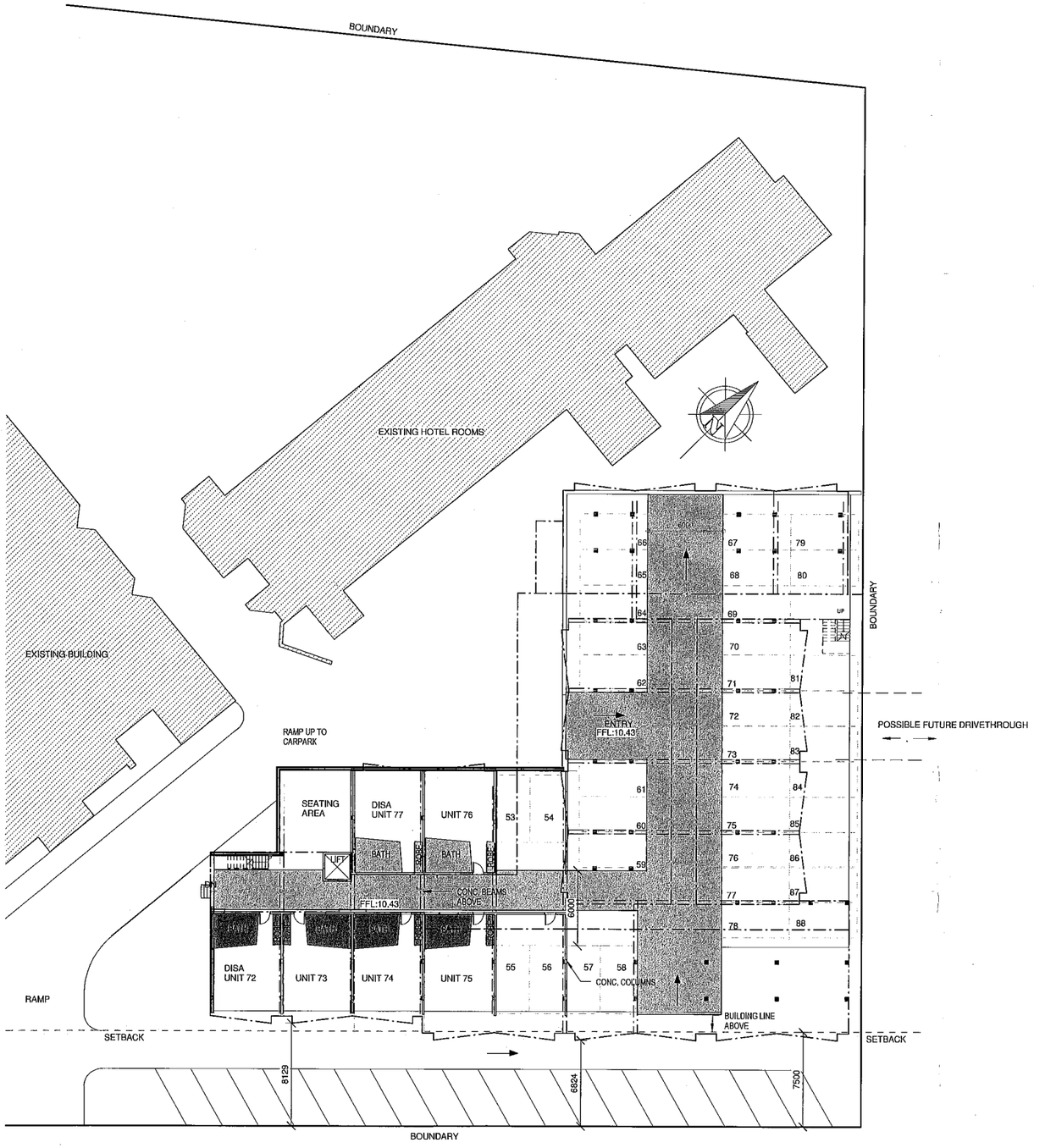
EAST ELEVATION

1 : 200

City of Belmont
AMENDED PLAN

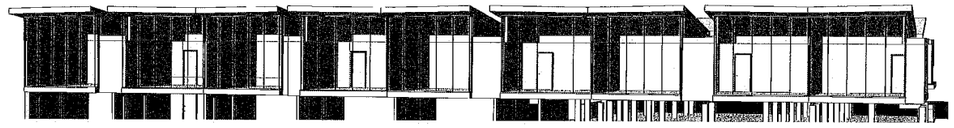
10 FEB 2011

CLIENT NAME: LUIS BATALHA	
PROJECT NAME: PROPOSED RENOVATIONS & ADDITIONS TO THE ASCOT INN HOTEL	
DRAWING TITLE: SECTION A ELEVATIONS	
DRAWN BY: Designer	CHECKED BY: Checker
AMENDMENT DATE: 08/07/10	AMENDMENT No. :
DATE:	JOB No. : 3209
PAGE NO. A10 of 11	

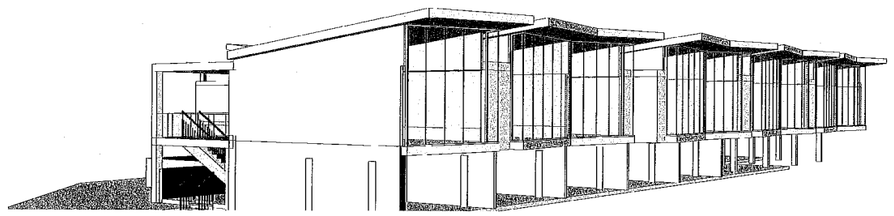


GROUND FLOOR CARPARK

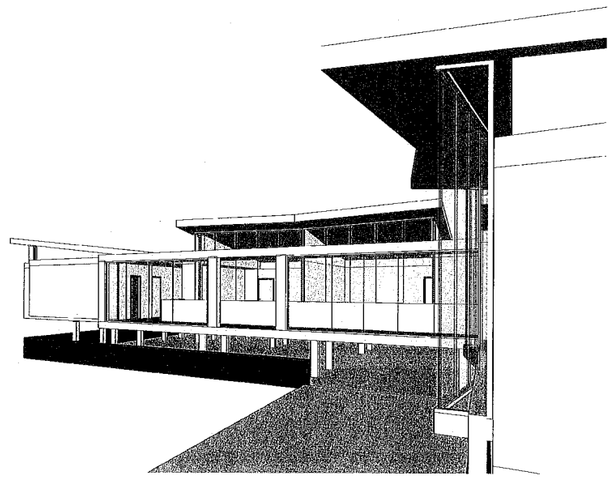
1 : 200



NISBET STREET PERSPECTIVEA



NISBET ST PERSPECTIVE B



13 DEC 2010

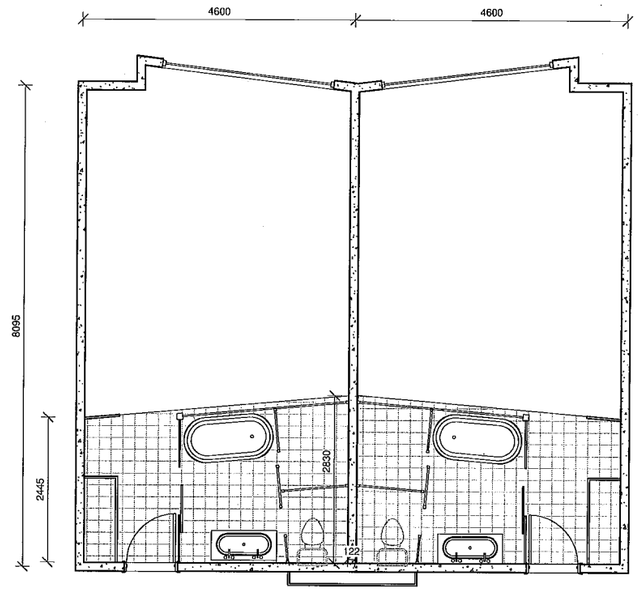
CLIENT NAME:	LUIS BATALHA	
PROJECT NAME	PROPOSED RENOVATIONS & ADDITIONS TO THE ASCOT INN HOTEL	
DRAWING TITLE	SECTION C CAR PARK LAYOUT	
DRAWN BY: W.LIN	CHECKED BY: Checker	
AMENDMENT DATE: 29-10-10	AMENDMENT No. : A	
DATE: 29-10-10	JOB No. : 3209	
PAGE NO. A06 of 06		

A	29-10-2010	PLANNING APPLICATION STAGE 2

NISBET STREET

GROUND FLOOR

1 : 200



TYPICAL ROOM LAYOUT

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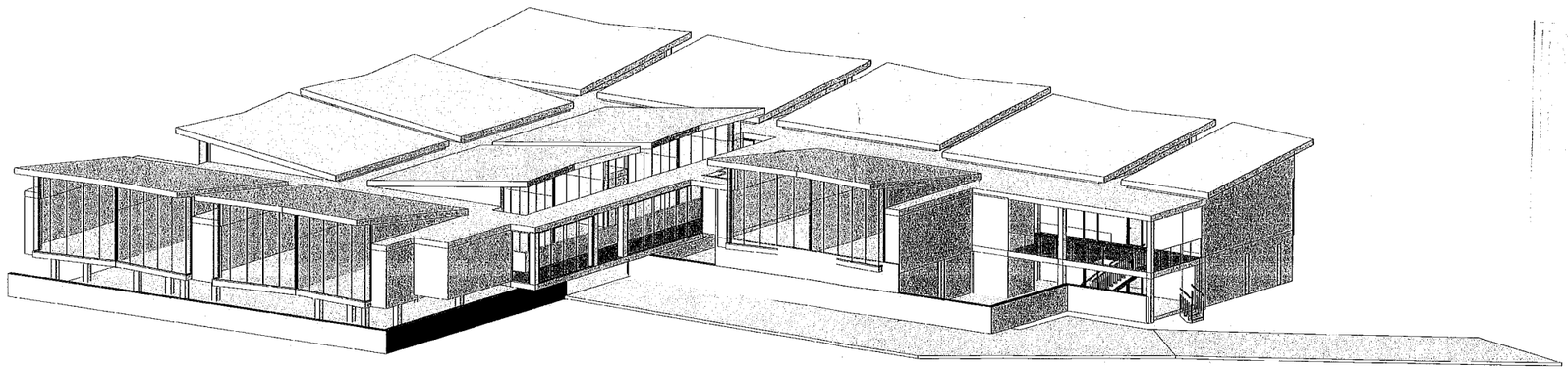


13 DEC 2010

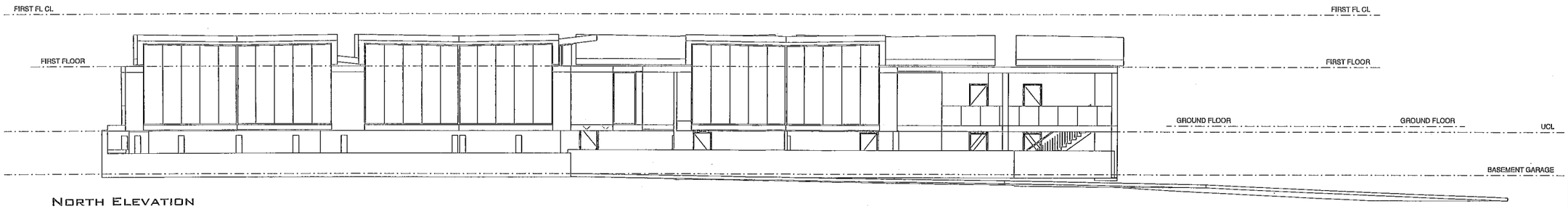
A	29-10-10	PLANNING APPLICATION STAGE 2

CLIENT NAME:
LUIS BATALHA

PROJECT NAME
PROPOSED RENOVATIONS & ADDITIONS TO THE ASCOT INN HOTEL

DRAWING TITLE
SECTION C - NISBET STREET HOTEL ROOMS

DRAWN BY: W.LIN	CHECKED BY:
AMENDMENT DATE: 29-10-10	AMENDMENT No.: A
DATE: 29-10-10	JOB No.: 3209
PAGE NO. A05 of 06	



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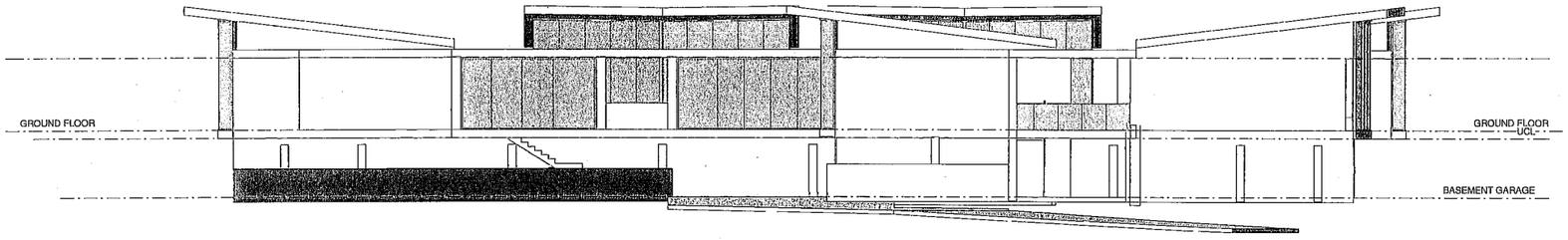

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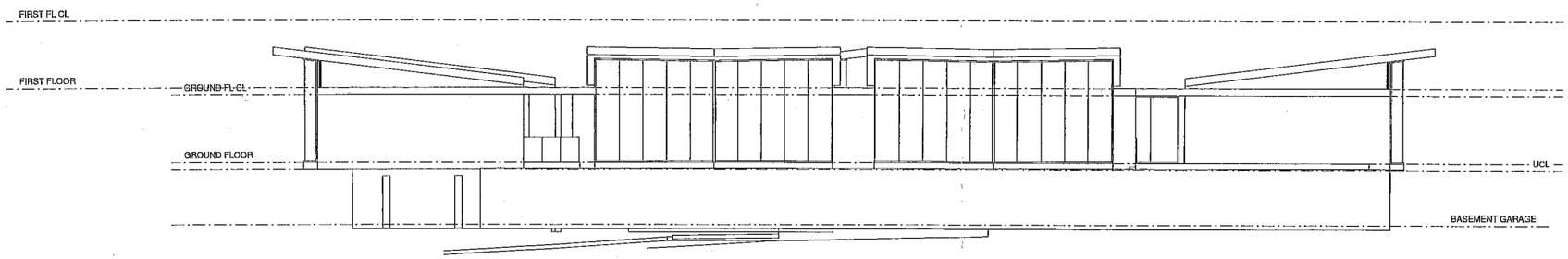

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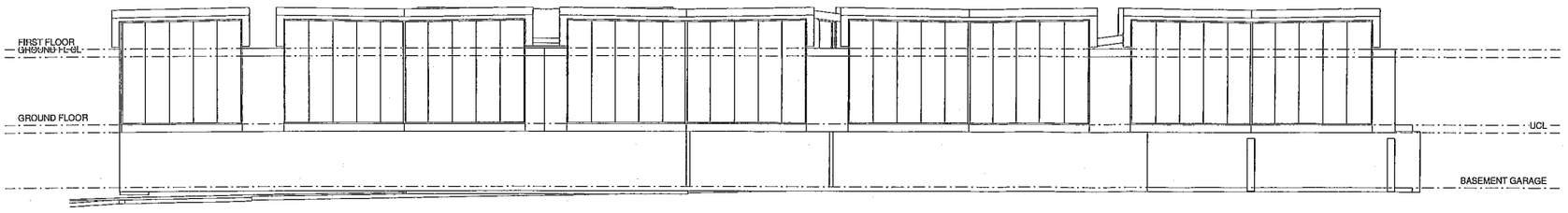


SOUTH ELEVATION
1 : 100

City of Belmont
AMENDED PLAN
10 FEB 2011

LUIS BATALHA

PROPOSED
RENOVATIONS &
ADDITIONS TO
THE ASCOT INN HOTEL

SECTION C ELEVATIONS

Designer

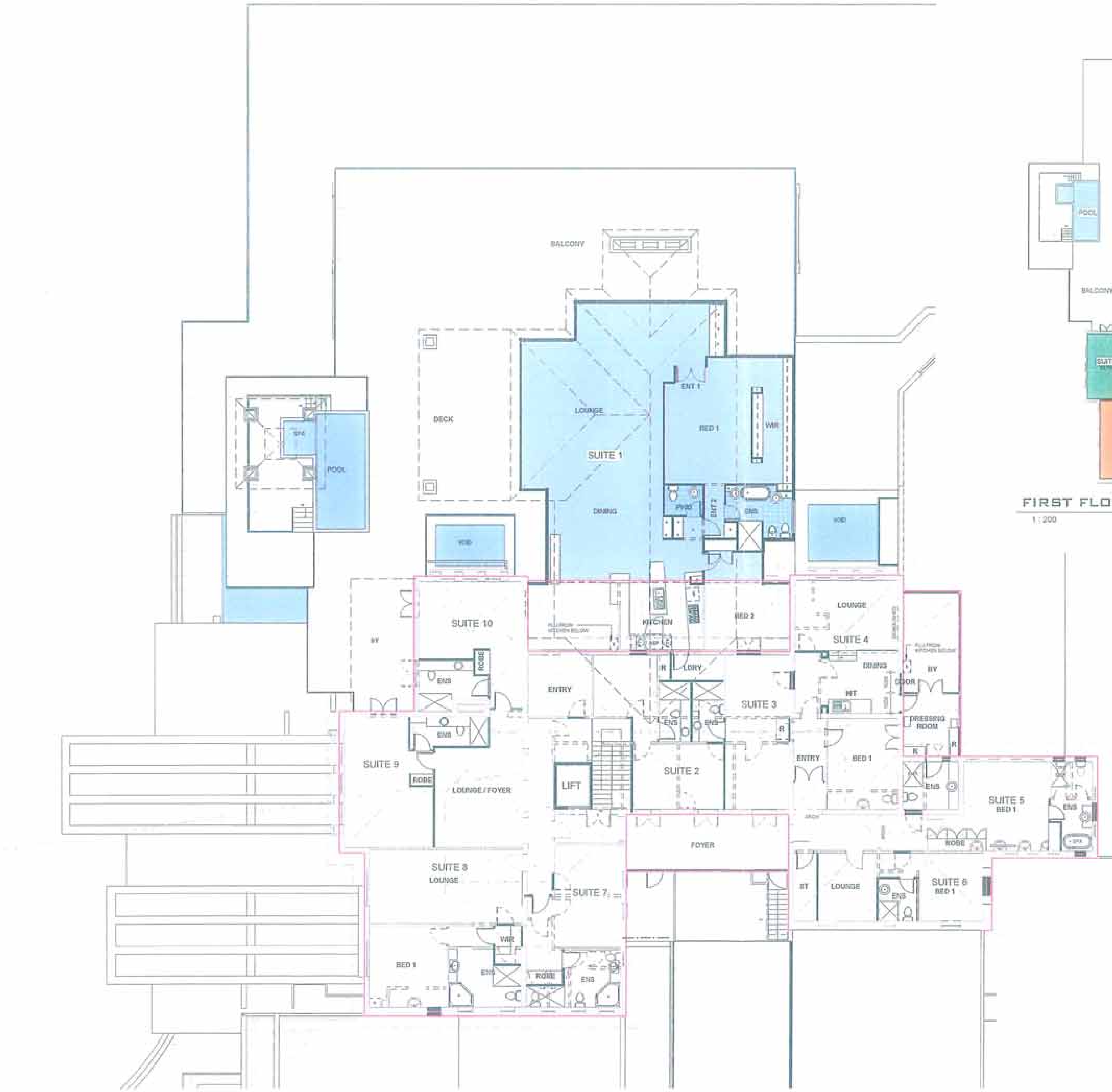
Checker

01/03/11

A07 of 11

3267

City of Be...
AMENDED PLAN
10 FEB 2011



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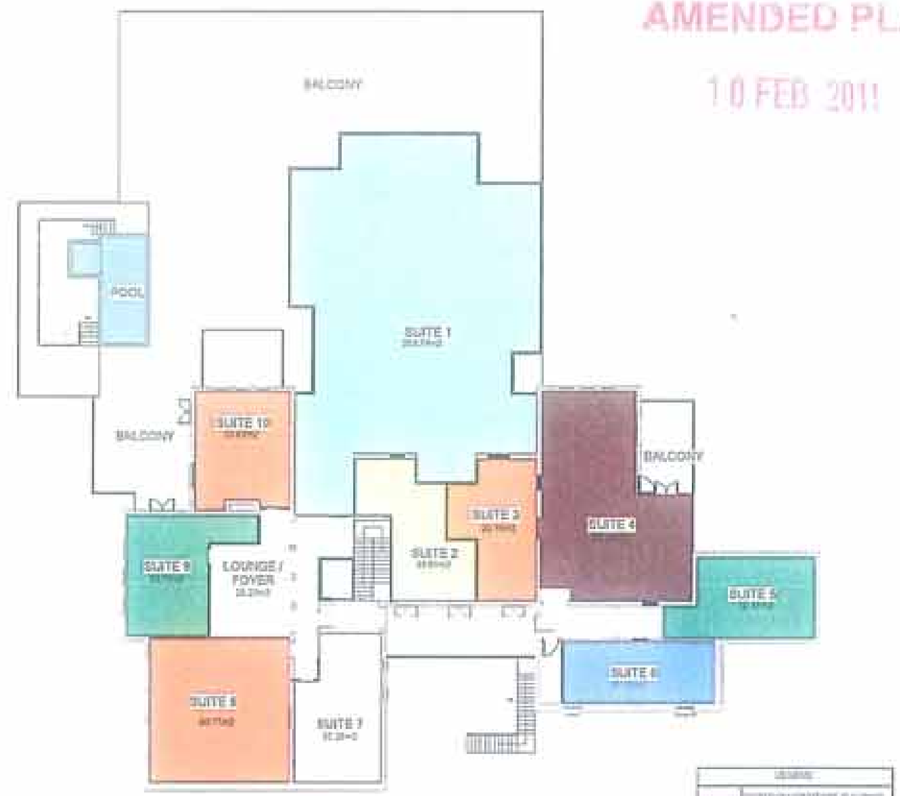


FIRST FLOOR SUITE LAYOUT
1 : 200

ANTHONY J. CASELLA
DESIGNERS

PH: 9328 6558
FX: 9328 6679
MB: 0418-199-346

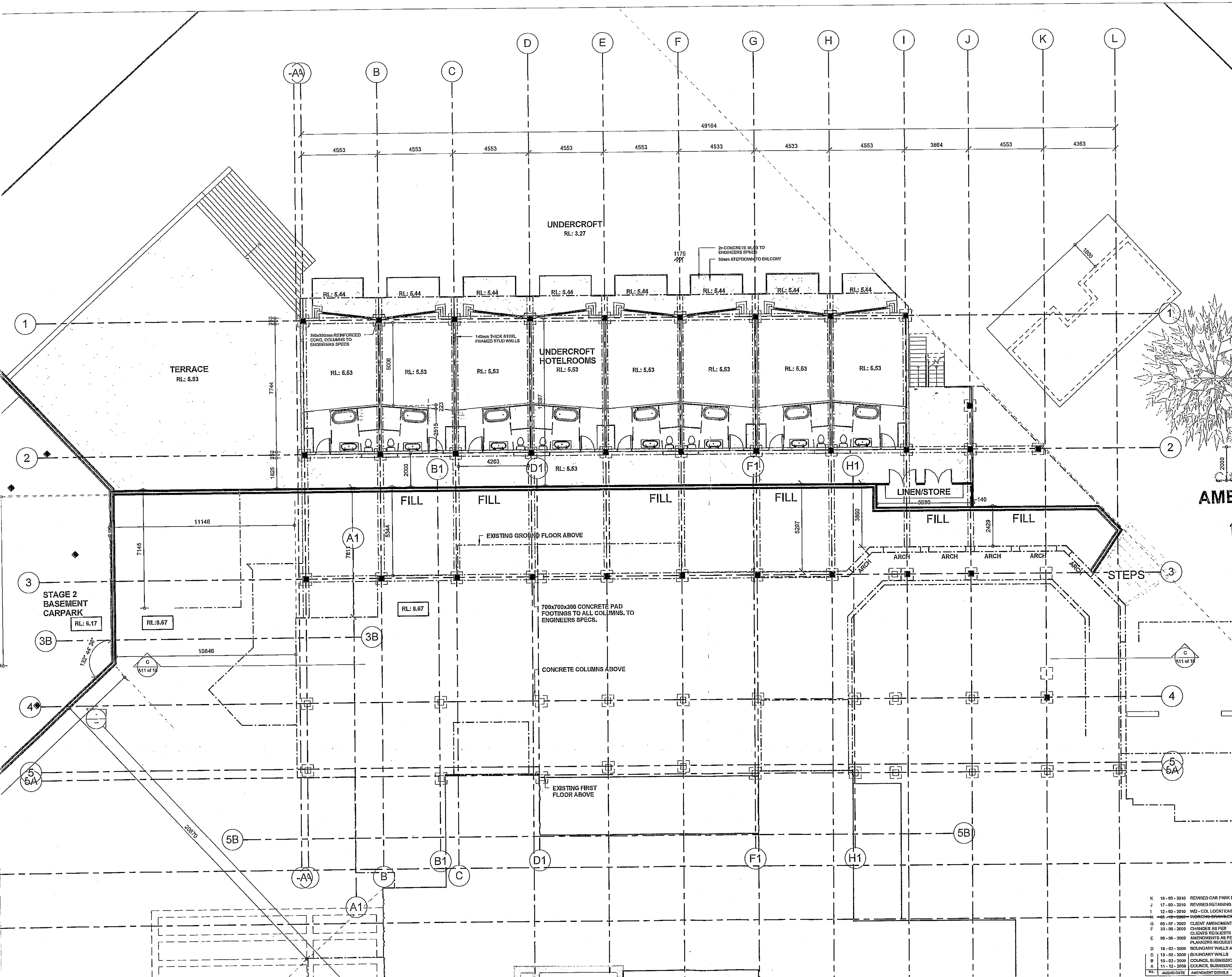
LUIS BATALHA

PROPOSED RENOVATIONS & ADDITIONS TO THE ASCOT INN HOTEL

FIRST FLOOR ADDITIONS

A07 of 11

3209



GENERAL NOTES FORM PART OF THESE DRAWINGS

1. ALL DIMENSIONS TO BE CHECKED BY BUILDER PRIOR TO COMMENCEMENT OF ANY WORK.
2. DIMENSIONS INDICATE SUB-STRUCTURE SIZE PRIOR TO SURFACE FINISH BEING APPLIED
3. THESE DRAWING ARE TO BE READ IN CONJUNCTION WITH STRUCTURAL ENGINEERS DRAWINGS
4. BUILDER TO LOCATE BOUNDARY PEGS & DETERMINE ACCURATE POSITION OF BOUNDARY LINES & EXISTING BOUNDARY WALLS, FENCES & BUILDINGS PRIOR TO COMMENCEMENT OF WORK
5. BUILDING SET-OUT TO BE CHECKED BY BUILDER PRIOR TO COMMENCEMENT OF EXCAVATION.
6. BUILDER TO ADVISE DESIGNER OF ANY DEVIATION FROM THE INFORMATION ON THIS PLAN PRIOR TO COMMENCEMENT OF WORK
7. ALL CONSTRUCTION AND DETAILS ARE TO BE IN ACCORDANCE WITH THE LATEST A.S. AND BUILDING CODE OF AUSTRALIA.
8. ALL DRAINAGE AND PLUMBING TO BE CONSTRUCTED IN ACCORDANCE WITH WAWA REQUIREMENTS.
9. ELECTRIC AND GAS WORKS TO BE CONSTRUCTED IN A ACCORDANCE WITH WESTERN POWER AND ALINTA GAS REQUIREMENTS.
10. DO NOT SCALE DRAWINGS.
11. ANY DISCREPANCIES TO BE BROUGHT TO ATTENTION OF DESIGNER & RESOLVED BEFORE COMMENCEMENT OF WORK
12. ALL SOAKWELLS TO BE INSTALLED NO CLOSER TO BUILDING THAN ONE (1) METRE - OR AS REQUIRED BY COUNCIL.
13. A 30mm SETDOWN ON CONCRETE SLAB IN WET AREAS ONLY.
14. PROVIDE FLYSCREENS TO OPENING WINDOWS AND SLIDING DOORS
15. NO STRUCTURAL WORK TO BE CARRIED OUT WITHOUT RELEVANT APPROVED STRUCTURAL DETAILS
16. ALL FLASHINGS AND MEMBRANES, WATERPROOFING MATERIALS, ADDITIVES AND CHEMICALS REQUIRED TO MAKE THE BUILDING WATERPROOF AND WATER TIGHT TO BE ADDED AND IMPLEMENTED INTO THE CONSTRUCTION WHETHER IT IS SHOWN OR NOT.

    THIS INCLUDES ALLOWANCE FOR DRAINAGE RUNOFFS AND GENERAL SLOPING AND CONTOURING THE FLASHING OR SURFACE AREAS TO ENSURE THAT SYSTEM IMPLEMENTED WILL DRAIN AWAY TO ITS REQUIRED SOURCE.

    ALL FLASHING IN CAVITIES AND WALLS TO BE BUILT IN WITH A MIN 2 COURSE STEP FLASHING ALLOWING FOR WEEPHOLES AT A MIN OF 2 METRES CENTRES EXPOSED FLASHING ARE TO BE TRIMMED WITH AN OVER FLASHING.

    ENSURE ADEQUATE OVERLAPPING OF FLASHING. ENSURE THAT ALL WET WALLS AND SURFACES ARE WATER PROOFED AND OR DAMP PROOF TREATED PARGED BIT COATED AND THAT ALL MATERIALS FOR THE ABOVE COMPLY WITH THE MANUFACTURES SPECIFICATIONS.
17. BUILD A TWO COURSE STEP FLASHING TO ALL EXTERNAL CAVITY WALLS WITH WEEPHOLES AT EVERY FLOOR LEVEL. FLASH ABOVE AND OVER EXTERIOR LOWER ROOFS TO ENSURE THAT EXTERNAL WET WALLS AND CAVITIES HAVE BEEN FLASHED TO THE OUTSIDE OF THE BUILDING.
18. BUILDER TO USE WEEPA WEEPHOLES OR SILMILAR PRODUCT OF THE SAME STANDARD AT EVERY 5th PERPEND. WEEPA WEEPHOLES TO HAVE 20mm PROJECTION FROM BRICKWORK SO THAT EXTERNAL RENDER WILL FINISH FLUSH WITH THE WEEPA. BUILDER IS TO MAKE SURE THAT WEEPA WEEPHOLES HAVE THE MORTAR PROTECTOR INSTALLED DURING CONSTRUCTION. WHEN ALL WORK IS COMPLETED THE MORTAR PROTECTOR IS TO BE REPLACED WITH THE STANDARD PLASTIC VERMIN GUARD OR ... FOR MORE DETAIL. WEEPA WEEPHOLES ARE NOT TO BE CONCEALED OR OBSTRUCTED BY ANY EXTERNAL RENDER OR MATERIAL OF ANY SORT.
19. ENSURE THAT ALL SURFACES ARE PREPARED TO MANUFACTURES SPECIFICATIONS PRIOR TO ADDING A SECONDARY COAT OR LAYER TO FINISHED SURFACES.
20. THE BUILDER TO SUBMIT ALL AMENDMENTS REVISIONS AND CHANGES TO THE RELEVANT COUNCILS & AUTHORITIES AND OBTAIN THEIR APPROVAL PRIOR OF COMMENCEMENT OF ANY WORKS ON SITE
21. THE BUILDER IS NOT TO USE THESE DOCUMENTS FOR CONSTRUCTION ANY WAY SHAPE OR FORM UNLESS A WRITTEN LETTER HAS BEEN OBTAINED IN WRITING STATING THAT THESE DOCUMENTS CAN BE USED BY THAT PERSON OR COMPANY FROM ANTHONY J CASELLA DESIGNERS.

ANTHONY J. CASELLA DESIGNERS
© VESTED IN ANTHONY J CASELLA DESIGNERS
ARCHITECTURAL DRAFTING
INTERIOR DESIGNERS
BUILDING DESIGN CONSULTANTS
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EST. SINCE 1971

CLIENT NAME: LUIS BATALHA

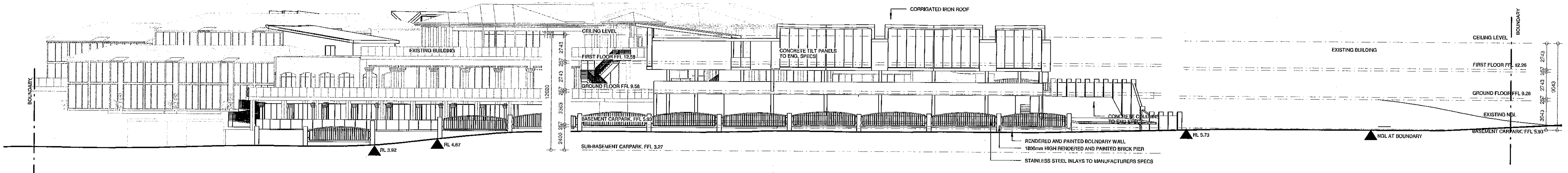
PROJECT NAME: PROPOSED RENOVATIONS & ADDITIONS TO THE ASCOT INN HOTEL

DRAWING TITLE: UNDERCROFT HOTEL ROOMS

No.	AMEND DATE	AMENDMENT DETAILS
K	18 - 03 - 2010	REVISED CAR PARK LEVEL
J	17 - 03 - 2010	REVISED RETAINING WALL
I	12 - 02 - 2010	WD - COL LOCATIONS AS PER SITE
~~H~~	~~26 - 10 - 2009~~	~~WORKING DRAWINGS~~
G	06 - 07 - 2009	CLIENT AMENDMENTS
F	30 - 06 - 2009	CHANGES AS PER CLIENTS REQUESTS
E	08 - 06 - 2009	AMENDMENTS AS PER PLANNERS REQUESTS
D	16 - 02 - 2009	BOUNDARY WALLS AMENDMENT
C	13 - 02 - 2009	BOUNDARY WALLS
B	10 - 02 - 2009	COUNCIL SUBMISSION
A	11 - 12 - 2008	COUNCIL SUBMISSION

DRAWNBY: AT	CHECKED BY: AJC
AMENDMENT DATE: 18 - 03 - 2010	AMENDMENT No. : K
DATE: 06 - 07 - 2009	JOB No. : 3209
PAGE NO A03 of 18	

COMPUTER FILE : Z:\ASCOT INN HOTEL\DESIGN\WORKING DRAWINGS\STAGE 1\9-10-09 - ASCOT INN WORKING DRAWINGS - STAGE 1.M



EPSOM AVENUE ELEVATION

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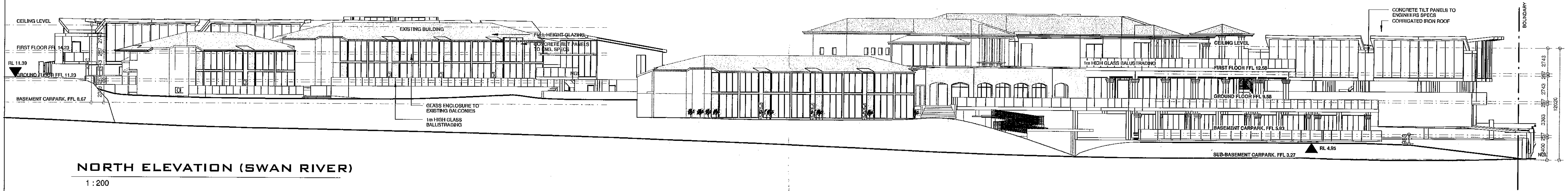
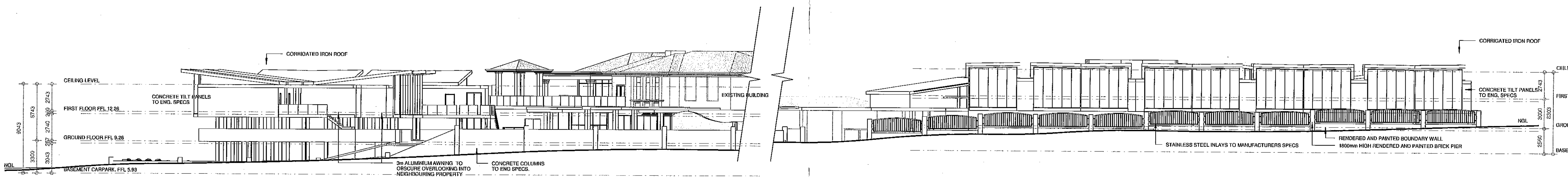


NORTH ELEVATION (SWAN RIVER)

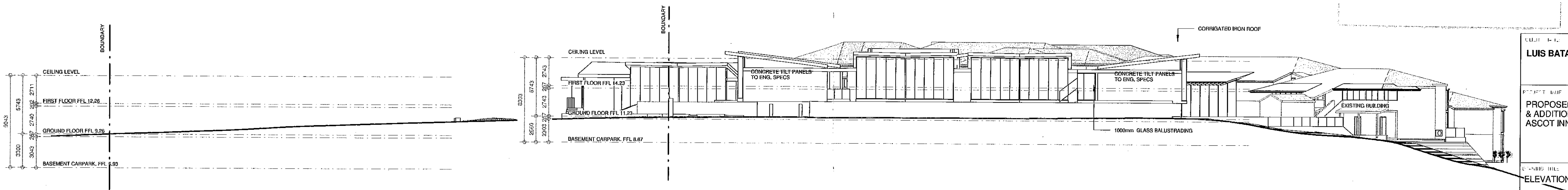
1 : 200



SOUTH ELEVATION (NISBET STREET)

1 : 200

13 DEC 2010



EAST ELEVATION

1 : 200

LUIS BATALHA

PROPOSED RENOVATIONS & ADDITIONS TO THE ASCOT INN HOTEL

ELEVATIONS

G	04 - 07 - 2009	SECTIONS FOR INTERNAL USE
F	20 - 05 - 2009	SECTION B&C ROOM SUBMISSION
E	28 - 04 - 2009	SECTION B&C ROOM SUBMISSION
D	16 - 02 - 2009	BOUNDARY WALLS AMENDMENT
C	13 - 02 - 2009	BOUNDARY WALLS
B	10 - 02 - 2009	COUNCIL SUBMISSION
A	11 - 12 - 2008	COUNCIL SUBMISSION

A.TATASCIORE | A3O

04 - 07 - 2009 | G

04 - 07 - 2009

A08 of 10 | 3209

Ordinary Council Meeting 26/07/11

Item 12.3 refers

Attachment 7

Submission Table

CITY OF BELMONT

SCHEDULE OF SUBMISSIONS –DEVELOPMENT APPLICATION 554/2010/DA
ASCOT INN SITE LOCATED AT LOTS 112, 13 AND 14 (1-13) EPSOM AVENUE, ASCOT

No.	Name	Resume of Submission	Council Recommendation
1.	D Lodwick Regional Leader, Land Use Planning Swan Region Department of Environment and Conservation (DEC)	The area proposed for development is partially within the Swan River Trust's (SRT) Management Area. DEC is aware that the Trust has had long term involvement with the development of this land and will provide advice on this planning application. DEC defers comment to the SRT.	Comments noted.
2.	L Broadhurst Manager Road Planning Main Roads Western Australia	No objection. The applicant is advised that the widening of Great Eastern Highway is due to commence in mid 2011 and access to and from the Ascot Inn may be inconvenienced during this time.	Comments noted.
3.	Customer Service Officer Connections Administration Western Power	Western Power wishes to advise, to the best of their knowledge, there are no objections to the changes proposed. Please note: a) Perth One Call Service (Freecall 1100 or visit dialbeforeyoudig.com.au) must be contacted and location details (of Western Power underground cabling) obtained prior to any excavation commencing. b) Work Safe requirements must also be observed when excavation work is being undertaken in the vicinity of any Western Power assets. Western Power is obliged to point out that any change to the existing (power) system, if required, is the responsibility of the developer.	Comments noted.
4.	K Purcher Senior Development Planner Development Services Branch Water Corporation	*Water* The subject falls within the Kewdale - South Perth Gravity water supply scheme. Reticulated water is available to serve the subject site. All water main extensions if required for the development must be laid within the existing and proposed road reserves, on the correct alignment and in accordance with the Utility Providers Code of Practice. *Wastewater* The subject area can be served from the Redcliffe sewerage scheme. The subject sit is currently served via private pump station. All sewer mains extensions if required should be laid within road reserve on the correct alignment in accordance with the Utility Providers Code of Practice. *Urban Water Management* Water strategy and management issues should be addressed in accordance with the *State Water Strategy 2003*, *State Water Plan 2007*, and Department of Water document Better Urban Water Management. The Corporation's information system indicates the presence of Acid Sulphate Soils (ASS). The disturbance of ASS in the subject area could have adverse changes to the quality of groundwater and the nearby waterways, leading to acidification of the water and dame to existing and future infrastructure resulting in increased development and maintenance costs. Water Corporation's recommendation is for the City of Belmont to advise the developer to have management procedures in place to prevent the potentially unacceptable	The site is connected to sewer via a private line. Any changes the Water Corporation requires to the current services including potential headwork contributions and fees would be processed at the building licence stage as all building licences require Water Corporation approval. Should planning approval be granted by the City and the Western Australian Planning Commission (WAPC) standard conditions relating to acid sulphate soils and urban water management plans are to be imposed.

No.	Name	Resume of Submission	Council Recommendation
		impacts associated with the disturbance of the ASS. *General Comment* The principle followed by the Water Corporation for the funding of subdivision or development is one of user pays. The developer is expected to provide all water and sewerage reticulation. A contribution for Water and Sewerage headworks may also be required. In addition the developer may be required to fund new works or the upgrading or existing works and protection of all works. Any temporary works needed are required to be fully funded by the developer. The Corporation may also require land being ceded free of cost for works. The building application will require Water Corporation Building Services approval prior to commencement of works. Headwork contributions and fees may be required to be paid prior to approval being issued. The information provided above is subject to review and may change. If development has not proceeded within the next six months, the developer is required to contact the Corporation in writing to confirm if the information is still valid.	
5.	M Burnett Strategic Planning Officer City of Bayswater	The City of Bayswater wishes to advise that it has no comment on the proposal.	Comments from City of Bayswater are noted.
6.	Swan River Trust	Not support proposed Parks and Recreation boundary change in current configuration. SRT will support Parks and Recreation boundary change which widens the access path for the public to walk from Epsom Avenue to the foreshore by diagonally cutting the eastern corner of Lot 112 and continues along the foreshore as close as possible to the existing buildings whilst still allowing the owner sufficient room for maintenance activities and the like. SRT advises that they have met with WAPC to discuss the Parks and Recreation boundary change and confirmed that the WAPC will be investigating location options and arranging for the area to be surveyed. SRT also advised that any future development to be subject to SRT development policies including Water sensitive Urban Design principles and best management practices outlined in the *Planning and Management Guidelines for Water Sensitive Urban (Residential) Design and A Manual for Managing Urban Stormwater Quality in Western Australia.* Fencing constructed along the boundary of the Trusts Development Control Area shall be open view with a maximum height of no more than 1.8 metres including any retaining walls. Trust promotes the maintenance and restoration of natural vegetation and actively encourages the retention and reinforcement of existing native vegetation on land abutting the river foreshores. The subject lot is on the Permanent Register of Aboriginal Sites of Significance.	Currently a portion of the Ascot Inn development is located within the Parks and Recreation foreshore reserve. The Structure Plan proposes to modify this boundary to ensure the portion of the hotel development is within zoned land. SRT proposes the truncation of Lot 112 to be increased and included as Park and Recreation reserve in order to provide both a wider physical and visual access from Epsom Avenue to the foreshore reserve. This proposed boundary change follows the 100 year flood fringe plan, however does not reflect the existing retained land and fencing in this corner. A site meeting was held on 9 June 2011 with Officers from the Department of Planning, SRT, Manager - Planning Services and Planning Officer to discuss whether a larger truncation requested by SRT would achieve a better view and clear sight path of the Parks and Recreation area. It was noted that due to the slope of Epsom Avenue road reserve down to the foreshore reserve (a drop of 4metres) the view of the foreshore reserve was restricted until within approximately 60 metres. It was also noted that a condition of the development approval will require open fencing on all boundaries of the Ascot Inn site. This meant that the view to the foreshore reserve and Swan River would not be restricted by solid fencing. Accordingly, the Department of Planning Officer suggested a 10 metre x10 metre truncation would be sufficient to provide an open vista from Epsom Avenue to the Parks and Recreation reserve and view of the jetty.

No.	Name	Resume of Submission	Council Recommendation
			Given that a normal truncation is six metres x six metres, and that a 10m setback is in line with the existing Parks and Recreation boundary, it was agreed by all parties that the Structure Plan be modified to show a 10 metre x 15 metre truncation. The applicant indicated that he considered his client would be willing to cede the land free of cost to the WAPC. The applicant also confirmed that he would modify the Structure Plan and provide the City with a copy and that he would also provide a digital copy to the Department of Planning Officers. Accordingly support for this modified boundary would be dependent on the existing retaining wall and fence being modified / removed and any fill removed to allow the public to access this triangle area with ease. As such it is not considered that the proposed modification to the Parks and Recreation boundary would provide any benefit to the public wishing to access the foreshore reserve and modification to the existing retaining wall and fence is not considered to be a reasonable planning requirement. The proposed modification to the location of the Parks and Recreation boundary along the front of the lot adjacent to the Swan River would appear to be minor (i.e. less than one metre) however the plan submitted is not to scale and the final location of the Parks and Recreation boundary will depend on the outcome of the survey to be undertaken by WAPC. It should also be noted that any change to the Parks and Recreation boundary will require an amendment to the Metropolitan Region Scheme (MRS) by the WAPC. The proposed modification to the Parks and Recreation boundary across the front of the lot is supported by owner / applicant. The applicant has now submitted a modified plan. In regard to fencing, a condition of planning approval would require all fencing to be visually permeable. The SRT required a maximum 1.8 metre high fence including any retaining walls. It is acknowledged that the existing solid fencing has been erected for safety and security during the construction stage only and is located on top of the existing retaining wall located along the Swan River foreshore reserve and portion of Epsom Avenue. In order to comply with SRT requirement maximum 1.8 metre high fence the portion of the retaining wall within the Parks and Recreation boundary would need to be removed and the existing retaining banked within the zoned portion of the land. Alternatively a new retaining wall could be constructed with open fencing above which not comply with the SRT

No.	Name	Resume of Submission	Council Recommendation
			requirements. Refer to Officer Comment for further discussions on these options. A condition of any planning approval would require a landscape plan which details the type of plants. The City promotes the use of local plant species and water wise gardens.
7.	C Evers	Concerns scale of the Ascot Inn site redevelopment is likely to have a detrimental impact on the single residential and horse stable area. Concerns any overflow of traffic from the Ascot Inn complex proposal, hotel rooms, bar, cafe shop and restaurant, will severely degrade, by way of noise (24 hours a day) and road safety this quiet Ascot area. All vehicles staying at, or visiting the Ascot Inn complex must have on - site parking space provided and the owner / developer must be told (in writing) that this conditions will also be a non - negotiable condition of any future development proposal. If the owner / developer of the Ascot Inn site is given any parking concession for this development, it will make a mockery of the R10 rating that applies to the surrounding streets in Ascot. In relation to the public river reserve in front of the Ascot Inn site, with the exception of land exchange adjustments, no public river reserve should be lost to the public (title).	All development applications are assessed in accordance with Scheme provisions and R - Code requirements. It is considered that the proposed two storey additions are in keeping with the existing hotel premises. However the issues raised with respect to traffic, safety, parking must be considered. TPS14 Table 2 and Schedule No. 3 provides standard car parking layouts and minimum parking provision requirements for the various uses. However Clause 10.16 allows for Council to consider variations to these standards. The applicant also submitted a Traffic Study which has been assessed by the City's Technical Services. Technical Services confirmed that whilst it is recognised that the proposal will result in increased traffic through the locality, the traffic may comply with acceptable maximum capacity of the road network. Under the City's Functional Road Hierarchy Plan Epsom Avenue is designated as an Access Road capable of carrying up to 3000vpd. Analysis of the Traffic Report (dated September 2010), amended Traffic Report (dated June 2011) together with traffic counts undertaken by the City (March 2011) confirmed that there would be an increase in traffic however it is considered that it would be within the maximum road network capacity with the exception of Epsom Avenue. As the main entry to the site is specifically designated via Epsom Avenue, in order to limit the potential increased traffic would have on the surrounding local road network, with restricted access via the service entry on Thompson Street, the City's Technical Services have recommended that Epsom Avenue be upgraded and reclassified as a local distributor road with a capacity of maximum 6000 vehicles per day. This is supported on the basis that Epsom Avenue was previously classified as a local distributor but was reclassified after the Ascot Inn ceased operating. In regard to parking, Council in the past has considered parking variations based on reciprocity of uses associated with a subject site. In this instance some allowance may be given to parking based on the number of hotel guests who may also utilise other hotel functions such as the restaurant, cafe / bar area and / or the function room. All development is required to comply with *Environmental Health (Noise) Regulations 1997*.

No.	Name	Resume of Submission	Council Recommendation
			Currently a portion of the subject site is reserved Parks and Recreation. Accordingly the Parks and Recreation boundary is to be modified to exclude private development from the reserve and to reflect the topography of the eastern portion of the reservation. Finalisation of the Parks and Recreation boundary will require an amendment to the MRS by the WAPC.
8.	J Becker	Concerns regarding the high number of additional apartments proposed as: • The area is already sensitive to the strong horse environment and traffic congestion; • Increased number of patrons; • Premises would attract more undesirable; and • Not in favour of much larger expansion of the existing facility.	The current development application (Stage Two) proposes an additional 53 hotel rooms. Any future development applications for hotel and / or serviced apartments for the Ascot Inn site would be assessed on their merits in accordance with the approved Structure Plan, scheme requirements and R - Code provisions. In assessing the current additions (Stage Two), Council is required to have regard for issues such as amenity; the relationship of the proposal to development on adjoining land or on other land in the locality; access to and egress from the site, traffic generation and any other consideration the Council considers relevant in accordance with TPS14 Clause 5.8. The Ascot Inn premises has cultural and heritage significance and has always been associated with the horse racing industry and Ascot Racecourse. With respect to traffic, as stated in Point 7 above, the increased traffic is within the road network capacity and together with some changes to Epsom Avenue which is the main entry to the site can be supported. (Refer Office Comment – Traffic / Parking Section). While the comments regarding attracting undesirable people to the site are noted, it is argued that any anti - social behaviour relating to the premises and impacting on the surrounding neighbourhood is a management issue which must be addressed as it forms part of the premises liquor license. In addition any anti - social behaviour is a police matter.
9.	J Goff	Concerns regarding the Traffic and Parking Analysis conclusion that there will be minimal external effects when the analysis prepared by Uloth and Associates, which in turn relies on three points: (i) A traffic count conducted for three hours on one day. Data that has then been extrapolated to provide daily and weekly counts. (ii) The total weekly traffic flow falls within the bounds of the Liveable Neighbourhoods criteria. (iii) There being no acknowledgement or assessment of the number of daily horse movements on the adjoining streets. In short, the specialist analysis is a gross oversimplification of the impact, of the effect, a four fold increase in traffic volume will have on vehicle speed and vehicle / horse interaction, in the adjoining streets. A far more thorough traffic management assessment and plan for this development. Minimal components	Your comments regarding the Traffic Report are noted. Accordingly the City undertook a traffic count and also requested the consultant to provide additional information with respect to impact on horse movements in the area and reduction in the percentage of trip generations previously used. Accordingly the City's Technical Services have confirmed that the increased traffic can be accommodated. (Refer Point 7 above and Officer Comment – Traffic / Parking Section).

No.	Name	Resume of Submission	Council Recommendation
		of the assessment should include: (i) A proper traffic count / flow analysis within the guidelines provided by Austroads. (ii) Determine the relevance of the Liveable Neighbourhoods criteria to the Ascot 'special use (equestrian) area'. (iii) Quantify the timing and volume of horse movements in the area. (iv) Provide some base data for future comparison on 75 percentile vehicle speeds in adjoining streets.	
10.	L Smith	Concerns regarding impact on amenity of residents, visitors and horse trainers of Ascot and access to Billy Gould Reserve. Concerns regarding access through the site (between Epsom Avenue and Thompson Street which is currently fenced off) and access to Billy Gould Reserve. Suggest R10 residential density be changed to allow increased density throughout the Residential and Stables area.	Whilst your comments regarding impact on the surrounding locality are noted, the City's Technical Services has advised that the increased traffic is within the road network capacity and together with some changes to Epsom Avenue which is the main entry to the site can be supported – refer Point 7 above. In addition the area has a reduced speed limit of 40kmph to ensure the safety of horses. Any vehicles not adhering to this speed limit is a matter for the police. Proposal incorporates horse trail access through the site between Nisbet Street and Epsom Avenue along the southern boundary. Any proposal to modify the Residential and Stables zone current provisions would require a separate application to amend TPS14 and would be processed in accordance with the provisions of the *Planning and Development Act 2005* and the *Town Planning Regulations 1967*.
11.	P and J Caston	No objection to Ascot Inn hotel being restored to its former glory however concerns raised regarding: • Timeframe for development. The developers have, for the past two or more years, been working on the Ascot Inn site. This has at times been a seven day a week effort with constant noise, dust and hazards such as the workers setting an illegal fire that almost engulfed our home. • Traffic Hazards. There is insufficient parking for the proposal. This would result in cars being parked along Epsom Avenue, Thompson Street and Nisbet Street and would severely disrupt the traffic flow for local residents and trainers. • The business plan is fatally flawed! The owner has based his business plan on 'fly in / fly out workers from the mining industry. Hire cars, taxis and private vehicles will be constantly in and out of Ascot seven days a week, what with the miners socialising in Perth until late at night and returning by taxi to catch early morning flights back to their jobs. The application as it stands will produce a sort of enclave. The possibilities of visits from prostitutes are clearly on the cards. Do fly in / fly out workers want to stay in Ascot? Aside from its close proximity to the airport it has little to offer. Has the owner done a study on the demographics of the mining industry? How many are men / women who have nowhere to stay when in Perth? Also now that the airlines are running regular flights from the East Coast to mine sites many workers are bypassing Perth.	Comments regarding the restoration of the Ascot Inn Hotel are noted. All development is required to comply with relevant legislation relating to noise, dust and nuisance. As stated in Point 7 above, the City's Technical Services have confirmed that the increased traffic can be accommodated. The main entry to the site is specifically designated via Epsom Avenue in order to limit the potential increased traffic would have on the surrounding local road network with restricted access via the service entry on Thompson Street. In regard to parking, Council in the past has considered parking variations based on reciprocity of uses associated with a subject site. Accordingly some allowance may be given to parking based on the number of hotel guests who may also utilise other hotel functions such as the restaurant, cafe / bar area and / or the function room. The amended Traffic Report (June 2011) states that a total of 210 parking bays are to be provided on site (original application showed 185 bays). The report also states that in the unlikely case that all parking areas be utilised, there are grassed areas within the site which could be utilised for overflow parking. The City's Technical Services confirmed that overflow parking within the grassed areas of the site is an accepted

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		Additionally, the study clearly states that only Ascot Inn residents will not be allowed into the facilities. When the Ascot Inn was being run successfully over a decade ago most of the patrons were local and country horse trainers. Many a successful race day was celebrated at The Ascot Inn with the winnings! Clearly excluding the 'locals' is unwise. Many other local residents who are not in the Racing industry would love to be able access a restaurant on foot.	practice. The applicant has stated that the hotel has been designed to target inter - state and international visitors who will rely on taxi, coach and chauffeur services. The hotel will also offer a shuttle service for guests. It is also understood that the owner has advised that the hotel may also provide accommodation for fly - in fly - out workers who would be transported to and from the airport by bus. (The owner apparently has a contract for this type of operation in Broome). The business management with respect to type of guests and where they come from is not a planning concern. However in assessing the parking provided it is noted that the bar / cafe and function room has been denoted for exclusive use of hotel guests only whilst the restaurant will be open to the public. Although this is a management issue, consideration must be given to whether a variation in parking can be supported. Refer to Officer Comments for further details.
12.	Dr T and Mrs J Ahern	Concerns adequate parking not provided on site. Developer wishes to maximise returns and at the same time use the surrounding Ascot precinct (horse conservation area) as a 'parking lot'. No Parking (except with a permit) signs must be put up all over surrounding roads and fines implemented. Tow away areas should be signed wherever horses are led. Large (not to be missed) signs must be posted at all entry points to warn of speed restrictions and care extreme needed around horses before there is a tragedy. Also the heaviest traffic is on race days. Council should either protect 'horse conservation area' and restrict development or allow Ascot to be developed.	The comments regarding parking provision and potential impact on surrounding properties is noted and the City's Technical Services have advised that it is anticipated that as part of the upgrade of Epsom Avenue traffic management including additional signage with respect to no parking and maximum 40kmph in the area will be required. Hotel use is discretionary within the Mixed Use zone. The Ascot Inn premises has cultural and heritage significance and has always been associated with the horse racing industry and Ascot Racecourse.
13.	J and L Wilson	I am possibly the longest living resident of Matheson Road (54 years). I am definitely against such a large development such as the extension of the Ascot Inn. I agree to the first application of 47 rooms, bar, cafe, shop and restaurant plus 251 car bays. This present application is far too big for this particular area. The traffic flow in the area taken from 3pm to 6pm does not account for anywhere near the traffic from 4:30am to 9am every day except Sunday. Please have your own survey done; you will see I am correct, 3pm to 6pm is 2% of the day traffic in the area which is the heart of the racing industry.	The application for hotel room additions shall be assessed on its merits in accordance with both Scheme and R-Code provisions. Concerns were raised regarding the Traffic Report submitted and the City's Technical Services undertook their own traffic count as well as requesting additional traffic information with respect to horse movements – refer Officer Comments section.
14.	S and C Jackson	Not against development improvements however concerns raised to density and height from the first proposed development of the Ascot Inn Site (approximately September 2008). Concerns regarding increased traffic generation since the last survey and proposed six - lane upgrade of Great Eastern highway coming that was never taken into account. Also the survey on the traffic usage never took into consideration the movement of horses from 4:00am to 9:00am and was taken on	Public meeting held 2008 with the owner, architect and Creating Communities related to different development plans. The subject proposal - Ascot Inn Stage Two has been submitted by Land Insights on behalf of the owner and shall be assessed on their merits in accordance with Scheme and R - Code provisions. As part of the upgrade of Great Eastern Highway currently

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		a weekday when races were on at Kalgoorlie therefore less local traffic. Didn't take into account the difficulty already experienced trying to get into Epsom Avenue from the east via Great Eastern Highway. The increase in units / rooms three fold plus is outrageous and any more than three storeys should never be allowed by Council.	being undertaken by City East Alliance the intersection of Great Eastern Highway and Epsom Avenue will include dedicated right hand turn lanes. Hotel use is discretionary in the Mixed Use zone. The application for hotel room additions shall be assessed on its merits in accordance with both Scheme and R - Code provisions.
15.	S Posner	Concerns regarding increase in density and car parking. I can clearly remember attending group meetings in August / September 2008 at the Redcliffe Hall with the owner and his associates, be it the architects of the designs or a firm called `Creating Communities', and, as a local resident, we were all impressed by how the new owner was attempting to assimilate this new quality development into the unique `horse area' where safety and cars driving carefully and not speeding is so paramount (The McDonalds drive through and subsequent cul – de - sac closure of Lyall Street being a prime example).	The Ascot Inn premises has cultural and heritage significance and has always been associated with the horse racing industry and Ascot Racecourse. Your comments regarding public meeting held in 2008 is noted, however this related to a different development plan. The subject proposal - Ascot Inn Stage Two has been submitted by Land Insights on behalf of the owner and shall be assessed on their merits in accordance with Scheme and R - Code provisions.
16.	J and I Lugg	Supportive of progress and the Ascot has been an eyesore for a while and we have no problems with the original plans. However object to five storeys height and any impact parking would have on peaceful surroundings let alone the horses which bring a lot of visitors to the races.	Comments in support of the redevelopment of the Ascot Inn site are noted. It is suggested that the height of development be limited to two storeys adjacent to Residential and Stable zoned lots increasing to a maximum of four storeys.
17.	S John	Object to the magnitude of the development of the former Ascot Inn site due to traffic issues with respect to the presence of horses, the number of parking bays to be provided on site and traffic management should the proposal be allowed.	As stated in Point 7 above, the City's Technical Services have confirmed that the increased traffic can be accommodated. The main entry to the site is specifically designated via Epsom Avenue in order to limit the potential increased traffic would have on the surrounding local road network with restricted access via the service entry on Thompson Street. In regard to parking as stated in Point 11 above the revised Traffic Report states that a total of 210 bays are to be provided on site – refer Officer Comment – Traffic / Parking Section.
18.	C and L Webster	Concerns regarding proposed density, increased traffic and proposed parking facilities. The area is unique and proposal could lead to parking on surrounding streets and on horse walkways which could prove a danger to horses, riders and their handlers.	As stated in Point 7 and Point 11 above, the City's Technical Services have confirmed that the increased traffic can be accommodated. The main entry to the site is specifically designated via Epsom Avenue in order to limit the potential increased traffic would have on the surrounding local road network with restricted access via the service entry on Thompson Street. In regard to parking as stated in Point 11 above the revised Traffic Report states that a total of 210 bays are to be provided on site – refer Officer Comment – Traffic / Parking Section.

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19.	D and C White	Concerns regarding impact on the Ascot Horse Precinct as follows: • Suggest a filter arrow be added to the traffic light sequence if travelling towards the city and turning right into Epsom Avenue from Great Eastern Highway. • That large signage be placed as you enter into Epsom Avenue from Great Eastern Highway advising hotel traffic and especially taxi drivers (who are not familiar with the fact that there is a major racecourse and 600 horses residing in the area) to slow down and take care and watch out for horses, people leading horses, horse floats and horse trucks. Why not say GIVE WAY TO HORSE TRAFFIC. • Consideration be given to have Moreing Street changed to a cul – de - sac (like Lyall Street) so traffic is directed to one area, that being Epsom Avenue, where there is more likelihood of controlling traffic. • The STOP signs at the intersection of Matheson Road and Epsom Avenue be reversed so that traffic coming from Great Eastern Highway heading towards the Ascot Inn and vice versa has to stop rather than racecourse and horse traffic stop. In other parts of the world racehorses are given consideration over traffic, two examples are Newmarket in UK with horses having priority and at the Doomben Racecourse in Brisbane as you walk or drive out of the main horse gate there is a button which immediately sets the lights to change so you don't have to wait very long to move out on to the busy road either leading a horse or with a horse float. We need your help to put pressure on Main Roads to make sure every effort is made to keep the area we live in as safe as possible. We can't and don't want to stop the development but as the purpose of the hotel and target occupants have changed since it was previously in operation it would be very neighbourly of the 'newcomers' to have a little consideration for the locals who have nowhere else to go with their horses and stabling requirements.	As part of the upgrade of Great Eastern Highway currently being undertaken by City East Alliance the intersection of Great Eastern Highway and Epsom Avenue will include dedicated right hand turn lanes. Signage will be considered as part of any upgrade requirements to Epsom Avenue The City's Technical Services have advised that the design of Epsom Avenue will need to include upgrading of the intersection of Epsom Avenue and Matheson Road and consideration of the location of stop signs will be undertaken at that time.
20.	S Haley	Opposed to any application to increase 'development' of the Ascot Inn to what we (residents of Ascot, the hotel developers and Belmont Council) agreed on a few years ago (I do not have the date). Concerns regarding increased traffic and impact on intersection of Epsom Avenue and Matheson Road with respect to horses. I recommend an over or underpass for the horses or even traffic lights would be better, but definitely not a roundabout. All Ascot Inn traffic to use Epsom Avenue and be blocked from Thompson and Nisbet Streets as many trainers walk horses along these streets every afternoon and people do not take notice of signs. In the last 8 to 10 years new stables have been built in Ascot – north of Epsom Avenue, including mine. Many horses this end of Ascot are floated to the track in the mornings, but like mine, many also walk. Walking before and after track work is much better for the animals. With increased traffic on Epsom Avenue the practice of walking horses will be very difficult.	Council at its meeting of 15/08/05 resolved to support residential density of the Ascot Inn site to a maximum of R40. However this development never proceeded and the City is to consider this application on its merit. As stated in Point 19 above, any upgrade to Epsom Avenue will include the Epsom Avenue and Matheson Road intersection. Both the Ascot Inn premises and the surrounding Residential and Stable zone have cultural and heritage significance. Comments regarding Scenic Blast and Miss Andretti are noted.

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		In May 2009 a local trainer, Dan Morton, took a local horse (Scenic Blast) to England for one of the world's biggest sprint races. I have enclosed a copy from The West Australian (29/05/09) describing the area where Scenic Blast was kept. Please at least read the paragraphs marked with a red line. Why can't Ascot be like this? (Scenic Blast won this race in front of royalty. In the previous year, 2008, another West Australian horse 'Miss Andretti' also won this very prestigious race). Please, not more additions to the 'Structure Plan' and 'development' of the Ascot Inn so the horse industry can develop this unique area. Extract from newspaper article from West Australian 29/5/2009: *"...And the four-year-old, with two Group 1 wins to his credit in his last three starts, will do so in an environment steeped in tradition.* *Newmarket, 100km north of London, is to thoroughbred racing what Lord's is to cricket, Wimbledon to tennis.* *Simply, it's horse heaven and has been so for more than 300 years.* *The town lives and breathes for gallopers. So much so, horses not only have an automatic right of way on the street but their own traffic lights.* *An award-winning racing journalist recounted during the Singapore international racing festival earlier this month witnessing the all-conquering Godolphin horses walking, in Indian file, with jockeys aboard in trademark royal blue silks to track work and disappearing into the mist on vast expanses of land before completing their work and heading back to their stables.* *"It is something to behold," he said. "It sums up the town. Everything there is designed for the horses."* *For Scenic Blast, it is home for the next three weeks. A might long way from Ascot, the WA version, but not too far from Royal Ascot, the scene of hopefully his next conquest – the Group 1 King's Stand Stakes (1000km) on June 16. ..."*	
21.	M and M Stanton	Object to the facilities at Ascot Inn not being made available for local residents. It is I think this is disgusting and very unjust to have a restaurant, shop and cafe on our doorstep and not to be able to use them - this part of ascot is severely under catered for in this department - being a river suburb with no facilities is a disgrace - this is a beautiful site and would be appreciated by all - let's face it locals will be walking. Traffic will be an issue anyway as the hotel is going to have 'x' number of rooms - embrace the change and let everybody benefit from the hotel. The right of way from Epsom Avenue to Nisbet Street is to be reopened and horses will be able to use - this should also be wide enough to accommodate cyclists and walkers and most horses are out early in the morning before walkers and cyclists are about. All service vehicles and cars should access the site on Epsom Avenue which provides access to other businesses (rather than access where Thompson and Nisbet Streets meet adjacent to the residential area.	The Ascot Inn has always been part of the horse racing industry. Although the applicant has stated that the bar , cafe and function room areas are to be for hotel guests exclusive use while the restaurant will be open to all (as part of the parking calculation), it is difficult to ascertain how this will be regulated. However, Council in the past has considered parking variations based on reciprocity of uses associated therefore Council could consider some allowance of parking provisions based on the number of hotel guests who may also utilise other hotel functions such as the restaurant, cafe / bar area and / or the function room. Although the horse trail measures 2.5 metres wide it is considered that a minimum three metre wide access will be sufficient for all users. The service area of the Ascot Inn hotel is located at the rear of the building adjacent to the Thompson Street entry therefore use of this access for service vehicles is

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			supported.
22.	D Adorno	My concerns with the development are two-fold: 1. This plan has a significantly larger number of units proposed than an earlier proposal with the traffic consequences. Generally, that the streets in their currently configuration would not support a significant increase. Without any addition, there are issues with the current traffic flow. Very view entry and exit point to the area. Very slow traffic due to the horses. 2. The risk to the primary use of the area. That being keeping of horses. There is a lot of horse-traffic, where special care is needed. Drivers inexperienced can cause significant risk to both horse and rider.	Your comments regarding increased traffic and increased risk to the horse industry is noted. However analysis of the traffic report reveals that Epsom Avenue has the capacity to cater for the increase in traffic and the 40kph speed limit is in place to ensure the safety of horses in the area.
23.	C Nore	Concerns owner of the Ascot Inn clearly intends to develop each lot as a separate entity rather than as a combined site as was previously envisioned. Yet, at the same time he wishes to take advantage of the encompassing Mixed Use zoning with its consequent attractive higher density rating. It is not the Council's responsibility to ascertain the commercial viability of a development. A set back of 7.5 metres is appropriate for single and two storey residential R10 buildings. It is not appropriate for a multi storey commercial building in the residential and stables area. Neither Thompson Street nor Nisbet Street are designed for tall commercial buildings and the resulting increased traffic. Concerns regarding use of access from Nisbet and Thompson Street. Meetings held previously with 'community consultants' stressed that all traffic was to be confined to Epsom Avenue only. As per clause 10.5.2(c) of the TPS14 site coverage will not exceed 60% of the site area. However the proposed total development of Lot 112 is significantly more than this figure. If the remaining lots are to be developed as discreet units with serviced apartments, then allotments cannot be amalgamated to result in an average of 60% coverage across the sites. Therefore development on Lot 112 will need to be reduced. There is not enough parking available to accommodate this amount of development. Are we expected to believe that guests will not hire cars from Budget? Are we also expected to believe visitors to Perth will stay in their rooms until returning to the airport via a shuttle bus? It is obvious to passing traffic that 150 Great Eastern Highway, now Ascot Quays, did not provide adequate parking and has received parking concessions from the Belmont Council. Each time there is a function held, parking is distributed across the road verge and into the adjoining parkland. Where will extra parking be found in Ascot? Not in the adjoining fenced off Billy Gould Park but most certainly out on the streets of the surrounding residential area! The traffic study began with a false premises – that 3:00pm to 6:00pm is the 'busy' part of the day. Neither horses nor horse traffic is mentioned anywhere in	Proposed Stage Two Hotel Additions are located within Lot 112 Epsom Avenue which is zoned Mixed Use. Your comments regarding the separate development are noted and any development on Lots 13 and 14 Thompson Street, Lot 111 Nisbet Street and southern portion of Lot 112 Epsom Avenue will require a separate application. The Mixed Use zone requires 15 metres front setback and 7.5 metres setback from lesser roads however these may be varied in accordance with TPS14 Clause 10.16. Privacy and overshadowing are assessed in accordance with R - Code provisions. As stated in Point 14 above, this meeting related to different development plans. Approval for refurbishment of Hotel (Stage One) included service vehicles using existing Thompson Street access. The subject application proposes the main entrance to the hotel reception area to be via Epsom Avenue with service entry remaining via Thompson Street. Site coverage lot 112 calculated at 49%. Any future development will also need to comply with 60% site coverage provision of the scheme. Your comments regarding parking provision and guests hiring cars are noted. The amended Parking Report has included comparison of trip generations of Ascot Quays which Council can consider together with any parking variations based on reciprocity of uses such as the number of hotel guests who may also utilise other hotel functions such as the restaurant, cafe / bar area and / or the function room. As stated in Points 7 and 11 above, a revised Traffic Study has included data relating to horse movements in the morning – refer Officer Comment section. It is acknowledged that both the Ascot Inn and the Residential and Stables zone have cultural and heritage

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		this 'study'. Had the traffic consultants been genuine in their endeavours rather than relying on the Liveable Neighbourhood guidelines they would have discovered that 4:00am to 9:00am is the busy part of the day with horse transporters, horse floats, horses being ridden, some being lead; various trucks and utes carrying the feed merchants, the trainers, the vets, the farriers, the track riders, the stable hands, the chiropractors, the horse physios, the horse dentists, the masseurs for the jockeys and the horses, all travelling up and down the streets of Ascot. Ascot is the anomaly to the Liveable Neighbourhood concept because horses and traffic are a fatal mix. This is why the Belmont Council has confined the horse area to Ascot and made attempts to limit the amount of extraneous traffic moving through the area. The Council has also provided bridle paths and extra street lighting to help keep horses and their handlers safe. The traffic study has failed to notice any of these pertinent details. It is a flawed document and needs to be shredded. Ascot is the heart of the Western Australian racing industry. If it is not safe for trainers to walk their horses safely around Ascot due to excessive traffic, then the Western Australian arm of the third biggest industry in Australia will be severely handicapped. Throughout this proposal the racing industry and its workers have been trivialised. The workers' activities are described as 'recreational' and not acknowledged as paid employment. The traffic report has failed to notice the existence of several hundred horses living and moving around the Ascot area. By ignoring the horses, the report effectively denies the dangerous situation that exists when horses and motorised traffic share the same physical space. The bridle pathways, built by the Belmont Council for horses, are wrongly described in the Structure Plan as shared pathways for pedestrians, cyclists and horses. Horses here are mentioned as an adjunct to pedestrians and cyclists, whereas in reality pedestrians and cyclists continually impose upon the bridle path. This sharing of the bridle path space with cyclists and walkers has only occurred since the owners of the Ascot Inn saw fit to close the Nisbet Street / Epsom Avenue link. As a final point, the Council Officers should be reminded that the Ascot Residential and Stables area is entered in the National Trust list of classified places (OCM Belmont Council Nov 22 2009).	significance and that the Ascot Inn has always been associated with the horse racing industry. The safety of both residents, horses and hotel guests is to be considered. The bridle path within the Residential and Stables zone was constructed specifically for horses, however as it is located within the road reserve cyclists may use. Proposed horse trail through the Ascot Inn site will be able to be used by horses, cyclists and pedestrians.
24.	I and P Brown	Concerns regarding impact increased traffic and in this premier area of our State's horse racing and training area. Concerns impact on existing use of Matheson Road from Davis Street to Ascot Racecourse and all subsidiary roads, of course including Epsom Avenue, Nisbet Street and Thompson Street, all of these horse bridle paths which horses are led and ridden to and from the Ascot track from 3:00am, then there is education most of the morning and walking exercise from 2:00pm, approximately two hours. These bridle paths were put in place for racing horses not recreational bike riders and walkers. I am outlining the working day of the horse industry and	Under the City's Functional Road Hierarchy Plan Epsom Avenue is designated as an Access Road capable of carrying up to 3000vpd. Analysis of the Traffic Report (dated September 2010), amended Traffic Report (dated June 2011) together with traffic counts undertaken by the City (March 2011) confirmed that there would be an increase in traffic however it is considered that it would be within the maximum road network capacity. In order to minimise any potential impact of increased vehicle numbers associated with the Ascot Inn site on the local road network, the main

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		so much traffic and people would not know and realise the danger, being in such close proximity to these highly trained animals. Ever since the developer closed off the old parking area, all walkers and bike riders come from all over. The question is will our roads as they stand, be able to cope? Will our unique area by displayed with more horse and lower speed signs? We still have speeding cars and trucks being careless along Matheson Road. The stop sign at the intersection of Matheson Road and Epsom Avenue, is still ignored in a lot of cases which is frightening. Nisbet Street should not be used as a service road with stables either side. I think Epsom Avenue will have to take the bulk of the traffic. Concerns regarding parking provided on site.	entry is specifically designated via Epsom Avenue with restricted access via the service entry on Thompson Street. Proposal includes horse trail access through the site between Nisbet Street and Epsom Avenue. The 40kmph speed limit remains and is sign posted. Any contravention of this speed limit or stop signs is a police matter. In regard to parking provision Council can consider parking variations based on reciprocity of uses such as the number of hotel guests who may also utilise other hotel functions such as the restaurant, cafe / bar area and / or the function room. Refer Officer Comment.
25.	V and F Rendall	I wish to make any issue against any more units or rooms being built at the Ascot Inn. There are seven hundred horses in the Ascot area and two veterinary hospitals with horses and floats arriving daily. Since Matheson Road was closed to McDonalds, there has been less accidents with horses and people who lead them. With more cars in this area it would be a disaster.	The proposal is to increase the number of hotel rooms from 47 to 100 rooms and is to be assessed on its merits in accordance with the approved Structure Plan, scheme requirements and R - Code provisions. Council records currently show 1176 licensed stalls in the Residential and Stables area plus 288 stalls for the WA Turf Club (Ascot Race Course).
26.	B Hyde	The owners of the site have every right to develop the property and get the hotel back to something akin to its former prominence. Concerns 'Mixed Use' zone is the same as a right to develop to R100 without any thought for the existing residences and lifestyle surrounding the area affected. In their own submission they quote...'mixed use'...which does not generate nuisances detrimental to the amenity of the district. With the abundance of accommodation planned for the site and the subsequent traffic flow through a quiet suburban area with both pedestrian and equine traffic, conflict and disaster is inevitable, particularly with fly - in fly - out people leaving dwellings in dark when horses are being taken to and from track work. The developer wishes to bring traffic through Thompson and Nesbit Streets and in his submissions he ignores the horses stabled and walked in these streets and does not recognise those vehicles, whether they are private cars, taxis or buses, leaving the development will filter through to streets such as Moreing. Surely this will be detrimental to the area. Concerns regarding control over parking off site and impact on existing residents access to their own homes and riverfront park such as Willie Gould Reserve being restricted both in the construction phase and afterwards. This development is far too dense for its fragile locale on the banks of the Swan and some 600 metres from the Highway, with traffic funnelled through just a few streets. It is bordered by Tonkin Highway, Swan River and Ascot Racecourse. With neighbouring properties being zoned R10 this development needs to be	Your comments regarding redevelopment of the Ascot Inn site are noted. The application shall comply with the approved Structure Plan and scheme requirements including the amenity of surrounding locality. As stated in Point 7 above, the City's Technical Services have confirmed that the increased traffic is within the road network capacity. In addition, the main entry to the site is specifically designated via Epsom Avenue in order to limit the potential increased traffic would have on the surrounding local road network with restricted access via the service entry on Thompson Street. In addition the 40kmph speed limit for the area was introduced to ensure the safety of horses in the area. No change to this is proposed. Any contravention of this speed limit or stop signs is a police matter. As stated in Point 11 above, Council has in the past considered parking variations based on reciprocity of uses associated with a subject site. In this instance some allowance may be given to parking based on the number of hotel guests who may also utilise other hotel functions such as the restaurant, cafe / bar area and / or the function room. The subject site is zoned Mixed Use and the proposed

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		kept in keeping with what is already there and serious thought given to the problems created by enlarging and changing the establishment beyond that the community can bear. It is interesting that facilities such as cafes or restaurants to be built do not seem to be for the use of local folk, which again seems to be in conflict which mixed use being of benefit to the area. This may be just a way to reduce parking requirements but it does not seem there will be any benefit for the existing residents.	additions are to be assessed on their merit and in accordance with scheme provisions.
27.	J Watson	Concerns regarding the size of the development and impact on parking and traffic load in the region. I believe that all service vehicle, staff and customer traffic should only be able to access and egress via Epsom Avenue. To do otherwise will cause conflict between horse people and drivers and horses and vehicles. Epsom Avenue has the width and capacity to accommodate both the horse industry and the Hotel. Parking on site needs to better reflect the capacity of the facility. It is unreasonable to expect surrounding streets to absorb excessive parking, particularly for evening events and entertainment. Horse bridle trails would also need to be well protected and monitored to avoid obstruction by parked vehicles.	The City's Technical Services have assessed the Traffic Report and confirmed that any increase in traffic using Epsom Avenue (which is the main entry to the site) together with Nisbet Street and Thompson Street (service entry) is within the road network capacity. In regard to parking provision variations can be considered however the impact of any overflow parking on the amenity of the surrounding locality must also be considered. Refer Officer Comment.
28.	J Reid	Concerns regarding proposed development and traffic impact of local residents, patrons and horses is a disaster in the making, traffic counts where done between 3:00pm - 6:00pm supposedly busy road times but not in the local community here - the busiest time of the day is 5:00am with horses heading down to train - what is the impact of taxis and coming and going to airports etc with the odd run away horse as this occurs as you well know. The horse swimming exercise area lies between Gould Park and the Ascot Inn how this can work having highly strung race horses being lead past a bustling busy main entrance of a Hotel. Concerns parking provisions and impact on locals, cul – de - sac adjacent to the development and Ascot place (Gould Park) as area is like a car park already most weekends with people using this beautiful public area. Concerns regarding current development, building approvals and OH and S worksafe issues.	The Ascot Inn premises has cultural and heritage significance and has always been associated with the horse racing industry and Ascot Racecourse. The City's Technical Services have advised that Epsom Avenue has the capacity for the increased traffic, consideration must be given to the impact of overflow parking with respect to the horse industry and use of Gould Park and should this occur. Refer Officer Comment. Planning approval and building licence have been issued for Stage One – refurbishment of the existing Hotel complex. Current application also includes retrospective planning approval for eight undercroft hotel rooms which will be assessed on their merits. The issue of on - site work safe practices are controlled by the Commerce Department of Work Safe.
29.	S and K McCarthy	We would like to express our opposition to the proposed development at Ascot Inn as I feel this would not be conducive to the Ascot residential / horse stable precinct. Concerns regarding safety of the residents, including the horses when considering this proposal. Concerns increase in hotel rooms would negatively impact on the future traffic in the area. The increase in traffic would be a major safety concern especially in the intersections of Epsom Avenue / Matheson Road and Moreing Street / Matheson Road. We have already witnessed three accidents and numerous near misses on the Matheson Road and Epsom Avenue intersection and have been a resident less than four years. Also traffic from Perth Airport on Great Eastern Highway turning right into Epsom	The Ascot Inn together with the Residential and Stables zone has cultural significance. To safeguard horses in the area a 40kmph limit is in place. Any vehicles not adhering to this speed limit or failing to stop at a stop sign is a matter for the police. As part of the upgrade of Great Eastern Highway currently being undertaken by City East Alliance the intersection of Great Eastern Highway and Epsom Avenue will include a dedicated right hand turn lane. The Ascot Inn premises will be required to comply with *The Environmental Protection (Noise) Regulations 1997*.

No.	Name	Resume of Submission	Council Recommendation
		Avenue without having a green arrow would be lethal. It is already a major concern and we have been told by Main Road that nothing is going to be done about it. Concerns for the extra pedestrian traffic that this development will cause and increase in noise in the area especially late at night. This development is clearly too big for the Ascot Horse precinct and am sure these issues were raised two years ago in the previous proposal.	All developments submitted are assessed on their merits taking into account any impact on surrounding properties.
30.	D Allia	Concerns regarding increased development with respect to traffic and parking.	Refer Officer Comment Section.
31.	L Myszka and V Myszka	Concerns regarding impact on amenity of surrounding residential and stables zoned land. Concerns regarding noise. Concerns regarding increased traffic, inadequate parking and impact on safety of residents, trainers and horse movements from premises to the race track facilities. Whilst the owner has based his business plan on fly-in / fly - out workers to occupy the units, the restaurant and function centre appear to be aimed at promoting 'outside' clientele. The study advises that local residents will not be welcome at the restaurant, function centre or cafe / bar. It appears, therefore, that the locals are expected to put up with all the above negative consequences but will have no access to the facilities. Is it legal to actually exclude a section of the population from using such facilities? If not, then the basis of the planning, especially for car bays required and amount of traffic movement, as well as the impact on the local residents has been (deliberately?) under estimated. This proposed development is not significantly smaller than the previous proposal that was rejected.	In regard to the impact on the locality with respect to traffic and parking a 40kmph speed limit is imposed for safety reasons and Epsom Avenue has the capacity to cater for any increase in traffic volume. However any variation to parking requirements are assessed on their merits – refer Officer Comment. Premises will be required to comply with *The Environmental Protection (Noise) Regulations 1997*. In regard to parking as stated in Point 11 above the revised Traffic Report states that a total of 210 bays are to be provided on site – refer Officer Comment – Traffic / Parking Section. Council at its meeting of 15/08/05 resolved to support residential density for development of the Ascot Inn site to a maximum of R40. This development never proceeded and the City is to consider the current application on its merit.
32.	S Glading	Objection to plans that have been submitted for the re - development of the Ascot Inn with respect to impact and safety of horses. Concerns regarding increase in traffic at all times of day and night with the fly – in / fly - out workers coming in at all times of day and night. The traffic study (12 August 3:00pm -6:00pm) is not the busy part of the day and needs to be done at a time 5:00am to 10:00am during the week to get a true picture. Concerns regarding parking and will result in cars being parked on the street and verges of neighbouring property's The development of this size will devalue our property. The developers have taken over two years working on the improvements and still have not made much progress (still look like a bomb site). We have constant noise, fires, dust.	Both the Ascot Inn and Residential and Stables zone have cultural and heritage significance and any development must be assessed on their merits in accordance with the approved Structure Plan and scheme provisions. The City requested further Traffic Study to be undertaken which included impact on horses within the area. Refer to Points 7 and 11 with respect to traffic and parking issues. Unfortunately any impact on the value of properties this is not a planning consideration. Regarding the time taken so far for redevelopment of the site, please be advised that planning approval is granted for two years on once work has substantially commenced remains a valid planning approval. In addition once a building licence is issued works must start within 12 months.

No.	Name	Resume of Submission	Council Recommendation
33.	B Wilkinson	Members of the City of Belmont Council and ratepayers are well aware of the importance of the racing industry, not only to Belmont, but also to the State as a generator of business and employment. We acknowledge the right of the owners of the Ascot Inn site to redevelop this site to include 47 hotel rooms, plus a restaurant, function room, bar, cafe and small shop when those plans were submitted in 2009. Proposed additional 53 units with future development in four separate buildings raise the following concerns: • Safety and welfare of horses. • Concerns regarding increased traffic and impact / hazards posed by vehicles to valuable horses and their stable hands. Also traffic count taken on the afternoon of 19 August last year was farcical and made no mention of horses or horse traffic and the daily movement of horses and their handlers to and from the Ascot Racecourse for training and exercise purposes. Concerns 'future traffic flows' in Epsom Avenue will exceed 3000 vehicles per day under all future options'. A more realistic study would involve all traffic, both vehicle and horse from dawn when there would be a clash between those going to and from the airport and those going to and from the Ascot track. • Additionally, apart from the information posted on Council's website – which may or may not be widely read – no attempt has been made to advise the racing industry of the new proposals. • It is obvious that the Ascot Inn owners are planning to 'cash in' on the opportunities arising from the fly-in fly-out mining industry, but any daily visit to Perth airport makes one realise that the arrivals and departures of workers is not contained to a few hours, but runs from 5am to midnight. With no entertainment venues near the Ascot Inn, those miners on leave are most likely to be seeking other outlets, adding to the traffic movement through the 'stables area' and adding to noise pollution.	Your comments regarding impact on horses and traffic are noted – refer Officer Comments. I can confirm that all owner and occupiers in the Residential and Stable zone and the Perth Racing WATC were sent a letter advising of both the Structure Plan for the site and Development Application for the additional 53 hotel rooms and requested to comment. Please note that all development is required to comply with the *Environmental Protection (Noise) Regulations 1997*.
34.	G Ricketts	I note the present number of hotel rooms will rise from 47 to 188 and more in the future, if approved. The building proposed for Epsom Avenue is to have 13 hotel rooms. Beneath this section are two levels of car parks. I believe this building is too high. When shown the plans at the Council, the buildings were at about the same height as the existing hotel building. Each of the 13 hotel rooms would look into my backyard, where we have a swimming pool. I would consider this an invasion of privacy. A further eight hotel rooms (labelled under - croft rooms) are to be constructed beneath the existing restaurant balcony – these have already been built. Last Monday as I was going for my daily walk, I noticed air - conditioning being connected. I wonder why they have been built before they have been approved, and what else has been built before being approved. Concerns regarding car parking provision on site and potential impact overflow parking will have on surrounding streets and existing horse related movements. Concerns impact increased traffic (taxi or coach) will have on existing traffic flow especially around Ennis Place and impact on intersection of Epsom Avenue and Great Eastern Highway which is the only point at which you can turn right into	Subject application is for an additional 53 rooms making a total of 100 rooms. Please be advised that the proposed additions have been assessed in accordance with R - Codes with respect to overlooking and privacy. Clause 6.8.1 provides a minimum setback in direct line of sight within a cone of visions from a boundary for an unenclosed outdoor active area is 7.5 metres. Given the width of Epsom Avenue the proposed additions (Section A) are compliant. The subject application includes retrospective planning approval for the eight undercroft rooms. Please note that the internal fitout of these rooms has not been completed. As stated in Points 7 and 11 above, the City's Technical Services has assessed the amended Traffic Study and confirm that the road network capacity can accommodate the increased traffic subject to Epsom Avenue being upgraded and the provision of 210 bays is acceptable – refer Officer comments.

No.	Name	Resume of Submission	Council Recommendation
		this area from Great Eastern Highway. I believe the large amount of extra hotel rooms will not be conducive to the amenity of the area. Remembering this is a horse and stable area, I don't believe the proposed plans for this site will be compatible with the amenity of this area.	
35.	N Parnham	I have been a neighbouring property owner from the days when the Ascot Inn operated in the 70's and 80's, it was the 'local' for most of the residents in the area and always attracted the extended Racing Fraternity. A great place to socialise, eat and access local TAB facilities. All of that has been long gone with the closing of the facility which has resulted in the run down condition of all the buildings which are now currently going through renovations with new owners Epson Developments. I am not an objector to progress and changes, so long as those changes take into consideration the historical and heritage values that have long been associated with the Ascot Inn, the surrounding Residential and Stabling Zoned properties. Concerns regarding parking provision with respect to allowance for car parking bays in relation to • Staff, (assuming that staff actually man the front desk, kitchen, bar, function room, restaurant waiters, office personnel, valet parking attendant, room service and housekeeping). • Contractors / Tradesperson (lawn mowing, gardening, cleaning personnel, rubbish removal). • Buses (stated as being a likely method of commute in the access points section). • Trucks for deliveries (food, liquor, equipment for functions, linen services etc which would occupy more than a standard car parking bay) • Parking of a shuttle bus that is stated would be used for Airport Transfers (likely to have a luggage trailer and would take up more than one standard bay). The current approval is for 251 car bays for the existing number of rooms, it is proposed that an additional 140 rooms be added yet the car parking reduced. Substantiated in the Development Plan and the Parking and Traffic study by manipulation of the numbers, percentage discounts and change of use to what would be unmonitored exclusive use. Concerns impact overflow parking will have on surrounding streets with respect to: • Parking restrictions exist in some areas. • Bridle paths occupy one side of most surrounding road. • Regular kerbside parking would inhibit the accessibility to the correctly zoned stable properties for horse floats, (either trucks or towed double horse floats) rubbish trucks that require large turning areas to back in for collection and emptying of bins. • Possible parking in bridle paths would occur by guests who are unfamiliar with the reason for a contrasting coloured area on one side of each road. • Regular kerbside parking would require trucks picking up horses (often several times a day) to park in the street traffic flow area and block the flow	Comments regarding Ascot Inn being a focal gathering point in the area are noted. Subject application is for an additional 53 rooms making a total of 100 hotel rooms. The City requested further Traffic Study to be undertaken which included impact on horses within the area. Refer to Point 7 and 11 above and Officer Comments with respect to increased traffic and parking provision.

No.	Name	Resume of Submission	Council Recommendation
		of traffic. This is currently not permitted – likely the trucks would be the seen as being in the wrong and dealt with accordingly – rather than the parked cars from the overflow of the Ascot Inn which would have caused the situation. Concerns regarding traffic and traffic study submitted with respect to time of day, and impact on safety and amenity of horses and horse industry as well as traffic impact associated with potential fly – in / fly - out clients. The flow of traffic in Epsom Avenue, Nisbet Street and Thompson Street which were always intended for residential use and for the use of a Hotel complex operations as built over 100 years ago. The street design and construction was never made to accommodate a modern multi storey complex as is proposed by the current developers.	
36.	S O'Loughlin	Opposed to any further development of the Ascot Inn site. Concerns impact development will have on Nisbet Street and surrounding peaceful semi rural horse perspective as it will be a thoroughfare and service road for the Ascot Inn. Concerns there will be a significant increase in the amount of anti social behaviour for residents to put up with the current plan which will again increase with the proposal for even more hotel rooms. It has been mentioned that the 'fly - in, fly - out' worker will be a targeted customer of the hotel. I have worked in the aviation and mining industries and I am well aware of the bad behaviour and problems caused. I am also very concerned that horses and their handlers will be greatly affected by the sudden introduction of vehicles to the area. The 40km / hr speed limit is not adhered to by strangers to the area now, so I do not believe that people staying at the Inn for one night at a time will abide by it either. Further the majority will not have any understanding or common sense around horses and will not modify their behaviour whilst in vehicles. Accidents will result and I have no doubt the passionate horse community will level the blame at the City of Belmont. Suggest Nisbet Street should be made a cul – de - sac or no through road given the increased traffic expected under the current plan.	The proposed Hotel room additions shall be assessed in accordance with the approved Structure Plan and scheme requirements. Concerns regarding any traffic impact on Nisbet Street are noted, however the main entry is designated to be via Epsom Avenue with service vehicles using the existing Thompson Street access. While the comments regarding anti - social behaviour are noted, it is argued that any anti - social behaviour relating to the premises and impacting on the surrounding neighbourhood is a management issue and a police matter. To ensure the safety of horses in the area, a maximum 40kmph is imposed and signed accordingly. Compliance with the speed limit is a police matter. No modifications to Nisbet Road are proposed at this time.
37.	D and L Meadowcroft	As residents of Ascot for 44 years, our family has enjoyed the development of the City of Belmont's facilities, therefore we have no reservations about progress – our concern is the size of the development. Concerns increased traffic and people movements will cause an overload for the infrastructure (roads, paths, parklands and the horse racing industry) in a mainly single residence / stable area. Concerns as complex will be a 24 - hour, 7 - day a week operation, the traffic movements to service this tourist orientated complex will be a huge disruption to the life style and comfort of residents and appeal for this area with respect to the horse racing industry, trainers, jockeys, and handlers hours of operation – 4:00am early morning starts as well as concerns for the safety of all concerned in the horse movements to and from the training tracks.	Your comments with respect to provision of community facilities are noted. The City requested a further Traffic Study to be undertaken which included impact on horses within the area. A revised study was received in June 2011. Refer to Points 7 and 11 with respect to traffic and parking issues and Officer comments.

No.	Name	Resume of Submission	Council Recommendation
		Concerns regarding parking. No concession to the parking regulations should be made and all parking to be confined to boundaries of the development; with the restaurants' 300 seats and conference room, also 300 seats, this will generate (at a generous 4 - people per car ratio) 150 vehicles. It is noted that not parking has been provided for the staff (with a short time doubling up for shift changeovers) and the personnel organising and presenting entertainments and seminars. Concerns regarding limited public transport for a 24 / 7 operation employees / contractors will have to use private transport. Any overflow parking will impact on surrounding area and result in degradation in lifestyle. Any heritage value of the original Ascot Inn (once Belmont Inn) will now be lost behind existing and proposed developments. This proposed development is far too big for the zoning of the area and will change the character and appeal to the community and the viability of the long established racing industry (as mentioned before 160 years). When we first moved here our address was Ascot Place, Belmont, and it was only later changed to Ascot Place, Ascot, when the powers that be decided to acknowledge the unique history of the area surrounding the Ascot Racecourse and the horse racing industry. As stated at the head of this submission, we are not against progress. This development must be limited to, and strongly adhere to, the original and approved planning. This original plan must have been to the satisfaction off the proprietors as building has progressed for a long time. This Stage Two development could be construed as development by stealth. Are Stage Three and Four to be proposed in the future?	
38.	M Hicks	I strongly oppose this development application. Furthermore this application should not be attended to until the Draft Structure Plan has been assessed. The Ascot Inn site is situated in the middle of the historic residential and stables area of Ascot which is entered in the National Trust list of classified places. The Residential and Stables community has a strong identity and it is worth supporting. Not only does it function like the old style neighbourhoods, where people interact with each other daily, it incorporates a working district. It provides employment and support for its residents and the wider populace. The business people who reside here have chosen the environmentally friendly approach of living close to the racing facilities rather than trucking their horses from afar to the track each day. Quite clearly it is not intended that this development will identify with the surrounding community in any way, as it is stated that the amenities are only for guests. Concerns additions of these proportions will destroy the amenity of the surrounding residents, who have chosen to live and / or work in this unique community for (in some cases) generations as it will *'generate nuisances detrimental to the amenity of the district (and) to the health, welfare and safety of its residents…'* TPS No 14 Clause 10.5.1 intention of the Mixed Use Zone. Concerns regarding increase in traffic which will adversely impact the surrounding neighbourhood by: • Increasing traffic noise at all hours. • Increasing light from vehicle headlights at all hours. • Decreasing safety of horse traffic with drivers uneducated about how to	A Structure Plan for the Ascot Inn site is currently being considered (refer separate report item). It should be noted however that Council in accordance with TPS14 Clause 10.18.5.2 can consider a development where it is considered that the approval will ne prejudice the outcome of the Structure Plan. As stated in Points 7 and 11 above, the City's Technical Services have assessed the revised Traffic Study dated June 2011 and confirmed that the increased traffic and provision of 210 bays is considered acceptable. As stated in the Officer Comments of the report, Council may vary parking provision based on some reciprocity of uses however the exclusion of functions to hotel guests only is not acceptable. As stated in Point 14 above, a public meeting held 2008 with the owner, architect and Creating Communities related to different development plans. As part of the upgrade of Great Eastern Highway currently being undertaken by City East Alliance the intersection of Great Eastern Highway and Epsom Avenue will include dedicated right hand turn lanes. Hotel use is discretionary in the Mixed Use zone. The

No.	Name	Resume of Submission	Council Recommendation
		drive near horses. • Increasing occupational health and safety hazards for employees handling race horses on the bridle paths. • Decreasing pedestrian safety. • Attempting to channel their traffic throughout the stables and residential area instead of limiting it to Epsom Avenue, by closing the access to Thompson and Nisbet Streets as was suggested to them two years ago. Concerns Traffic Study inadequate as conducted between 3:00pm and 6:00pm on a day when many trainers would have been attending the Northam Race meeting and did not take into account early morning horse traffic and no mention of bridle paths (instead shared pathways for pedestrians, cyclists and horses). Concerns parking requirements grossly underestimated resulting in excess parking on surrounding streets and bridle paths. Members of the Ascot Residential and Stables community met with the applicant's community consultants' in 2008. We stressed the need to limit the traffic from this development to Epsom Avenue as any traffic flow via Nisbet or Thompson Streets would have serious consequences for the safety and welfare of the residents, employees and race horses. The applicant has completely disregarded this and other matters such as parking and density which were discussed at those 'community consultations'. It seems that we were wasting our time so that they could go through the motions of a 'consultation process'. The whole development is to the detriment of the surrounding community. It is too high, too dense and will generate too much traffic. Development Application should be dealt with until Structure Plan has been assessed.	application for hotel room additions shall be assessed on its merits in accordance with both Scheme and R - Code provisions.
39.	Brian Paddick Hon. Secretary WA Racing Trainers' Association	Ascot Inn was at one time the centre of much social life in the racing industry and even on busiest days and evenings posed no threat to safety and welfare of those involved in the industry. However concerns regarding 'fly - in / fly - out' mining industry clients will coincide with the busiest period of horse movements and handlers to and from Ascot track and to the horse swimming facility. Also concerns raised regarding traffic count for Epsom Avenue to exceed 3000 vehicle movements per day. Concerns originally approval for 47 rooms and now increased fivefold.	It is acknowledged that the Ascot Inn was once a focal gathering point of the horse racing industry. Although the Traffic Report states 288 rooms the application is for an additional 53 rooms making a total of 100 rooms The City's Technical Services has confirmed that the main entry is via Epsom Avenue. The local roads have the capacity to accommodate the additional traffic except for Epsom Avenue which is to be upgraded - refer Officer Comments for further details.

Ordinary Council Meeting 26/07/11

Item 12.3 refers

Attachment 8

Traffic Report – September 2010

A59

Parking and Traffic Study for Ascot Inn Renovations and Additions

DEVELOPMENT APPLICATION AND OVERALL STRUCTURE PLAN FOR DEVELOPMENT AREA 10

FINAL DRAFT

Prepared for
EPSOM DEVELOPMENTS PTY LTD

Prepared by
Uloth and Associates
14 September 2010

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1. INTRODUCTION

After being granted planning approval in August 2009 to refurbish the existing Ascot Inn (to include 47 Hotel Rooms plus a Restaurant, Function Room, Bar, Cafe and a small shop), Epsom Developments Pty Ltd is now seeking approval to construct additional Hotel rooms in 4 separate buildings, bringing the total accommodation on the site to 188 Hotel rooms.

On advice from City of Belmont and WAPC, the proposal first requires the preparation of a Structure Plan over the entire area identified as Development Area 10, which includes the existing Ascot Inn and the proposed additional development (on Lot 111 Nisbet Street and Lot 112 Thompson Street), together with 2 adjacent vacant sites (being Lots 13 and 14 Thompson Street), as show in the Locality Plan in Figure 1 and the aerial photo in Figure 2 in Section 2.1.

The Structure Plan report is being prepared by Land Insight for the entire Structure Plan area. However a Development Application for the proposed additional Hotel rooms on Lots 111 and 112 is also being prepared simultaneously.

1.1 STUDY OBJECTIVES

Uloth and Associates has been commissioned to carry out a parking and traffic investigation for inclusion with the proposed Structure Plan report and Development Application, to assess the parking requirements and parking management for the proposal, and to identify the traffic impacts of the development on the adjacent streets.

The specific study objectives are as follows:

- Identify the number of parking spaces required to satisfy the future parking demand, taking into account the previously approved parking shortfall.
- Review the proposed car park layout and access, and recommend modifications if required.
- Identify the traffic impact of the proposed on the surrounding local road network, and recommend ameliorating traffic management measures, if required.

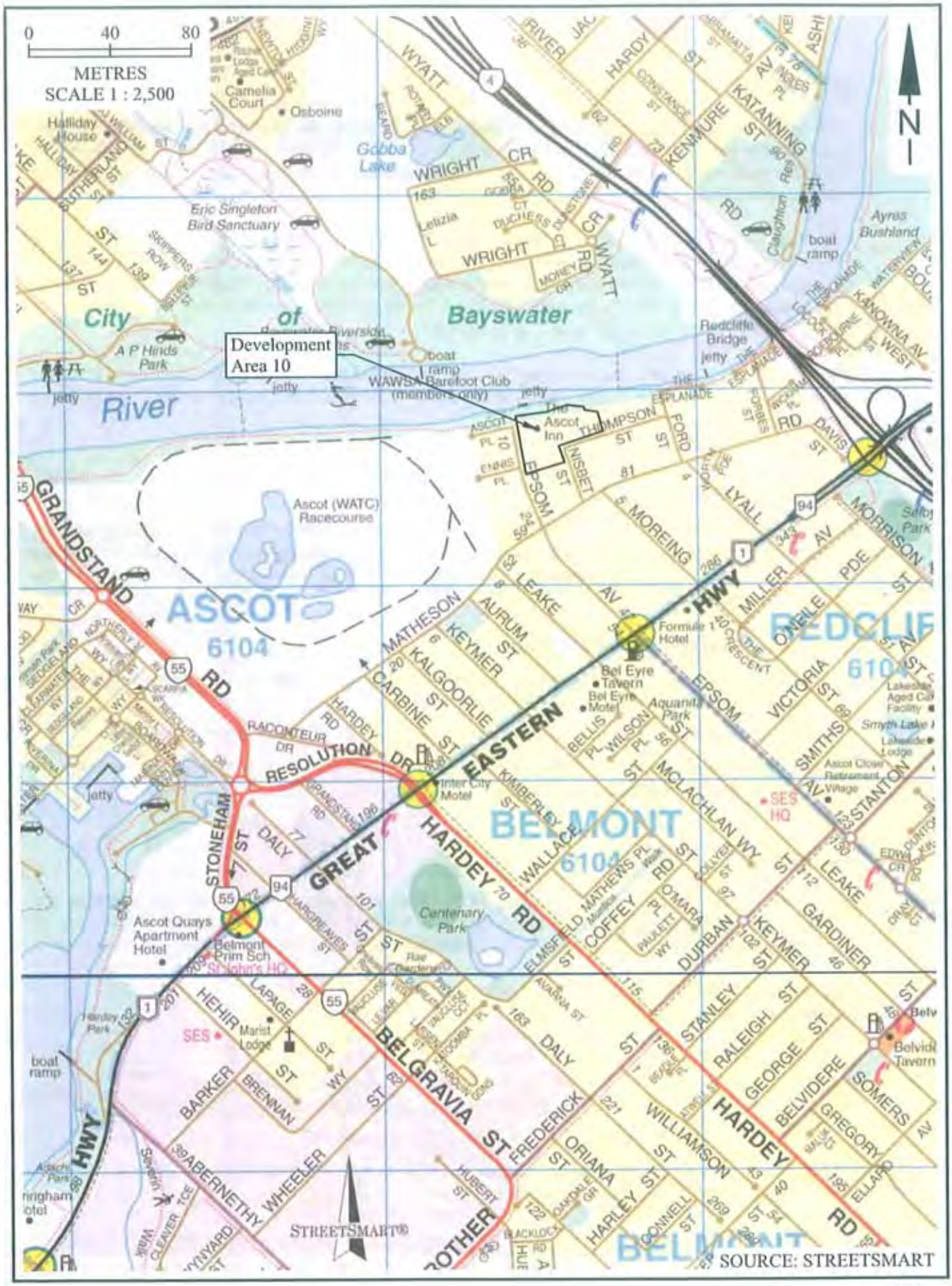
1.2 CURRENT APPROVALS AND DEVELOPMENT

The development approval granted by City of Belmont in August 2009 included the retention and refurbishment of the historical Hotel building, the removal of the TAB, a reduction in Bar area, an increase in Restaurant area, and a minor reduction in the number of Hotel rooms.

The currently approved development is as follows:

- Hotel Rooms: 47 rooms
- Restaurant: 525m^2 seating area
- Function Room: 319m^2 seating area
- Cafe: 122m^2 seating area
- Bar: 58m^2 public area
- Shop: 42m^2

The approved parking provision is 251 spaces, resulting in a shortfall of 69 spaces (from a calculated Town Planning Scheme requirement of 320 spaces).



SOURCE: STREETSMART

Locality Plan

DEVELOPMENT AREA 10 (ASCOT INN)

FIG. 1

2. STUDY FINDINGS AND CONCLUSIONS

The study findings and conclusions regarding the existing Ascot Inn, the current refurbishment, the proposed additional development, and the possible future development on the remainder of Development Area 10 are presented and discussed in this chapter.

2.1 EXISTING SITUATION

The 'existing' situation at Ascot Inn, prior to the current refurbishment works, is shown in the aerial photo in Figure 2, while the adjacent road network is shown in the Locality Plan in Figure 1 in Chapter 1 Introduction.

Vehicular access to the Ascot Inn site is achieved via Great Eastern Highway (a Primary Distributor Road) and Epsom Avenue (an Access Street), with Great Eastern Highway providing links to Perth CBD and Perth Airport, as well as to other Primary Distributors including Tonkin Highway and Graham Farmer Freeway. Secondary access routes are also provided via Moreing Road, Matheson Road, Nisbet Street and Thompson Street, which can also all be classified as Access Streets.

In order to identify existing traffic flows within the area, Uloth and Associates carried out evening peak period traffic counts between 3:00pm and 6:00pm on Thursday 19 August 2010, at the Epsom Avenue - Matheson Road intersection, and at the Matheson Road junctions with Nisbet Street and Moreing Street. The peak period counts were then factored up to daily traffic on the basis of 24-hour counts previously obtained from Main Roads WA, with the resulting daily traffic flows as shown in Figure 3.

It can be seen in Figure 3 that Epsom Avenue currently carries 440 vehicles per day north of Matheson Road and 1,930 vehicles per day south of Matheson Road, while Matheson Road carries 1,080 vehicles per day and 1,470 vehicles per day west and east of Epsom Avenue, respectively, decreasing to 1,060 vehicles per day east of Nisbet Street and 980 vehicles per day east of Moreing Street. It can also be seen that Nisbet Street carries 320 vehicles per day and Moreing Street carries 430 vehicles per day.

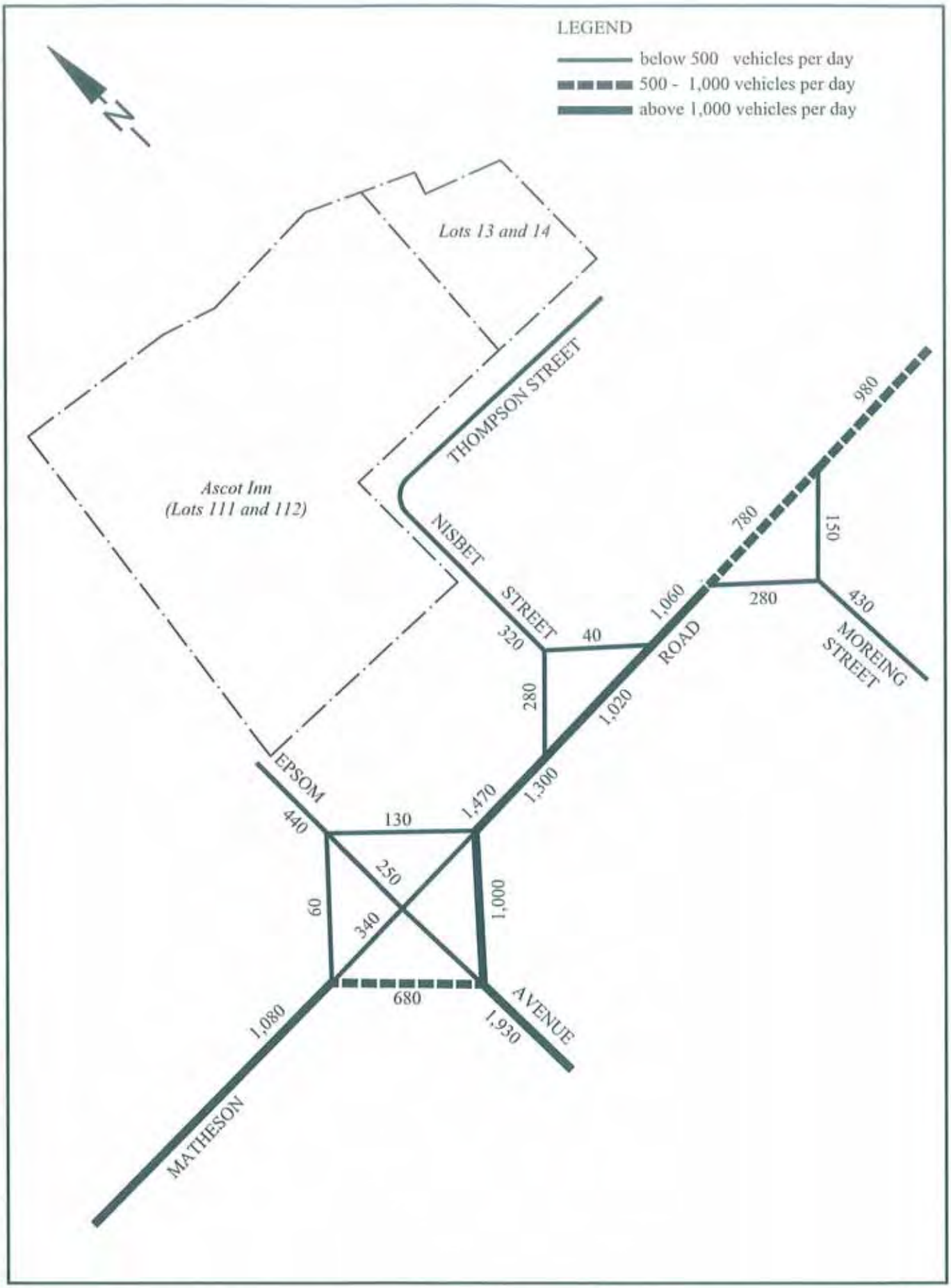
On the basis of the existing traffic flows and road network, it is suggested that these existing roads could be classified as follows (on the basis of Liveable Neighbourhoods):

- Epsom Avenue: Access Street B
- Matheson Road: Access Street C
- Moreing Street: Access Street D
- Nisbet Street: Access Street D

'Existing' Situation - Ascot Inn

FEBRUARY 2008 - PRIOR TO CURRENT REFURBISHMENT

FIG. 2



Existing Weekday Traffic Flows
IN THE VICINITY OF ASCOT INN

FIG. 3

2.2 PROPOSED DEVELOPMENT

The proposed Development Application for Lots 111 and 112 seeks to increase the number of Hotel rooms from 47 rooms under the current approval to a total of 188 rooms, with the construction of 4 free-standing buildings, each with under-croft parking. It has also been suggested that the proposed Restaurant should be restricted to 300 seats (rather than the previously approved 525 square metres of seating area, which could accommodate a significantly greater number of seats).

The proposed development plan is shown in Figure 4, in the context of the surrounding roads. It can be seen that access is proposed primarily off Epsom Avenue, with a secondary 'Service Vehicle Access' off Nisbet Street (at the corner of Thompson Street). It can also be seen in Figure 4 that provision has been made for a future expansion of the development into Lots 13 and 14, with no additional access off Thompson Street. For the purpose of the proposed Structure Plan assessment, it is suggested that an additional 50 Hotel rooms or Service Apartments could be constructed on Lots 13 and 14.

A summary of the currently approved and proposed future development within Development Area 10 is therefore as shown in Table 1.

The Development Application for Lots 111 and 112 also includes a total of 220 on-site parking spaces, with 188 spaces provided beneath the new Hotel room buildings and 32 spaces at-grade adjacent to the internal road.

TABLE 1
CURRENTLY APPROVED PLAN AND PROPOSED ADDITIONAL DEVELOPMENT
ASCOT INN REFURBISHMENT AND ADDITIONS

ITEM	AMOUNT		
	Current Approval	Proposed Development Application	Future Expansion into Lots 13 and 14
• Hotel Rooms	47 rooms	**188 rooms**	**238 rooms**
• Restaurant	525m^2	**300 seats**	300 seats
• Function Rooms	319m^2	319m^2	319m^2
• Cafe	122m^2	122m^2	122m^2
• Bar	58m^2	58m^2	58m^2
• Shop	42m^2	42m^2	42m^2

Note: Bold figures denote changes from previous scenario.

Source: Land Insights

Proposed Development Application - Lots 111 & 112

ASCOT INN REFURBISHMENT AND ADDITIONS

FIG. 4

2.3 PARKING REQUIREMENTS

Parking requirements for the various stages of the proposed development are presented and discussed in this section.

2.3.1 Current Approval

In assessing the current approval for the refurbishment of Ascot Inn in August 2009, City of Belmont applied minimum parking provisions from Town Planning Scheme No. 14, as shown below in Table 2.

TABLE 2
TOWN PLANNING SCHEME PARKING REQUIREMENTS
CURRENTLY APPROVED REFURBISHMENT OF ASCOT INN - AUGUST 2009

LAND USE		TPS PARKING REQUIREMENT	
Item	Amount	Parking Ratio	No. of Spaces
Hotel Rooms	47 rooms	1 per room	47 spaces
Restaurant	525m^2	1 per 4m^2 or 1 per 4 seats	131 spaces
Function Rooms	319m^2	1 per 4m^2 or 1 per 4 persons	80 spaces
Cafe	122m^2	1 per 4 seats	30 spaces
Bar	58m^2	1 per 2m^2	29 spaces
Shop	42m^2	6 per 100m^2	3 spaces
Total Parking Requirement			320 spaces

Source: City of Belmont Ordinary Council Meeting Agenda Report - 25 August 2009

The refurbishment was then approved with a parking provision of 251 spaces (a shortfall of 69 spaces), on the basis that the proposed development results in a significantly reduced parking shortfall than what had previously existing on the site.

However, it can also be argued that the current approved shortfall is an acknowledgement that the sum of the Town Planning Scheme parking requirements for each individual item is excessive, due to the significant interaction between uses, particularly in relation to Hotel guests making use of the various restaurant, cafe, bar and function room facilities with no additional impact on the overall parking demand.

2.3.2 Proposed Development Application

Applying the Town Planning Scheme parking requirements to the individual land use items in the proposed Development Application results in a calculated parking requirement of 405 spaces, with 188 spaces required for the proposed Hotel rooms and 217 spaces required for all of the other uses. However, this makes no allowance for the fact that a high proportion of patrons of the restaurant, bar, cafe and function room will be guests staying in the 188 Hotel rooms.

In fact, it is suggested that at least 60 percent of the parking demand for the 'Other' uses can be attributed to guests staying at the Hotel rooms. It is also suggested that the parking requirements of 1 space per Hotel room is too high, since a significant proportion of guests are expected to arrive directly from Perth Airport via Taxi, Small Charter Vehicle or Shuttle Bus.

On the basis of the proposed plans showing a total parking provision of 220 spaces, it is also recommended to modify the application to include seating plans for the restaurant, bar, cafe and

function room, with approval sought for a maximum number of persons to be accommodated within each facility, rather than just specified seating area.

The recommended land uses and parking calculations are therefore as shown below in Table 3, noting also that the proposed shop is likely to be a complimentary use catering to the needs of Hotel guests, rather than attracting visitors from outside the development.

TABLE 3
RECOMMENDED LAND USE SPECIFICATION AND CORRESPONDING PARKING CALCULATIONS – PROPOSED ASCOT INN DEVELOPMENT APPLICATION

PROPOSED LAND USE		PARKING REQUIREMENT	
Item	Amount	Ratio	No. of Spaces
Hotel Rooms	188 rooms	0.75 per room	141 spaces
Other Uses:			
Restaurant	300 seats	1 per 4 seats	75 spaces
Bar/Cafe	160 seats	1 per 4 seats	40 spaces
Function Rooms	300 seats	1 per 4 seats	75 spaces
Shop	42m^2	6 per 100m^2	3 spaces
Total Traffic for 'Other' Uses			193 spaces
• Combined Parking Demand			334 spaces
• Less 60% of 'Other' parking demand assumed to be Hotel Guests			-116 spaces
• Recommended Parking Provision			218 spaces

Source: Uloth and Associates

2.3.3 Parking Management

On the basis of the calculations above in Section 2.3.2, it is recommended to provide a total of 217 parking spaces for the proposed development, with 141 spaces allocated for guests staying at the 188 Hotel rooms, plus 76 spaces for staff and visitors of the 'Other' facilities.

In this regard, it is noted that the under-croft car parks beneath the proposed new Buildings B, C and D, as well as the Basement car park level in Building A, are not suitable for public parking due to the presence of 'blind aisles' and the use of tandem parking spaces. This leaves a total of 32 at-grade parking spaces plus 35 ground level spaces beneath Building A that could be utilised for public parking (a total of 67 spaces out of the required 76 spaces for 'Other' uses).

It is therefore recommended to allocate 9 parking spaces within Buildings B, C or D for use by staff, leaving the required total of 141 spaces for guests of the Hotel Rooms. However, with 48 spaces out of the 141 spaces for Hotel guests being provided as tandem parking bays, it will be necessary for the Hotel to manage the allocation of parking spaces to guests, and to also operate a valet parking service to park and retrieve guests vehicles, if required.

2.4 FUTURE TRAFFIC FLOWS

The future traffic generation of the proposed development is discussed in this section, together with the resulting future traffic flows on the adjacent streets.

2.4.1 Traffic Generation Rates

On the basis of trip generation rates published by the Institute of Transportation Engineers, and previous work carried out by Uloth and Associates, it is suggested that the following trip generation rates can initially be applied for the proposed Ascot Inn development:

- Hotel Rooms: 5 trips per room.
- Restaurant: 2.86 trips per seat.
- Bar/Cafe: 136 trips per $100m^2$ of seating area.
- Function Rooms: 25 trips per $100m^2$.

2.4.2 Resulting Trip Generation

As has been discussed in regards to parking requirements, there is an interaction between the traffic generation of the proposed Hotel rooms and the traffic generation of the 'Other' facilities within the Hotel development. However, with the significant increase proposed in the number of Hotel rooms, it is clear that the relationship between the Hotel guests and the patronage of the 'Other' uses will change significantly. It is therefore necessary to ensure that the adopted approach is consistent in logic for both the current approval (with 47 Hotel rooms) and the proposed Development (with 188 Hotel rooms). It is therefore suggested that any reduction in traffic generation to account for this interaction must be applied to the traffic generation of the Hotel rooms.

In assessing the parking requirements (in Section 2.3.2), it is assumed that 60 percent of the parking demand for 'Other' uses is already catered for by the parking demand of the 188 Hotel rooms. Applying this same figure to the traffic calculations suggests that a reduction of 60 percent of the traffic generated by the 'Other' facilities is equivalent to a reduction of approximately 75 percent of the traffic generated by the Hotel rooms. However, in order to not understate the traffic impact of the proposal, it is recommended that a reduction of 50 percent should be applied, as shown below in Table 4, resulting in a total trip generation for the proposed development of 1,630 vehicles per day.

TABLE 4
CALCULATED FUTURE TRAFFIC GENERATION
PROPOSED ASCOT INN DEVELOPMENT APPLICATION

PROPOSED LAND USE		TRIP GENERATION (vpd)	
Item	Amount	Assumed Trip Rate	Resultant Trip Generation
Hotel Rooms	188 rooms	5 per room	940 vpd
Other Uses:			
Restaurant	300 seats	2.86 percent	860 vpd
Bar/Cafe	160 m^2	136 per 100m^2	220 vpd
Function Rooms	319m^2	25 per 100m^2	80 vpd
Shop	42m^2	-	-
Total Traffic for 'Other' Uses			1,160 vpd
• Overall Traffic Generation			2,100 vpd
• Less 50% of Hotel room trips due to interaction with 'Other' uses			-470 vpd
• Resultant Total Trip Generation			1,630 vpd

Source: Uloth and Associates

Applying this same methodology to the currently approved scenario would result in a total trip generation of 1,280 vehicles per day, therefore suggesting an increase in traffic generation of 350 vehicle trips per day as a result of the proposed additional Hotel rooms.

2.4.3 Future Development Traffic

In order to identify the traffic impact of the proposed development on the adjacent road network it is necessary to assign the anticipated trip generation onto the access driveways to/from the various approach routes.

For analysis purposes, it has been assumed that traffic flows to/from the site will be 50 percent to/from Great Eastern Highway east and 50 percent to/from Great Eastern Highway west. It is also assumed (as a worst-case scenario) that the 'service vehicle access' off Nisbet Street is available for use by all traffic accessing the site, even though the Epsom Avenue driveway is the main entrance. This means that a portion of traffic from the eastern part of the site can utilise the Nisbet Street driveway, and that this may be an attractive option for vehicles exiting the site to travel east as these vehicles could do so via Moreing Street.

Figures 5 and 6 therefore show the anticipated future development traffic assigned to the local road network under the currently approved plan and the proposed Development Application, respectively.

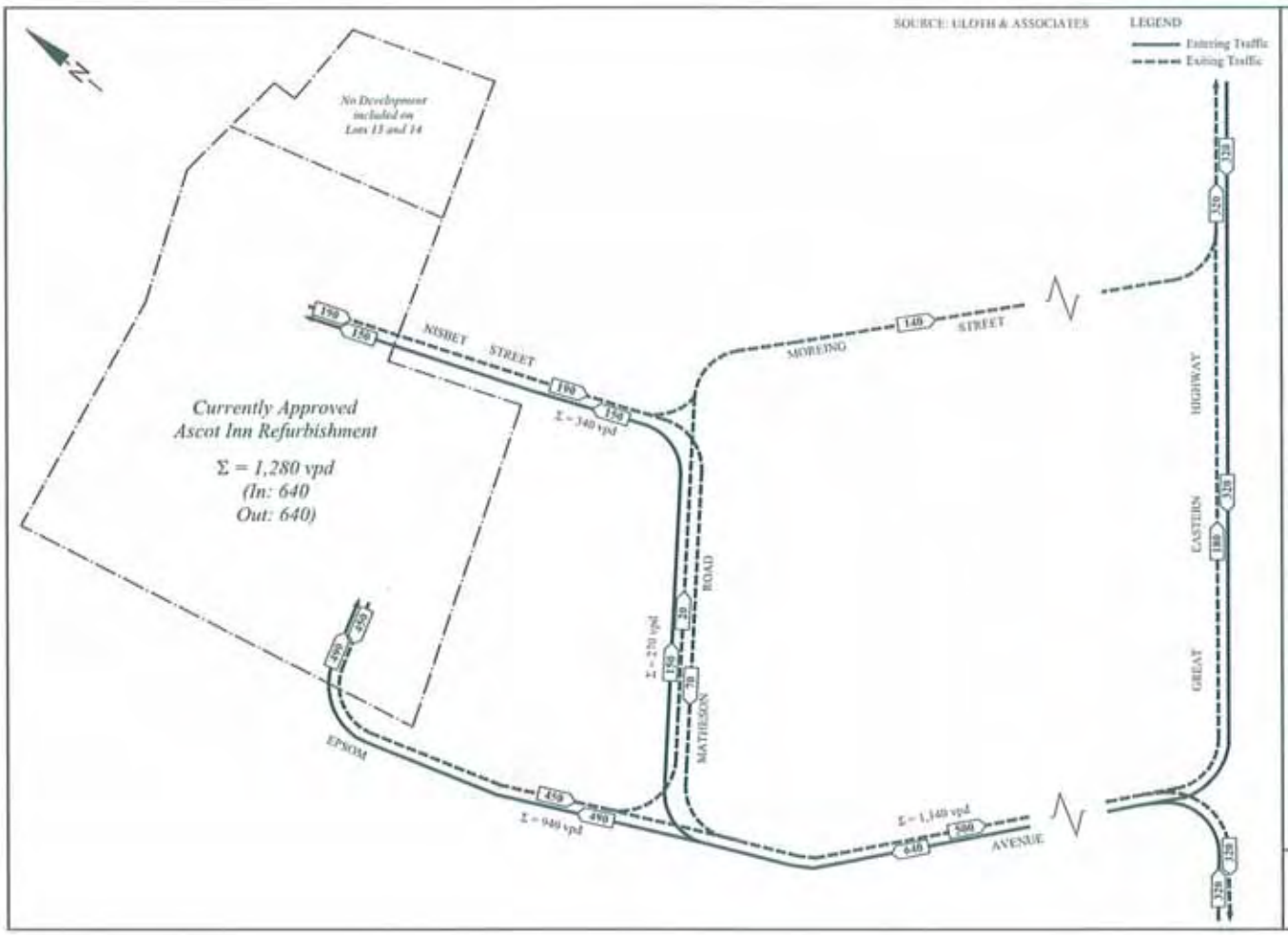
It can be seen in Figure 5 that a total of 1,140 vehicles per day of development traffic are expected to travel via Epsom Avenue north of Great Eastern Highway under the currently approved plan, while Figure 6 shows this increasing to 1,490 vehicles per day following the proposed Development Application.

It can also be seen that development traffic on Matheson Road is expected to decrease from 270 vehicles per day under the current plan, to 240 vehicles per day with the proposed additional development (due to the modified distribution of parking and access), while Nisbet Street will also decrease slightly from 340 vehicles per day of development traffic to 320 vehicles per day.

2.4.4 Additional Future Development on Lots 13 and 14

As noted above in Section 2.2 the proposed Structure Plan assessment must also take into account future development on Lots 13 and 14. From a parking prospective, it is easy to state that future parking requirements with have to be satisfied on-site, however from a traffic perspective, it is necessary to take into account the additional traffic that will access the site via the currently proposed driveways off Epsom Avenue and Nisbet Street.

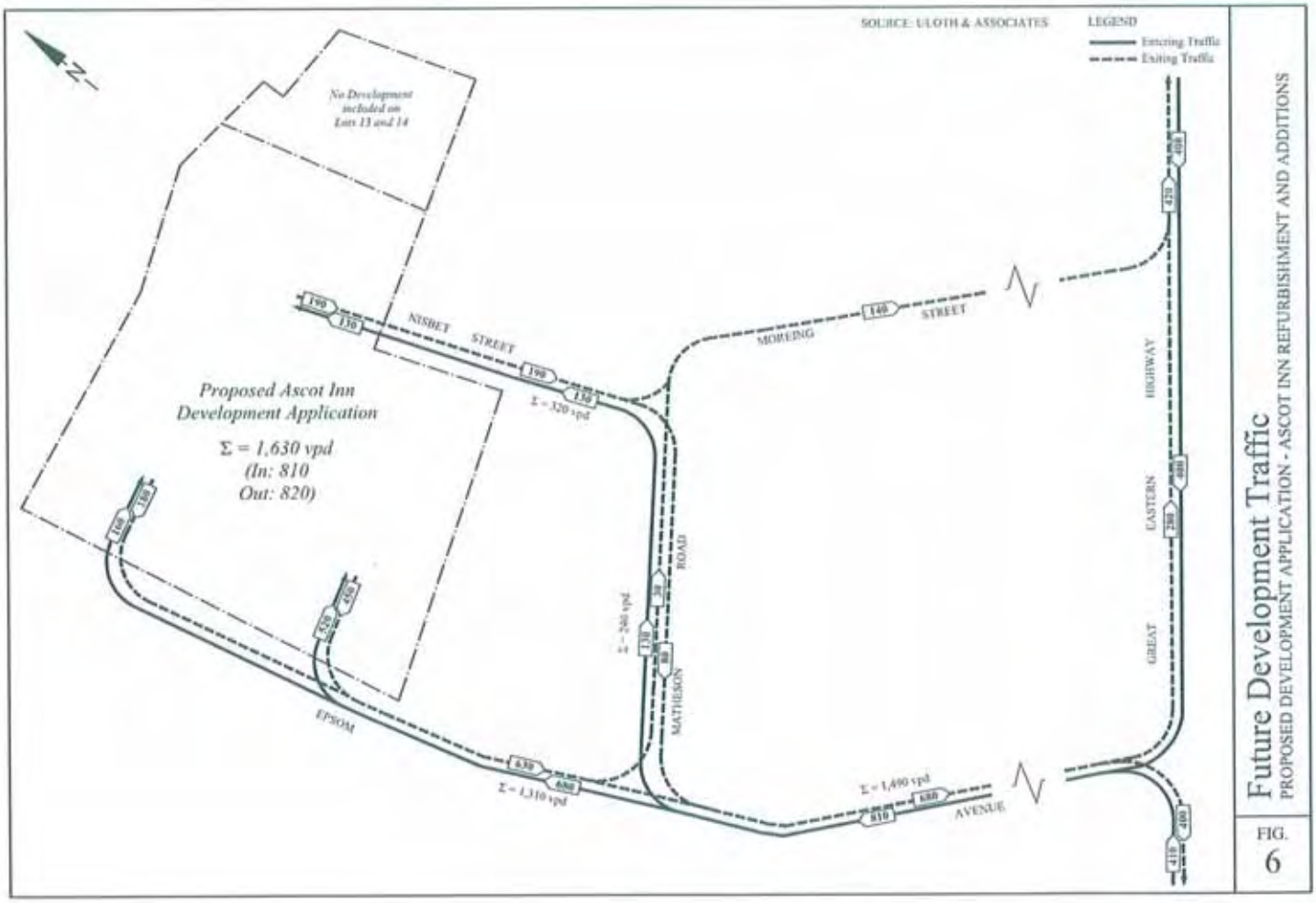
For analysis purposes, it is assumed that Lots 13 and 14 could potentially accommodate an additional 50 Serviced Apartments (based on the 50 Hotel rooms currently proposed in Building C). It is then assumed that these serviced apartments would generate the same base traffic as the Hotel rooms, with similar levels of interaction with the 'Other' facilities within the Hotel. It is therefore estimated that future development on Lots 13 and 14 could result in an additional 130 vehicle trips per day on the local road network, as reflected in the future development traffic flows shown in Figure 7.



Future Development Traffic

CURRENTLY APPROVED PLAN - ASCOT IN REFURBISHMENT

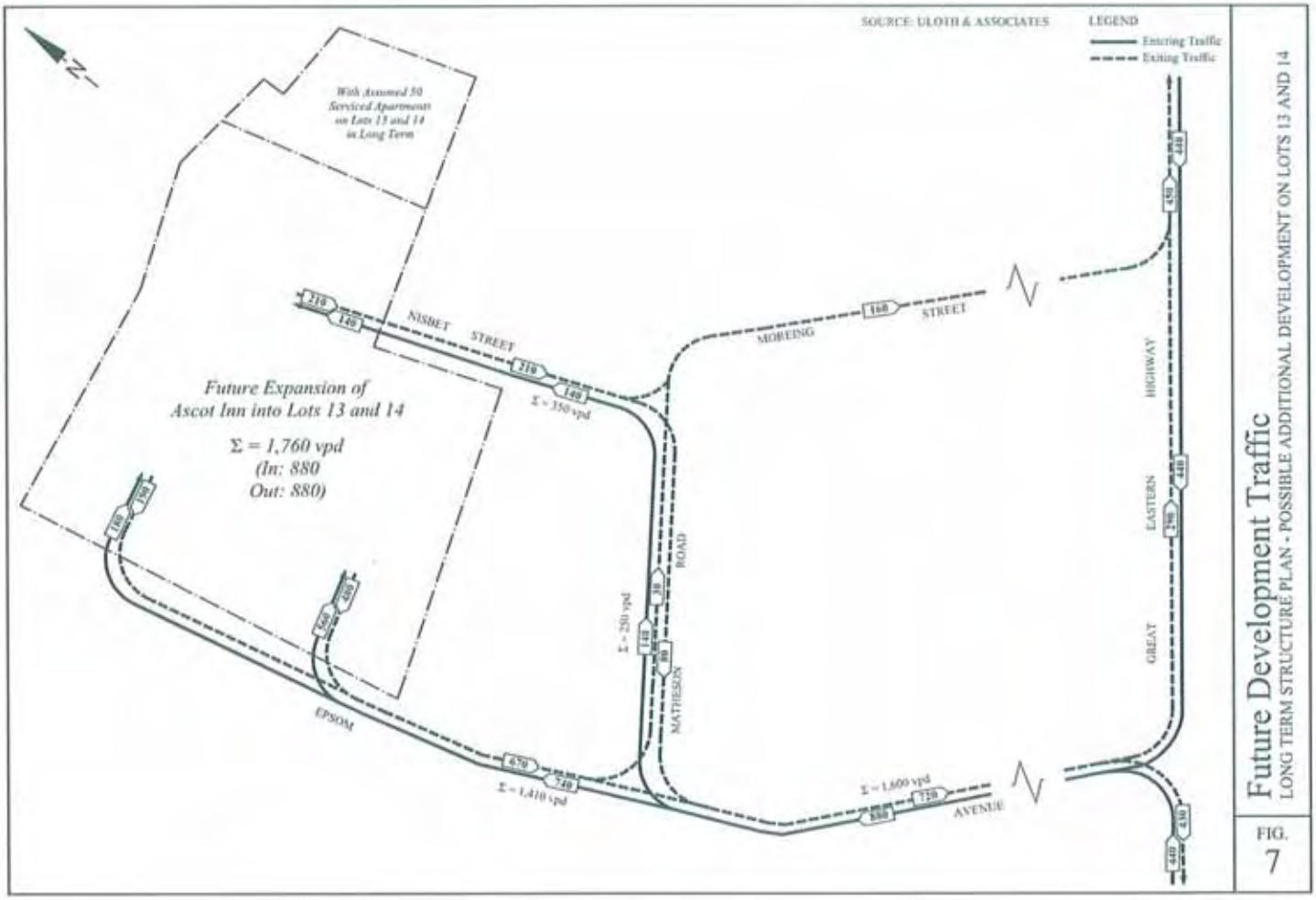
FIG. 5



Future Development Traffic

PROPOSED DEVELOPMENT APPLICATION - ASCOT INN REFURBISHMENT AND ADDITIONS

FIG. 6



Future Development Traffic
LONG TERM STRUCTURE PLAN - POSSIBLE ADDITIONAL DEVELOPMENT ON LOTS 13 AND 14

FIG. 7

2.4.5 Total Future Traffic

On the basis of the existing weekday traffic flows in Figure 3 in Section 2.1 and the future development traffic in Figures 5, 6 and 7, the resulting future traffic flows under the various scenarios has also been calculated as shown below in Table 5.

It can be seen in Table 5 that future traffic flows on Epsom Avenue will exceed 3,000 vehicles per day under all of the future options, suggesting that it should be considered to be a Neighbourhood Connector Road under Liveable Neighbourhoods. However, Matheson Road will remain below 3,000 vehicles per day in all scenarios, which is acceptable for Access Street B or C under Liveable Neighbourhoods. It can also be seen that traffic on Nisbet Street and Moreing Street will remain below 1,000 vehicles per day, which is acceptable for Access Street D.

TABLE 5
EXISTING AND FUTURE WEEKDAY TRAFFIC FLOWS IN THE VICINITY OF ASCOT INN UNDER CURRENT APPROVAL, PROPOSED DEVELOPMENT APPLICATION AND POSSIBLE LONG TERM STRUCTURE PLAN

LOCATION	EXISTING WEEKDAY TRAFFIC [1]	FUTURE TRAFFIC BY SCENARIO		
		Currently Approved Plan [2]	Proposed Development Application [3]	Long Term Structure Plan [4]
• Epsom Avenue				
- North of Matheson Road	440	1,380	1,750	1,850
- South of Matheson Road	1,930	3,070	3,420	3,530
• Matheson Road				
- East of Epsom Avenue	1,470	1,710	1,710	1,720
- East of Nisbet Street	1,060	1,200	1,200	1,220
• Nisbet Street				
- North of Matheson Road	320	660	640	670
• Moreing Street				
- South of Matheson Road	430	570	570	590

Notes: 1) From Figure 3.
2) Existing traffic flows in Figure 3 plus future development traffic in Figure 5.
3) Existing traffic flows in Figure 3 plus future development traffic in Figure 6.
4) Existing traffic flows in Figure 3 plus future development traffic in Figure 7.

Source: Uloth and Associates

3. OVERALL CONCLUSIONS AND RECOMMENDATIONS

The overall conclusions regarding the various stages of development within the Ascot Inn site and the overall Development Area 10 are presented in the following:

3.1 CURRENTLY APPROVED PLAN

- The currently approved plans for Ascot Inn include 47 Hotel rooms, together with a Restaurant, Bar, Cafe, Function Rood, and a small Shop.
- The approval includes the provision of 251 parking spaces, which is a shortfall of 69 spaces from the calculated Town Planning Scheme requirement of 320 spaces.
- It is estimated that the completed development will generate 1,280 vehicle trips per day, resulting in the following maximum weekday traffic flows on the adjacent affected street:
  - Epsom Avenue: 3,070
  - Matheson Road: 1,710
  - Nisbet Street: 660
  - Morcing Street: 570

3.2 PROPOSED DEVELOPMENT APPLICATION

- The proposed Development Application seeks the addition of 141 Hotel rooms on Lots 111 and 112, bringing the total accommodation to 188 Hotel rooms, in addition to the already approved 'Other' facilities.
- In order to achieve an acceptable parking solution, it is recommended to limit the Restaurant to 300 seats, while also limiting the Bar/Cafe area to 160 seats and the Function Room to 300 seats.
- It is then recommended to provide a total of 141 parking spaces for the 188 Hotel rooms, plus 77 spaces for patrons utilising the 'Other' facilities (that is, the Restaurant, Bar/Cafe, Function Room and Shop).
- This can be achieved by allocating the proposed ground floor parking in Building A as 'public' parking for these 'other' uses, while the remaining under-croft parking in Building A, B, C and D should be used for guest staying in the Hotel rooms and for staff.
- It is estimated that with the proposed Development Application, the overall Ascot Inn site will generate a total of 1,630 vehicle trips per day, resulting in maximum future weekday traffic flows on the adjacent streets, as follows:
  - Epsom Avenue: 3,420
  - Matheson Road: 1,710
  - Nisbet Street: 640
  - Morcing Street: 590
- These future weekday traffic flows are all less than the indicative maximum flows proposed under Liveable Neighbourhoods, except for Epsom Avenue which would ideally remain below 3,000 vehicles per day.

3.3 LONG TERM STRUCTURE PLAN

- For analysis purposes, it is assumed that the long term Structure Plan could accommodate an additional 50 Serviced Apartments within Lots 13 and 14, with access provided through the Ascot Inn site, and with all required additional parking provided within the new development.

- It is estimated that the additional development will increase the overall traffic generation to 1,760 vehicle trips per day, resulting in the following future traffic volumes on the adjacent street:
  - Epsom Avenue: 3,530
  - Matheson Road: 1,720
  - Nisbet Street: 670
  - Moreing Street: 590
- As is the case for the proposed Development Application, the future traffic flows following the additional development on Lots 13 and 14 will still be below the indicative maximum traffic flows acceptable under Liveable Neighbourhoods, except for Epsom Avenue which would ideally remain below 3,000 vehicles per day.

Ordinary Council Meeting 26/07/11

Item 12.3 refers

Attachment 9

Traffic Report – June 2011

Parking and Traffic Study for Ascot Inn Renovations and Additions

ADDENDUM REPORT FOR REDUCTION
TO 100 HOTEL ROOMS

Prepared for
EPSOM DEVELOPMENTS PTY LTD

Prepared by
Uloth and Associates
24 June 2011

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LIST OF FIGURES

1. INTRODUCTION

Uloth and Associates published the 'Parking and Traffic Study for Ascot Inn Renovations and Additions' in September 2010, for a Development Application comprising 188 Hotel Rooms in addition to a restaurant, bar/cafe and function room.

This Addendum Report specifically addresses the modifications to that study resulting from the now proposed reduction to 100 Hotel Rooms, together with the updating of the existing traffic flows utilised within the analysis.

2. STUDY FINDINGS AND CONCLUSIONS

The modified study findings and conclusions for the Addendum Report are as follows.

2.1 EXISTING TRAFFIC FLOWS

In order to identify existing traffic flows within the area, Uloth and Associates previously carried out evening peak period traffic counts between 3:00pm and 6:00pm on Thursday 19 August 2010, at the Epsom Avenue - Matheson Road intersection, and at the Matheson Road junctions with Nisbet Street and Moreing Street. The peak period counts were then factored up to daily traffic on the basis of 24-hour counts obtained from Main Roads WA.

Uloth and Associates has now carried out morning peak period traffic counts at the same locations between 6:00am and 9:00am on Thursday 26 May 2011. City of Belmont has also provided 24-hour traffic counts (carried out in March 2011) at a number of locations and these counts have now been utilised to factor up the AM and PM turning movement surveys, with the resulting daily flows as shown in Figure 1.

It can be seen in Figure 1 that Epsom Avenue currently carries 500 vehicles per day north of Matheson Road and 2,110 vehicles per day south of Matheson Road, while Matheson Road carries 1,470 vehicles per day and 1,680 vehicles per day west and east of Epsom Avenue, respectively, decreasing to 1,230 vehicles per day east of Nisbet Street and 980 vehicles per day east of Moreing Street. It can also be seen that Nisbet Street carries 360 vehicles per day and Moreing Street carries 570 vehicles per day.

2.2 PROPOSED DEVELOPMENT

The modified Development Application for Ascot Inn seeks to increase the number of Hotel rooms from 47 rooms under the current approval to a revised total of 100 rooms.

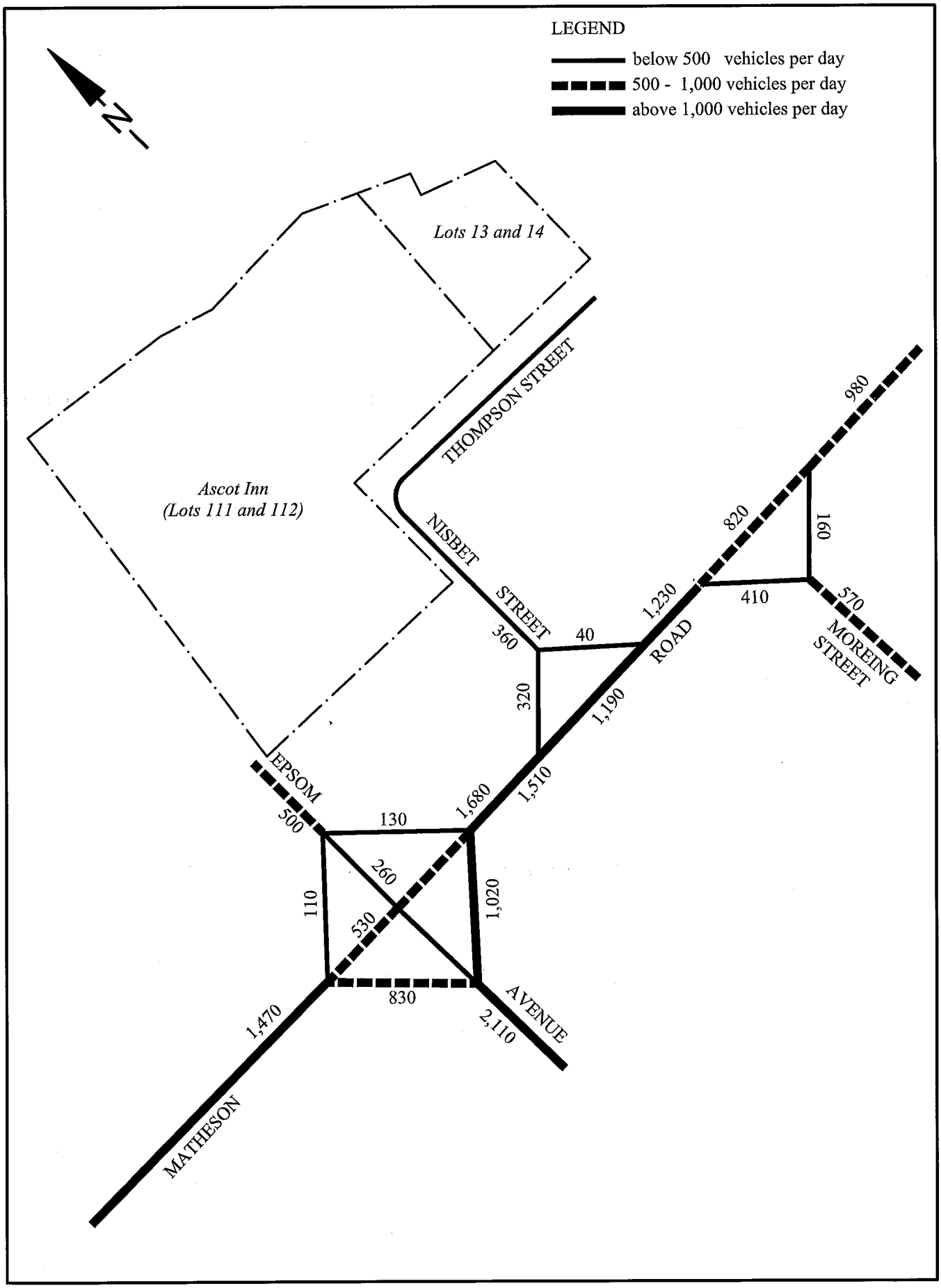
A summary of the currently approved development and the now proposed Development Application is shown in Table 1.

TABLE 1
CURRENTLY APPROVED PLAN AND PROPOSED ADDITIONAL DEVELOPMENT
ASCOT INN REFURBISHMENT AND ADDITIONS

ITEM	AMOUNT	
	Current Approval	Proposed Development Application
• Hotel Rooms	47 rooms	**100 rooms**
• Restaurant	525m^2	**300 seats**
• Function Rooms	319m^2	319m^2
• Cafe	122m^2	122m^2
• Bar	58m^2	58m^2
• Shop	42m^2	42m^2

Note: Bold figures denote changes from previous scenario.

Source: Land Insights, June 2011



Existing Weekday Traffic Flows

IN THE VICINITY OF ASCOT INN

FIG. 1

2.3 REVISED PARKING REQUIREMENTS

Applying the Town Planning Scheme parking requirements to the individual land use items in the proposed Development Application results in a calculated parking requirement of 317 spaces, with 100 spaces required for the proposed Hotel rooms and 217 spaces required for all of the other uses. However, this makes no allowance for the fact that a significant proportion of patrons of the restaurant, bar, cafe and function room will be guests staying in the 100 Hotel rooms.

In fact, it is suggested that at least 30 percent of the parking demand for the 'Other' uses can be attributed to guests staying at the Hotel rooms. It is also suggested that the parking requirements of 1 space per Hotel room is too high, since a significant proportion of guests are expected to arrive directly from Perth Airport via Taxi, Small Charter Vehicle or Shuttle Bus.

The recommended land uses and parking calculations are therefore as shown below in Table 2, noting also that the proposed shop is likely to be a complimentary use catering to the needs of Hotel guests, rather than attracting visitors from outside the development.

TABLE 2
RECOMMENDED LAND USE SPECIFICATION AND CORRESPONDING PARKING CALCULATIONS – PROPOSED ASCOT INN DEVELOPMENT APPLICATION

PROPOSED LAND USE		PARKING REQUIREMENT	
Item	Amount	Ratio	No. of Spaces
Hotel Rooms	100 rooms	0.75 per room	75 spaces
Other Uses:			
Restaurant	300 seats	1 per 4 seats	75 spaces
Bar/Cafe	160 seats	1 per 4 seats	40 spaces
Function Rooms	300 seats	1 per 4 seats	75 spaces
Shop	42m^2	6 per 100m^2	3 spaces
Total Traffic for 'Other' Uses			193 spaces
• Combined Parking Demand			268 spaces
• Less 30% of 'Other' parking demand assumed to be Hotel Guests			-58 spaces
• Recommended Parking Provision			210 spaces

Source: Uloth and Associates

It is therefore recommended to provide a total of 210 parking spaces for the proposed development, with 75 spaces allocated for guests staying at the 100 Hotel rooms, plus 135 spaces for staff and visitors of the 'Other' facilities.

2.4 FUTURE TRAFFIC FLOWS

The future traffic generation of the proposed development is discussed in this section, together with the resulting future traffic flows on the adjacent streets.

2.4.1 Future Trip Generation

Table 3 shows the revised calculation of future trip generation for the reduction to 100 Hotel Rooms, with an assumption that 25 percent of trips calculated for the Hotel Rooms will in fact relate to the 'Other' uses, thus reducing the overall number of trips accessing the site.

It can be seen in Table 3 that the proposed development is therefore expected to generate a total of 1,410 vehicle trips per day (in and out combined).

Applying this same methodology to the currently approved scenario would result in a total trip generation of 1,280 vehicles per day, therefore suggesting an increase in traffic generation of 130 vehicle trips per day as a result of the proposed 100 Hotel rooms.

TABLE 3
CALCULATED FUTURE TRAFFIC GENERATION
PROPOSED ASCOT INN DEVELOPMENT APPLICATION

PROPOSED LAND USE		TRIP GENERATION (vpd)	
Item	Amount	Assumed Trip Rate	Resultant Trip Generation
Hotel Rooms	100 rooms	5 per room	500 vpd
Less 25% Linked Trips with 'Other' Uses			-125 vpd
Subtotal for Hotel Rooms			375 vpd
Other Uses:			
- Restaurant	300 seats	2.86 per seat	860 vpd
- Bar/Cafe	160 m^2	136 per 100m^2	220 vpd
- Function Rooms	319m^2	25 per 100m^2	80 vpd
- Shop	42m^2	-	-
Total Traffic for 'Other' Uses			1,160 vpd
Less 25% Linked Trips with Hotel Rooms			-125 vpd
Subtotal for 'Other' uses			1035 vpd
Resultant Total Trip Generation			1,410 vpd

Source: Uloth and Associates

2.4.2 Assignment of Development Traffic

Figure 2 shows the future development traffic for the currently approved plan, as previously determined in the September 2010 report, while Figure 3 shows the corresponding assignment of future traffic for the revised Development Application.

It can be seen in Figure 2 that a total of 1,140 vehicles per day of development traffic are expected to travel via Epsom Avenue north of Great Eastern Highway under the currently approved plan, while

Figure 3 shows this increasing to 1,290 vehicles per day following the proposed Development Application.

It can also be seen that development traffic on Matheson Road is expected to decrease from 250 vehicles per day under the current plan, to 210 vehicles per day with the proposed development (due to the modified distribution of parking and access), while Nisbet Street will also decrease slightly from 360 vehicles per day of development traffic to 280 vehicles per day.

2.4.3 Total Future Traffic

On the basis of the existing weekday traffic flows in Figure 1 in Section 2.1.1 and the future development traffic in Figures 2 and 3, the resulting future traffic flows under the various scenarios has also been calculated as shown below in Table 4.

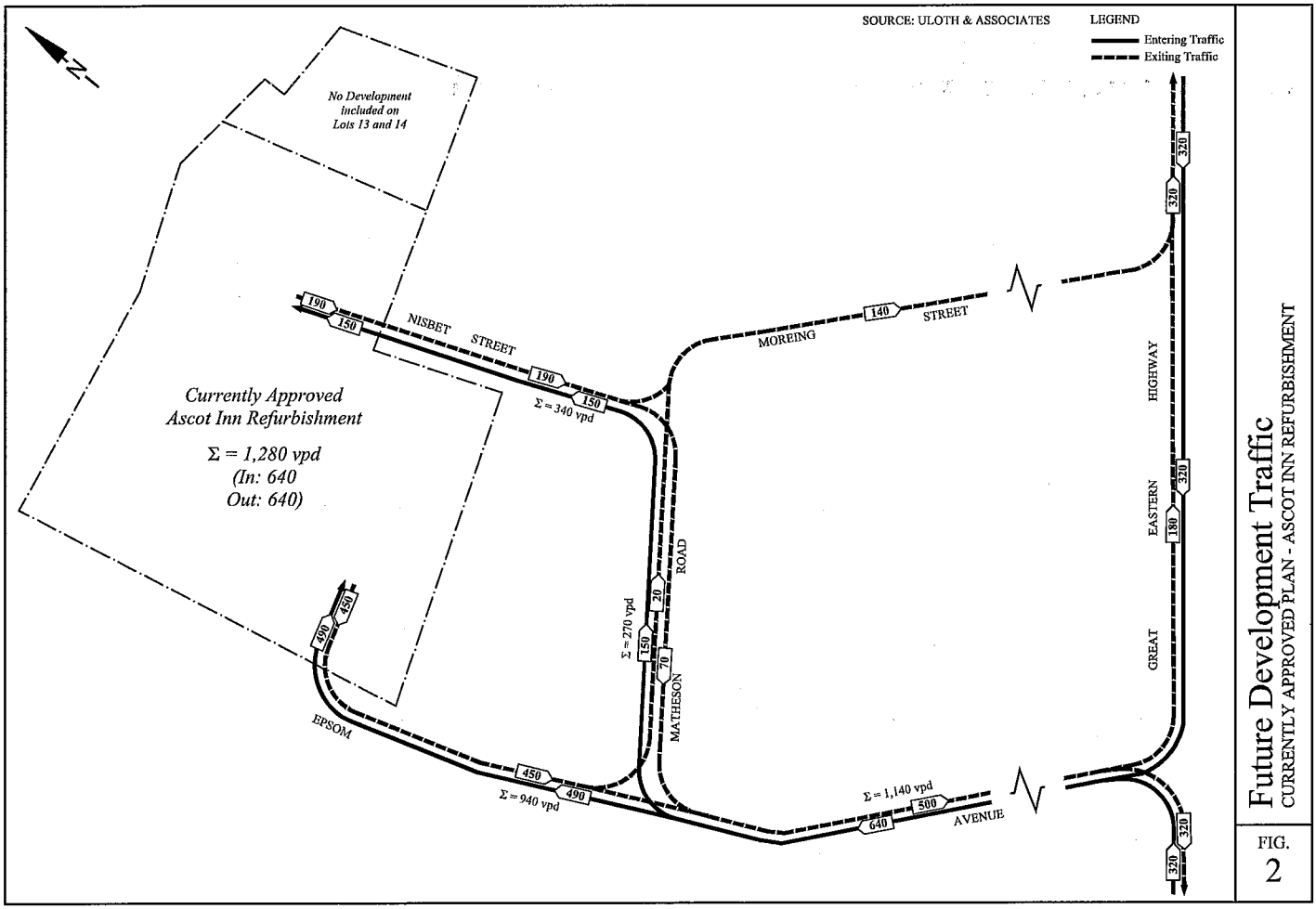
It can be seen in Table 4 that future traffic flows on Epsom Avenue will exceed 3,000 vehicles per day under the future proposal suggesting that it should be considered as a 'Neighbourhood Connector' road under Liveable Neighbourhoods. However, Matheson Road will remain below 3,000 vehicles per day in all scenarios, which is acceptable for Access Street B or C under Liveable Neighbourhoods. It can also be seen that traffic on Nisbet Street and Moreing Street will remain below 1,000 vehicles per day, which is acceptable for Access Street D.

TABLE 4
EXISTING AND FUTURE WEEKDAY TRAFFIC FLOWS IN THE VICINITY OF ASCOT INN UNDER CURRENT APPROVAL AND PROPOSED DEVELOPMENT APPLICATION

LOCATION	EXISTING WEEKDAY TRAFFIC [1]	FUTURE TRAFFIC BY SCENARIO	
		Currently Approved Plan [2]	Proposed Development Application [3]
• Epsom Avenue			
- North of Matheson Road	500	1,440	1,640
- South of Matheson Road	2,110	3,250	3,400
• Matheson Road			
- East of Epsom Avenue	1,680	1,950	1,890
- East of Nisbet Street	1,230	1,370	1,350
• Nisbet Street			
- North of Matheson Road	360	700	640
• Moreing Street			
- South of Matheson Road	570	710	690

Notes: 1) From Figure 1.
2) Existing traffic flows in Figure 1 plus future development traffic in Figure 2.
3) Existing traffic flows in Figure 1 plus future development traffic in Figure 3.

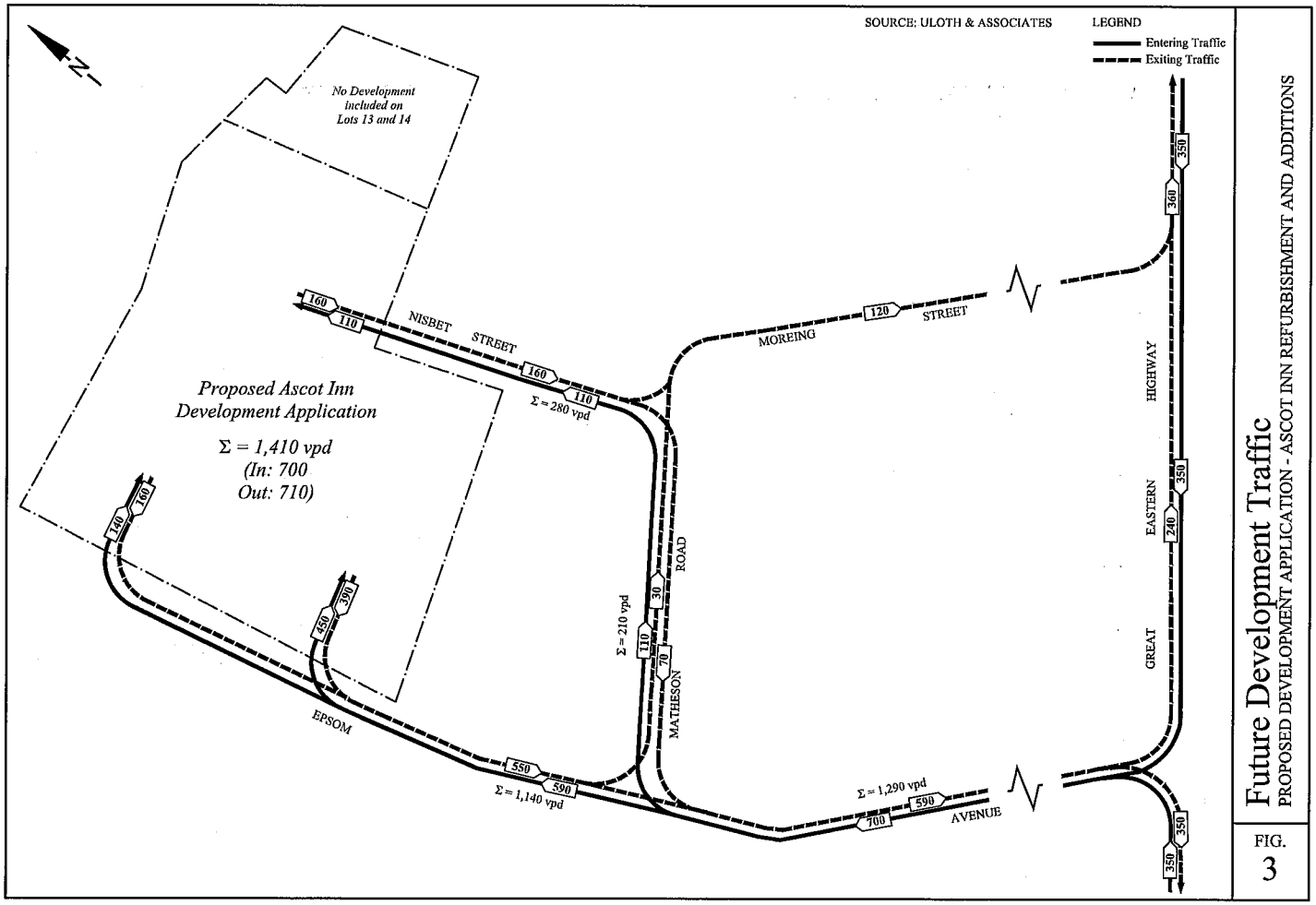
Source: Uloth and Associates, June 2011



Future Development Traffic

CURRENTLY APPROVED PLAN - ASCOT INN REFURBISHMENT

FIG. 2



Future Development Traffic

PROPOSED DEVELOPMENT APPLICATION - ASCOT INN REFURBISHMENT AND ADDITIONS

FIG. 3

3. OVERALL CONCLUSIONS AND RECOMMENDATIONS

The overall conclusions regarding the proposed Ascot Inn development are presented in the following:

3.1 CURRENTLY APPROVED PLAN

- The currently approved plans for Ascot Inn include 47 Hotel rooms, together with a Restaurant, Bar, Cafe, Function Rood, and a small Shop.
- The approval includes the provision of 251 parking spaces, which is a shortfall of 69 spaces from the calculated Town Planning Scheme requirement of 320 spaces.
- It is estimated that the completed development will generate 1,280 vehicle trips per day, resulting in the following maximum weekday traffic flows on the adjacent affected streets:
  - Epsom Avenue: 3,300
  - Matheson Road: 1,930
  - Nisbet Street: 720
  - Moreing Street: 720

3.2 PROPOSED DEVELOPMENT APPLICATION

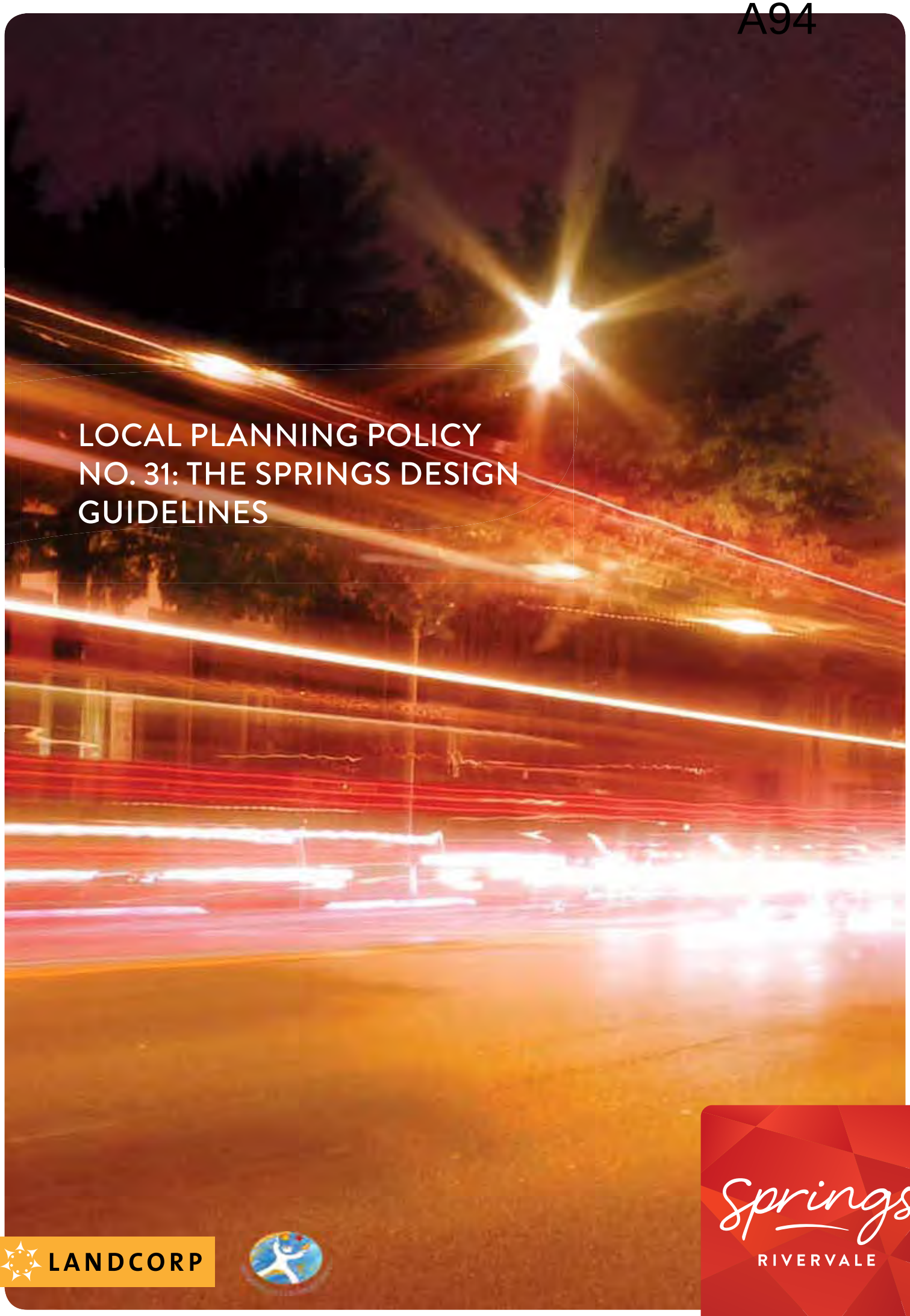
- The revised Development Application now seeks the addition of 53 Hotel rooms, bringing the total accommodation to 100 Hotel rooms, in addition to the already approved 'Other' facilities.
- As previously proposed, it is recommended to limit the Restaurant to 300 seats, while also limiting the Bar/Cafe area to 160 seats and the Function Room to 300 seats.
- It is then recommended to provide a total of 75 parking spaces for the 100 Hotel rooms, plus 135 spaces for patrons utilising the 'Other' facilities (that is, the Restaurant, Bar/Cafe, Function Room and Shop).
- It is estimated that with the proposed Development Application, the overall Ascot Inn site will generate a total of 1,410 vehicle trips per day, which is an increase of 130 vehicle trips per day from the currently approved development. The resulting maximum future weekday traffic flows on the adjacent streets is therefore as follows:
  - Epsom Avenue: 3,400
  - Matheson Road: 1,890
  - Nisbet Street: 640
  - Moreing Street: 690
- These future weekday traffic flows are all less than the indicative maximum flows proposed under Liveable Neighbourhoods, except for Epsom Avenue which would ideally remain below 3,000 vehicles per day.

Ordinary Council Meeting 26/07/11

Item 12.4 refers

Attachment 10

Final Proposed Amended LPP 31 The Springs Design Guidelines 2011



LOCAL PLANNING POLICY NO. 31: THE SPRINGS DESIGN GUIDELINES

LANDCORP

Springs RIVERVALE

1.0 INTRODUCTION

These design guidelines have been adopted by the City of Belmont Council under Part 2 of Town Planning Scheme No. 14 as Local Planning Policy No. 31. They will be referred to throughout this document as “The Springs Design Guidelines”.

Springs Rivervale is known officially as ‘The Springs’. Any reference to ‘Springs Rivervale’ shall be interpreted as referring to ‘The Springs’.

CONTENTS

1.0 INTRODUCTION

THE SPRINGS VISION

The Swan River and Perth skyline provide a stunning backdrop to what will become a revitalised, connected community at The Springs.

Once complete, the existing stretch of under utilised land will be transformed into an urban riverside community. A diverse mix of apartments, townhouses, offices and commercial buildings are planned.

A 'green link' from the existing pedestrian underpass and along Hawksburn Road will be designed to promote pedestrian activity and improve access to Cracknell Park and the Swan River foreshore.

FIGURE 1.1: AERIAL PHOTO, THE SPRINGS 2010

FIGURE 1.2: THE SPRINGS BUILT FORM VISION

SITE CONTEXT

The Springs comprises approximately 13.6 ha of land bounded by Graham Farmer Freeway, Great Eastern Highway, Brighton Road and the Swan River foreshore. The site is located approximately 4 km east of the Perth CBD and 700-750 metres north-east of the Burswood Train Station.

The main road access into the precinct is via the signal controlled intersection at Great Eastern Highway and Brighton Road, with secondary access available by Riversdale Road via a bridge over the Graham Farmer Freeway. An additional slip-lane has been added for access from eastward bound traffic on the Great Eastern Highway.

The precinct enjoys direct interface with the Swan River foreshore, and direct frontage onto Great Eastern Highway, albeit with limited vehicle access.

The proximity of The Springs to the City of Perth and City of Belmont, public transport and high quality natural amenity has created the opportunity for a unique and carefully designed Transit Oriented Development (TOD) to capitalise on the site's connections and location.

FIGURE 1.3: OVERALL CONTEXT; PERTH CBD, SWAN RIVER AND THE SPRINGS

1.0 INTRODUCTION

DESIGN GUIDELINES STRUCTURE AND PURPOSE

The Springs Design Guidelines have been structured in the following three parts to assist proponents in preparing their designs and applications.

1. DESIGN OBJECTIVES

A simple statement that outlines the design intent or philosophy underpinning the Acceptable Development Controls.

2. ACCEPTABLE DEVELOPMENT CONTROLS

Individual design elements, strategies or other design requirements that will collectively ensure that the Design Objectives are met. Applicants may provide Alternative Design Solutions if it can be demonstrated to the City of Belmont's satisfaction that the Design Objectives are clearly met or exceeded.

3. DESIGN GUIDANCE

Simple explanatory notes to assist applicants in meeting, measuring and describing how their submission achieves or exceeds the ACCEPTABLE DEVELOPMENT CONTROLS.

PURPOSE

These Design Guidelines (DGs) and Detailed Area Plans (DAPs) have been prepared to guide and control development within the site identified in The Springs Structure Plan (Nov. 2009). This development site will be referred to as "The Springs" throughout this document.

RELATIONSHIP TO CITY OF BELMONT TOWN PLANNING SCHEME (TPS), OTHER POLICIES AND REGULATIONS

These Design Guidelines have been adopted under the provisions of the City of Belmont's Town Planning Scheme 14 (TPS) and replace the previously adopted Design Guidelines (2007) (LDP31). These Design Guidelines should be read in conjunction with the City's relevant Town Planning Scheme and local planning policies.

These Design Guidelines and Detailed Area Plans will be used by the City of Belmont as the primary criteria for assessing development applications within The Springs.

Note: As a guide to proponents, where there is conflict between the provisions of the varying planning instruments that apply to The Springs, the order of Power should generally be:

- Town Planning Scheme
- Building Code of Australia
- Local Structure Plan
- Detailed Area Plans
- The Springs Design Guidelines
- R-Codes / other State Planning Policies.

DEVELOPMENT APPROVAL PROCESS

Applicants are encouraged to discuss their proposal with the City of Belmont Planning Department prior to making an application for planning approval. This may including submitting a 'preliminary development application' to the City of Belmont for consideration and comment before finalising the formal application. Full details of the process for submitting a preliminary development application can be obtained from the City of Belmont Planning Department.

SUBMISSION

The City of Belmont seeks to achieve a high standard of design within The Springs. Accordingly, development applications and building license applications should be prepared by Architectural practices registered with the Architects Board of Western Australia (or other equivalent professional institutions).

	STEP	PROCESS	WHO	REQUIRED	TIME	COST
DEVELOPMENT APPLICATION	Step 1	Lodge formal development application with COB	City of Belmont	Site plan, Floor plans (including below ground levels), Roof plan, 4x Elevations, 2x Cross sections, Form 1, Waste management plan, Checklist, Cover letter	Time frames to be determined by COB	As per COB fee
	Step 2	- Assessment of proposal against DAP's, DG's and TPS and relevant City of Belmont policies. - Determination of development application	City of Belmont: Subject to proposals value and type delegation for decision may be by COB Development Control Group, Council or a Development Assessment Panel			Nil
BUILDING LICENSE	Step 3	Lodge Building Licence application with COB	City of Belmont	As per City of Belmont requirements	Time frames to be determined by COB	As per COB fee

Note: Developments on land abutting the Metropolitan Regional Scheme (MRS) Parks & Recreation Reserve will require referral to Swan River Trust. Developments on land abutting the MRS Primary Regional Road Reserve may require referral to Department of Transport and/or Main Roads WA.

Applicants should discuss their proposals with these agencies (where applicable) prior to submission to the City of Belmont.

2.0 URBAN DESIGN

OVERVIEW

This section presents a series of key urban design elements that all proponents must consider when preparing the design and documentation of their proposed project within The Springs.

Several major urban design factors such as site topography, streetscape and open space are discussed to ensure that a clear indication of the intent of The Springs is conveyed.

Specific key elements from The Springs Local Structure Plan (Nov. 2009) are described in relation to the eight precincts that make up The Springs redevelopment area.

2.1 STRUCTURE PLAN PRECINCTS

The Springs Structure Plan (SSP) divides The Springs into eight precincts with characteristics that respond to their location within the development area. The following excerpts are from The Springs Structure Plan regarding the intent of each precinct:

1. HAWKSBURN ROAD

The Hawksburn Road Precinct lies between Riversdale Road and Rowe Avenue. It is an intimately scaled, tree lined promenade characterised by a 3 to 4 storey streetscape of townhouse type units.

2. GREAT EASTERN HIGHWAY

The Great Eastern Highway Precinct will present itself as a strong, unified commercial and mixed-use edge to The Springs. Commercial activities will activate the lower levels of the buildings with residential units taking up the upper storeys and set back from the building edges.

3. HIGHWAY PENINSULA

This precinct refers to the land on the corner of Great Eastern Highway and the Graham Farmer Freeway. It is located strategically at the gateway between the Perth CBD and the City of Belmont. Building heights of between 16 and 17 storeys will create a distinctive, iconic building and a strong identity at the entry of The Springs.

4 RIVERSDALE ROAD NORTH

The northern side of Riversdale Road is proposed to be a leafy boulevard with an activated residential street edge comprising of apartment blocks within a riverfront setting.

5. RIVERSDALE ROAD SOUTH

The southern side of Riversdale Road will act as a local through road linking the Hawksburn Road 'parkway' with Cracknell Park. It is primarily a residential precinct, between two and four storeys with corner shop/café/restaurant opportunities at the Hawksburn Road intersection.

6. ROWE AVENUE EAST – RESIDENTIAL

Rowe Avenue is a prominent access road with a proposed residential frontage of between 2 and 4 storeys. Terrace and walk-up housing in landscaped courtyard setbacks will provide a distinctive residential quality to the precinct.

7. ROWE AVENUE EAST – MIXED USE

The eastern portion of Rowe Avenue is proposed to act as a transitional area from the commercial uses located along the Great Eastern Highway and the more moderately scaled internal residential streets. Building heights in this precinct can be up to 4 storeys with Rowe Avenue supporting 3 and 4 storey mixed use developments.

8. ROWE AVENUE WEST – RESIDENTIAL TOWERS

This is a new street that will be developed to create a generously scaled, tree lined avenue of apartment buildings that may have a podium to a maximum of 3 storeys and an overall building height of 9 storeys.

FIGURE 2.1: PRECINCT PLAN

2.2 TOPOGRAPHY

Topography, including natural features of the site such as the Swan River and the existing ridges within the site boundaries should be capitalised upon to enhance the distinctive character of The Springs. The location and form of the maximum built form envelopes at The Springs has been designed with this in mind.

It is a primary objective of the Design Guidelines to retain and enhance the existing topography on the site. In doing this, view corridors with visual and physical access to the river should be maximised.

Building designs need to consider existing topography of the site and respond through sensitive design integration, avoiding a "cut and fill" approach where possible, as demonstrated in Figure 2.2.

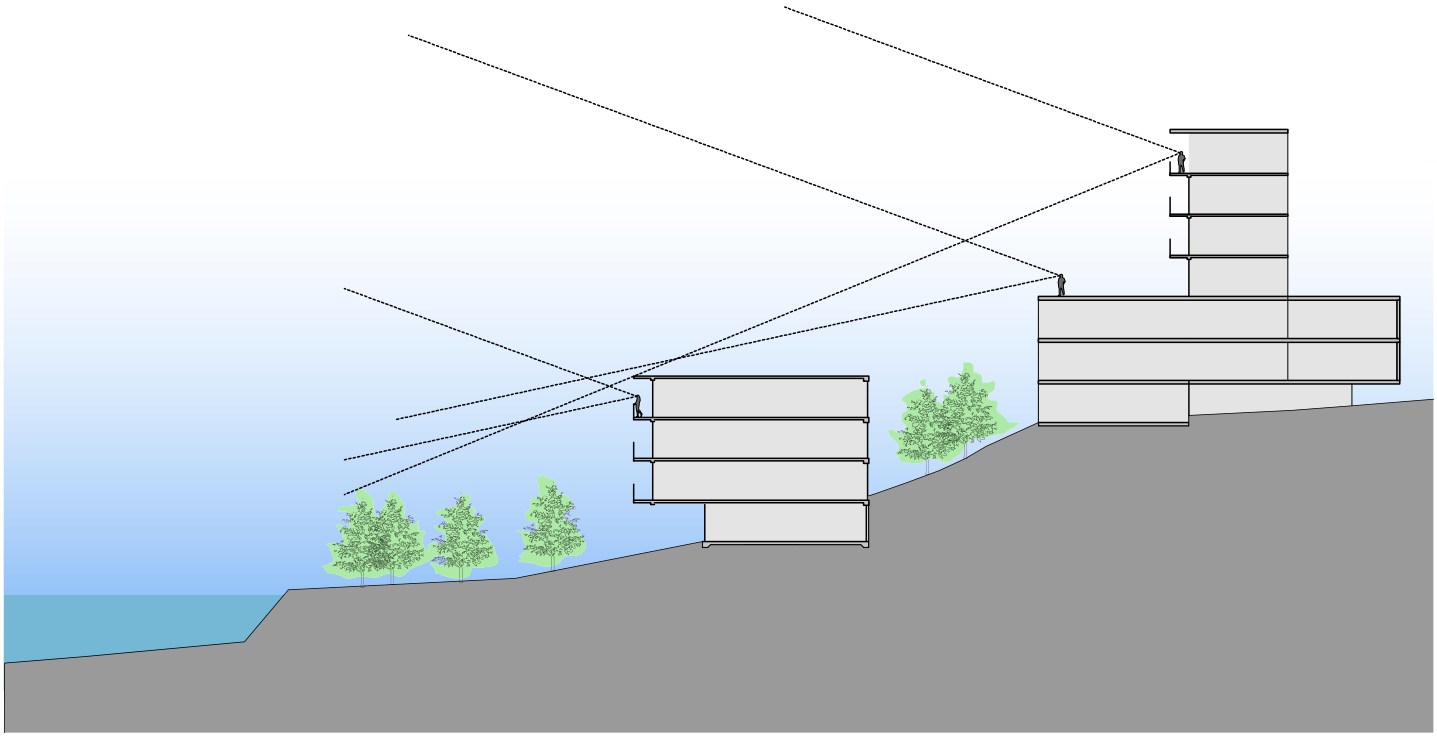


FIGURE 2.2: EXAMPLE OF THE MINIMISATION OF CUT AND FILL TO MAXIMISE VIEW CORRIDORS

2.3 NEIGHBOURHOOD CONTEXT

Whilst the City of Belmont is close to the Perth Central Business District (CBD), offering considerable advantage as a business location, the area also offers a unique mix of amenities and residential neighbourhoods.

There is a strong sense of community in the City of Belmont, with active business networks and lively centres of community gathering. Faulkner Park is a hub of activity, with a feature playground and a skate park. The Ruth Faulkner Library, Council Civic Centre, Belmont Oasis Leisure Centre and Youth and Family Service Centre are also located close by, making it convenient to access services and recreation.

There is an extensive network of public parks and open spaces throughout the suburbs, with parks located within a five minute walk from most homes.

Within this context, The Springs is an opportunity to tie together the best that the City of Belmont has to offer. Through a predominately residential development this key site makes the most of its river front location whilst offering commercial development opportunities appropriate to its proximity to the Perth CBD.

The City of Belmont combines commerce, residences and public open space in order to develop a lively and diverse neighbourhood. Developments at The Springs should draw on this and continue to improve these ideals. Development should encourage a diverse range of demographics, address and heighten the linkages to public parks, and where usage allows, consider opportunities for commercial functions.

FIGURE 2.3: MAXIMUM BUILT ENVELOPES

2.4 BUILDING SEPARATION

The proximity of buildings to each other affects the amenity of spaces within them, impacting visual and acoustic privacy and solar access to private and shared open spaces. The challenge is to provide appropriate separation between buildings to maximise light, air and outlook while meeting strategic planning goals and respecting neighbourhood character.

At The Springs, building separation controls are utilised to ensure adequate access to sun, breezes and views for both residents and inhabitants of the buildings, and to ensure that the sight lines that exist to the River and City are maintained and protected.

2.5 VIEW CORRIDORS

View corridors provide the important function of visual permeability. They also provide sunlight and breeze and to enhance the experience of the urban realm, from within and outside the project area.

Where possible, the street layout of The Springs has been designed in such a way to allow for the prospect of view corridors to the Swan River and the city / peninsula beyond. The location of built form has also taken this into consideration.

Proponents need to be aware of these view corridors at The Springs and ensure their designs maximise views from living spaces, balconies and terraces. Designs should also maximise view corridors from the public realm (refer to Figure 2.5).

FIGURE 2.5: VIEW CORRIDORS

2.6 PODIUM AND TOWER TYPOLOGY

In much of The Springs, the Detailed Area Plans promote a tower-and-podium type design. There are a number of reasons this type of building is advantageous in built-up areas like The Springs:

- 2 and 3 storey podiums can reduce the 'canyon' effect for pedestrians, with setbacks to upper levels effectively rendering these levels invisible from street level and minimising the sense of bulk to the pedestrian.
- Consistent podium levels can mediate differences in scale between buildings and ensure a consistent streetscape.
- Encourages incidental street surveillance by residents.
- The tower and podium building type can mitigate unwanted wind effects, such as ground level wind turbulence that is often produced by taller buildings.

To ensure new tall buildings do not create adverse wind effects, The Springs has mandated that buildings over 4 storeys in height must utilise a podium and tower built form. All projects should indicate methods for providing protection for pedestrians in public and private spaces from wind down drafts where a building is taller than the surrounding development.

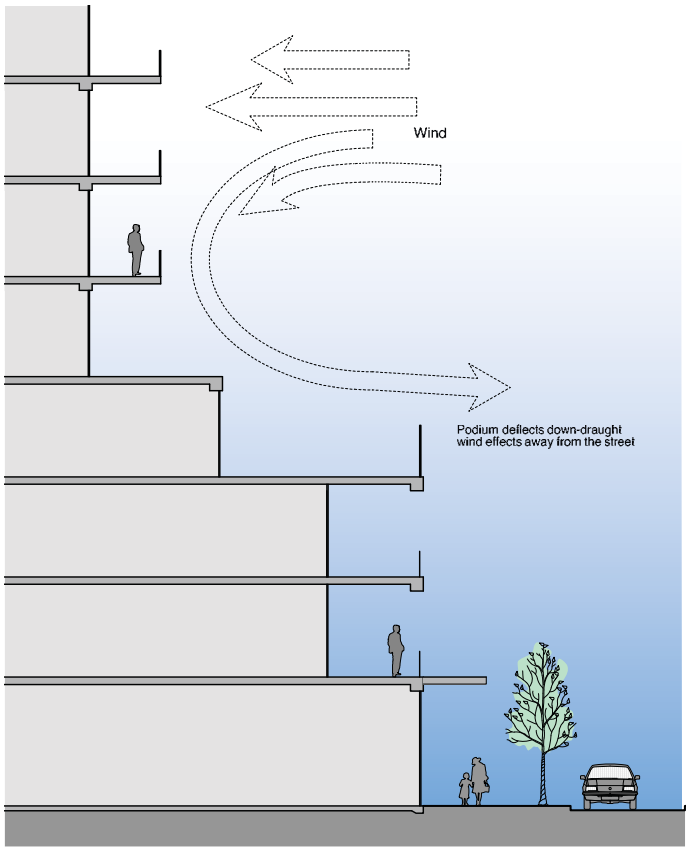


FIGURE 2.6: TOWER AND PODIUM STYLE BUILDINGS CAN REDUCE THE 'CANYON' EFFECT ON PEDESTRIANS AND HAVE WIND DEFLECTION ADVANTAGES FOR STREET LEVEL COMFORT

2.7 TREE RETENTION

An Arboricultural report has been prepared for The Springs, documenting the current state of existing trees, recommendations for tree retention, removal and transplantation. Some trees within The Springs are also marked as having historical significance. The significant trees that have been identified in the Arboricultural report have been included in the Detailed Area Plans in Section 06. Tree retention will be addressed separately by the DAP for the Riversdale Road North Precinct.

Where a tree on a lot has been marked to be retained, proponents will not be granted permission to remove the tree, and their development should have little to no impact on the life of the tree. This includes existing and future root systems. The DAP's have accounted for all major trees in lots to be protected by no-build zones. On lots where a tree has been noted to be retained, proponents will be required to submit an arboricultural report with their development application, ensuring that the building, construction and service provision within proximity of the tree does not impact upon the nominated trees' wellbeing.

Street trees located close to the lot boundary must be protected. The development must have little to no impact on the life of the tree. Please refer to the Arboricultural report for information regarding protected trees surrounding your lot.

A copy of the Arboricultural Report can be obtained from the City of Belmont on request.

FIGURE 2.7: TREE RETENTION

2.8 PUBLIC ART

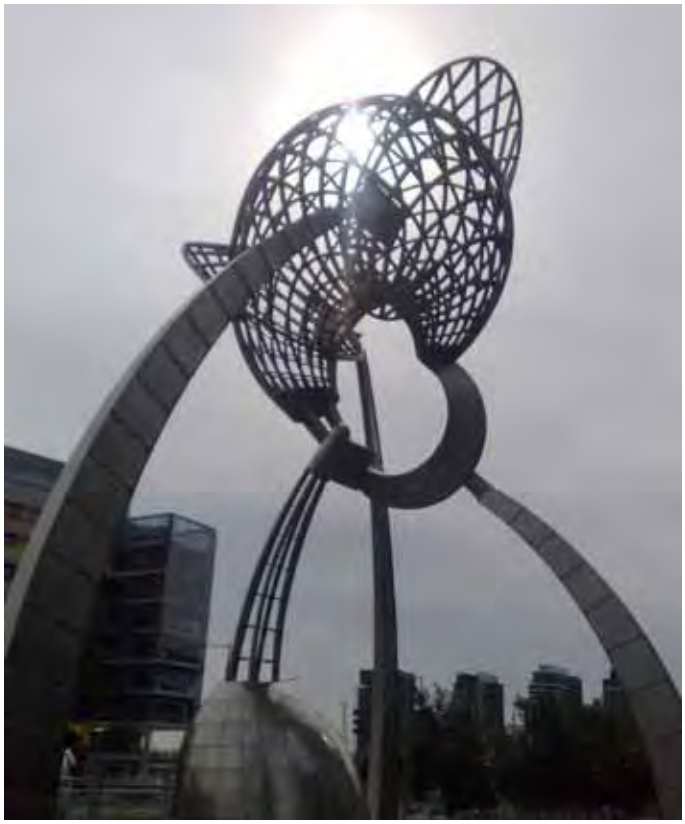
Public Art will form an integral part of the redevelopment, assisting in the creation of a unique sense of place through the expression of the site's history, proximity to the Swan River, and culture. Artworks can provide numerous benefits to the community, including:

- Enrichment of the built environment;
- Enhancing a sense of place;
- Contribution to local identity;
- Development of community ownership and pride;
- Interpretation and expression of site characteristics;
- Landmarks and points of reference for orientation.

Public Art will be incorporated within public open space at the discretion of the City of Belmont. Identifying opportunities, themes and the location of Public Art will be explored in conjunction with the detailed design of landscaped spaces. During this process, opportunities will be investigated to celebrate indigenous heritage as appropriate and to involve the community as well as local and/or indigenous artists.

In addition to these artworks, the City of Belmont requires all private development proposals greater than $4.5 million in value, to provide Public Artworks to the value of 1% of total construction cost, or to make an equivalent monetary contribution.

All Public Artworks are to be designed and built in accordance with the 'City of Belmont Public Art Master Plan' and all relevant policies. They must be integrated into the design of the building/s but will not be considered as a building element when assessed for Development Approval.



FIGURES 2.8, 2.9: PUBLIC ART SCULPTURES, MELBOURNE DOCKLANDS

3.1 PRIMARY BUILDING CONTROLS

3.1.1: MAXIMUM BUILDING ENVELOPES

A maximum building envelope (MBE) describes the outer limits that are allowable for any construction on a site. It is not an indication of the final building form, mass or scale, merely it provides a set of limits to be defined in relationship to certain characteristics of a site (topography) or to control fundamental environmental access (solar, views).

At The Springs, maximum building envelopes have been carefully crafted to enhance streetscape and built form diversity, protect solar access and views and coordinate residential densities to ensure optimal outcomes for all residents.

Based upon these MBE studies, a series of primary building controls have been established to describe and provide quantitative criteria to proponents in order to assist them in meeting the Design Objectives. The next section outlines these controls in more detail.

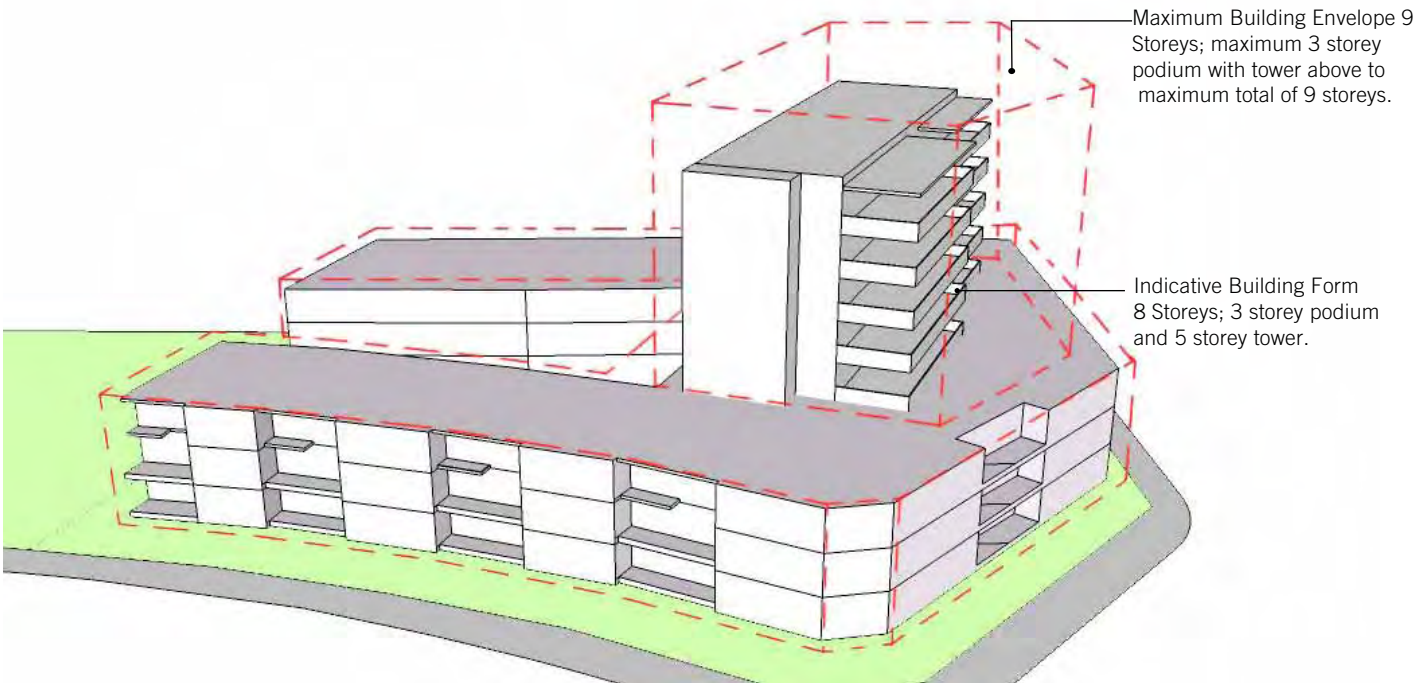


FIGURE 3.1.1: A MAXIMUM BUILDING ENVELOPE IS NOT A BUILDING. IT DEFINES A THREE DIMENSIONAL SPACE WITHIN WHICH A QUALITY BUILDING DESIGN CAN OCCUR.

MAXIMUM BUILT ENVELOPE WORKS WITH:

- BUILDING DEPTH
- BUILDING HEIGHT
- BUILDING SEPARATION
- PODIUM

3.1.2: BUILDING DEPTH

The Springs aims to achieve high sustainability measures in all areas of development (see also Section 4: Sustainability), and hence building depth, in combination with setbacks and building heights, will play an important role in controlling the environmental performance of buildings and their immediate neighbours.

DESIGN OBJECTIVES

- To ensure that the bulk of the development is in scale with the desired future context.
- To provide adequate amenity for building occupants in terms of sun access and natural ventilation.
- To provide for dual aspect apartments wherever possible

ACCEPTABLE DEVELOPMENT CONTROLS

- All residential buildings and residential sections of mixed-use buildings must have a plan depth of no greater than 18m from glass line to glass line above ground level.

DESIGN GUIDANCE

The term 'building depth' refers to the dimension measured from front glass line to back glass line of the shorter axis of a building. Where possible, this dimension should run north-south to allow for the best light transmission into internal spaces.

In general, it is expected that all portions of building and above ground structures are accommodated within the MBE. The City may allow some exceptions to this in special circumstances based on the merits of the encroachment and provided that the design objectives are met

Shallower buildings are recommended for the purpose of providing natural daylight and ventilation to all habitable spaces (i.e. in the case of single aspect 2 storey or mezzanine apartments).

Podium levels may be of greater depth than 18m when their use is for commercial or retail functions or the provision of above ground car parking.

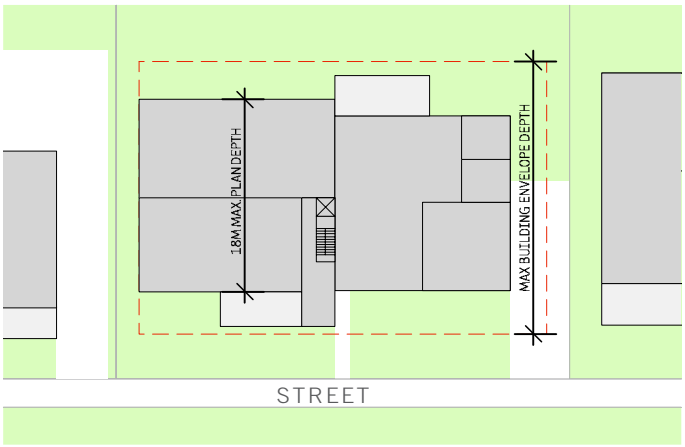


FIGURE 3.1.2: DIAGRAM 4: PLAN DEPTH TO BE NO GREATER THAN 18M GLASS LINE-TO-GLASS LINE IN RESIDENTIAL BUILDINGS STREET

BUILDING DEPTH WORKS WITH:

- BUILDING SEPARATION
- BUILDING HEIGHT
- PODIUM

3.1.3: BUILDING HEIGHTS

Height is an important control for the built environment because it can have a major impact on the physical and visual amenity of a place. The height composition across The Springs is intended to achieve a distinct urban composition that transitions between the 'urban edge' of both the Great Eastern Highway and Graham Farmer Freeway, through to the natural landscaping of the Swan River foreshore. Height zones for The Springs have also been determined to ensure sunlight access for adjoining lots, and to create a sense of scale in line with the overall design intent of the precinct.

DESIGN OBJECTIVES

- To ensure all future developments respond to the desired urban scale and character of their street and the broader Springs area with articulated expressions of height at key points and reference to human scale at others.
- To allow reasonable daylight access to all developments and the public domain.

ACCEPTABLE DESIGN CONTROLS

As per Table 3.1.3

DESIGN GUIDANCE

Measurements of height are to be taken from the primary road boundary of each individual lot and to follow the topography of the site from that boundary. Measurements are to include roof elements and extrusions, lift overrun and undercroft parking levels to control negative visual impacts on adjacent built or natural elements of significance.

The term 'Storeys' refers to habitable floors, excluding underground car parking. It includes mezzanines/double-height spaces and habitable rooms in the roof. The number of storeys that can be accommodated into a height limit will vary depending on the building type and use.

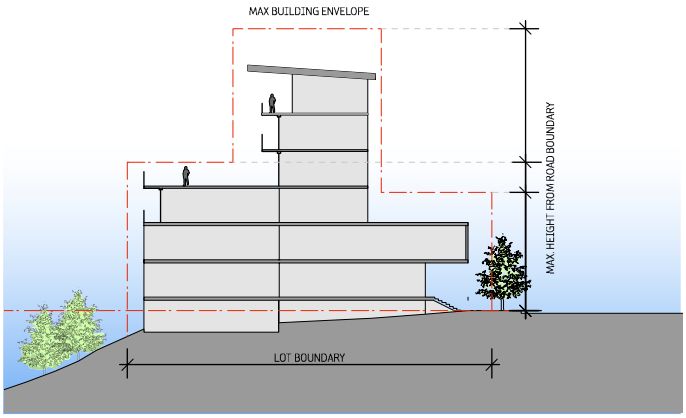


FIGURE 3.1.3.2: HEIGHT MEASUREMENTS ARE TO BE TAKEN FROM PRIMARY ROAD BOUNDARY

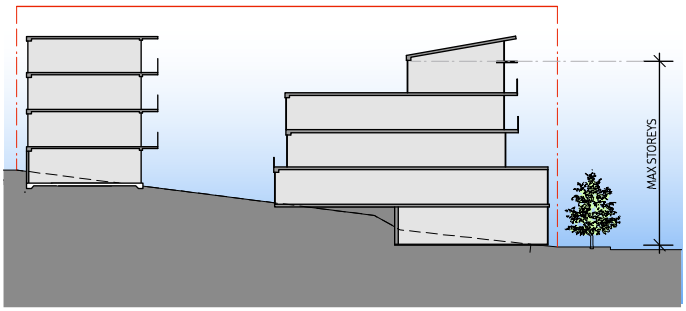


FIGURE 3.1.3.1: HEIGHT MEASUREMENTS ARE TO BE TAKEN FROM PRIMARY ROAD BOUNDARY

BUILDING HEIGHTS WORKS WITH:

- BUILDING SEPARATION
- PODIUM

PRECINCT	MINIMUM BUILDING HEIGHT	MAXIMUM BUILDING HEIGHT	NOTES
1. Hawksburn Road	6.4m	17m and 4 Storeys	Refer to Detailed Area Plan for more detail
2. Great Eastern Highway	7.4m or 2 Storeys	27m and 6 Storeys	Refer to Detailed Area Plan for more detail
3. Highway Peninsula	30m	Podium: 15m Tower: As per Western Australian Airport Corporation 'Structures Height Control Contours Map'	Tower height is limited by the Western Australian Airport Corporation 'Structures Height Control Contours Map', refer to Detailed Area Plan for more detail
4. Riversdale Road North	As per DAP	As per DAP	To be determined through detailed area planning adopted by City of Belmont
5. Riversdale Road South	6.4m or 2 Storeys	East of Hawksburn Road: 17m and 4 Storeys West of Hawksburn Road: 27m and 6 Storeys	Refer to Detailed Area Plan for more detail
6. Rowe Avenue- East Residential	7.4m or 2 Storeys	17m and 4 Storeys	Refer to Detailed Area Plan for more detail
7. Rowe Avenue- East Mixed Use	7.4m or 2 Storeys	17m and 4 Storeys	Refer to Detailed Area Plan for more detail
8. Rowe Avenue West	15m or 3 Storeys	35m and 9 Storeys	Refer to Detailed Area Plan for more detail

TABLE 3.1.3: MINIMUM AND MAXIMUM BUILDING HEIGHTS

To allow for 9 Storey developments (as specified in The Springs Structure Plan) with floor-to-floor measurements as noted in 3.1.6, The Springs Design Guidelines proposes to raise the maximum build height in the Rowe Avenue West precinct from 30m to 35m. Without this extension of height, the roof, lift overrun and additional roof-top services will be unable to exist within the building envelope.

3.1.4: BUILDING SEPARATION

The spatial relationship between buildings is a significant determinant of urban form. Building separation criteria have been determined at The Springs to provide strong urban street spaces and to give a readable 'edge' to the built landscape.

DESIGN OBJECTIVES:

- To allow for each precinct and building to have adequate access to daylight and natural ventilation as well as visual and acoustic privacy.
- To create proportional streetscapes and massing scale in keeping with the desired area character for each precinct as laid out in The Springs Structure Plan.
- To maximise visual links to the river from all precincts.
- To allow for the provision of open space with appropriate size and proportion for recreational activities for building occupants.
- To provide deep soil zones for storm-water management and tree planting, where contextual and site conditions allow.

BUILDING SEPARATION WORKS WITH:

- BUILDING DEPTH
- BUILDING HEIGHT
- SETBACKS

ACCEPTABLE DEVELOPMENT CONTROLS:

HEIGHT OF BUILDING	SEPARATION BETWEEN TWO HABITABLE ROOMS / BALCONIES	SEPARATION BETWEEN HABITABLE ROOMS / BALCONIES AND NON-HABITABLE ROOMS	SEPARATION BETWEEN TWO NON-HABITABLE ROOMS
<12m	12m	9m	6m
>12m <25m	18m	13m	9m
>25m	24m	18m	12m

TABLE 3.1.4: MINIMUM BUILDING SEPARATION

- Commercial portions of Mixed Use developments should be considered as habitable rooms.
- These measurements should be taken as minimums.

DESIGN GUIDANCE

The measurements refer to both the separation between buildings on adjacent lots, and the separation between multiple buildings on a single lot.

In many cases throughout The Springs, maximum building envelopes and their placement within lot boundaries have already been designed to address the issue of building separation (See Section 06: Detailed Area Plans).

In the event that boundary setbacks require greater separation of buildings than noted in the above table, boundary setbacks are to take precedence.

Where a developer is unsure of the proximity of future neighbouring buildings, the above measurements should be halved (assuming neighbouring habitable rooms at all levels) and measured from the boundary line of the lot.

Where daylight access, visual privacy or acoustic privacy are compromised by these measurements, building separation is to be increased to allow for these amenities.

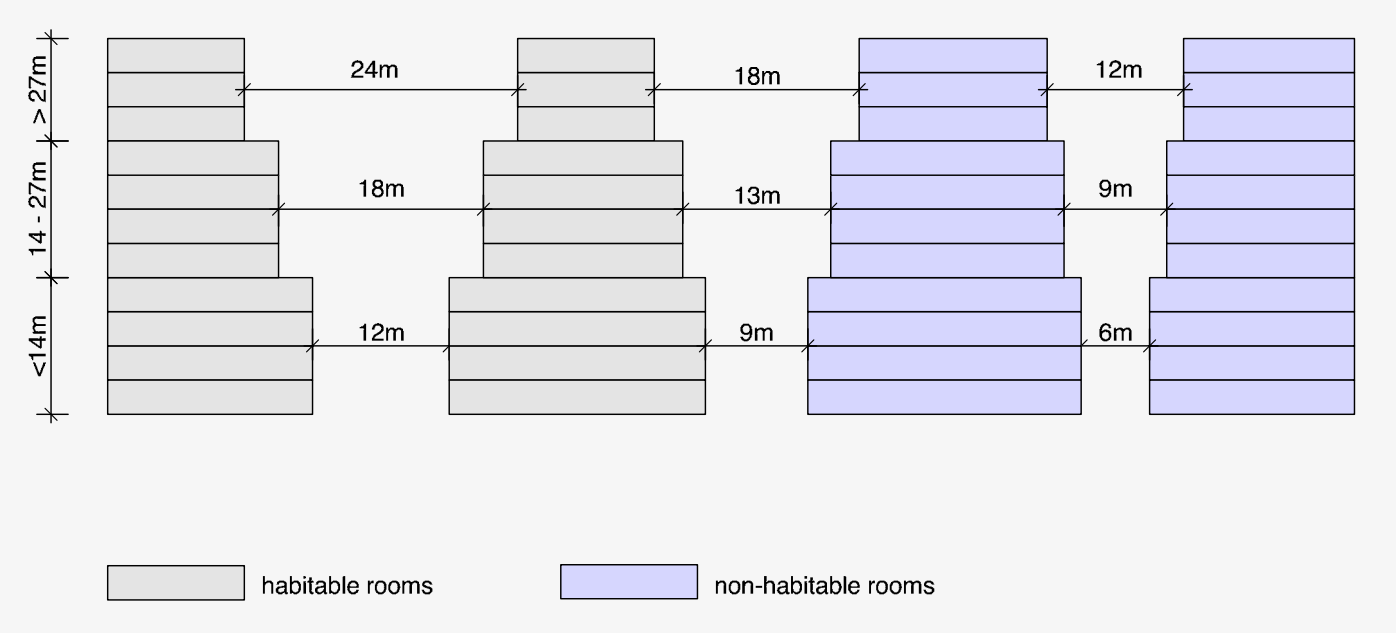


FIGURE 3.1.5: MINIMUM SEPARATION DISTANCES BETWEEN HABITABLE AND HABITABLE ROOMS, HABITABLE AND NON-HABITABLE ROOMS AND BETWEEN NON-HABITABLE AND NON-HABITABLE ROOMS DEPENDANT UPON HEIGHT.

3.1.5: STREET, SIDE AND REAR SETBACKS

Setbacks establish the building line in relation to the front of a lot or street edge. At The Springs, these are expressed as 'minimum' and 'maximum' dimensions and are intended to provide some variety in frontage within a defined range for selected precincts. These setback provisions are intended to allow for the introduction of a landscape strip in which terraces, balconies, and entry porches can be located. Setbacks also help to allow building modulation and rhythm along the streetscape. They are intended to contribute to the public domain by enhancing streetscape character and the continuity of street facades.

DESIGN OBJECTIVES

- To establish the desired spatial proportions of the streets and street edges for each precinct as set out in The Springs Structure Plan.
- To create a clear threshold by providing a transition between public and private space.
- To allow for street landscape character.
- To minimise overshadowing of the street and/or other buildings.
- To minimise the impact of developments on air, sunlight, privacy, views and outlook for neighbouring properties, including future buildings.
- To create a pattern of development that positively enhances the streetscape.
- To maximise the opportunity to retain and reinforce mature vegetation and natural site drainage.

ACCEPTABLE DEVELOPMENT CONTROLS

Refer to Section 06: Detailed Area Plans.

DESIGN GUIDANCE

Where the street setback zone is greater than 2m, it is intended that this space be used for landscaping and to create a clear transition between public and private space.

Side and rear setbacks are to be read in conjunction with building separation and open space controls.

Side and rear setbacks can be used to create usable land, which contributes to the amenity of the side and rear of the buildings through landscape design.

In general, it is expected that all portions of the building and above ground structures are accommodated within the setback lines. The City of Belmont may allow some exceptions to this in special circumstances based on the merits of the encroachment and provided that the design objectives are met.

Exceptions are:

- Basement/Semi-basement parking structures no more than 1m above ground and where the roof of the parking structure is a private or communal open space.
- Raised front courtyards/gardens (to a maximum of 1m above ground) for the provision of privacy to dwellings.

Note: To all areas of raised ground level, a balustrade must be installed to the relevant standards.

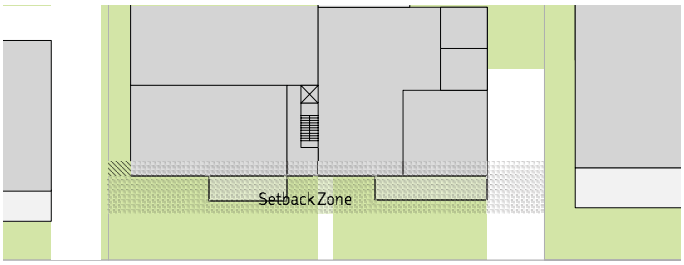


FIGURE 3.1.6: DIAGRAM 8: FRONT OF BUILDING TO BE BUILT WITHIN THE MINIMUM AND MAXIMUM STREET SETBACK ZONE.

SETBACKS WORK WITH:

- BUILDING SEPARATION
- STREETSCAPES
- VIEW CORRIDORS

3.1.6: FLOOR LEVELS

By setting controls on floor level heights, The Springs is able to control both the usability and flexibility of spaces within a building, as well as the consistency of level changes seen in the facades of multiple buildings across the site.

DESIGN OBJECTIVES

- To create an in built flexibility into the use of new buildings, to allow for future re-zoning and/or updates to the intended use for spaces.
- To create a level of surveillance and security by residents into public streets.
- To create a continuity between buildings along the street edge.

ACCEPTABLE DEVELOPMENT CONTROLS

- For all developments on Rowe Avenue, street level to first floor height must be 4.2m. Thereafter, floor to floor measurements must be a min. of 3.2m (See Figure 3.1.7).
- For all other residential buildings, floor to floor measurements must be a minimum of 3.2m to all floors.
- For commercial developments, the floor to footpath relationship must be flush/level to allow direct access to the street. If not possible due to site constraints, proponent must ensure Universal Access requirements are met.
- For all ground floor commercial developments, floor to floor measurements must be a min. of 4.2m.
- Balustrades to any areas of raised ground level must be at least 60% visually permeable.

DESIGN GUIDANCE

A 1m maximum step up at ground floor level in residential buildings throughout The Springs development will be allowed for the provision of privacy associated with pedestrian on-looking into private areas of the dwelling from the footpath. In these cases, transition areas between the footpath and front door are recommended (e.g. stoops, porches, covered entry nook) etc.

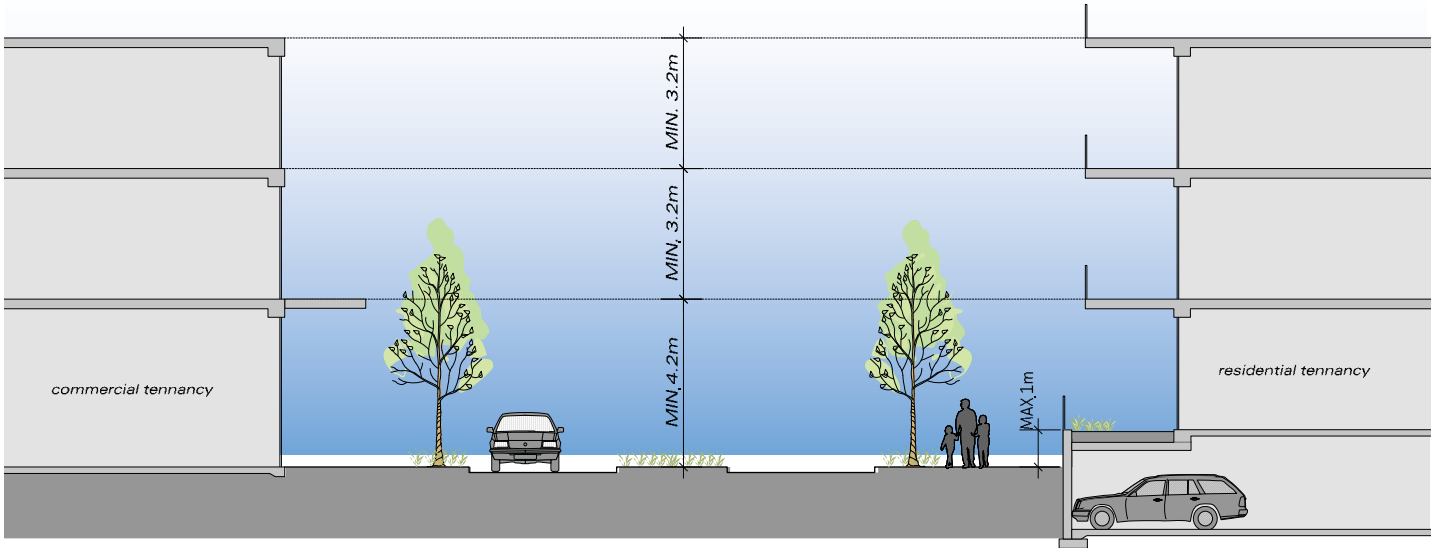


FIGURE 3.1.7: ROWE AVENUE FLOOR LEVEL DIAGRAM: MAXIMUM 1m STEP-UP AT GROUND FLOOR FROM STREET LEVEL FOR RESIDENTIAL USES PERMITTED.

3.2 ARCHITECTURAL CHARACTER

3.2.1 BUILDING FACADES

Because of its proximity to the river and Perth CBD, The Springs offers a unique opportunity for architectural expression, which speaks of the relationship between the bustling noise and activity of the city and the quiet and calm of the river.

The architectural quality of building facades at The Springs has the ability to contribute to this character and requires the appropriate composition of building elements and textures to do so.

DESIGN OBJECTIVES

- To encourage innovative and imaginative developments appropriate to the specific location of The Springs.
- To ensure building facades at The Springs are of high architectural quality, enhancing the public domain and street character.
- To ensure that the building elements are integrated into the overall building form and facade design.

ACCEPTABLE DEVELOPMENT CONTROLS

- Facades facing the street, public open space and regional open space (Swan River foreshore) must be well articulated, having no openings smaller than 1sqm.
- Balconies (whether primary or secondary) are mandatory on street facing facades.
- Facades of buildings that face primary regional roads must not use highly reflective materials.

DESIGN GUIDANCE

Facades should be composed with an appropriate scale and proportion that responds to the buildings use. Buildings should be easily 'read' by a pedestrian or observer as to their function and purpose.

Facades at street level are to address the pedestrian by way of scale.

Material and colour composition should be limited and well considered, avoiding the appearance of buildings being too 'busy'.

Buildings on the western side of Road One must pay particular attention to the articulation of the Western facade; as the interface with Graham Farmer Freeway will visually define the precinct and will be visible from large distances up the freeway.

3.2.2 BUILDING CORNERS

The way in which buildings address the street corner will also have a large effect on the visual identity of The Springs and can contribute to the continuity or separation of building form, from one street to another.

Corner buildings have the potential to become urban landmarks within the neighbourhood, creating a sense of place whilst being useful markers for navigation. They should highlight street networks and describe building uses through their architectural language.

ACCEPTABLE DEVELOPMENT CONTROLS

- Buildings at corners must address both street frontages.
- Due to the importance of corners in terms of creating the character of the streetscape, corners must be given strong architectural expression at street level.

DESIGN GUIDANCE

Care should be taken to ensure 'feature' elements are not used to simply address these points. Proponents should be mindful that the entire precinct of The Springs needs a continuity of streetscape rather than corner towers or ill-considered 'feature' elements.

Continuity of building material is acceptable where the corner is addressed through detail or aperture design.

The urban design of The Springs creates a number of opportunities for certain corners to play an even more prominent role in the overall layout of the development. These sites often have corners that can be seen from various angles - 'terminating' the view corridor - and proponents should exploit this important location through their architectural expression.

3.2.3 ROOF FORMS

The roof design of a building has a significant impact on it's appearance and integration with adjacent buildings. The type, shape, materials and details of a roof's design can significantly affect the views and amenity of other buildings. A roof may also accommodate private or shared open space.

DESIGN OBJECTIVES

- To ensure roof forms in The Springs are integrated and respond to the intended architectural character for the precinct.

ACCEPTABLE DEVELOPMENT CONTROLS

- Plant, service equipment and lift overruns must not be visible from the public realm.
- No roofing elements shall extend beyond what is stipulated in maximum building envelope and general height guidelines.

DESIGN GUIDANCE

Developments at The Springs should reduce roof forms and bulk.

Buildings need to pay due regard to the traditional three part building formation of base, mid-section and roof/capital.

Care should also be taken to ensure the design enables clear articulation of the base or podium and tower section, using terraces, balconies and awnings.

3.2.4: BUILDING ENTRANCES

Building entrances provide a public presence and interface between the public street and the internal domain, thereby supporting the identity of buildings as well as providing access.

DESIGN OBJECTIVES

- To create entrances that provide a desirable identity for the development and a clear transition from the street to the internal spaces of the building.
- To orient the visitor.
- To contribute positively to the streetscape and building facade design.
- To promote upper level development that is well connected to the street and contributes to the accessibility of the public domain.

ACCEPTABLE DEVELOPMENT CONTROLS

- Pedestrian and vehicle entry points to buildings must be separate and defined.
- Commercial and residential entries must be separate and defined.

DESIGN GUIDANCE

Building entries are important places of activity on the street. They reinforce the identity of buildings along with providing access. They may occur as entries to individual units or shared entries to multiple units. A variety of activity is associated with entries including resident access, deliveries, meetings and visitor access. In addition to 'front doors' there are car park entries and other service entries (e.g. rubbish collection). The primary and secondary roles of different entries should be clearly identifiable.

Building entrances should improve the presentation of the development to the street by:

- Locating entries so that they relate to the existing street and subdivision pattern, street tree planting and pedestrian access network.
- Designing the entry as a clearly identifiable element of the building in the street.
- Utilising multiple entries: Main entry plus private ground floor apartment entries where it is desirable to activate the street edge or reinforce a rhythm of entries along a street.

Building entrances should provide separate entries from the street for:

- Pedestrians and cars.
- Different uses, for example, residential and commercial users in a mixed-use development.
- Ground floor apartments, where applicable.
- A clear physical and visual connection between street and entry.
- Achieving clear lines of transition between the public street, the shared private circulation spaces and the apartment unit.

3.2.5: AWNINGS AND SHADE

Awnings play an important role in creating a pleasant street environment. With Perth's summer climate, awnings on buildings provide welcome relief from the heat and direct sunlight. They are also useful in the winter, providing temporary shelter from unexpected rain showers. Awnings provide a detailed element at the street level, scaling-down larger buildings and providing upper level users with some visual and noise attenuation from pedestrians and cars at street level.

DESIGN OBJECTIVE

- To provide shelter for public streets and building users.
- To encourage pedestrian activity and increase the usability and amenity of footpaths.

ACCEPTABLE DEVELOPMENT CONTROLS

- See Section 06: Detailed Area Plans for street fronting walls which are required to be fitted with street level awnings.
- Awning depth must be minimum 2.0m, and must exist wholly inside lot boundaries, between the relevant facade and the street boundary.
- All awnings and colonnades must have a minimum clearance height of 2.75m.

DESIGN GUIDANCE

Awnings come in a variety of configurations and materials, including metal, canvas, cloth, plastic, and glass. Their appearance should be in-line with the architectural intent of the building on which they belong.

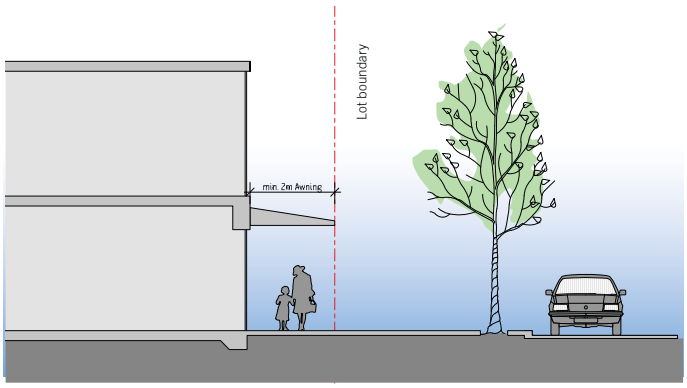


FIGURE 3.2.5: RESIDENTIAL AND COMMERCIAL VEHICLE ENTRY POINTS

3.2.6: STREET FENCING

At a street level, fencing heights, types and materials can have a large impact on the overall appearance of a place. They also provide necessary security and safety barriers between the public and private realms of a building and communicate boundaries to pedestrians.

DESIGN OBJECTIVE

- To provide physical barriers between the private and public areas of The Springs whilst not detracting from the aesthetic of the development or causing unwanted concealment.
- To ensure that front fences contribute to the neighbourhood character.

ACCEPTABLE DEVELOPMENT CONTROLS

STREET/ROAD	MAX. HEIGHT (ABOVE TOP OF RETAINING WALL)	ACCEPTABLE MATERIALS
1. Hawksburn Rd	1.2m	timber, steel, masonry block 40% visually permeable
2. Great East Hwy	nil	nil
3. Riversdale Rd	1.2m	timber, steel, masonry block 40% visually permeable
4. Rowe Ave	1.2m	timber, steel, masonry block 40% visually permeable
5. Road One	nil to west of road 1.2 to east	timber, steel, masonry block 40% visually permeable to east
6. Road Two	1.2m	timber, steel, masonry block 40% visually permeable
7. Road Three	1.2m	timber, steel, masonry block 40% visually permeable
8. Road Four	1.2m	timber, steel, masonry block 40% visually permeable
9. Road Five	nil	nil

TABLE 3.2.6: FENCING HEIGHTS AND TYPES

- All Fencing which abuts POS must be a max. 1.2m high above top of retaining wall and at least 40% visually permeable. Construction materials must be as above.
- No 'panel' fencing is allowed (eg: colorbond/fibre cement fencing).
- Balustrades to any areas of raised ground level (as per 3.1.6) must be at least 60% visually permeable.

3.3 DETAILED CONTROLS

3.3.1: BALCONIES

Upper floor balconies to residential apartments have the ability to enhance the amenity and lifestyle choices of apartment residents. They provide private open space, extend the living spaces of the apartment and capitalise on the temperate climate of Perth. Balconies are also important architectural elements, contributing to the form and articulation of buildings.

DESIGN OBJECTIVE

- To provide all apartments with private and usable outdoor open space.
- To ensure balconies are functional and responsive to the environment, thereby promoting outdoor living.
- To ensure that balconies are integrated into the overall architectural form and detail of buildings at The Springs.
- To contribute to the safety and liveliness of the street by allowing for casual surveillance.

ACCEPTABLE DEVELOPMENT CONTROLS

Where other private open space is not provided, provide at least one primary balcony, which is located adjacent to the main living areas, such as living room, dining room or kitchen, to extend the apartment's living space.

- For all residences larger than 90sqm, this space must have a minimum dimension of 2.4m.
- For residences 90sqm or less, a minimum balcony of 3.6sqm must be provided with a minimum dimension of 1.8m.
- All projecting balconies must be setback from all boundary lines by a minimum of 2m (See Figure 3.3.1.1), except where a balcony extends to the side boundary line of a property and must be visually screened to retain privacy to adjoining properties (See Figure 3.3.1.2).

BALCONIES WORK WITH:

- BUILDING FOR SAFETY AND SECURITY
- PRIVACY

DESIGN GUIDANCE

Consider secondary balconies or operable walls with balustrades for additional amenity and choice in larger apartments and/or adjacent to bedrooms.

For clothes drying, locate balconies off laundries or bathrooms. These should be screened from the public domain.

Consider some form of screening to all balconies for privacy and acoustic separation.

Plant and other service equipment will not be permitted to be located on balconies.

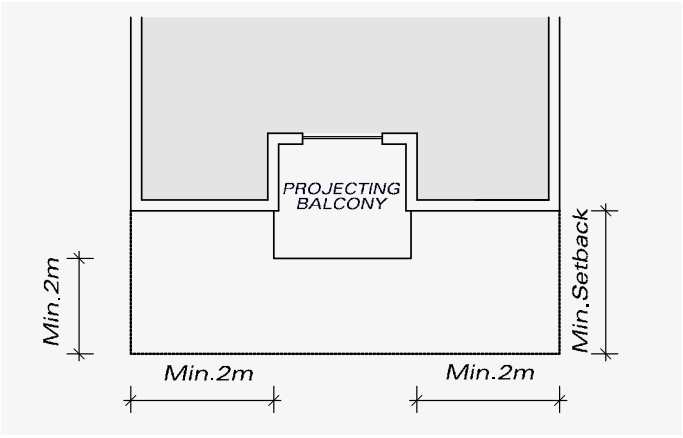


FIGURE 3.3.1.1: MINIMUM SIDE SETBACK FROM BALCONIES PROJECTING INTO FRONT SETBACK AREA

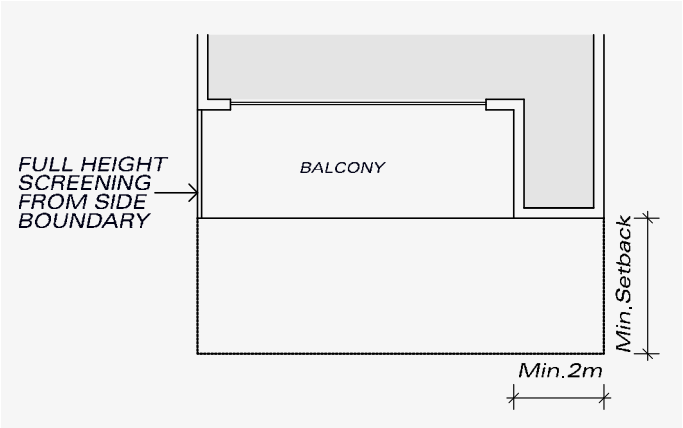


FIGURE 3.3.1.2: BALCONIES WITHIN 2M OF SIDE BOUNDARY

3.3.2: TERRACES / PRIVATE GARDENS

Ground floor apartments are different as they offer the potential for direct access from the street and on-grade private landscape areas. They also provide opportunities for the apartment building and its landscape to respond to the streetscape and the public domain at the pedestrian scale. There is also an opportunity for upper level apartments (especially in the case of podiums) to have access to private landscaped spaces or terraces.

DESIGN OBJECTIVE

- To contribute to the safety and liveliness of the street by allowing for casual surveillance.
- For dwellings situated at ground or podium levels to have access to a private, usable outdoor space.
- To contribute to the desired streetscape of an area.

ACCEPTABLE DEVELOPMENT CONTROLS

- Private open space within multiple dwelling sites must be provided as private courtyards or terraces for each ground floor dwelling.
- Private outdoor spaces must be directly accessible from the main living space of a dwelling with a covered area of minimum dimension of 2.4m.

DESIGN GUIDANCE

Terraces and gardens should provide appropriate fencing, lighting and/or landscaping to meet privacy and safety requirements of occupants while contributing to a pleasant streetscape (see Street Fencing, Section 3.2.6).

For some apartments, a change in level from the street to the private garden or terrace is useful to minimise sight lines from the footpath into the apartment.

Consider providing terraces for dwellings with direct access to the larger podium roof.

TERRACES/GARDENS WORK WITH:

- VEGETATION AND GREEN ROOF DESIGN
- STREET FENCING
- BUILDING FOR SAFETY AND SURVEILLANCE
- STREET, SIDE AND REAR SETBACKS
- FLOOR LEVELS

3.3.3: ACOUSTIC SEPARATION

Bounded by Graham Farmer Freeway and Great Eastern Highway, The Springs development is impacted by noise generated by road traffic. The proposed built form perimeter will significantly aid in reducing the noise impact on the inner residential areas. The buildings immediately adjacent to the freeway and highway must be designed to meet the street facing articulated facade requirement and need to also offer acceptable acoustic comfort for residents.

DESIGN OBJECTIVE

To ensure a high level of amenity and acoustic comfort by protecting the privacy of residents and commercial tenants from external noise sources both internally and in private open spaces.

ACCEPTABLE DEVELOPMENT CONTROLS

- Sound attenuation treatments to all buildings within The Springs must meet design sound levels in Table 1 of Australian Standard 2107:2000.
- All buildings within The Springs must comply with State Planning Policy 5.4 “Road and Rail Transport Noise and Freight Considerations in Land Use Planning”.

DESIGN GUIDANCE

A range of methods can be used to mitigate noise and meet the noise criteria. These include:

- Building design and room layout, such as locating outdoor living areas and indoor habitable rooms away from noise sources.
- Building construction techniques and upgraded treatment to facades, such as glazing, window frame and ceiling insulation and sealing of air gaps.

Note: where upgraded glazing is required, the benefit is only realised when windows are kept closed and, as such, mechanical ventilation should also be considered in these circumstances.

3.3.4: BUILDING FOR SAFETY AND SURVEILLANCE

The built environment has an impact on perceptions of safety and security, as well as on the actual opportunities for crime. The Springs development aims to provide safe ground level entry and exit to all new buildings during all times of the day and night, minimising opportunities for crime. Buildings should be designed to reinforce boundaries, control access and enable casual surveillance.

DESIGN OBJECTIVE

- To ensure residential, commercial, office and retail developments are safe and secure for residents, workers and visitors.
- To contribute to the safety of the public domain.

ACCEPTABLE DEVELOPMENT CONTROLS

- Buildings must provide opportunities for casual surveillance from inside to the public realm, particularly to building entrances and possible points of ingress.
- Building entrances must optimise visibility and safety by locating and orientating them facing the street, along with providing direct and well lit access between car parking facilities and all building entrances.
- Buildings and boundaries must be adequately secured from unwanted intruders/visitors.
- Development Applications for proposed developments valued at over $1.5 million require submission of a Crime Prevention Through Environmental Design (CPTED) analysis using the Western Australian Planning Commission's "Designing Out Crime Planning Guidelines" as a compliance checklist (see: http://www.planning.wa.gov.au/Plans+and+policies/Publications/896.aspx).

DESIGN GUIDANCE

Reinforcing the development boundary can help strengthen the distinction between public and private space, and may be actual (fencing, walls or gates) or representative (material or level changes).

Enabling casual surveillance can be achieved by:

- Orienting living areas with views over public or communal open spaces.
- Using bay windows and balconies, which protrude beyond the main facade and enable a wider angle of vision to the street.
- Using corner windows, which provide oblique views of the street.
- Providing casual views of common internal areas, such as lobbies and foyers, hallways, recreation areas and carparks.

Minimising opportunities for concealment also aids in the prevention of unwanted visitors. This can be achieved through:

- Avoiding blind or dark alcoves near lifts and stairwells, at the entrance and within indoor carparks, along corridors and walkways.
- Providing well-lit routes throughout the development.
- Providing appropriate levels of illumination for all common areas.
- Providing graded illumination to car parks and illuminating entrances higher than the minimum acceptable standard.

CCTV: the City of Belmont has an extensive CCTV network. Proponents at The Springs are encouraged to link into this network in their development.

3.4 BUILDING SERVICES

3.4.1: AIR CONDITIONING, PLANT AND SERVICES

The location of building services, including air-conditioning and plant, has the potential to negatively impact the visual appearance of the buildings and the amenity of adjacent spaces if not appropriately considered.

DESIGN OBJECTIVE

- To ensure that services and related hardware required for the function of buildings, predominantly air-conditioning and other plant/equipment, do not have a negative impact on the character and amenity of the area and are designed to meet changing needs over time.

ACCEPTABLE DEVELOPMENT CONTROLS

- Air-conditioning units must not be visible from the street and must not be located above the roof line of buildings or on balconies.
- Piped and wired services must not be visible from the public realm.
- All service meters are to be contained within development lots to the requirements of appropriate authorities. Where public visibility by service authorities is not explicitly required, services must be screened and integrated into the overall development.
- Noise control measures must be utilised to reduce the impact on building occupants.

DESIGN GUIDANCE

New buildings in The Springs should be serviced with the most effective and efficient provision of infrastructure to ensure the adaptability of all buildings. Site services should not affect the amenity of the building or the public realm.

Plant equipment such as air-conditioning units, fans, TV antennae, and dishes etc. should be behind parapet walls, appropriate screening, shrubs, walls or sited unobtrusively from adjacent residential development and public view.

3.4.2: STORAGE

Adequate storage is important in compact dwellings where space for large furniture, such as wardrobes is limited. It is important that apartments in higher density developments have sufficient storage space within the apartment, as well as longer-term storage at a remote location, ideally with easy access.

DESIGN OBJECTIVE

- To ensure that all dwellings are provided with functional and accessible storage areas, in addition to bicycle parking facilities.

ACCEPTABLE DEVELOPMENT CONTROLS

- Lockable storage must be provided for each dwelling. These should be located external to the dwelling, however, where this is not practical, the functionality and ease of access to the storage enclosure must be demonstrated
- Size of storage area as per Residential Design Codes.

DESIGN GUIDANCE

Innovative solutions may include storage over car park units or individual storage stalls that can be bought and sold separately as people's storage requirements change.

If stores are located on upper levels, adequate door width and exit paths should be demonstrated, ie door widths of no less than 820mm are required.

3.4.3: WASTE COLLECTION

The minimisation and management of waste from residential apartments and commercial developments can contribute to the visual and physical amenity of the building, as well as limiting potentially harmful impacts on the environment. Minimising waste is relevant to all stages of the building's life cycle, from construction to demolition. It also includes the way in which waste is stored and collected.

DESIGN OBJECTIVE

- To avoid the generation of waste through good design, material selection and building practices.
- To encourage waste minimisation, including source separation, reuse and recycling.
- To ensure efficient storage and collection of waste and quality design of facilities.

ACCEPTABLE DEVELOPMENT CONTROLS

- A Waste Management Plan must be prepared in consultation with the City of Belmont Health Services, and submitted with all Development Applications.

In addition to this, the following is also required:

- Provide every dwelling with a waste cupboard or temporary storage area of sufficient size to hold a single day's waste and to enable source separation.
- Rubbish storage areas must be located away from the front of the development and be completely screened from the street.
- Provision must be made for the collection of waste WITHIN site. (Vehicle turning circle dimensions, minimum heights etc. are available from the City of Belmont Health Services).
- Where a basement is being constructed, waste collection must be from the basement.
- Additional space within the site must be provided for the collection of bulk-waste on council specified days.
- Screen rubbish/storage areas from adjoining residential units that overlook the area.

DESIGN GUIDANCE

Due to the high density of people who will be living in The Springs and the provision of extensive on-street parking, waste collection will take place from within each site as opposed to on-street. A City of Belmont Health Services contractor will collect rubbish and recycling bins on separate days from each development, and will require adequate space for access, collection and egress. It is recommended that developers contact that City of Belmont Health Services early in the design process to avoid waste collection becoming an afterthought or causing future issues.

On-site composting is also encouraged, where possible, in self-contained composting units as part of the site's facilities.

Note: When your Development Application is being considered, City of Belmont Health Services in conjunction with their waste collection contractors, will assess the Waste Management Plan of the development, including vehicular access and provide feedback if amendments are required.

3.4.4: CAR PARKING

Located in close proximity to the Perth City Centre, The Springs is serviced by high frequency public transport on Great Eastern Highway and is within walking distance of Burswood Train Station. Future developments within The Springs aim to encourage alternatives to car use whilst also accommodating reasonable parking on site (underground or on-grade) for residents, visitors and workers.

DESIGN OBJECTIVE

- To provide adequate and safe parking for residents, visitors and workers, whilst limiting the number of car bays to promote alternative modes of transport i.e. Public transport, cycling, and walking.
- To integrate the location and design of car parking with the design of the site and the building.

ACCEPTABLE DEVELOPMENT CONTROLS

- Provide car parking in accordance with 'The Springs Parking Strategy and Traffic Impact Assessment Report' (available from City of Belmont) and the relevant provisions of the City of Belmont Town Planning Scheme.
- Car parking provided at grade or above ground floors must be 'sleeved' by other uses (e.g. residential, commercial, retail) or appropriately screened so as not to be visible from the street or public realm.
- At grade parking must have a raised kerb median strip every three bays that is a minimum of 1.2m wide. This strip must be irrigated and include a tree that will grow to at least 4m in height.
- Above ground car parking higher than 2 storeys must be covered (with a roof or roof garden) so that it is not a detriment to the visual amenity of adjacent residential apartments.
- Carpark crossovers and vehicle access points must be as designated in Section 06: Detailed Area Plans.
- Parking to be adequately screened from the public realm to the satisfaction of the determining authority.

DESIGN GUIDANCE

Screen all parking from the public realm in a way that relates to the architectural character of the street and the building in which it is contained.

Provision of facilities for electric vehicle charging is encouraged.

3.4.5: END OF TRIP FACILITIES

Due to the close proximity of The Springs to Perth city centre, the use of bicycles, walking and other alternative modes of transport are encouraged to reduce the use of fossil fuels and contribute to public health.

DESIGN OBJECTIVE

- To encourage greater use of bicycles and alternative modes of transport for workers, residents and visitors to the site through the provision of end of trip facilities.
- To ensure adequate provision of end of trip facilities such as lockers and showers to cater for people working within The Springs.

ACCEPTABLE DEVELOPMENT CONTROLS

Developments are to be provided with end of trip facilities in accordance with the following minimum standards:

RESIDENTIAL TENANT	1 private secure storage bay designed to accommodate bicycle/scooter/motorcycle together with car parking facilities for each residential unit.
RESIDENTIAL VISITOR	1 secure bicycle parking space provided in a publicly accessible and sheltered location for every 8 residential units (or part there of).
COMMERCIAL TENANT	1 Private secure bicycle parking space per 170sqm of NLA (or part thereof).
COMMERCIAL VISITOR	1 secure bicycle parking space provided in a publicly accessible and sheltered location for every 425sqm NLA (or part thereof).
RETAIL/CAFE/ RESTAURANT	1 secure bicycle parking space provided in a publicly accessible and sheltered location for every 170sqm NLA (or part thereof).
COMMERCIAL/ RETAIL/ MIXED USE	1 shower (end of trip facilities) per 10 bicycle storage spaces and 1 locker per bicycle storage space.

TABLE 3.4.5: END OF TRIP FACILITIES

DESIGN GUIDANCE

In residential applications where designated storage space and bicycle facilities are combined, minimum area is to be 4.5sqm.

3.4.6: SIGNAGE

Signage is an important consideration in the design of buildings located in mixed use areas like The Springs. Where signage is required for business identification, its design should be compatible with the streetscape character, scale and proportions of the development and not obscure or dominate important views.

DESIGN OBJECTIVE

To ensure signage is of high quality and in keeping with the development and desired streetscape character in scale, detail and overall design.

To ensure that the display of advertisements within The Springs provides appropriate exposure for businesses, activities or services, without adversely impacting on the amenity of surrounding land.

ACCEPTABLE DEVELOPMENT CONTROLS

- Signage is to be limited to a maximum of one wall for each tenancy in a building, except where a tenancy or building has more than one street frontage.
- All signage must meet the criteria noted in the relevant City of Belmont Town Planning Scheme.
- Each development must have an approved signage strategy in place prior to the placement of any signage or advertising.

DESIGN GUIDANCE

Integrate signage with the design of the development by responding to its scale, proportions and architectural detailing.

Provide clear and legible way finding for residents and visitors.

All signage must be submitted to council for planning approval, and will also require a building licence prior to construction.

3.5 BUILDING USE

3.5.1: DWELLING DIVERSITY

It is important that The Springs provides opportunities for as many different kinds of people to live and work in the community as possible. Developers of residential projects need to provide a range of dwelling sizes to cater for singles, young couples, families and seniors. Dwellings also need to vary in cost (and therefore affordability) to allow for a mix of residents. Commercial developments should ideally offer a range of different sized tenancies or be flexible enough to respond to market demand, offering accommodation for major tenants as well as sole proprietors, owner-occupiers and small local businesses.

DESIGN OBJECTIVE

To provide a diversity of apartments types, which cater for different household requirements now and in the future.

To maintain equitable access to new housing by a diverse range of cultural and socio-economic groups.

ACCEPTABLE DEVELOPMENT CONTROLS

- As per Table 3 in The Springs Structure Plan, a diversity of apartments types has been made mandatory by the enforcement of a 15% proportion of all developments being 90sqm or less floor area and a further 15% being 60sqm or less floor area in all precincts except Precinct 1, 5 and 6.

DESIGN GUIDANCE

Flexible planning options include high floor to ceiling levels and simple plan forms to aid in future modifications and flexibility.

Options for mobility impaired people is also encouraged. Consideration should be given to making ground floors and lifts to upper floors accessible for a range of universal mobility modes (e.g. wheelchairs, electric gophers, etc).

4.0 OVERVIEW

Consistent with the City of Belmont's commitment towards providing 'sustainable' developments to the community, The Springs Structure Plan has endeavoured to fulfil the State Government's objectives of creating communities that balance social, environmental and economic outcomes, not only to those persons residing within the redevelopment area but also for the wider community.

The City of Belmont is mindful of the possible cost implications associated with developing Green Star rated buildings. One of the City of Belmont's objectives is to provide the opportunity for affordable housing choice, and therefore only key landmark sites within The Springs are required to meet specific star rating targets.

Developments on Lots 1020 and 1014 will be required to achieve a minimum 4 star Green Star rating as per the Green Building Council of Australia. All other lots are to comply with the following mandatory sustainability criteria.

4.1: ENERGY EFFICIENCY

Energy efficiency starts with clever design. The way in which a building is located, oriented, planned and constructed all contribute to the embodied and future energy uses of a building.

DESIGN OBJECTIVE

- To minimise the demand for non-renewable resources and to reduce greenhouse gas emissions associated with building energy consumption.

ACCEPTABLE DEVELOPMENT CONTROLS

- On-site renewable power generation providing min. 1kW per apartment must be provided for residential buildings.
- On-site power generation providing min 1kW per 100sqm GFA must be provided for commercial buildings/tenancies.
- Peak energy demand must be demonstrated to be reduced in commercial portions of mixed use developments through good solar design principals.

DESIGN GUIDANCE

Good passive solar design has the ability to dramatically reduce the need for heating and cooling devices in both residential and commercial buildings. Buildings that are designed with a focus on solar orientation, opening sizes and locations, appropriate building materials and insulation, will reduce energy consumption compared to buildings which do not.

Proponents should also consider energy efficient appliances, in particular white-goods, and energy efficient light fittings for all residential uses.

4.2: PASSIVE SOLAR DESIGN/ SOLAR ACCESS AND SHADING

Passive solar design is by no means a new concept, but is nevertheless relevant when it comes to reducing energy consumption in buildings, especially larger ones. The ability for new developments to optimise thermal performance and natural lighting can significantly reduce the need for artificial heating and lighting and as a result, decrease the energy demands of a building. In addition to this, effective shading from direct sunlight and heat gain in the hotter months can have a similar effect on the artificial cooling needs of a building.

DESIGN OBJECTIVE

- To ensure that buildings at The Springs incorporate passive solar design principals to optimise heat storage in winter and heat transfer in summer.
- To ensure that the built form is designed and constructed in such a way that allows good solar access to the public realm and adjacent buildings.

ACCEPTABLE DEVELOPMENT CONTROLS

- A minimum of 70% of the proposed residential apartments must receive a minimum of 3 hours direct sunlight in the major habitable rooms and private open space between 9am and 3pm in mid winter (21 June) and must not reduce solar access of residential units on neighbouring properties below this same standard.
- The number of single aspect apartments with a southerly aspect (from SE to SW) must not exceed 10% of the total apartments proposed.
- North facing openings must all be provided with a fixed or movable shading device.

DESIGN GUIDANCE

Consideration should also be made to the possible impacts of overshadowing to neighbouring properties, specifically, outdoor living areas, major openings to habitable rooms, solar heating devices, balconies and verandahs.

North facing windows should be maximised.

East and West windows should be minimised as they are difficult to shade.

Where possible, locate living areas to the north and sleeping areas to the south.

4.3: CROSS VENTILATION

The movement of air through an internal space can have many positive impacts on that space. Cross ventilation - where air moves from one opening in building to another across an internal space - can help to flush out stale air, preventing the harbouring of odour and airborne bacteria. Cross ventilation can also draw cool breezes through a space, having a natural cooling effect and thus reducing the need for mechanical cooling.

DESIGN OBJECTIVE

- To ensure that the design and layout of buildings enhances the thermal comfort of the occupants with direct access to fresh air.
- To reduce reliance on mechanical ventilation and hence, reduce energy consumption.

DESIGN GUIDANCE

Residential dwellings should be designed to maximise natural ventilation by orienting dwellings and their openings to maximise air intake from the 'windward side' of the building, and by providing air outlets on the 'leeward side' of the building.

Proponents should utilise both the building's plan and its section to control and direct air flow through both habitable and non-habitable rooms.

Obstructions and interruptions to the breeze path through a dwelling should be minimised in order to increase the effectiveness of cooling breezes.

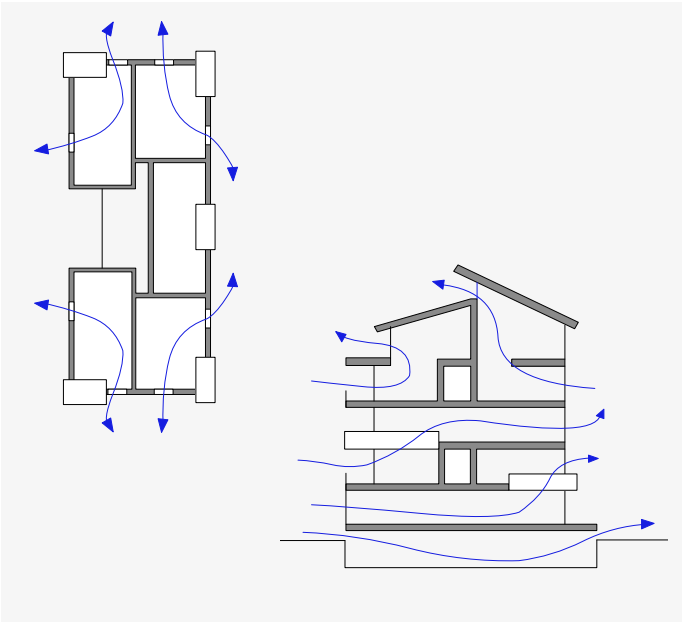


FIGURE 4.3: PROPONENTS SHOULD USE BOTH PLAN AND SECTION TO UTILISE THE COOLING EFFECTS OF BREEZE PATHS

4.4: WATER MANAGEMENT

When precious resources like water are in short supply, the advantages of collection, storage and re-use become crucial to their management.

DESIGN OBJECTIVE

- To demonstrate a self-sufficient approach to water management on the site by reducing water demand, maximising water reuse and incorporating water management initiatives throughout the life of the development.
- To minimise the impacts of storm water on adjoining sites and the environment.

ACCEPTABLE DEVELOPMENT CONTROL

- Mains consumption of potable water must be reduced by the installation of water-wise fixtures and fittings. Tapware and showers must exceed BCA requirements for WELS star ratings by one star per fixture.
- Stormwater must be contained within the site.

DESIGN GUIDANCE

It is easier to plan for storm water collection at the onset of planning a building rather than trying to retrofit or integrate a system later in the process. Ensure provisions are made for the collection and storage of water early in the planning process.

Maximise the percentage of pervious surfaces to allow percolation of storm water into the ground through infiltration or direct storm water into bio-filtration/retention systems constructed within site.

Installation of appropriate greywater systems for water re-use is encouraged.

Consider utilising the roof area for rainwater collection and re-use on site is recommended.

4.5: VEGETATION AND GREEN ROOF DESIGN

Soft landscaping has many advantages in a development. The micro climates that can be created by plants have the ability to control the comfort level of a place by absorbing heat and providing shade. Planted spaces and gardens can also be very enjoyable places for recreation.

Plants, however, can be large water consumers. Drought tolerant and native planting have the best chance of survival in places like Perth where water restrictions are a reality.

DESIGN OBJECTIVE

- To demonstrate water wise principals in the design of planted areas.
- To provide enjoyable shared open space for residents to recreate.

ACCEPTABLE DEVELOPMENT CONTROLS

- All landscaped areas (including roof gardens) are to be designed for low water requirements, in compliance with the Water Corporation's Water Wise Development criteria.
- A minimum of 60% local native flora must be used in garden areas.
- Weeds of national significance are not permitted.

DESIGN GUIDANCE

Rebates may be available for the planting of local native and water wise plants. Check with the City of Belmont Planning Department to see what rebates may be available.

Species Lists are available from the City of Belmont.

5.0 RIVERSDALE ROAD NORTH PRECINCT

5.1: RIVERSDALE ROAD NORTH PRECINCT

Section 6.2.3 of The Springs Local Structure Plan (SSP) requires that as a precursor to development within the Riversdale Road North Precinct a DAP is prepared/adopted to guide future development. The SSP holds that the DAP(s) must be approved by both the City of Belmont and the Western Australian Planning Commission.

The DAP for the Riversdale Road North Precinct is not created as a part of these Design Guidelines, however shall be prepared in accordance the the requirements of The Springs Local Structure Plan and give due regard to these Design Guidelines where appropriate.

The Springs Structure Plan identifies that the issues to be addressed at detailed design phase via the DAP are as follows:

For land abutting Cracknell Park:

- Setbacks from the public open space;
- Requirement for habitable rooms to overlook the public open space;
- Visually permeable fencing; and
- Acceptable intrusions into the setback area.

For the whole of the Precinct:

- Creation and preservation of significant sight lines (or view corridors) to and from the Swan River;
- Overshadowing;
- Control of building bulk via setbacks;
- Response to topography;
- Articulation of podium and tower elements; and
- Interface with street and public realm.

In light of these issues to be addressed, the over-arching objectives of the DAP shall be to:

- Maintain visual connections between The Springs project area towards the Swan River.
- Maximise passive visual surveillance of public spaces surrounding the Riversdale Road North Precinct.
- Address overshadowing of development sites and public spaces.
- Create buildings that make a positive contribution to the locality.
- Develop an easy to understand and implementable planning framework.
- Facilitate a streamlined development approvals process.

To achieve these objectives, the DAP will set the development parameters for the Riversdale Road North Precinct in relation to:

- Streetscape Character
- Residential Density Code designation and distribution
- Maximum Building Envelopes
- Boundary Setbacks
- Building Height
- Plot Ratio
- Access and Parking
- Passive Surveillance and the Public Realm
- Overshadowing

Where a component of a development within the Riversdale Road North Precinct is not dealt with by the DAP, the provisions of these Design Guidelines shall apply.

FLEXIBLE DENSITY CODE

The R100 density code is considered appropriate as a base density code for the Riversdale Road North Precinct. However, it is recognised that this is an area that will be undergoing extensive redevelopment. Therefore, a flexible R100/R160 dual coding provides opportunity for developments to be considered with a density above the R100 base coding where it can be demonstrated that it meets the set performance criteria noted below, and are therefore of a superior design standard.

PERFORMANCE CRITERIA

Council may support an increase in density above R100, to a maximum of R160 where, in the opinion of Council, the development:

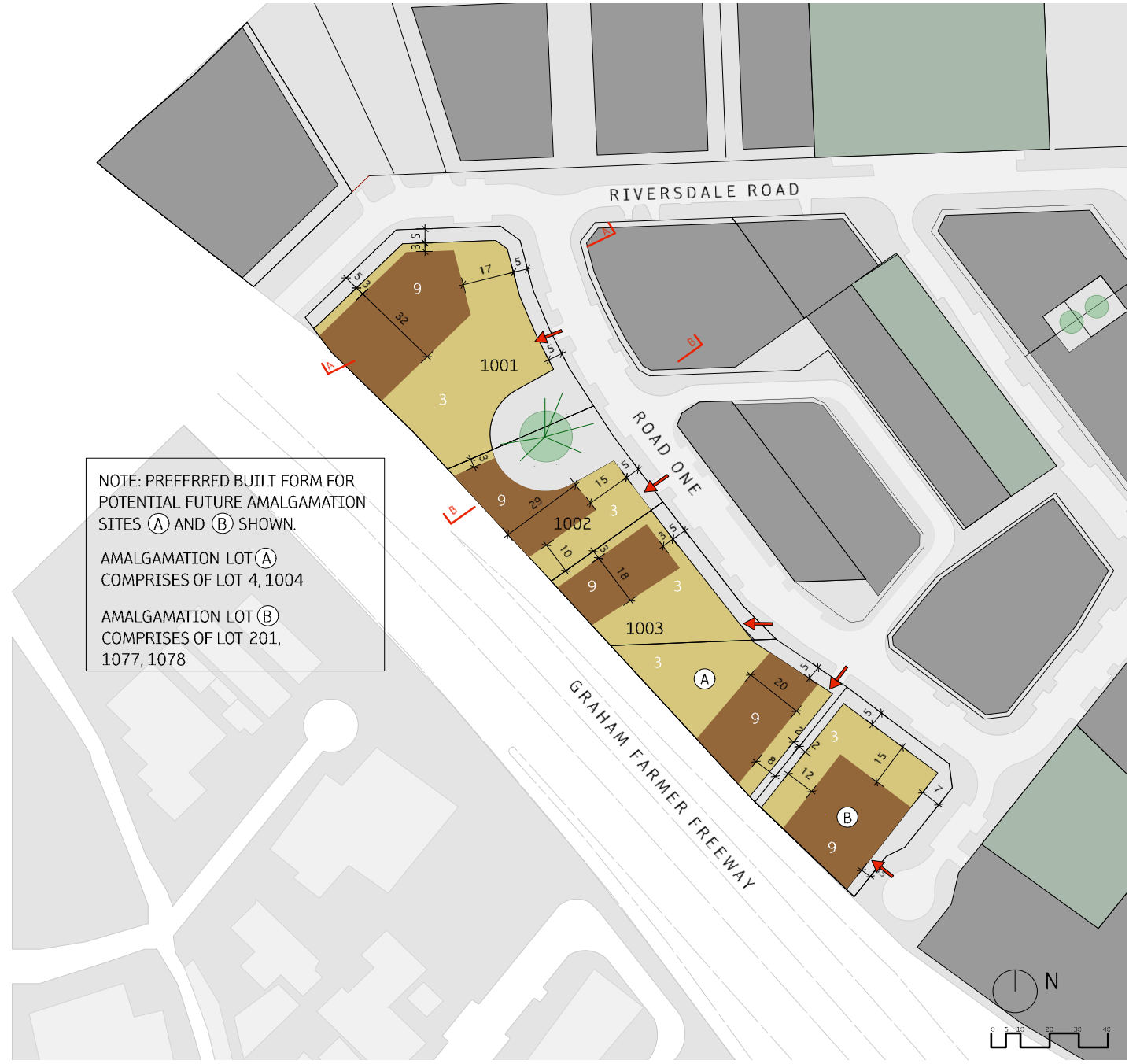
- Is sited such that it will provide appropriate view corridors and informal surveillance of the street and/or other public spaces; and
- Is of an exceptional urban design standard and built form that will enhance the desired streetscape. In order to achieve this, the design will incorporate high quality building materials, architectural detailing and complementary colour scheme; and
- Is oriented to provide maximum direct winter sunlight and ventilation to the development and to adjoining properties while maintaining privacy; and
- Will not overshadow adjacent properties and those on the south side of Riversdale Road by more than 50% during mid-winter; and
- Provides a demonstrable amenity of direct benefit to the City of Belmont. This may include but is not limited to: provision of affordable housing, street art, courtyards, arbors, fountains, street furniture, rooftop gardens, landscaped pedestrian/cyclist corridors or pathways, localised exterior lighting of pathways, and textured pedestrian surface treatments, etc; and
- Provides well designed frontages oriented towards Riversdale Road and the Swan River foreshore that use landscaping or fencing treatments to establish boundaries between private and public space in an understated manner so as maintain security without discouraging pedestrian activity; and
- Provides a demonstrable commitment to sustainability principles; and/or
- Has regard for the history associated with the site and incorporates elements which reflect this history. This may include but is not limited to public art, photographic displays, creative re-use of existing heritage structures or features, etc.

6.0 DETAILED AREA PLANS

6.1: BLOCK ONE:
ROWE AVENUE WEST- RESIDENTIAL

MAX. 3 STOREYS
MAX. 4 STOREYS
MAX. 6 STOREYS
MAX. 9 STOREYS
P.O.S.

3m STORMWATER DRAINAGE EASEMENT (OVERLAND FLOW FOR 1 IN 100 YEAR FLOOD)
RECOMMENDED CROSSOVER LOCATION
1001 LOT NUMBER
6 BUILDING HEIGHT/STOREYS
BUILDING SETBACKS
PROTECTED TREE (TO BE RETAINED)



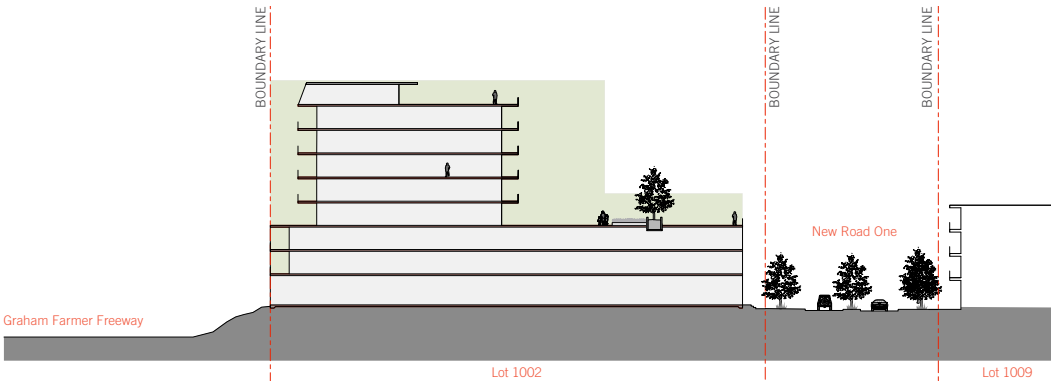


DIAGRAM 5.1.1: SECTION A THROUGH LOT 1002

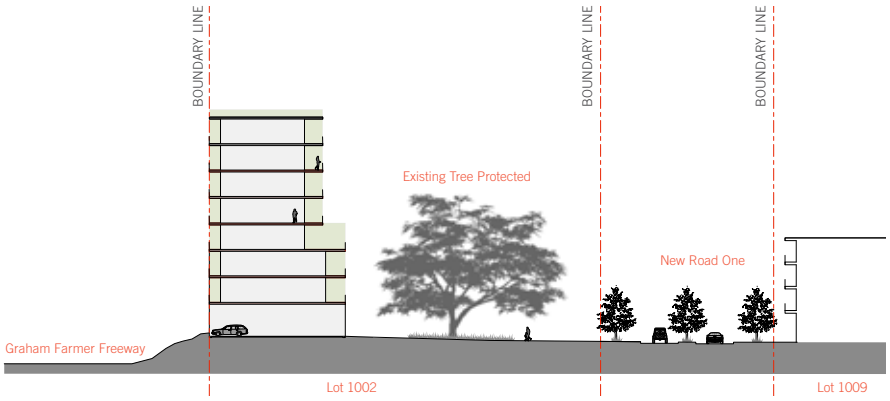


DIAGRAM 5.1.2: SECTION B THROUGH LOT 1002

BLOCK ONE DEVELOPMENT TABLE

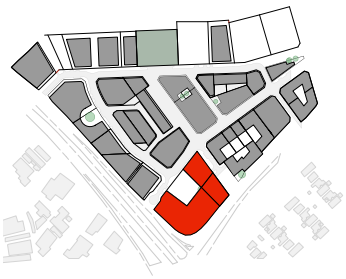
LOT NO.	AREA	R-CODE	MAX. PLOT RATIO	YIELD^		HEIGHTS		BOUNDARY SETBACKS*				MIN NO. OF MAX. 60M² FLOOR AREA UNITS	MIN NO. OF MAX 90M² FLOOR AREA UNITS
				MIN	MAX	MINIMUM	MAXIMUM	NORTH-EASTERN	NORTH-WESTERN	SOUTH-EASTERN	SOUTH-WESTERN		
1001	5100m²	R160	2.0	81	88	P: 6.4m or 2 Storeys T: 15m or 3 Storeys	P: 12m and 3 Storeys T: 35m and 9 Storeys	P: 5m min. U: 22m min.	P: 5m U: 8m	P: nil (observe tree protection zone, radius 19m) U: as per max building depth, see plan page 42.	P: nil permitted. U: nil permitted.	13	13
1002	2358m²	R160	2.0	37	40	P: 6.4m or 2 Storeys T: 15m or 3 Storeys	P: 12m and 3 Storeys T: 35m and 9 Storeys	P: 5m min. U: 20m min.	P: nil permitted. U: 3m (Observe tree protection zone, radius 19m)	P: nil permitted. U: 10m min.	P: nil permitted. U: nil permitted.	6	6
1003	1754m²	R160	2.0	28	30	P: 6.4m or 2 Storeys T: 15m or 3 Storeys	P: 12m and 3 Storeys T: 35m and 9 Storeys	P: 5m min.. U: 8m min.	P: nil permitted. U: 3m min.	P: nil permitted. U: as per max building depth, see plan page 42.	P: nil permitted. U: nil permitted.	5	5
A	2383m²	R160	2.0	38	40	P: 6.4m or 2 Storeys T: 15m or 3 Storeys	P: 12m and 3 Storeys T: 35m and 9 Storeys	P: 5m min U: 5m min.	P: nil permitted. U: as per max building depth, see plan page 42.	P: 2m min. U: 8m min.	P: nil permitted U: nil permitted.	6	6
B	2652m²	R160	2.0	42	44	P: 6.4m or 2 Storeys T: 15m or 3 Storeys	P: 12m and 3 Storeys T: 35m and 9 Storeys	P: 5m min. U: 20m min.	P: 2m min. U: 14m min.	P: 3.5m / 7m U: 3.5m / 7m	P: nil permitted U: nil permitted.	7	7

*Note 1: all setback figures to be taken as minimums. P= Podium Height/ Podium Setback U= Upper Level Setbacks T=Total Height

^Note 2: Maximum Plot Ratio must be used as the primary Acceptable Development Control, with minimum and maximum yields provided as a guide to the range of development options available.

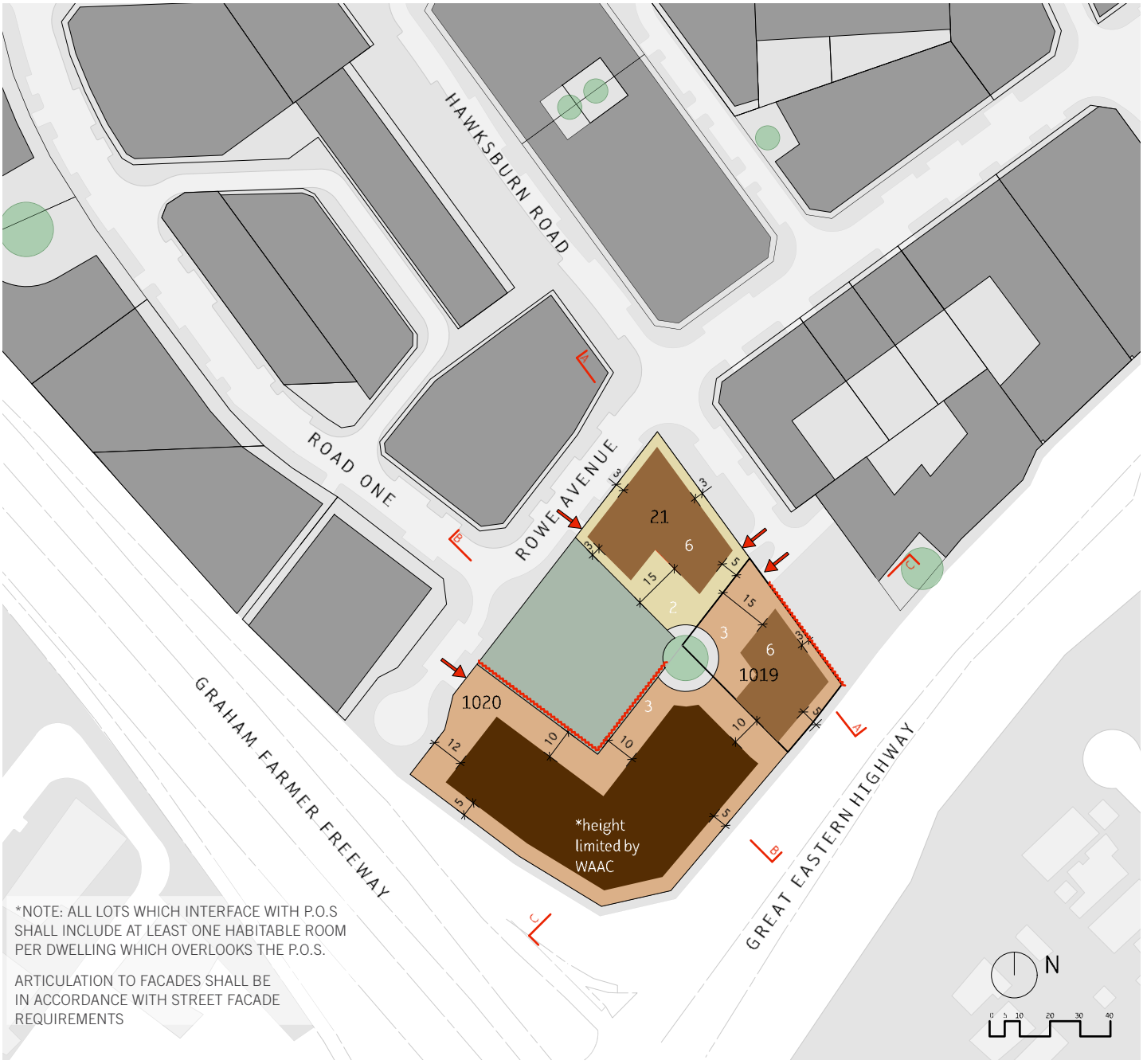
6.0 DETAILED AREA PLANS

6.2: BLOCK TWO:
HIGHWAY PENINSULA- MIXED USE



- MAX. 2 STOREYS
- MAX. 3 STOREYS
- MAX. 6 STOREYS
- HEIGHT LIMITED BY WAAC (WESTERN AUSTRALIAN AIRPORT CORPORATION)
- P.O.S

- RECOMMENDED CROSSOVER LOCATION
- 1001 LOT NUMBER
- 6 BUILDING HEIGHT/STOREYS
- BUILDING SETBACKS
- PROTECTED TREE (TO BE RETAINED)
- AWNING
- P.O.S INTERFACE*



*NOTE: ALL LOTS WHICH INTERFACE WITH P.O.S SHALL INCLUDE AT LEAST ONE HABITABLE ROOM PER DWELLING WHICH OVERLOOKS THE P.O.S.

ARTICULATION TO FACADES SHALL BE IN ACCORDANCE WITH STREET FACADE REQUIREMENTS

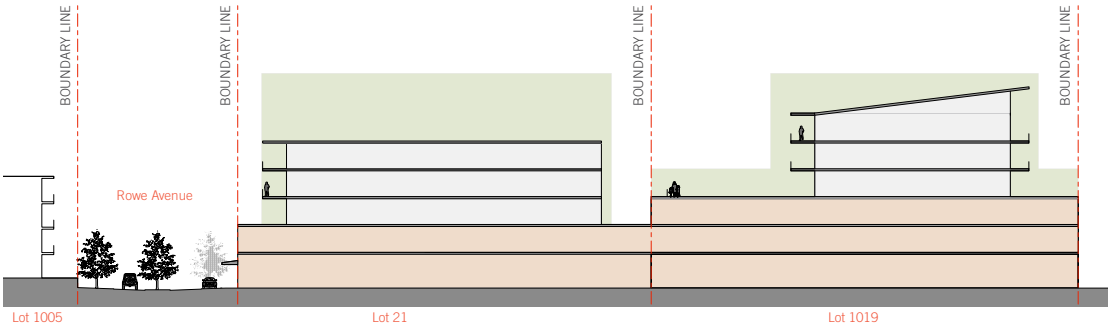


DIAGRAM 5.2.1: SECTION A THROUGH LOTS 21 AND 1020

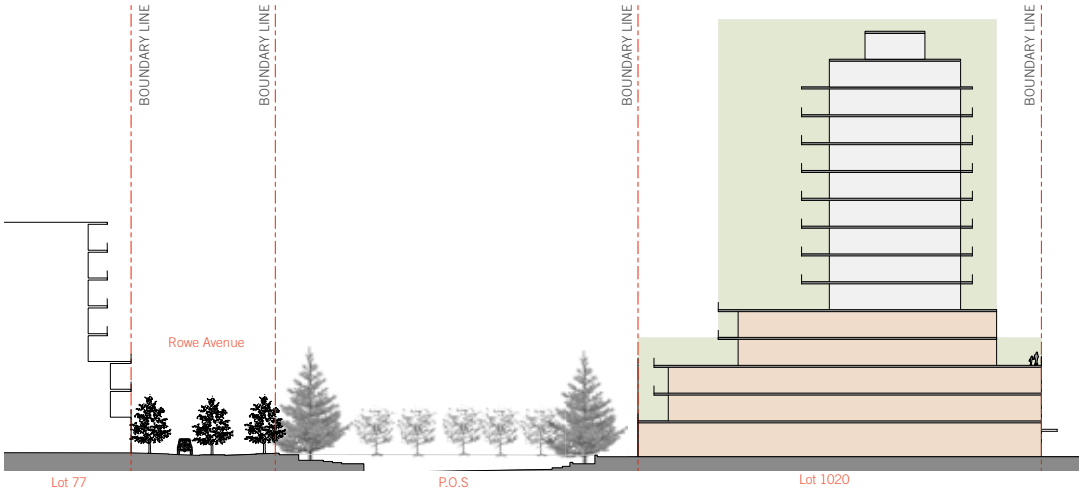


DIAGRAM 5.2.2: SECTION B THROUGH LOT 1020

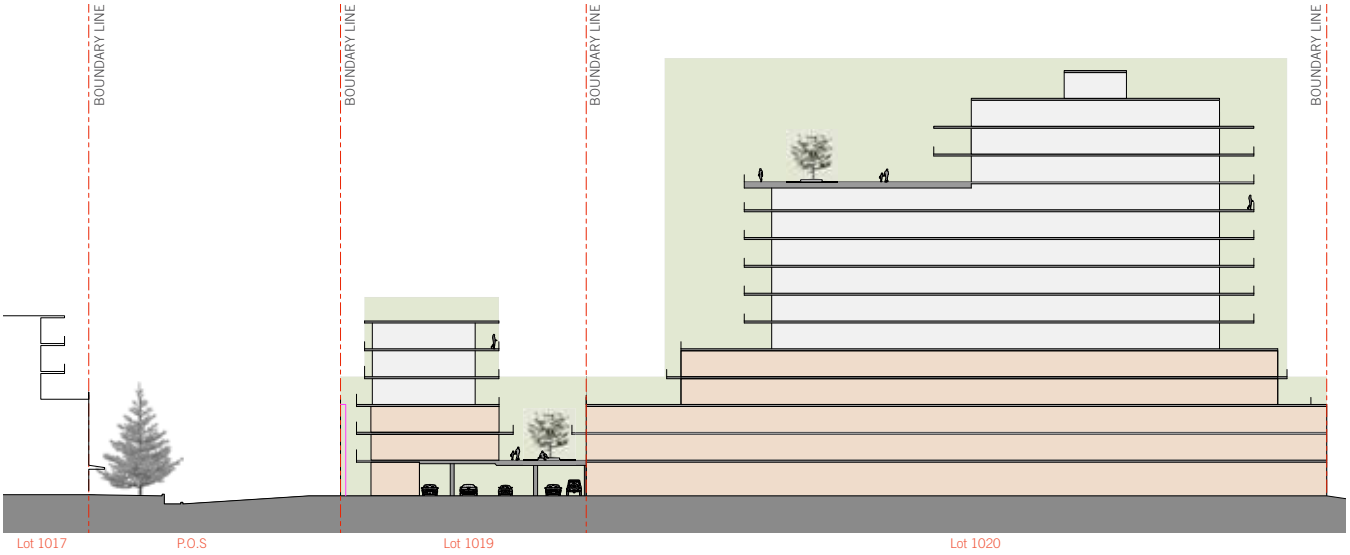


DIAGRAM 5.2.3: SECTION C THROUGH LOTS 1019 AND 1020

BLOCK TWO DEVELOPMENT TABLE

NOTE: All lots to observe tree protection zone; radius 11m

LOT NO.	AREA	R-CODE	MAX. PLOT RATIO	YIELD		HEIGHTS		BOUNDARY SETBACKS*				MIN NO. OF MAX. 60M² FLOOR AREA UNITS	MIN NO. OF MAX 90M² FLOOR AREA UNITS
				MIN	MAX	MINIMUM	MAXIMUM	NORTH-EASTERN	NORTH-WESTERN	SOUTH-EASTERN	SOUTH-WESTERN		
21	2013m²	MIXED USE R100	NIL*	20	22	P: 7.4m or 2 Storeys T: nil	P : 8m or 2 Storeys T: 27m and 6 Storeys	P: nil permitted U: 3m min.	P: nil permitted U: 3m min.	P: nil permitted U: 5m min.	P: nil permitted U: 3m / 15m min.	3	3
1019	1623m²	MIXED USE R100	NIL*	16	18	P: 7.4m or 2 Storeys T: nil	P: 12m or 3 Storeys T: 27m and 6 Storeys	P: nil permitted U: 3m min.	P: 0m min. 3m max U: 15m min.	P: 0m min. 3m max U: 5m min.	P: nil permitted U: nil. permitted	3	3
1020	5867m²	MIXED USE R250	NIL*	146	153	P: 7.4m or 2 Storeys T: 30m	P: 12m or 3 Storeys T: WAAC	P: 0m min. 3m max U: 10m min.	P: 0m min. 3m max U: 10m min.	P: 0m min. 3m max U: 5m min. from main building line	P: 0m min. 3m max. U: 5m min. from main building line	22	22

*Note: all setback figures to be taken as minimums. P= Podium Height/ Podium Setback U= Upper Level Setbacks T=Total Height

6.3: BLOCK THREE:
GREAT EASTERN HIGHWAY- MIXED USE

MAX. 2 STOREYS
MAX. 3 STOREYS
MAX. 4 STOREYS
MAX. 6 STOREYS
P.O.S

RECOMMENDED CROSSOVER LOCATION
1001 LOT NUMBER
6 BUILDING HEIGHT/STOREYS
BUILDING SETBACKS
AWNING REQUIRED (AWNING MUST EXIST WHOLLY WITHIN LOT BOUNDARY)
PROTECTED TREE (TO BE RETAINED)
P.O.S INTERFACE*

*NOTE: ALL LOTS WHICH INTERFACE WITH P.O.S SHALL INCLUDE AT LEAST ONE HABITABLE ROOM PER DWELLING WHICH OVERLOOKS THE P.O.S.

ARTICULATION TO FACADES SHALL BE IN ACCORDANCE WITH STREET FACADE REQUIREMENTS

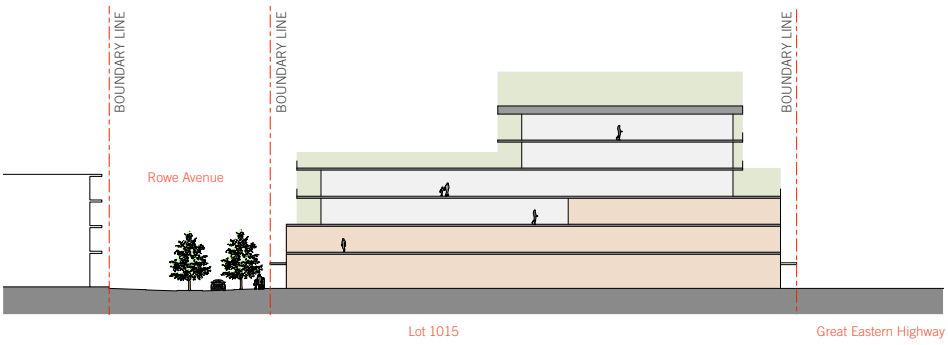


DIAGRAM 5.3.1: SECTION A THROUGH LOT 1015

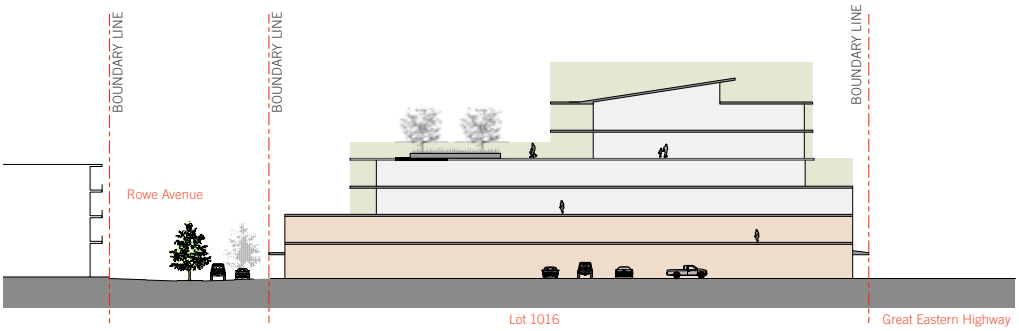


DIAGRAM 5.3.2: SECTION B THROUGH LOT 1016

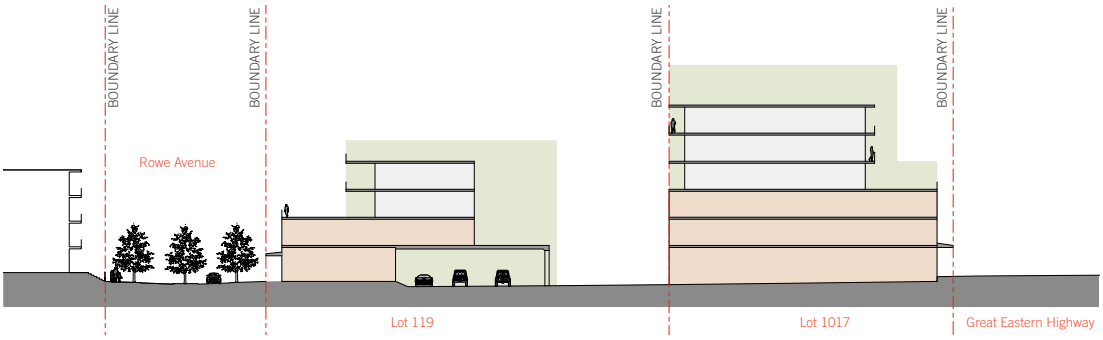


DIAGRAM 5.3.3: SECTION C THROUGH LOTS 119 AND 1017

BLOCK THREE DEVELOPMENT TABLE

LOT NO.	AREA	R-CODE	MAX. PLOT RATIO	YIELD		HEIGHTS		BOUNDARY SETBACKS*				MIN NO. OF MAX. 60M² FLOOR AREA UNITS	MIN NO. OF MAX 90M² FLOOR AREA UNITS
				MIN	MAX	MINIMUM	MAXIMUM	NORTH-WESTERN	NORTH-EASTERN	SOUTH-EASTERN	SOUTH-WESTERN		
119	1012m²	MIXED USE R80	NIL	8	10	T: 7.4m or 2 Storeys	P: 8m or 2 Storeys T: 17m and 4 Storeys	P: 2m min. U: 10m min.	P: nil U: nil	P: 14 min. U: 14m min.	P: nil U: nil.	2	2
120	1012m²	MIXED USE R80	NIL	8	10	T: 7.4m or 2 Storeys	P : 8m or 2 Storeys T: 17m and 4 Storeys	P: 2m min U: 10m min.	P: nil U: nil	P: 14 min. U: 14m min.	P: nil U: nil.	2	2
1014	3992m²	MIXED USE R80	NIL	31	38	T: 7.4m or 2 Storeys	P: 12m and 3 Storeys T: 27m and 6 Storeys	P: 2m min. U: 3m min.	P: nil U: 3m min.	P: nil U: 5m min.	P: nil U: 5m min.	5	5
1015	3217m²	MIXED USE R80	NIL	25	30	T: 7.4m or 2 Storeys	P: 12m and 3 Storeys T: 27m and 6 Storeys facing Great Eastern Highway; 17m and 4 Storeys facing Rowe Avenue	P: 2m min. U: 3m min.	P: nil U: 3m min.	P: nil U: 5m min.	P: nil U (Northern portion): 25m min U (southern portion): 5m min	4	4
1016	3168m²	MIXED USE R80	NIL	25	29	T: 7.4m or 2 Storeys	P: 12m and 3 Storeys T: 27m and 6 Storeys facing Great Eastern Highway; 17m and 4 Storeys facing Rowe Avenue	P: 2m min. U: 10m min.	P: nil U: 5m min.	P: nil U: 5m min.	P: nil U (Northern portion): NIL U (Sothern portion): 5m min.	4	4
1017	2862m²	MIXED USE R80/ R100	NIL	28	33	T: 7.4m or 2 Storeys	P: 12m and 3 Storeys T: 27m and 6 Storeys	P: nil U: nil	P: nil U: 5m min.	P: nil U: 5m min. (12m min. to tree zone)	P: nil U: 3m min.	5	5
1018	2006m²	MIXED USE R100	NIL	20	22	T: 7.4m or 2 Storeys	P : 8m or 2 Storeys T: 27m and 6 Storeys	P: 2m min U: 3m min.	P: nil U: 22m min.	P: nil U: 3m min.	P: 2m min U: 3m min	3	3

*Note: all setback figures to be taken as minimums. P= Podium Height/ Podium Setback U= Upper Level Setbacks T=Total Height

6.4: BLOCK FOUR:
ROWE AVENUE NORTH- RESIDENTIAL

MAX. 2 STOREYS

MAX. 4 STOREYS

P.O.S

RECOMMENDED CROSSOVER LOCATION

1001 LOT NUMBER

6 BUILDING HEIGHT/STOREYS

BUILDING SETBACKS

POTENTIAL AMALGAMATION TO IMPROVE BUILT FORM OUTCOME AND DEVELOPMENT VIABILITY

PROTECTED TREE (TO BE RETAINED)

P.O.S INTERFACE*

*NOTE: ALL LOTS WHICH INTERFACE WITH P.O.S SHALL INCLUDE AT LEAST ONE HABITABLE ROOM PER DWELLING WHICH OVERLOOKS THE P.O.S.

ARTICULATION TO FACADES SHALL BE IN ACCORDANCE WITH STREET FACADE REQUIREMENTS

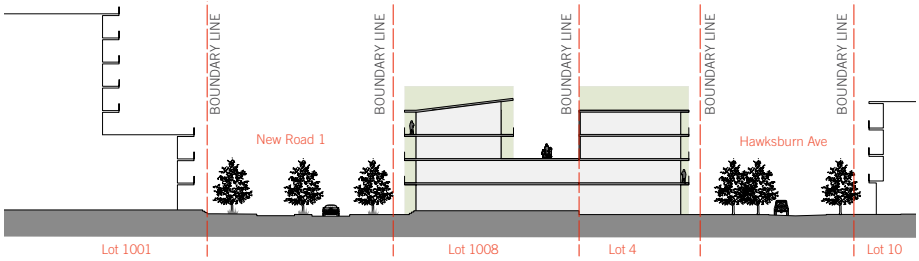


DIAGRAM 5.4.1: SECTION A THROUGH LOTS 1008 AND 4

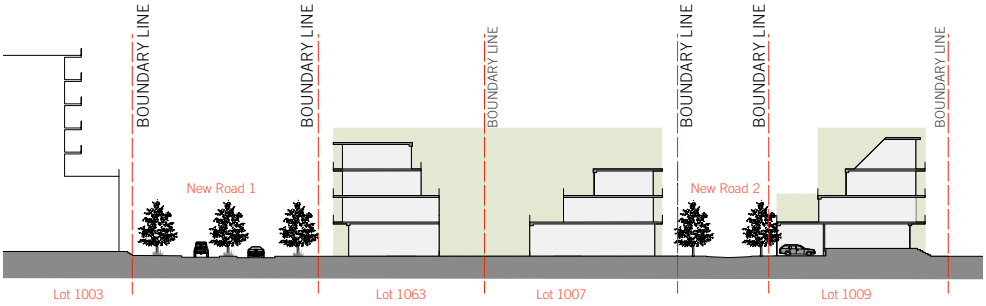


DIAGRAM 5.4.2: SECTION B THROUGH LOTS 1063, 1007 AND 1009

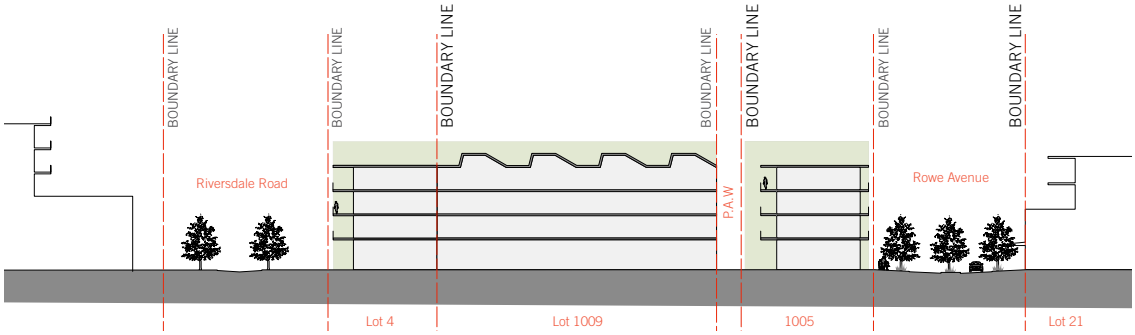


DIAGRAM 5.4.3: SECTION C THROUGH LOTS 1063, 1007 AND 1009

BLOCK FOUR DEVELOPMENT TABLE

LOT NO.	AREA	R-CODE	MAX. PLOT RATIO	YIELD^		HEIGHTS		BOUNDARY SETBACKS*			
				MIN	MAX	MINIMUM	MAXIMUM	NORTH-EASTERN	NORTH-WESTERN	SOUTH-EASTERN	SOUTH-WESTERN
4	1053m²	R80	1.0	8	8	6.4m or 2 Storeys	17m and 4 Storeys	1.5m min.	1.5m min.	nil permitted	nil permitted
1005	3312m²	R80	1.0	26	27	6.4m or 2 Storeys	17m and 4 Storeys	1.5m min.	1.5m min.	1.5m min.	1.5m min.
1007	2149m²	R80	1.0	17	17	6.4m or 2 Storeys	17m and 4 Storeys	1m min.	1.5m min.	1.5m min.	nil permitted
1008	3289²	R80	1.0	26	26	6.4m or 2 Storeys	8m or 2 Storeys/ 17m and 4 Storeys	nil permitted (20m min. to upper levels- see plan page 48)	1.5m min. (25m min. to upper levels- see plan page 48)	1.5m min.	1.5m min.
1009	2230m²	R60	0.7	13	14	6.4m or 2 Storeys	8m or 2 Storeys / 17m and 4 Storeys	3m min.	nil permitted	nil permitted	1m min. (6.5m min. to upper levels- see plan page 48)
1063	1528m²	R80	1.0	12	12	6.4m or 2 Storeys	17m and 4 Storeys	nil permitted	nil permitted	nil permitted	nil permitted

^Note: Maximum Plot Ratio must be used as the primary Acceptable Development Control, with minimum and maximum yields provided as a guide to the range of development options available.

6.0 DETAILED AREA PLANS

6.5: BLOCK FIVE:
RIVERSDALE ROAD SOUTH- RESIDENTIAL

MAX. 2 STOREYS

MAX. 4 STOREYS

P.O.S

RECOMMENDED CROSSOVER LOCATION

1001 LOT NUMBER

6 BUILDING HEIGHT/STOREYS

BUILDING SETBACKS

PROTECTED TREE (TO BE RETAINED)

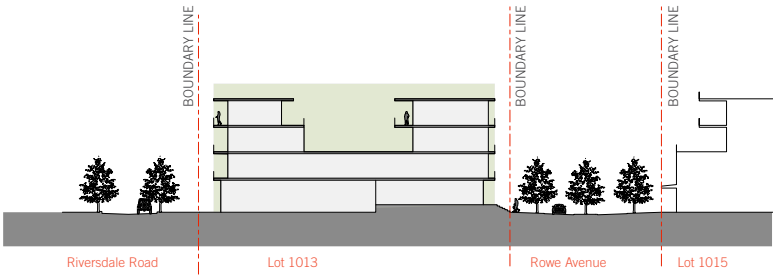


DIAGRAM 5.5.1: SECTION A THROUGH LOT 1013

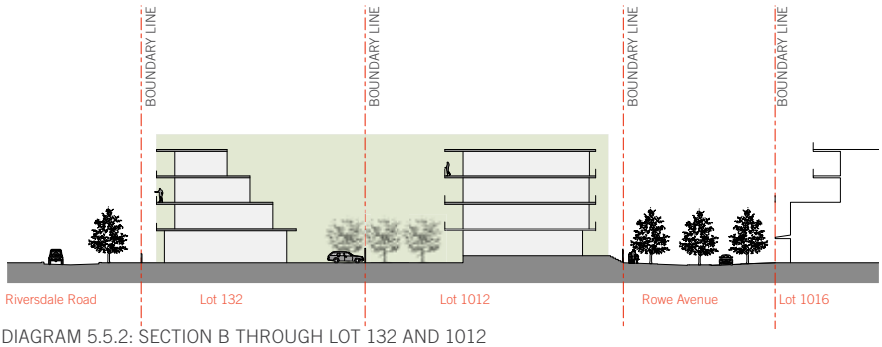


DIAGRAM 5.5.2: SECTION B THROUGH LOT 132 AND 1012

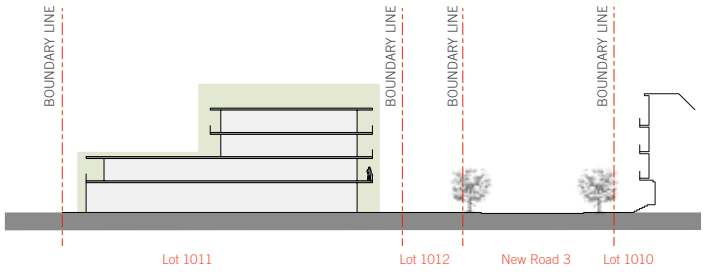


DIAGRAM 5.5.3: SECTION C THROUGH LOT 1011

BLOCK FIVE DEVELOPMENT TABLE

LOT NO.	AREA	R-CODE	MAX. PLOT RATIO	YIELD^		HEIGHTS		BOUNDARY SETBACKS*			
				MIN	MAX	MINIMUM	MAXIMUM	NORTHERN	SOUTHERN	EASTERN	WESTERN
4	971m²	R60	0.7	5	7	TOTAL: 6.4m or 2 Storeys	17m and 4 Storeys	2m min.	nil permitted	nil permitted	nil permitted
10	2315m²	R80	1.0	18	19	TOTAL: 6.4m or 2 Storeys	8m or 2 Storeys / 17m and 4 Storey	2m min. (25m min. to upper levels- see plan page 50)	nil permitted (trees to southern boundary to be protected)	2m min. (22m min. to upper levels- see plan page 50)	2m min.
132	1216m²	R60	0.7	7	7	TOTAL: 6.4m or 2 Storeys	8m or 2 Storeys / 17m and 4 Storey	2m min.	nil permitted	nil permitted (20m min. to upper levels- see plan page 50)	nil permitted
134	1416m²	R60	0.7	8	9	TOTAL: 6.4m or 2 Storeys	17m and 4 Storey	1.5m min. (6m to tree zone)	1.5m min.	20m min. (trees to eastern boundary to be protected)	1.5m min.
1010	4013m²	R60	0.7	24	24	TOTAL: 6.4m or 2 Storeys	17m and 4 Storey	nil permitted (trees to northern boundary to be protected)	2m min.	2m min.	2m min.
1011	1054m²	R60	0.7	6	6	TOTAL: 6.4m or 2 Storeys	8m or 2 Storeys / 17m and 4 Storey	2m min. (18m min. to upper levels- see plan page 50)	nil permitted	nil permitted (20m min. to upper levels- see plan page 50)	2m min.
1012	2535m²	R80	1.0	20	20	TOTAL: 6.4m or 2 Storeys	17m and 4 Storey	nil permitted	2m min.	nil permitted	2m min. (tree to eastern boundary to be protected)
1013	1264m²	R80	1.0	10	11	TOTAL: 6.4m or 2 Storeys	17m and 4 Storey	2m min.	2m min.	2m min.	nil permitted

^Note: Maximum Plot Ratio must be used as the primary Acceptable Development Control, with minimum and maximum yields provided as a guide to the range of development options available.

7.0 SUBMISSION GUIDE

DESIGN GUIDELINE CHECKLIST 1

To be included when lodging for Design Approval with City of Belmont Council.

The applicant is to note whether their design complies (tick) or does not comply (cross) with the design guidelines checklist below.	APPLICANT Y / N	T.S.A Y/N	COMMENTS
3.1 PRIMARY BUILDING CONTROLS			
3.1.2 Residential buildings must be no deeper than 18m (glass line to glass line).			
3.1.3 Buildings must conform to the maximum allowable heights as per Table 3.1.3.			
3.1.4 Buildings must conform to the minimum separation distances as per table 3.1.4.			
3.1.5 Buildings must sit within the setback zone specified in Detailed Area Plan.			
3.1.6 For all developments on Rowe Avenue, street level to first floor height must be 4.2m. Thereafter, floor to floor measurements must be a min. of 3.2m. See Figure 3.1.7.			
3.1.6 For all other buildings, floor levels must be min. 3.2m to all floors.			
3.1.6 All ground floor commercial development's floor to floor measurement must be a min of 4.2m			
3.1.6 For commercial developments, the floor to footpath relationship must be flush/ level.			
3.1.6 Balustrades to any areas of raised ground level must be at least 60% visually permeable.			
3.2 ARCHITECTURAL CHARACTER			
3.2.1 Facades facing the street, public open space and regional open space (Swan River foreshore) must be well articulated, having no openings smaller than 1sqm.			
3.2.1 Balconies are mandatory on street facing facades.			
3.2.1 Facades of buildings that face primary regional roads must not use highly reflective materials.			
3.2.2 Buildings on corners must address both street frontages.			
3.2.2 Buildings on corners must include strong architectural expression to corners whilst avoiding 'feature' elements.			
3.2.3 Service exposure on roof must not be visible from the public realm.			
3.2.3 No roofing elements shall extend beyond the MBE.			
3.2.4 Pedestrian and vehicle entry points must be separate and defined.			
3.2.4 Commercial and Residential entries must be separate and defined.			
3.2.5 Street level awnings must be included as per DAP's, min depth 2m (wholly within lot boundary).			
3.2.5 Awnings must have a minimum clearance height of 2.75m.			
3.2.6 All street fencing must comply with Table 3.2.6.			
3.2.6 All Fencing which abuts POS must be max. 1.2m high and at least 40% visually permeable. Construction materials must be timber, steel, or masonry block.			
3.2.6 No 'panel' fencing is allowed (e.g. Colorbond or fibre cement fencing).			

DESIGN GUIDELINE CHECKLIST

To be included when lodging for Design Approval with the City of Belmont Council.

The applicant is to note whether their design complies (tick) or does not comply (cross) with the design guidelines checklist below.	APPLICANT Y / N	T.S.A Y/N	COMMENTS
3.3 DETAILED CONTROLS			
3.3.1 Where other private space is not provided, one primary balcony must be included per dwelling, located adjacent to the main living area.			
3.3.1 Balconies must be setback from all boundary lines by a minimum of 2m except where: a balcony extends to the side boundary line of a property. See Figure 3.3.1.2.			
3.3.1 For all residences larger than 90sqm, balconies must have a minimum dimension of 2.4m.			
3.3.1 For residences 90sqm or less, a minimum balcony of 3.6sqm must be provided with a minimum dimension of 1.8m.			
3.3.1 A balcony which extends to the side boundary line of a property must be visually screened to retain privacy to adjoining properties. See Figure 3.3.1.2.			
3.3.2 Private open space within multiple dwelling sites must be provided as private courtyards or terraces for each ground floor dwelling.			
3.3..2 Private outdoor spaces must be directly accessible from the main living space of a dwelling with a covered area of min dimension 2.4m.			
3.3.3 Sound attenuation treatments to all buildings within The Springs must meet sound levels in Table 1 of Australian Standard 2107:2000			
3.3.3 All buildings within The Springs must comply with State Planning Policy 5.4 “Road and Rail Transport Noise and Freight Considerations in Land Use Planning”.			
3.3.4 Opportunities for casual surveillance from inside to: -the public realm and -points of ingress.			
3.3.4 Building entrances must optimise visibility and safety through careful location, orientation and lighting design.			
3.3.4 Buildings and boundaries must be adequately secured from unwanted intruders.			
3.3.4 Crime Prevention Through Environmental Design analysis must be included for development over $1.5million. (attach if applicable)			
3.4 DETAILED CONTROLS			
3.4.1 Air conditioning must not be visible from the street and must not be located above the roof line of buildings, or on balconies.			
3.4.1 Piped and wired services must not be visible from the public realm.			
3.4.1 All service meters must be contained within development lots, screened and integrated into the overall development unless requirements by authorities disallow.			
3.4.1 Noise control measure must be utilised to reduce the impact on building occupants.			
3.4.2 Lockable storage must be provided for each dwelling.			

DESIGN GUIDELINE CHECKLIST 3

To be included when lodging for Design Approval with City of Belmont Council.

The applicant is to note whether their design complies (tick) or does not comply (cross) with the design guidelines checklist below.	APPLICANT Y / N	T.S..A. Y/N	COMMENTS
3.4.3 One waste cupboard/ temporary storage area must be provided per dwelling.			
3.4.3 Waste Management Plan must be prepared in consultation with the City of Belmont. (attach)			
3.4.3 External rubbish storage areas must remain away from front of the development and screened from the street and neighbours.			
3.4.3 Provision for the collection of waste on-site, including waste storage and area for collection vehicle turning.			To be reviewed by City of Belmont Health Services
3.4.3 Where a basement is being constructed, waste collection must be from the basement.			
3.4.3 Additional space within the site must be provided for the collection of bulk-waste on council specified days.			
3.4.3 Screen rubbish/ storage areas from adjoining residential units that overlook the area.			
3.4.4 Car parking provided in accordance with 'The Springs Parking Strategy and Traffic Impact Assessment Report' and clause 10.10 of City of Belmont Town Planning Scheme.			
3.4.4 Car parking provided at grade or above ground must be screened so as not to be visible from the street or public realm.			
3.4.4 At grade parking must have a raised kerb median strip every three bays that is a minimum of 1.2m wide. This strip will be irrigated and will include a tree that will grow to at least 4m in height.			
3.4.4 Above ground car parking 2 storeys or more in height, to be covered.			
3.4.4 Carpark crossovers and vehicle access points must be as designated in the Detailed Area Plans.			
3.4.4 Parking must be adequately screened from the public realm to the satisfaction of the determining authority.			
3.4.5 End of trip facilities as per Table 3.4.5.			
3.4.6 Signage must be limited to a maximum of one wall for each tenancy within a building, except where a tenancy, or building has more than one street frontage.			
3.4.6 All signage must meet criteria noted in relevant City of Belmont Local Town Planning Scheme.			
3.4.6 Each development must have an approved signage strategy in place prior to placement of any signage or advertising.			
3.5 BUILDING USE			
3.5.1 Apartment buildings must contain 30% small apartments (As per Table 3 in The Springs Structure Plan) excluding Precincts 1, 5 and 6.			

The applicant is to note whether their design complies (tick) or does not comply (cross) with the design guidelines checklist below.	APPLICANT Y / N	T.S..A. Y/N	COMMENTS
04. SUSTAINABILITY			
4.1 On-site power generation providing min 1kW per apartment for residential buildings and 1kW per 100sqm GFA for commercial buildings must be provided.			
4.1 Peak energy demand must be reduced in commercial developments through good solar design.			
4.1 Nonelectric heating and cooking appliances must not be installed to residential dwellings.			
4.1 On-site power generation providing min1kW per 100sqm GFQ must be provided for commercial buildings/ tenancies.			
4.2 Min 70% of all residential apartments must receive 3 hours direct sunlight to major living rooms and private open space between 9am and 3pm mid winter.			
4.2 Developments also must not reduce solar access of residential units on neighbouring properties below the above standard.			
4.2 No more than 10% of all apartments shall be south facing single aspect apartments.			
4.2 North facing openings must all be provided with a fixed or movable shading device which provides 80% shade at noon summer solstice.			
4.4 Mains consumption of potable water must be reduced by the installation of water-wise fixtures and fittings. Tapware and showers must exceed BCA requirements for WELS star ratings by one star per fixture.			
4.4 Storm water runoff must be contained within the site.			
4.5 All landscaped areas (including roof gardens) must be designed for high water efficiency by complying with the Water Corporation's Water Wise Development criteria.			
4.5 A minimum of 60% local native flora must be used (excluding riparian weeds or planting which could degrade the natural river system) in garden areas.			

THE IMPORTANCE OF SUSTAINABILITY

A sustainable approach to our use of land will strongly shape the future of society. To meet the needs of both current and future generations, we must consider all the effects of our actions: environmental protection, social advancement and economic prosperity. We apply the principles and practices of sustainable development all across western australia, learning more and improving results with each project. We're committed to minimising our ecological impact and enhancing the community's quality of life.

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LANDCORP

Ordinary Council Meeting 26/07/11

Item 12.4 refers

Attachment 11

Submission Table

CITY OF BELMONT

SCHEDULE OF SUBMISSIONS – AMENDMENTS TO LOCAL PLANNING POLICY NO. 31 (THE SPRINGS DESIGN GUIDELINES)

No.	Name	Description of Affected Property, Lot No., Street, etc.	Resume of Submission	Council Recommendation
1.	Mona Eissa Customer Liaison Officer Western Power Locked Bag 2520 PERTH WA 6000	n/a	1. To the best of knowledge, no objections to the changes proposed to the project. 2. Reminder about OneCall service prior to any excavation 3. Reminder about WorkSafe obligations prior to any excavation adjacent to Western Power assets 4. Any change to the existing power supply is the responsibility of the developer.	Non-objection noted. Other requirements listed relate to the development phase and not the LPP / Design Guidelines.
2.	Kevin Purcher Senior Development Planning Development Services Water Corporation PO Box 100 Leederville WA 6902	N/A	1. Water – subject area can be served from the Kewdale-South Perth water scheme. Reticulated water is currently available. All main extensions must be laid within existing and proposed road reserved. 2. Wastewater – subject area can be served from the Rivervale sewerage system. All main extensions must be laid within existing and proposed road reserved. 3. Protection of Services – significant major infrastructure and reticulation mains are located within and adjacent to the subject area in particular the 760DN Rivervale Main Sewer. Developer is to fund the full cost of protecting, relocating or modifying this or any other Water Corp facilities or infrastructure. 4. General Comments – funding of water and sewerage reticulation is user pays. Contributions for water, sewerage and drainage may also be required.	Comments noted however relate to subdivision and development.
3.	Damien Martin Manager Planning Services City of Bayswater 61 Broun Avenue MORLEY WA 6062	N/A	1. No objection 2. Support concept and implementation of tower and podium style development 3. Support the proposed sustainability design initiatives including solar passive design, green roofs and energy efficiency 4. Support the incorporation of mandatory balcony provision to all street boundaries; 5. Note that there are inconsistencies regarding proposed height (e.g. Rowe Avenue West being 6 storeys on P9, 9 storeys on P19 and 42).	Support noted. Support noted. Support noted. Support noted. The document is correct however rewording has been undertaken to ensure that terminology is consistent.
4.	Lindsay Broadhurst Manager Road Planning	Land abutting Great Eastern Highway and Graham Farmer Freeway	1. Unable to support draft LPP31 at this time. - Not clear if provision has been made for the	

	Main Roads Western Australia PO Box 6202 EAST PERTH WA 6202		concept agreed for the slip land from Great Eastern Highway. It is understood that some alternative concepts have been developed for the proposed slip land but these are not supported by Main Roads. - Section 6 relating to the detailed area plans and in particular Block Two does not provide for any builing setbacks at the corner of Graham Farmer Freeway and Great Eastern Highway. Main Roads has concerns regarding the lack of sufficient sight lines at this intersection. - To assist in further assessing these issues, it would be appreciated if a plan could be provided showing the surveyed property boundaries for Blocks 1-3 and the proposed setback schematics. 2. Subject to the satisfactory resolution of these matters, the following comments are provided: - Section 3.2.1 – Building facades – Design Guidance refers to the building on the west of Road 1 and its western facades. It is strongly recommended that this section include comment on the choice of materials used on the western facades to ensure there is no reflected glare to limit and traffic hazard to eastbound traffic on the Graham Farmer Freeway especially during PM peak periods. - Section 3.4.4 – Car Parking lead statement refers to high frequency public transport on Graham Farmer Freeway – this should refer to Great Eastern Highway. Consideration should also be given to provision / allowance of electric vehicle charging stations within developments. - Section 3.5.1 – Dwelling Diversity – closing sentence refers to wheelchair access, which should be expanded to refer to battery powered gophers. Section 3.4.2 should also refer to storage for gophers and consideration given throughout the document for access to mobility impaired persons. - Section 6 – DAP for Block 3 diagrammatically show awnings permissible to protrude into the road reserve, however section 3.2.5 states that awning must be within the property boundary. Main Roads supports awnings being within property boundaries (especially in relation to GEH and GFF) and that Block Three DAP should be modified to this effect.	The DG's have been updated post-advertising to include the most recent concept for the slip road (as discussed with MRWA) All development adjacent to the GFF and GEH Primary Regional Road reserves is outside the MRS and will be appropriately setback in accordance with MRWA advice where applicable. It is considered that are sufficient existing sight lines at the intersection of GFF and GEH. LandCorp have advised that they will provide this independent of the Design Guidelines process. Comment supported and now included in Design Guidelines. Comment supported and wording modified in Design Guidelines. Comment supported and reference to design and access now included in Design Guidelines. Comment noted. Awnings must be within lot boundaries however the diagram shows the awnings outside of the lot boundaries for illustrative purposes only. Additional clarity has been provided in the Section 6 DAP.
5.	Lauren Aitken Acting Planning Manager Perth Waterfront Department of Planning Locked Bag 2506 PERTH WA 6001	n/a	1. The proposed approach to building separation under section 3.1.4 is supported, however consideration should be given to the expansion of Table 3.1.4 to identify the equivalent minimum side setback to ensure that the separation distances are equitable across lot boundaries. 2. It would also be useful to clarify whether the separation distances apply to the total height of the building, or its component parts (i.e. it is currently unclear as to whether a podium element <12m must apply the	Comment supported, however has already been addressed in the text of the DG's, where it states that *"where a developer is unsure of future neighbouring buildings, the [setback] measurements should be halved (assuming habitable rooms at all levels) and measured from the boundary line of the lot".* Comment supported. Diagram has been updated to confirm that the setback are for the relevant portion of the building based on its height above ground level.

			same separation distance as the tower component >25m of the same building).	
6.	John Bennett Glenvale Lodge 6 Brighton Road RIVERVALE WA 6103	Glenvale Lodge 6 Brighton Road, Rivervale (Strata Plan 6786) – outside The Springs Special Development Precinct	1. There is a major car parking problem around the junction of Riversdale Road & Brighton Road that needs to be addressed ASAP and should be done in conjunction with The Springs development. 2. Brighton Road has 3 legal parallel car bays at present which is totally inadequate for parking needs, given 2 Brighton Road has 18 apartments who use these car bays frequently and 5 Brighton Road has 12 units who also use the 3 bays on Brighton Road for visitor parking. 6 Brighton Road has 33 2-3 bedroom apartments including 20 being used for short term accommodation, and therefore also needing car parking. At the end of Brighton Road where there is part cul-de-sac there is also access to the Swan River which many people use for recreation who need parking. 3. Riversdale Road has recently been narrowed and on-street parking is permitted on the south side of the road where it is not required. Parking on the south side of Riversdale Road restricts traffic and is a safety hazard for people crossing to the north side of Riversdale Road. 4. The original plan for The Springs showed parking in front of Glenvale Lodge on the north side of Riversdale Road which would have addressed this problem, however for some unknown reason a cul-de-sac was built in front of Glenvale Lodge which now closes it off with large concrete barriers making parking on the road unavoidable. 5. Off road parking at Cracknell Park is 500m away from this area. 6. Considers that there are two areas that would provide ample off the road parking and would like to discuss further with Council.	Submission not supported. The City has no intention to provide additional car parking in Riversdale Road adjacent to Glenvale Lodge and is not provided for as part of the road carriageway design of Riversdale Road. The City's current understanding is that Glenvale Lodge has no valid approval for short stay accommodation and is investigating this matter further.
7.	Peter Fitzgerald Town Planner / Urban Designer Greg Rowe & Associates Level 3, 369 Newcastle Street, NORTHBRIDGE WA 6003	Lots 130-133 (40-46), Lot 80 (48) and Lot 603 (60) Riversdale Road, Rivervale	1. Submission made on behalf of landowners of subject properties. 2. Design Guidelines for The Springs are already in place as LPP21 (adopted 2007). They provide outcomes that support, reflect and facilitate the scale and intensity of development sought by the landowners within the Riversdale North Precinct. The owner of Lot 80 has sought and obtained planning approval from the City of Belmont for a residential apartment block, which was based on the existing Design Guidelines. 3. The affected landowners are comfortable with the updated Design Guidelines contingent on the development outcomes provided for by the existing Guidelines not being impacted upon or diminished. Also	Reference to LPP21 is incorrect (should be LPP31). The overall statement is not entirely correct as the existing LPP31 (Design Guidelines) limit building height to 21m. The previous approval for Lot 80 has lapsed and therefore is not of specific relevance to this process. General support is noted. The only development guideline that is of specific importance to proponents in Riversdale North precinct is the R100/160 Performance Criteria, which is unchanged from the previous

			note that the approach within the draft Design Guidelines to Riversdale North Precinct has been generally to refer to the Precinct and development therein, but confirms that development controls for this Precinct shall be as per a DAP required separately under the Structure Plan. Supportive of this approach as it promotes a coordinated and integrated approach to planning across The Springs project area whilst ensuring that the Riversdale North landowners remain in control over the issues and outcomes that affect them directly, and thus recognises the varying factors influencing design across The Springs.	document. All other key development standards are not specifically dealt with by these Design Guidelines and will be addressed separately under the Riversdale North DAP. The City is the decision making body in relation to the DAP however, not the landowners.
			4. A number of modifications are sought to facilitate a seamless relationship between the Riversdale North DAP and LPP31 and ensure existing development rights are preserved: - Lot 1000 – agree to concept for this lot as shown in the DG's and include in the Riversdale North DAP, including 5.0m setback to the foreshore reserve.	Supported. Lot 1000 has been removed from DG's and will be dealt with under the RNDAP. A 10m setback from the MRS foreshore reserve is required.
			- View Corridors – Diagram 2.5 makes reference to 'secondary view corridors' which is interpreted that built form envelopes within the Riversdale North precinct may need to reflect and preserve secondary view corridors. Request that the DG's be updated to reflect the terminology of the Riversdale North DAP of 'incidental view corridors' to ensure consistency between documents and also reinforce that view from private property south of Riversdale Road may (rather than will) be achieved incidentally via building setback. The priority is to maintain and preserve primary view corridors towards the Swan River from the public realm (which is reflected in the Riversdale North DAP).	Comment not supported. The view corridors relate to opportunities by virtue of location, topography and cadastral lot boundaries. Secondary views will be considered incidental for the purpose of assessment and as such it is not considered necessary to change the wording.
			- Topography (Figure 2.2) – request deletion of diagram as it is broadly indicative of the topography of Riversdale North which is not specifically dealt with by the DG's but instead by a DAP. The land in the rest of The Springs is generally flat. As such, the diagram infers a lower height in Riversdale North to allow views over development therein from land south of Riversdale Road, and doesn't reflect the outcomes sought under the Riversdale North DAP, the intent of the existing 2007 Design Guidelines or the prevailing R100/160 density code applicable to the land.	Comment partly supported. Diagram retained for illustrative purposes of 'cut and fill', but caption modified to make reference to being an "example" of cut and fill to remove any inference of the built form of Riversdale North.
			- Page 6 (Design Guideline Structure Plan and Purpose) – request the inclusion of a statement that other than the general provisions at Section 5.1, all other detailed provisions of the Design Guidelines don't apply to the Riversdale North Precinct because detailed design will be dealt with via a DAP for that precinct (i.e. the DAP prevails). This ensures the primary status of the DAP when setting the development parameters for Riversdale North and assessing future development applications.	Strongly disagree. Although the primary development outcomes for the Riversdale North Precinct will be guided by a DAP, the DG's will still be relevant to this precinct in relation to matters not specifically dealt with by the DAP. The primary status of the DAP and relationship with the DG's has been incorporated into revised wording within the document.

8.	Torb Petersen Airport Planning Manager Westralia Airports Corporation PO Box 6 CLOVERDALE WA 6985	N/A	1. No objection to the proposed land use. 2. Development area is outside the 20 ANEF contour for Perth Airport which defines the area as being suitable for the proposed land use under SPP5.1 and AS2021. The subject land will be subject to less than 10 aircraft noise events above 65dBA on an average day. 3. Proposed building heights limited by the Obstacle Limitation Surfaces (OLS) and Procedures for Air Navigation Services (Airport Operations) surfaces associated with Perth Airport (in particular the Runway 06 approach) described as Prescribed Airspace under the Airport Act 1996. Preliminary assessment based on assumed ground levels, roof mounted plant, and lightening arresters etc indicate that some the proposed building heights are very close to these surfaces. Prior to the time of actual construction, a further detailed assessment will be required under the provisions of the Airports Act and Regulations including construction cranes (which will require comment from Airservices Australia, CASA and Federal Dept of Transport. Preliminary assessment indicates that no structure within the subject area shall exceed 67m AHD.	Support noted. Comment noted. Comment noted and will be addressed at development stage.
9.	Paul Stephens Manager Statutory Assessments Swan River Trust PO Box 6829 Hay Street EAST PERTH WA 6892	n/a	1. SRT is responsible for promoting and facilitating the good management of the river catchment area, providing for the restoration and protection of the ecological and community benefits, and enhancing the amenity of the river and foreshore. 2. The Riversdale North Precinct is located within the Lower Swan locality as defined in SPP 2.10 (Swan & Canning River). Planning decisions in this area should: - establish protection measures for riparian vegetation on foreshores - promote an aesthetic environment for new riverside development appropriate to its surroundings, and establish a sense of place by the river; - recognise the important of the river for transport, commerce, tourism and leisure, as well as its conservation value - enhance the appearance and function of exiting recreation, tourism and commercial nodes and of proposed nodes identified in an adopted Swan-Canning precinct plan - protect places of cultural significance, in particular places on the Register of Heritage Places and the DIA register of significant places; and - ensure that subdivisions incorporate adequate foreshore reserves and building setbacks. 3. The SRT's *Swan River System Landscape Description* document provides a broad landscape analysis for the Swan & Canning River systems and is intended to be used as a resource for the development of sound	Comment noted. Background noted. Context noted.

			landscape management techniques and policies. The subject land is contained in Precinct 8 (Burswood Island to Maylands Peninsula). The report recognises the attractive feature of the landform within this precinct (meandering river bends, flat peninsulas, steeply sloping escarpments). Primary views of the Rivervale foreshore are obtained from the river and foreshore of Maylands peninsula, which presents as a heavily vegetated riverbank with residential development on the summit of the escarpment. The abutting strip of Regional Open Space is a narrow linear parkland opening up into Cracknell Park, with a shared path located at the base of the escarpment and retaining walls with significant established vegetation. 4. Trust is not prepared to support the Design Guidelines until the following matters are addressed: - P4 – further clarification is required where the DG's conflict with DAPs -P7 – reference should be made that proposals in the Riversdale North precinct should be discussed with WAPC and SRT prior to lodgement and emphasise the approval role of WAPC in development applications. - P10 – Agree with comments requiring building designs to account for topography and avoid cut & fill - P12 – While view corridors are important, SRT believes that retaining significant vegetation is paramount particularly in Riversdale North precinct, and that view corridors should be aligned with these areas. - Figure 2.5 should be modified to remove the building envelopes as this pre-empts built form for view corridors. - P14 – The Arboricultural report for The Springs recommends 9 trees be retained in the Riversdale North precinct as they are good specimens. These trees have not been identified in the DG's. Preserving significant trees should be recognised in this document, or at least justification provided as to why they cannot be retained. The City could also review the category of the significant trees as either (1) must retain or (2) development incentive to retain, having regard to cultural and heritage values. These could be used as incentives to achieve the R160 density bonus and included in the performance criteria. The rationale for this is that the overall visual impact of the development on the landscape would be reduced, and thus allow a higher density. - Agree with comments made about architectural character and ensuring design excellence. - Section 3.2 – Acceptable development controls should refer to 'regional open space' under the MRS in addition to POS. - Trust supports the introduction of end of trip facilities to encourage alternative transport options. 5. In relation to the s 5.1 (Riversdale North Precinct R100/160 Performance Criteria:	Comment supported. Wording has been adjusted on P6. Comment supported. Wording included as a footnote on P7. WAPC is a decision-making authority with respect to the Riversdale North DAP but not with respect to development applications in the precinct. Support noted. Partially agree. Agree that vegetation should be retained where possible but this does have the potential to influence views. Comment supported and diagram modified. Partially supported. Agree that vegetation should be retained where possible but its retention has the potential to greatly influence the development potential and density of the precinct, and retained trees may ultimately be impacted by development irrespective of density. It can therefore not be considered as a development incentive for a density bonus, as it is not realistic. Instead it is suggested that the Riversdale North DAP address and justify the findings of the Arboricultural report prior to removal of vegetation and the City informally encourage the retention of vegetation where feasible in assessing development applications. Support noted. Comment supported, wording inserted in Section 3.2. Support noted.

			- The properties in Riversdale North precinct abut the Trust DCA, which means that dual approval is required from City of Belmont and WAPC (with advice from the SRT). The DG's should reflect the dual approval process.	Comment not supported as it is incorrect. All land in the Riversdale North precinct is wholly outside the SRT DCA / MRS and therefore dealt with solely under the TPS14, with advice from Trust. This position has been clarified with SRT and they acknowledge that their advice is incorrect.
			- Trust expects all proposals in this precinct (R100 or R160) should include design elements relating to SPP2.10 to provide developers with greater confidence that compliance with the guidelines is likely to result in compliance with SPP2.10 and therefore obtain support from the Trust.	Comment supported and is considered to have been dealt with through the DG's.
			- Performance Criteria 1 states that the sites will provide appropriate view corridors, which is open to interpretation. As the view corridors are provided within the DG's, there is opportunity for this statement to be more direct.	Comment noted but it is not considered necessary for any changes to be made to the wording.
			- Performance Criteria 5 states *'provides a demonstrated amenity of direct benefit to the City of Belmont'*. The Trust believes that the R160 density should only be achievable if the proposal provides a demonstrated amenity of direct benefit to the natural landscape setting of the Swan River on advice by the Trust. The Trust argues that the river interface is by far the most sensitive interface and proponents seeking a density bonus must enhance and not detract from this natural asset.	Partially agree. The City agrees that the Swan River foreshore is an important interface but this will be relevant at any density and will be specifically dealt with by the Riversdale North DAP. The Swan River interface will form part of this consideration of development applications as they are received in accordance with the Trust advice.
			- Point 6 states that for frontages to be well designed that they are to use landscaping and fencing treatments to establish boundaries between public and private space. While this point is supported, fencing and landscaping would be components of any proposal (R100 or R160) regardless of whether the site abuts the foreshore, hence including these elements in the performance criteria is not an indication of a superior design standard deserving a density bonus. The Trust requires greater certainty that the impact of the overall development (not limited to fencing or vegetation) fits with the river landscape.	Comment noted but as per point above, the interface will be dealt with by the Riversdale North DAP.
			- The Trust suggest that the retention of significant trees as a criteria for allowing the R160 density, which will correlate with minimising landscape impact of a development.	Comment not supported. Agree that vegetation should be retained where possible but its retention has the potential to greatly influence the development potential and density of the precinct, and retained trees may ultimately be impacted by development irrespective of density. It can therefore not be considered as a development incentive for a density bonus, as it is not realistic. Instead it is suggested that the Riversdale North DAP address and justify the findings of the Arboricultural report prior to removal of vegetation and the City informally encourage the retention of vegetation where feasible in assessing development applications.
			6. In relation to 6.1 (Rowe Avenue West) – Lot 1000 is located in this precinct in the DG's as well as Riversdale	Comment supported. Lot 1000 has been removed from DGs and will be dealt with by Riversdale North DAP, as

			North DAP, which leaves it open to interpretation issues. The DAP also does not illustrate any protected trees within this lot that were identified for retention under the Arboricultural Report.	will tree retention.

Ordinary Council Meeting 26/07/11

Item 12.4 refers

Attachment 12

Advertised Proposed Amended LPP31 The Springs Design Guidelines 2011

A160

The Springs

RIVERSIDE CITY LIVING

RIVERVALE

DESIGN GUIDELINES

DRAFT 006

CONTENTS

THE SPRINGS VISION

The Swan River and Perth skyline provide a stunning backdrop to what will become a revitalised, connected community at The Springs.

Once complete, the existing stretch of under utilised land will be transformed into an urban riverside community. A diverse mix of apartments, townhouses, offices and commercial buildings are planned.

A 'green link' from the existing pedestrian underpass and along Hawksburn Road will be designed to promote pedestrian activity and improve access to Cracknell Park and the Swan River foreshore.

FIGURE 1.1: AERIAL PHOTO, THE SPRINGS 2010

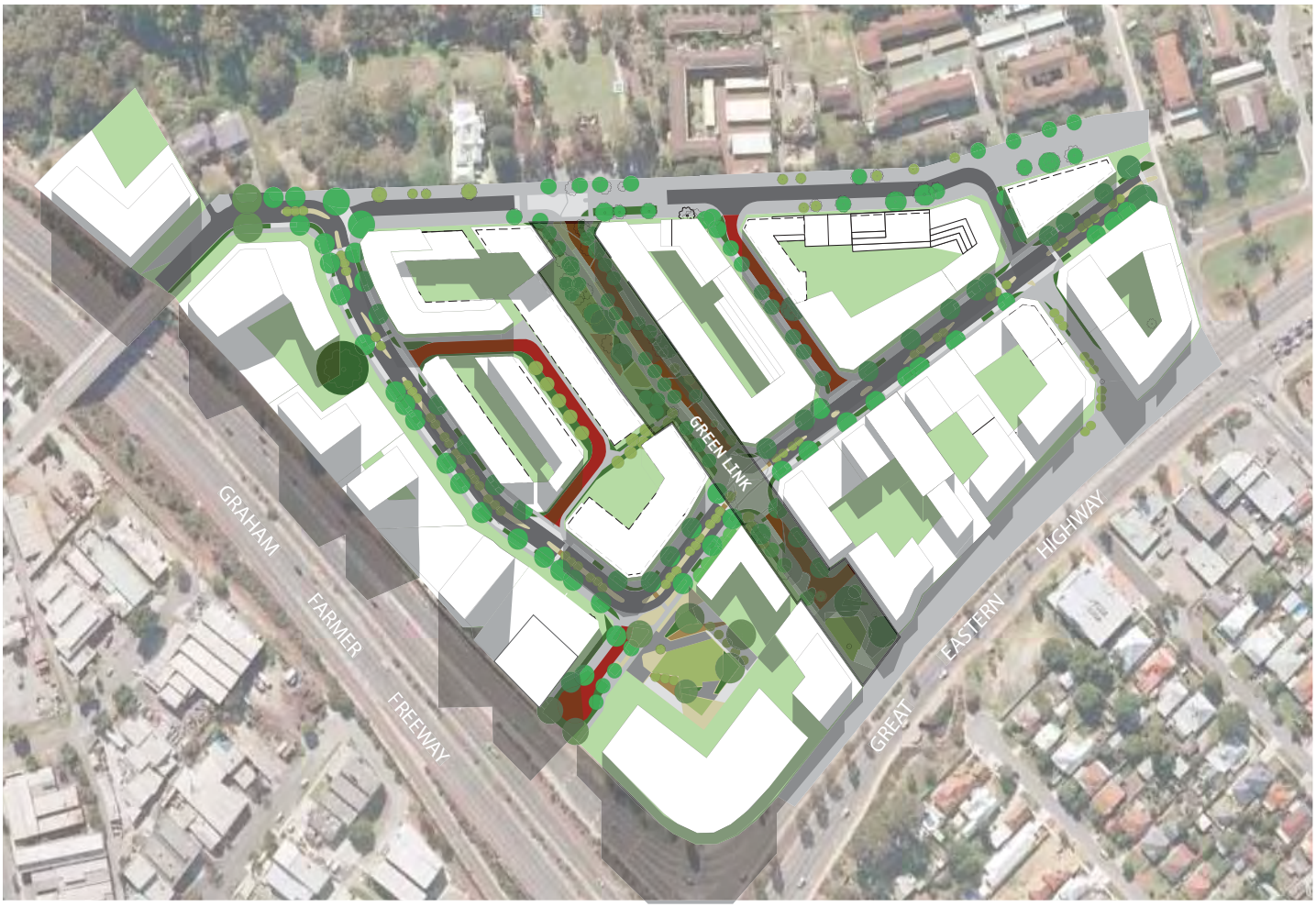


FIGURE 1.2: THE SPRINGS BUILT FORM VISION

01. INTRODUCTION

SITE CONTEXT

The Springs comprises approximately 13.6 ha of land bounded by the Graham Farmer Freeway, the Great Eastern Highway, Brighton Road and the Swan River foreshore. The site is located approximately 4 km east of the Perth CBD and 700-750 metres north-east of the Burswood Train Station.

The main road access into the precinct is via the signal controlled intersection at Great Eastern Highway and Brighton Road, with secondary access available by Riversdale Road via a bridge over the Graham Farmer Freeway. An additional slip-lane has been added for access from eastward bound traffic on the Great Eastern Highway.

The precinct enjoys direct interface with the Swan River foreshore, and direct frontage onto the Great Eastern Highway, albeit with limited vehicle access.

The proximity of The Springs to the City of Perth and City of Belmont, public transport and high quality natural amenity has created the opportunity for a unique and carefully designed Transit Oriented Development (TOD) to capitalise on the site's connections and location.

FIGURE 1.3: OVERALL CONTEXT; PERTH CBD, SWAN RIVER AND THE SPRINGS

DESIGN GUIDELINES STRUCTURE AND PURPOSE

The Springs Design Guidelines have been structured in the following three parts to assist proponents in preparing their designs and applications.

1. DESIGN OBJECTIVES

A simple statement that outlines the design intent or philosophy underpinning the Acceptable Development Controls.

2. ACCEPTABLE DEVELOPMENT CONTROLS

Individual design elements, strategies or other design requirements that will collectively ensure that the Design Objectives are met. Applicants may provide Alternative Design Solutions if it can be demonstrated to the City of Belmont's satisfaction that the Design Objectives are clearly met or exceeded.

3. DESIGN GUIDANCE

Simple explanatory notes to assist applicants in meeting, measuring and describing how their submission achieves or exceeds the ACCEPTABLE DEVELOPMENT CONTROLS.

PURPOSE

These Design Guidelines (DG's) and Detailed Area Plans (DAP's) have been prepared to guide and control development within the site identified in The Springs Structure Plan (Nov. 2009). This development site will be referred to as "The Springs" throughout this document.

RELATIONSHIP TO CITY OF BELMONT TOWN PLANNING SCHEME (TPS), OTHER POLICIES AND REGULATIONS

These Design Guidelines have been adopted under the provisions of the City of Belmont's Town Planning Scheme 14 (TPS) and replace the previously adopted Design Guidelines (2007) (LDP31). These Design Guidelines should be read in conjunction with the City's relevant Town Planning Scheme and local planning policies.

These Design Guidelines and Detailed Area Plans will be used by the City of Belmont as the primary criteria for assessing development applications within The Springs.

Note: All developments shall comply with the current Residential Design Codes and Building Code of Australia requirements.

Where the provisions of the R-Codes are in conflict with The Springs Design Guidelines, the provision of the The Springs Design Guidelines shall prevail. Where The Springs Design Guidelines are silent, the provisions of the R-codes shall apply.

Where the provisions of the Building Code of Australia are in conflict with The Springs Design Guidelines, the provision of the Building Code of Australia shall prevail

DEVELOPMENT APPROVAL PROCESS

Applicants are encouraged to discuss their proposal with the City of Belmont Planning Department prior to making an application for planning approval. This may including submitting a 'preliminary development application' to the City of Belmont for consideration and comment before finalising the formal application. Full details of the process for submitting a preliminary development application can be obtained from the City of Belmont Planning Department

SUBMISSION

The City of Belmont seeks to achieve a high standard of design within The Springs. Accordingly, development applications and building license applications should be prepared by Architectural practices registered with the Architects Board of Western Australia (or other equivalent professional institution).

	Step	Process	Who	Required	Time	Cost
DEVELOPMENT APPLICATION	Step 1	Lodge formal development application with COB	City of Belmont	Site plan, Floor plans (including below ground levels), Roof plan, 4x Elevations, 2x Cross sections, Form 1, Waste management plan, Checklist, Cover letter	Time frames to be determined by COB	As per COB fee
	Step 2	-Assessment of proposal against DAP's, DG's and TPS and relevant City of Belmont policies. -Determination of development application	City of Belmont: Subject to proposals value and type delegation for decision may be by COB Development Control Group, Council or a Development Assessment Panel			Nil
BUILDING LICENSE	Step 3	Lodge Building Licence application with COB	City of Belmont	As per City of Belmont requirements	Time frames to be determined by COB	As per COB fee

2.0 OVERVIEW

This section presents a series of key urban design elements that all proponents must consider when preparing the design and documentation of their proposed project within The Springs.

Several major urban design factors such as site topography, streetscape and open space are discussed to ensure that a clear indication of the intent of The Springs is conveyed.

Specific key elements from The Springs Local Structure Plan (Nov. 2009) are described in relation to the eight precincts that make up The Springs redevelopment area.

2.1 STRUCTURE PLAN PRECINCTS

The Springs Structure Plan divides The Springs into eight precincts with characteristics that respond to their location within the development area. The following excerpts are from The Springs Structure Plan regarding the intent of each precinct:

1. Hawksburn Road
The Hawksburn Road Precinct lies between Riversdale Road and Rowe Avenue. It is an intimately scaled, tree lined promenade characterised by a 3 to 4 storey streetscape of townhouse type units.

2. Great Eastern Highway
The Great Eastern Highway Precinct will present itself as a strong, unified commercial and mixed-use edge to The Springs. Commercial activities will activate the lower levels of the buildings with residential units taking up the upper storeys and set back from the building edges.

3. Highway Peninsula
This precinct refers to the land on the corner of Great Eastern Highway and the Graham Farmer Freeway. It is located strategically at the gateway between the Perth CBD and the City of Belmont. Building heights of between 16 and 17 storeys will create a distinctive, iconic building and a strong identity at the entry of The Springs.

4 Riversdale Road North
The northern side of Riversdale Road is proposed to be a leafy boulevard with an activated residential street edge comprising of apartment blocks within a riverfront setting.

5. Riversdale Road South
The southern side of Riversdale Road will act as a local through road linking the Hawksburn Road 'parkway' with Cracknell Park. It is primarily a residential precinct, between two and four storeys with corner shop/café/restaurant opportunities at the Hawksburn Road intersection.

6. Rowe Avenue East – Residential
Rowe Avenue is a prominent access road with a proposed residential frontage of between 2 and 4 storeys. Terrace and walk-up housing in landscaped courtyard setbacks will provide a distinctive residential quality to the precinct.

7. Rowe Avenue East - Mixed Use

The eastern portion of Rowe Avenue is proposed to act as a transitional area from the commercial uses located along the Great Eastern Highway and the more moderately scaled internal residential streets. Building heights in this precinct can be up to 4 storeys with Rowe Avenue supporting 3 and 4 storey mixed use developments.

8. Rowe Avenue West - Residential Towers

This is a new street that will be developed to create a generously scaled, tree lined avenue of apartment buildings with 3 storey podiums addressing the street and up to 6 storey towers above.

FIGURE 2.1: PRECINCT PLAN

2.2 TOPOGRAPHY

Topography, including natural features of the site such as the Swan River and the existing ridges within the site boundaries should be capitalised upon to enhance the distinctive character of The Springs. The location and form of the maximum built form envelopes at The Springs has been designed with this in mind.

It is a primary objective of the Design Guidelines to retain and enhance the existing topography on the site. In doing this, view corridors with visual and physical access to the river should be maximised.

Building designs need to consider existing topography of the site and respond through sensitive design integration, avoiding a "cut and fill" approach where possible, as demonstrated in Figure 2.2.

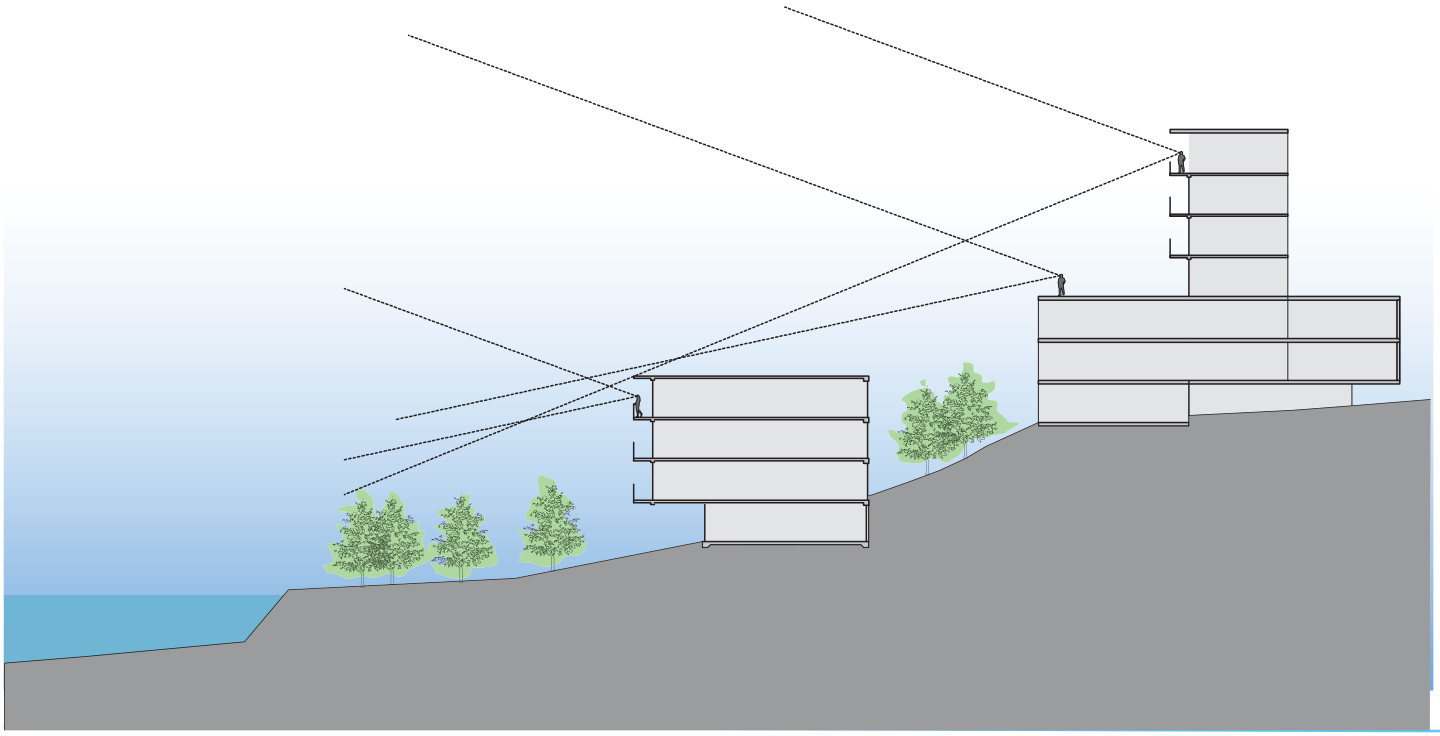


FIGURE 2.2: USE LONG SECTIONAL DRAWINGS TO EXPLORE POSSIBLE VIEW CORRIDORS

2.3 NEIGHBOURHOOD CONTEXT

Whilst the City of Belmont is close to the CBD, offering considerable advantage as a business location, the area also offers a unique mix of amenities and residential neighbourhoods.

There is a strong sense of community in the city of Belmont, with active business networks and lively centres of community gathering. Faulkner Park is a hub of activity, with a feature playground and a skate park. The Ruth Faulkner Library, Council Civic Centre, Belmont Oasis Leisure Centre and Youth and Family Service Centre are also located close by, making it convenient to access services and recreation.

There is an extensive network of public parks and open spaces throughout the suburbs, with parks located within a five minute walk from most homes.

Within this context, The Springs is an opportunity to tie together the best that the city of Belmont has to offer. Through a predominately residential development this key site makes the most of its river front location whilst offering commercial development opportunities appropriate to its proximity to the Perth CBD.

The City of Belmont combines commerce, residences and public open space in order to develop a lively and diverse neighbourhood. Developments at The Springs should draw on this and design in such a way to continue and improve these ideals. Development should encourage a diverse range of demographics, they need to address and heighten the linkages to public parks, and where usage allows, consider opportunities for commercial functions.

FIGURE 2.3: MAXIMUM BUILT ENVELOPES

2.4 BUILDING SEPARATION

The proximity of buildings to each other affects the amenity of spaces within them, impacting visual and acoustic privacy and solar access to private and shared open spaces. The challenge is to provide appropriate separation between buildings to maximise light, air and outlook while meeting strategic planning goals and respecting neighbourhood character.

At The Springs, building separation controls are utilised to ensure adequate access to sun, breezes and views for both residents and inhabitants of the buildings, and to ensure that the sight lines that exist to the River and City are maintained and protected.

2.5 VIEW CORRIDORS

View corridors provide the important function of visual permeability. They also provide sunlight and breeze and to enhance the experience of the urban realm, from within and outside the project area.

Where possible, the street layout of The Springs has been designed in such a way to allow for the prospect of view corridors to the Swan River and the city / peninsula beyond. The location of built form has also taken this into consideration.

Proponents need to be aware of these view corridors at The Springs and ensure their designs maximise views from living spaces, balconies and terraces. Designs should also maximise view corridors from the public realm (refer to Figure 2.5)

FIGURE 2.5: VIEW CORRIDORS

2.6 PODIUM AND TOWER TYPOLOGY

In much of The Springs, the Detailed Area Plans promote a tower-and-podium type design. There a number of reasons this type of building is advantageous in built up areas like The Springs:

- 2 and 3 storey podiums can reduce the 'canyon' effect for pedestrians, with setbacks to upper levels effectively rendering these levels invisible and minimising the sense of bulk to the pedestrian.
- Consistent podium levels can mediate differences in scale between buildings and ensure a consistent streetscape.
- Encourages incidental street surveillance by residents.
- The tower and podium building type can mitigate unwanted wind effects, such as ground level wind turbulence that is often produced by taller buildings.

To ensure new tall buildings do not create adverse wind effects, The Springs has mandated that buildings over 4 storeys in height must utilise a podium and tower built form. All projects should indicate methods for providing protection for pedestrians in public and private spaces from wind down drafts where a building is taller than the surrounding development.

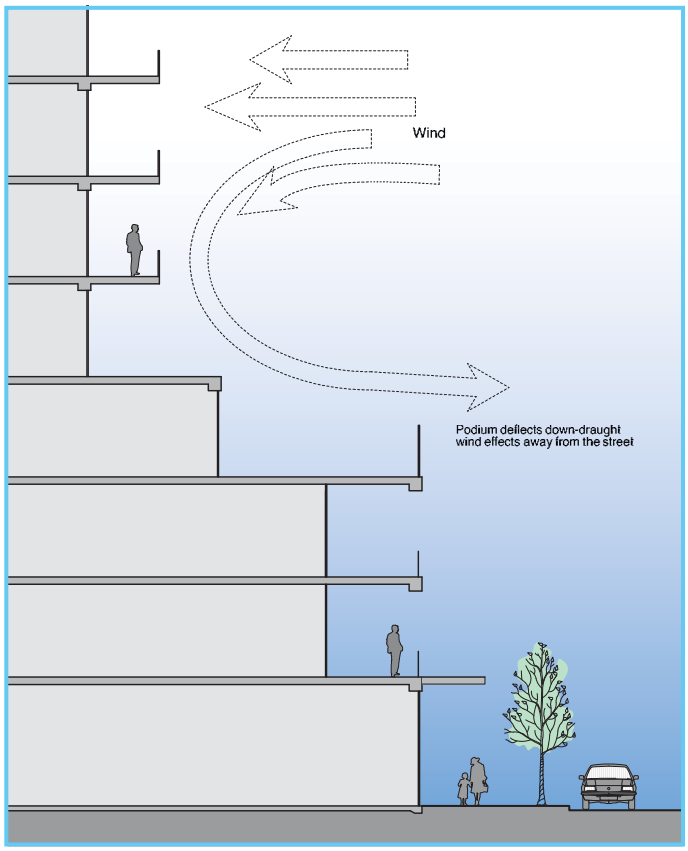


FIGURE 2.6: TOWER AND PODIUM STYLE BUILDINGS CAN REDUCE THE 'CANYON' EFFECT ON PEDESTRIANS AND HAVE WIND DEFLECTION ADVANTAGES FOR STREET LEVEL COMFORT

2.7 TREE RETENTION

An Arboricultural report has been prepared for The Springs, documenting the current state of existing trees, recommendations for tree retention, removal and transplantation. Some trees within The Springs are also marked as having historical significance. The significant trees that have been identified in the Arboricultural Report have been included in the Detailed Area Plans in S ection 06.

Where a tree on lot has been marked to be retained, proponents will not be granted permission to remove the tree, and their development should have little to no impact on the life of the tree. This includes existing and future root systems. The DAP's have accounted for all major trees in lots to be protected by no-build zones. On lots where a tree has been noted to be retained, proponents will be required to submit an arboricultural report with their development application, ensuring that the building, construction and service provision within proximity of the tree does not impact upon the nominated trees' wellbeing.

A copy of the Arboricultural Report can be obtained from the City of Belmont on request.

FIGURE 2.7: TREE RETENTION

2.8 PUBLIC ART

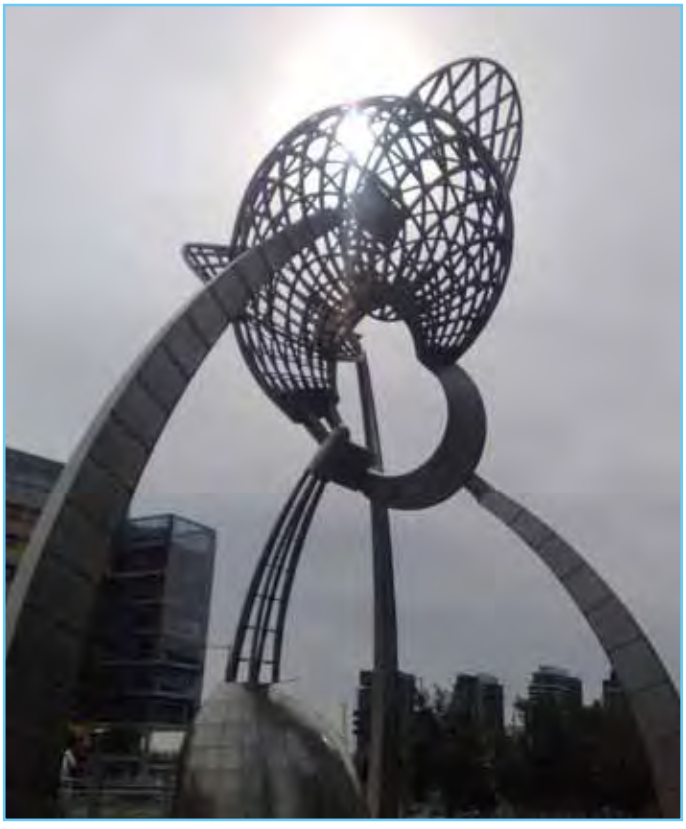
Public Art will form an integral part of the redevelopment, assisting in the creation of a unique sense of place through the expression of the site's history, proximity to the Swan River, and culture. Artworks can provide numerous benefits to the community, including:

- Enrichment of the built environment,
- Enhancing a sense of place;
- Contribution to local identity;
- Development of community ownership and pride;
- Interpretation and expression of site characteristics;
- Landmarks and points of reference for orientation.

Public Art will be incorporated within public open space at the discretion of The City of Belmont. Identifying opportunities, themes and the location of Public Art will be explored in conjunction with the detailed design of landscaped spaces. During this process, opportunities will be investigated to celebrate indigenous heritage as appropriate and to involve the community as well as local and/or indigenous artists.

In addition to these artworks, The City of Belmont requires all private development proposals greater than $4.5 million in value provide Public Artworks to the value of 1% of total construction cost, or to make an equivalent monetary contribution.

All Public Artworks are to be designed and built in accordance with the City of Belmont Public Art Master Plan and relevant policies. They must be integrated into the design of the building/s but will not be considered as a building element when assessed for Development Approval.



FIGURES 2.8, 2.9: PUBLIC ART SCULPTURES, MELBOURNE DOCKLANDS

3.1 PRIMARY BUILDING CONTROLS

3.1.1: MAXIMUM BUILDING ENVELOPES

A maximum building envelope (MBE) describes the outer limits that are allowable for any construction on a site. It is not an indication of the final building form, mass or scale, merely it provides a set of limits to be defined in relationship to certain characteristics of a site (topography) or to control fundamental environmental access (solar, views).

At The Springs, maximum building envelopes have been carefully crafted to enhance streetscape and built form diversity, protect solar access and views and coordinate residential densities to ensure optimal outcomes for all residents.

Based upon these MBE studies, a series of primary building controls have been established to describe and provide quantitative criteria to proponents in order to assist them in meeting the Design Objectives. The next section outlines these controls in more detail.

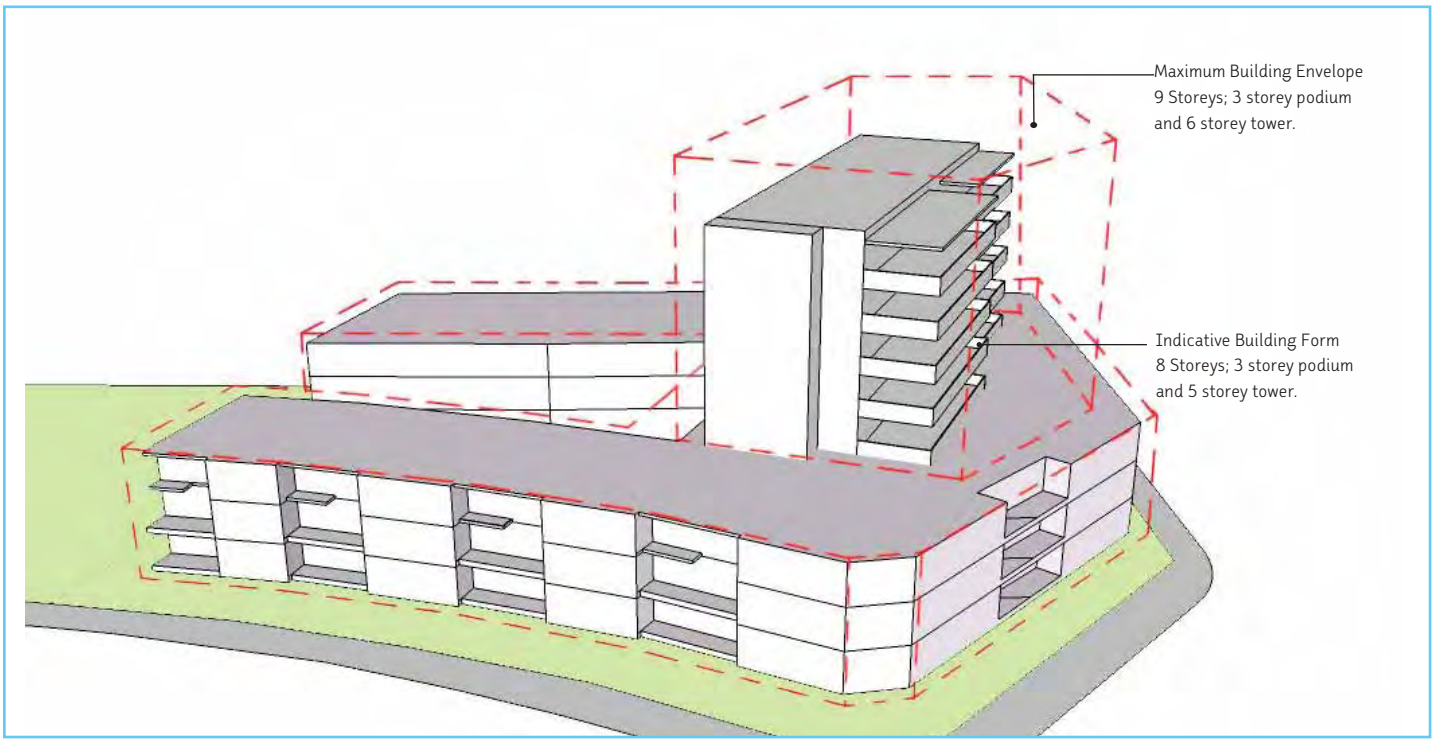


FIGURE 3.1.1: A MAXIMUM BUILDING ENVELOPE IS NOT A BUILDING. IT DEFINES A THREE DIMENSIONAL SPACE WITHIN WHICH A QUALITY BUILDING DESIGN CAN OCCUR.

MAXIMUM BUILT ENVELOPE WORKS WITH:
- BUILDING DEPTH
- BUILDING HEIGHT
- BUILDING SEPARATION
- PODIUM

3.1.2: BUILDING DEPTH

The Springs aims to achieve high sustainability measures in all areas of development (see also Section 4: Sustainability), and hence building depth, in combination with setbacks and building heights, will play an important role in controlling the environmental performance of buildings and their immediate neighbours.

DESIGN OBJECTIVES

- To ensure that the bulk of the development is in scale with the desired future context.
- To provide adequate amenity for building occupants in terms of sun access and natural ventilation.
- To provide for dual aspect apartments wherever possible

ACCEPTABLE DEVELOPMENT CONTROLS

- All residential buildings and residential sections of mixed-use buildings must have a plan depth of no greater than 18m from glass line to glass line above ground level.

DESIGN GUIDANCE

The term 'building depth' refers to the dimension measured from front glass line to back glass line of the shorter axis of a building. Where possible, this dimension should run north-south to allow for the best light transmission into internal spaces.

In general, it is expected that all portions of building and above ground structures are accommodated within the MBE. The City may allow some exceptions to this in special circumstances based on the merits of the encroachment and provided that the design objectives are met

Shallower buildings are recommended for the purpose of providing natural daylight and ventilation to all habitable spaces (i.e. in the case of single aspect 2 storey or mezzanine apartments).

Podium levels may be of greater depth than 18m when their use is for commercial or retail functions or the provision of above ground car parking.

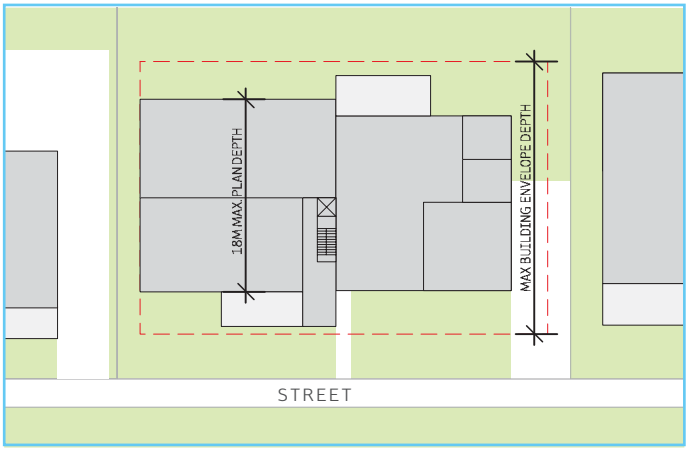


FIGURE 3.1.2: DIAGRAM 4: PLAN DEPTH TO BE NO GREATER THAN 18M GLASS LINE-TO-GLASS LINE IN RESIDENTIAL BUILDINGS

BUILDING DEPTH WORKS WITH:
- BUILDING SEPARATION
- BUILDING HEIGHT
- PODIUM

3.1.3: BUILDING HEIGHTS

Height is an important control for the built environment because it can have a major impact on the physical and visual amenity of a place. The height composition across The Springs is intended to achieve a distinct urban composition that transitions between the 'urban edge' of both the Great Eastern Highway and the Graham Farmer Freeway, through to the natural landscaping of the Swan River foreshore. Height zones for The Springs have also been determined to ensure sunlight access for adjoining lots, and to create a sense of scale in line with the overall design intent of the precinct.

DESIGN OBJECTIVES:

- To ensure all future developments respond to the desired urban scale and character of their street and the broader Springs area with articulated expressions of height at key points and reference to human scale at others.
- To allow reasonable daylight access to all developments and the public domain.

ACCEPTABLE DESIGN CONTROLS

As per Table 3.1.3 adjacent

BUILDING HEIGHTS WORKS WITH:

- BUILDING SEPARATION
- PODIUM

DESIGN GUIDANCE:

Measurements of height are to be taken from the primary road boundary of each individual lot and to follow the topography of the site from that boundary. Measurements are to include roof elements and extrusions, lift overrun and undercroft parking levels to control negative visual impacts on adjacent built or natural elements of significance.

The term 'Storeys' refers to habitable floors, excluding underground car parking. It includes mezzanines/double-height spaces and habitable rooms in the roof. The number of storeys that can be accommodated into a height limit will vary depending on the building type and use.

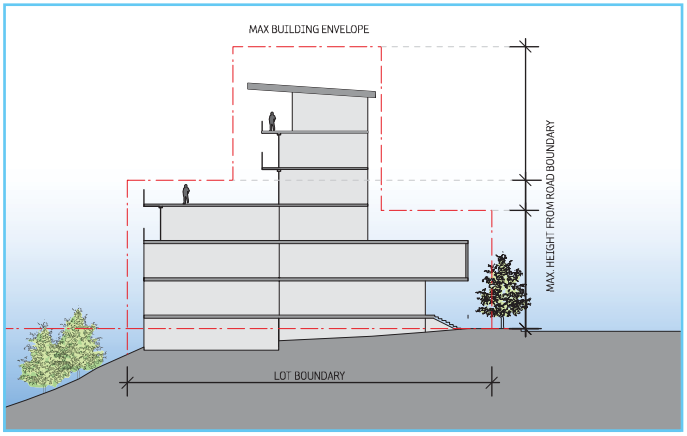


FIGURE 3.1.3.2: HEIGHT MEASUREMENTS ARE TO BE TAKEN FROM PRIMARY ROAD BOUNDARY

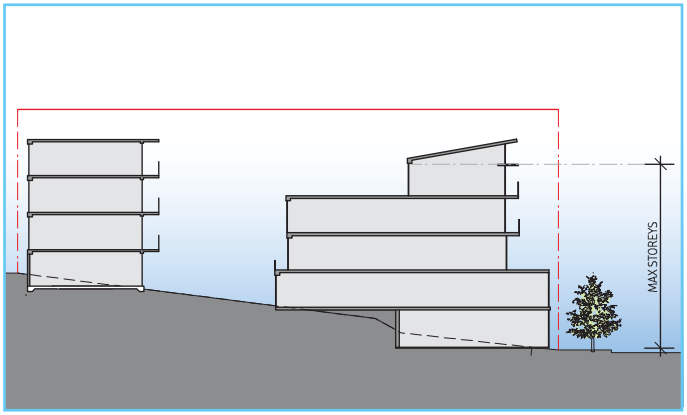


FIGURE 3.1.3.1: HEIGHT MEASUREMENTS ARE TO BE TAKEN FROM PRIMARY ROAD BOUNDARY

PRECINCT	MINIMUM BUILDING HEIGHT	MAXIMUM BUILDING HEIGHT	NOTES
1. Hawksburn Road	6.4m	17m and 4 Storeys	Refer to Detailed Area Plan for more detail
2. Great Eastern Highway	7.4m or 2 Storeys	27m and 6 Storeys	Refer to Detailed Area Plan for more detail
3. Highway Peninsula	30m	Podium: 15m Tower: as per Western Australian Airport Corporation 'Structures Height Control Contours Map'	Tower height is limited by the Western Australian Airport Corporation 'Structures Height Control Contours Map', refer to Detailed Area Plan for more detail
4. Riversdale Road North	As per DAP	As per DAP	To be determined through detailed area planning adopted by City of Belmont
5. Riversdale Road South	6.4m or 2 Storeys	East of Hawksburn Road: 17m and 4 Storeys West of Hawksburn Road: 27m and 6 Storeys	Refer to Detailed Area Plan for more detail
6. Rowe Avenue- East Residential	7.4m or 2 Storeys	17m and 4 Storeys	Refer to Detailed Area Plan for more detail
7. Rowe Avenue- East Mixed Use	7.4m or 2 Storeys	17m and 4 Storeys	Refer to Detailed Area Plan for more detail
8. Rowe Avenue West	Podium: 7.4m or 2 Storeys Tower: 15m and 3 Storeys	Podium: 15m or 3 Storeys Tower: 35m and 9 Storeys	Refer to Detailed Area Plan for more detail

TABLE 3.1.3: MINIMUM AND MAXIMUM BUILDING HEIGHTS

To allow for 9 Storey developments (as specified in The Springs Structure Plan) with floor-to-floor measurements as noted in 3.1.6, The Springs Design Guidelines proposes to raise the maximum build height in the Rowe Avenue West precinct from 30m to 35m. Without this extension of height, the roof, lift overrun and additional roof-top services will be unable to exist with the building envelope.

3.1.4: BUILDING SEPARATION

The spatial relationship between buildings is a significant determinant of urban form. Building separation criteria have been determined at The Springs to provide strong urban street spaces and to give a readable 'edge' to the built landscape.

DESIGN OBJECTIVES:

- To allow for each precinct and building to have adequate access to daylight and natural ventilation as well as visual and acoustic privacy.
- To create proportional streetscapes and massing scale in keeping with the desired area character for each precinct as laid out in The Springs Structure Plan.
- To maximise visual links to the river from all precincts.
- To allow for the provision of open space with appropriate size and proportion for recreational activities for building occupants.
- To provide deep soil zones for storm-water management and tree planting, where contextual and site conditions allow.
- Commercial portions of Mixed Use developments should be considered as habitable rooms.

BUILDING SEPARATION WORKS WITH:
· BUILDING DEPTH
· BUILDING HEIGHT
· SETBACKS

ACCEPTABLE DEVELOPMENT CONTROLS:

HEIGHT OF BUILDING	SEPARATION BETWEEN TWO HABITABLE ROOMS / BALCONIES	SEPARATION BETWEEN HABITABLE ROOMS / BALCONIES and NON-HABITABLE ROOMS	SEPARATION BETWEEN TWO NON-HABITABLE ROOMS
‹12m	12m	9m	6m
›12m ‹25m	18m	13m	9m
›25m	24m	18m	12m

TABLE 3.1.4: MINIMUM BUILDING SEPARATION

DESIGN GUIDANCE

These measurements should be taken as minimums.

The measurements refer to both the separation between buildings on adjacent lots, and the separation between multiple buildings on a single lot.

In many cases throughout The Springs, Maximum Building Envelopes and their placement within lot boundaries have already been designed to address the issue of building separation. (See Section 06: Detailed Area Plans)

In the event that boundary setbacks require greater separation of buildings than noted in the above table, site setbacks are to take precedence.

Where a developer is unsure of the proximity of future neighbouring buildings, the above measurements should be halved (assuming neighbouring habitable rooms at all levels) and measured from the boundary line of the lot.

Where daylight access, visual privacy or acoustic privacy are compromised by these measurements, building separation is to be increased to allow for these amenities.

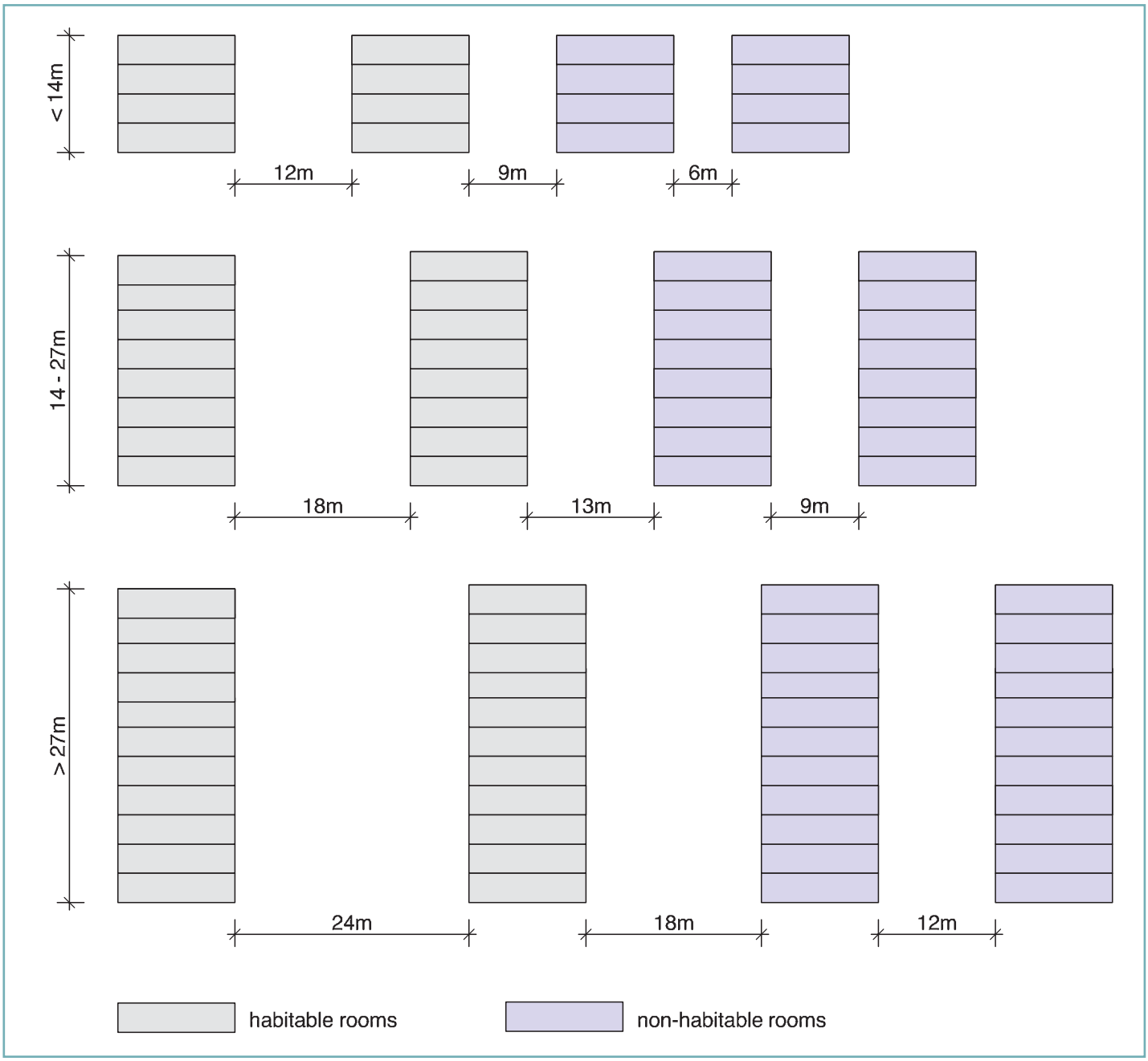


FIGURE 3.1.5: MINIMUM SEPARATION DISTANCES BETWEEN HABITABLE AND HABITABLE ROOMS, HABITABLE AND NON-HABITABLE ROOMS AND BETWEEN NON-HABITABLE AND NON-HABITABLE ROOMS DEPENDANT UPON HEIGHT.

3.1.5: STREET, SIDE AND REAR SETBACKS

Setbacks establish the building line in relation to the front of a lot or street edge. At The Springs, these are expressed as 'minimum' and 'maximum' dimensions and are intended to provide some variety in frontage within a defined range for each precinct. These setback provisions are intended to allow for the introduction of a landscape strip in which terraces, balconies, and entry porches can be located. Setbacks also help to allow building modulation and rhythm along the streetscape. They are intended to contribute to the public domain by enhancing streetscape character and the continuity of street facades.

DESIGN OBJECTIVES:

- To establish the desired spatial proportions of the streets and street edges for each precinct as set out in The Springs Structure Plan.
- To create a clear threshold by providing a transition between public and private space.
- To allow for street landscape character.
- To minimise overshadowing of the street and/or other buildings.
- To minimise the impact of developments on light, air, sun, privacy, views and outlook for neighbouring properties, including future buildings.
- To create a pattern of development that positively enhances the streetscape.
- To maximise the opportunity to retain and reinforce mature vegetation and natural site drainage.

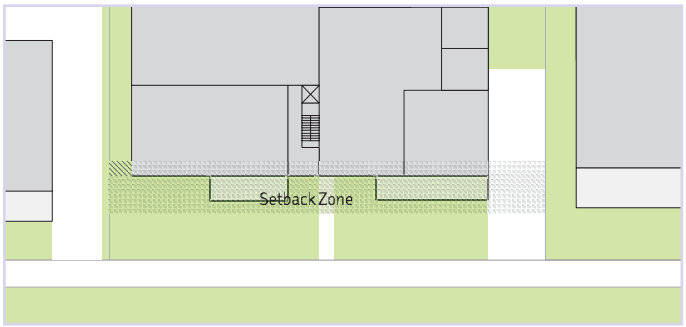


FIGURE 3.1.6: DIAGRAM 8: FRONT OF BUILDING TO BE BUILT WITHIN THE MINIMUM AND MAXIMUM STREET SETBACK ZONE.

ACCEPTABLE DEVELOPMENT CONTROLS

Refer to Section 06: Detailed Area Plans

DESIGN GUIDANCE

Where the street setback zone is greater than 2m, it is intended that this space be used for landscaping and to create a clear transition between public and private space.

Side and rear setbacks are to be read in conjunction with building separation and open space controls.

Side and rear setbacks can be used to create usable land, which contributes to the amenity of the side and rear of the buildings through landscape design.

In general, it is expected that all portions of building and above ground structures are accommodated within the setback lines. The City may allow some exceptions to this in special circumstances based on the merits of the encroachment and provided that the design objectives are met.
Exceptions are:

- Basement/Semi-basement parking structures no more than 1m above ground and where the roof of the parking structure is a private or communal open space.
- Raised front courtyards/gardens (to a maximum of 1m above ground) for the provision of privacy to dwellings.

Note: to all areas of raised ground level, a balustrade must be installed to the relevant standards.

SETBACKS WORK WITH:
- BUILDING SEPARATION
- STREETSCAPES
- VIEW CORRIDORS

3.1.6: FLOOR LEVELS

By setting controls on floor level heights, The Springs is able to control both the usability and flexibility of spaces within a building, as well as the consistency of level changes seen in the facades of multiple buildings across the site.

DESIGN OBJECTIVES:

- To create an in built flexibility into the use of new buildings, to allow for future re-zoning and/or updates to the intended use for spaces.
- To create a level of surveillance and security by residents into public streets.
- To create a continuity between buildings along the street edge.

ACCEPTABLE DEVELOPMENT CONTROLS

- For all developments on Rowe Avenue, street level to first floor height must be 4.2m. Thereafter, floor to floor measurements must be a min. of 3.2m. (See Figure 3.1.7)
- For all other residential buildings, floor to floor measurements must be a minimum of 3.2m to all floors.
- For commercial developments, the floor to footpath relationship must be flush/level to allow direct access to the street. If not possible due to site constraints, proponent must ensure Universal Access Requirements are met.
- All ground floor commercial developments, floor to floor measurements must be a min. of 4.2m.
- Balustrades to any areas of raised ground level must be at least 60% visually permeable.

DESIGN GUIDANCE

A 1m maximum step up at ground floor level in residential buildings throughout The Springs development will be allowed for the provision of privacy associated with pedestrian on-looking into private areas of the dwelling from the footpath. In these cases, transition areas between the footpath and front door are recommended (e.g. stoops, porches, covered entry nook) etc.

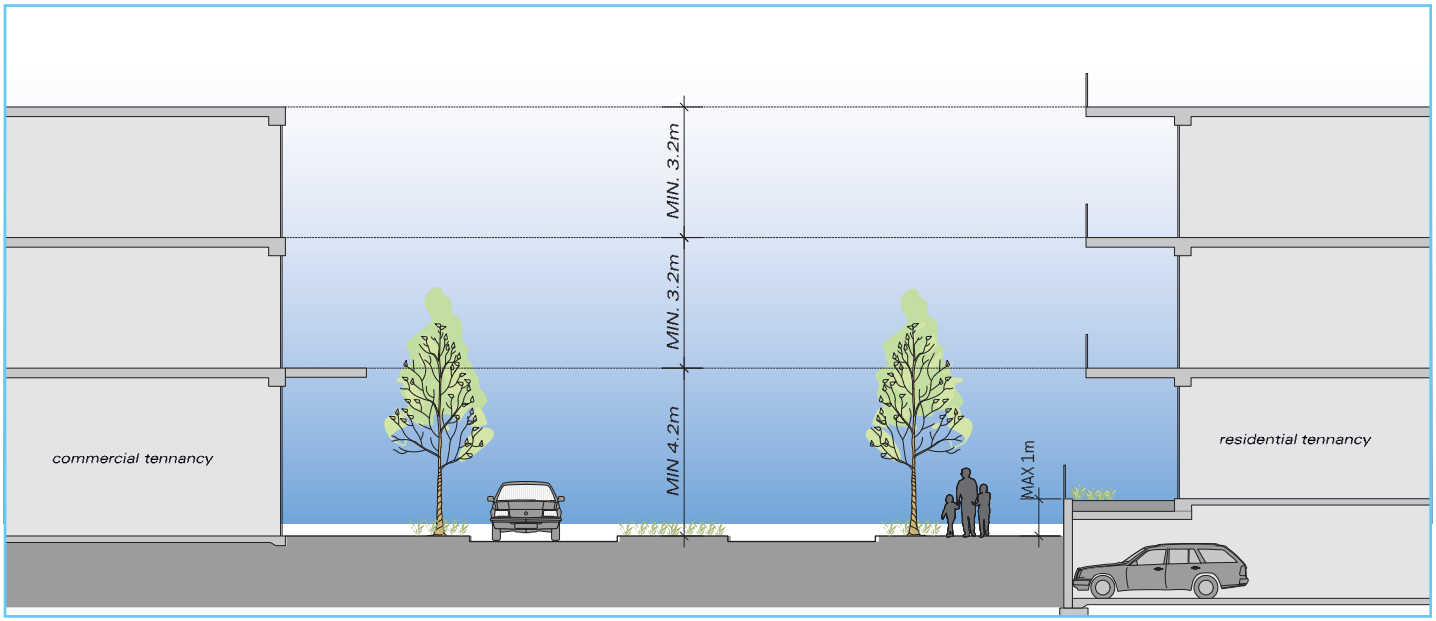


FIGURE 3.1.7: ROWE AVENUE FLOOR LEVEL DIAGRAM. . MAXIMUM 1m STEP-UP AT GROUND FLOOR FROM STREET LEVEL FOR RESIDENTIAL USES PERMITTED.

3.2 ARCHITECTURAL CHARACTER

3.2.1 BUILDING FACADES

Because of its proximity to the river and the CBD, The Springs offers a unique opportunity for architectural expression, which speaks of the relationship between the bustling noise and activity of the city and the quiet and calm of the river.

The architectural quality of building facades at The Springs has the ability to contribute to this character and requires the appropriate composition of building elements and textures to do so.

DESIGN OBJECTIVES

- To encourage innovative and imaginative developments appropriate to the specific location of The Springs.
- To ensure building facades at The Springs are of high architectural quality, enhancing the public domain and street character.
- To ensure that the building elements are integrated into the overall building form and facade design.

ACCEPTABLE DEVELOPMENT CONTROLS

- Street and P.O.S facing facades must be well articulated, having no openings smaller than 1sqm.
- Balconies (whether primary or secondary) are mandatory on street facing facades.

DESIGN GUIDANCE

Facades must be composed with an appropriate scale and proportion that responds to the buildings use. Buildings should be easily 'read' by a pedestrian or observer as to their function and purpose.

Facades at street level are to address the pedestrian by way of scale.

Material and colour composition must be limited and well considered, avoiding the appearance of buildings being too 'busy'.

Buildings on West of Road One must pay particular attention to the articulation of the Western facade as the interface with Graham Farmer Freeway will visually define the precinct and will be visible from large distances up the freeway.

3.2.2 BUILDING CORNERS

The way in which buildings address the street corner will also have a large effect on the visual identity of The Springs and can contribute to the continuity or separation of building form from one street to another.

Corner buildings have the potential to become urban landmarks within the neighbourhood, creating a sense of place whilst being useful markers for navigation. They should highlight street networks and describe building uses through their architectural language.

ACCEPTABLE DEVELOPMENT CONTROLS

- Buildings at corners must address both street frontages.
- Due to the importance of corners in terms of creating the character of the streetscape, corners must be given strong architectural expression at street level.

DESIGN GUIDANCE

Care should be taken to ensure 'feature' elements are not used to simply address these points. Proponents should be mindful that the entire precinct of The Springs needs a continuity of streetscape rather than corner towers or ill-considered 'feature' elements.

Continuity of building material is acceptable where the corner is addressed through detail or aperture design.

The urban design of The Springs creates a number of opportunities for certain corners to play an even more prominent role in the overall layout of the development. These sites often have corners that can be seen from various angles - 'terminating' the view corridor - and proponents should exploit this important location through their architectural expression.

3.2.3 ROOF FORMS

The roof design of a building has a significant impact on it's appearance and integration with adjacent buildings. The type, shape, materials and details of a roof's design can significantly affect the views and amenity of other buildings. A roof may also accommodate private or shared open space.

DESIGN OBJECTIVES

- To ensure roof forms in The Springs are integrated and respond to the intended architectural character for the precinct.

ACCEPTABLE DEVELOPMENT CONTROLS

- Plant, service equipment and lift overruns must not be visible from the public realm.
- No roofing elements shall extend beyond what is stipulated in Maximum Building Envelope and general height guidelines.

DESIGN GUIDANCE

Developments at The Springs must reduce roof forms and bulk.

Buildings must pay due regard to traditional three part building formation or base, mid-section and roof/capital.

Care should also be taken to ensure the design enables clear articulation of the base or podium and tower section, using terraces, balconies and awnings.

3.2.4: BUILDING ENTRANCES

Building entrances provide a public presence and interface between the public street and the internal domain, thereby supporting the identity of buildings as well as providing access.

DESIGN OBJECTIVES

- To create entrances that provide a desirable identity for the development and a clear transition from the street to the internal spaces of the building.
- To orient the visitor.
- To contribute positively to the streetscape and building facade design.
- To promote upper level development that is well connected to the street and contributes to the accessibility of the public domain.

ACCEPTABLE DEVELOPMENT CONTROLS

- Pedestrian and vehicle entry points to buildings must be separate and defined.
- Commercial and residential entries must be separate and defined.

DESIGN GUIDANCE

Building entries are important places of activity on the street. They reinforce the identity of buildings along with providing access. They may occur as entries to individual units or shared entries to multiple units. A variety of activity is associated with entries including resident access, deliveries, meetings, and visitor access. In addition to 'front doors' there are car park entries and other service entries (e.g. rubbish collection). The primary and secondary roles of different entries should be clearly identifiable.

Building entrances should improve the presentation of the development to the street by:

- Locating entries so that they relate to the existing street and subdivision pattern, street tree planting and pedestrian access network.
- Designing the entry as a clearly identifiable element of the building in the street.
- Utilising multiple entries: main entry plus private ground floor apartment entries, where it is desirable to activate the street edge or reinforce a rhythm of entries along a street.

Building entrances should provide separate entries from the street for:

- Pedestrians and cars.
- Different uses, for example, residential and commercial users in a mixed-use development.
- Ground floor apartments, where applicable.
- A clear physical and visual connection between street and entry.
- Achieving clear lines of transition between the public street, the shared private circulation spaces and the apartment unit.

3.2.5: AWNINGS AND SHADE

Awnings play an important role in creating a pleasant street environment. With Perth's summer climate, awnings on buildings provide welcome relief from the heat and direct sunlight. They are also useful in the winter, providing temporary shelter from unexpected rain showers. Awnings provide a detailed element at the street level, scaling-down larger buildings and providing upper level users with some visual and noise attenuation from pedestrians and cars at street level.

DESIGN OBJECTIVE:

- To provide shelter for public streets and building users.
- To encourage pedestrian activity and increase the usability and amenity of public footpaths.

ACCEPTABLE DEVELOPMENT CONTROLS

- See Section 06: Detailed Area Plans for street fronting walls which are required to be fitted with street level awnings.
- Awning depth is to be minimum 2.0m, and must exist inside lot boundaries, between the relevant facade and the street.
- All awnings and colonnades must have a minimum clearance height of 2.75m.

DESIGN GUIDANCE

Awnings come in a variety of configurations and materials, including metal, canvas, cloth, plastic, and glass. Their appearance should be in-line with the architectural intent of the building on which they belong.

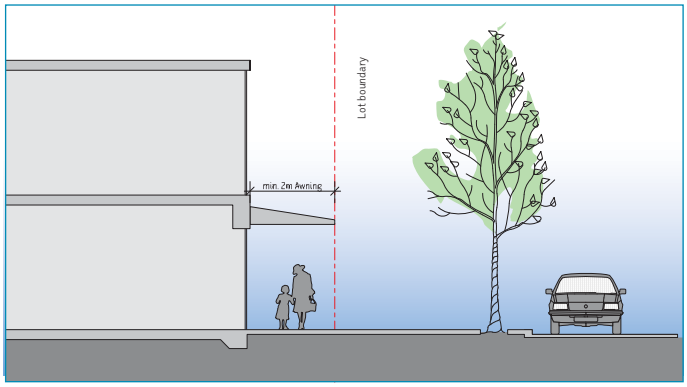


FIGURE 3.2.5: RESIDENTIAL AND COMMERCIAL VEHICLE ENTRY POINTS

3.2.6: STREET FENCING

At a street level, fencing heights, types and materials can have a large impact on the overall appearance of a place. They also provide necessary security and safety barriers between the public and private realms of a building and communicate boundaries to pedestrians.

DESIGN OBJECTIVE:

- To provide physical barriers between the private and public areas of The Springs whilst not detracting from the aesthetic of the development or causing unwanted concealment.
- To ensure that front fences contribute to the neighbourhood character.

ACCEPTABLE DEVELOPMENT CONTROLS

STREET/ROAD	MAX. HEIGHT (above top of retaining wall)	ACCEPTABLE MATERIALS
1. Hawksburn Rd	1.2m	timber, steel, masonry block 40% visually permeable
2. Great East Hwy	nil	nil
3. Riversdale Rd	1.2m	timber, steel, masonry block 40% visually permeable
4. Rowe Ave	1.2m	timber, steel, masonry block 40% visually permeable
5. Road One	nil to west of road 1.2 to east	timber, steel, masonry block 40% visually permeable to east
6. Road Two	1.2m	timber, steel, masonry block 40% visually permeable
7. Road Three	1.2m	timber, steel, masonry block 40% visually permeable
8. Road Four	1.2m	timber, steel, masonry block 40% visually permeable
9. Road Five	nil	nil

TABLE 3.2.6: FENCING HEIGHTS AND TYPES

- All Fencing which abuts POS is to be max. 1.2m high above top of retaining wall and at least 40% visually permeable. Construction materials shall be as above.
- No 'panel' fencing is allowed (eg: colorbond/fibre cement fencing).
- Balustrades to any areas of raised ground level (as per 3.1.6) must be at least 60% visually permeable.

3.3 DETAILED CONTROLS

3.3.1: BALCONIES

Upper floor balconies to residential apartments have the ability to enhance the amenity and lifestyle choices of apartment residents. They provide private open space, extend the living spaces of the apartment and capitalise on the temperate climate of Perth. Balconies are also important architectural elements, contributing to the form and articulation of buildings.

DESIGN OBJECTIVE

- To provide all apartments with private and usable outdoor open space.
- To ensure balconies are functional and responsive to the environment, thereby promoting outdoor living.
- To ensure that balconies are integrated into the overall architectural form and detail of buildings at The Springs.
- To contribute to the safety and liveliness of the street by allowing for casual surveillance.

ACCEPTABLE DEVELOPMENT CONTROLS

- Where other private open space is not provided, provide at least one primary balcony, which is located adjacent to the main living areas, such as living room, dining room or kitchen, to extend the apartment's living space.
- For all residences larger than 90sqm, this space must have a minimum dimension of 2.4m.
- For residences 90sqm or less, a minimum balcony of 3.6sqm must be provided with a minimum dimension of 1.8m.
- All projecting balconies must be setback from all boundary lines by a minimum of 2m (See Figure 3.3.1.1), except where a balcony extends to the side boundary line of a property and must be visually screened to retain privacy to adjoining properties. (See Figure 3.3.1.2)

BALCONIES WORK WITH:
· BUILDING FOR SAFETY AND SECURITY
· PRIVACY

DESIGN GUIDANCE

Consider secondary balconies or operable walls with balustrades for additional amenity and choice in larger apartments and/or adjacent to bedrooms.

For clothes drying, locate balconies off laundries or bathrooms. These should be screened from the public domain. Consider some form of screening to all balconies for privacy and acoustic separation.

Plant and other service equipment will not be permitted to be located on balconies.

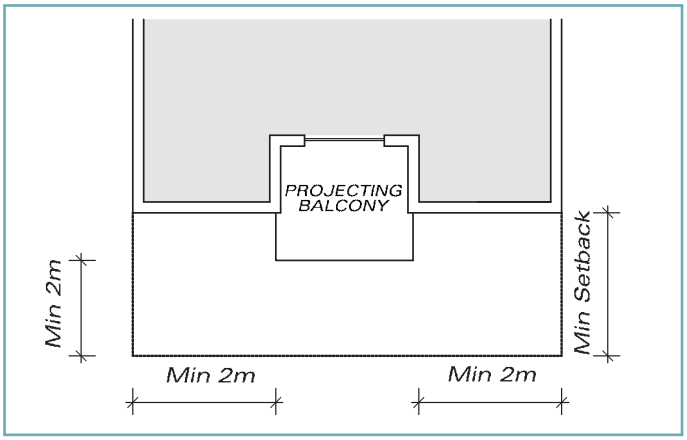


FIGURE 3.3.1.1: MINIMUM SIDE SETBACK FROM BALCONIES PROJECTING INTO FRONT SETBACK AREA

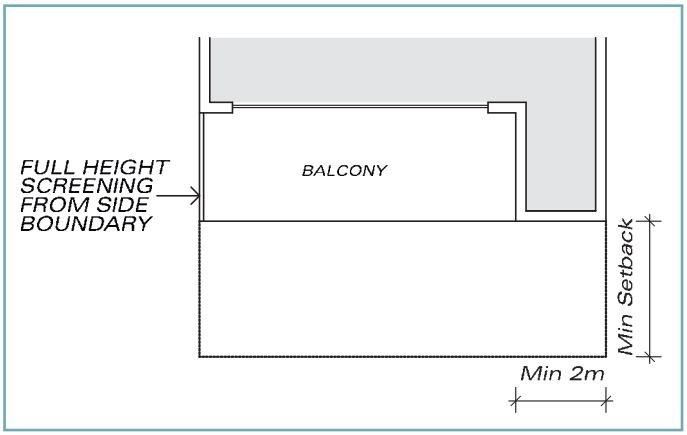


FIGURE 3.3.1.2: BALCONIES WITHIN 2M OF SIDE BOUNDARY

3.3.2: TERRACES / PRIVATE GARDENS

Ground floor apartments are different as they offer the potential for direct access from the street and on-grade private landscape areas. They also provide opportunities for the apartment building and its landscape to respond to the streetscape and the public domain at the pedestrian scale. There is also an opportunity for upper level apartments (especially in the case of podiums) to have access to private landscaped spaces or terraces.

DESIGN OBJECTIVE

- To contribute to the safety and liveliness of the street by allowing for casual surveillance.
- For dwellings situated at ground or podium levels to have access to a private, usable outdoor space.
- To contribute to the desired streetscape of an area.

ACCEPTABLE DEVELOPMENT CONTROLS

- Private open space within multiple dwelling sites shall be provided as private courtyards or terraces for each ground floor dwelling.
- Private outdoor spaces are to be directly accessible from the main living space of a dwelling with a covered area of minimum dimension of 2.4m.

DESIGN GUIDANCE

Terraces and gardens should provide appropriate fencing, lighting and/or landscaping to meet privacy and safety requirements of occupants while contributing to a pleasant streetscape (see Street Fencing, Section 3.2.6).

For some apartments, a change in level from the street to the private garden or terrace is useful to minimise sight lines from the footpath into the apartment.

Consider providing terraces for dwellings with direct access to the larger podium roof.

TERRACES/GARDENS WORK WITH:
- VEGETATION AND GREEN ROOF DESIGN
- STREET FENCING
- BUILDING FOR SAFETY AND SURVEILLANCE
- STREET, SIDE AND REAR SETBACKS
- FLOOR LEVELS

3.3.3: ACOUSTIC SEPARATION

Bounded by Graham Farmer Freeway and Great Eastern Highway, The Springs development is impacted by noise generated by road traffic. The proposed built form perimeter will significantly aid in reducing the noise impact on the inner residential areas. The buildings immediately adjacent to the freeway and highway must be designed to meet the street facing articulated facade requirement and need to also offer acceptable acoustic comfort for residents.

DESIGN OBJECTIVE

To ensure a high level of amenity and acoustic comfort by protecting the privacy of residents and commercial tenants from external noise sources both internally and in private open spaces.

ACCEPTABLE DEVELOPMENT CONTROLS

- Sound attenuation treatments to all buildings within The Springs must meet design sound levels in Table 1 of Australian Standard 2107:2000
- All buildings within The Springs must comply with State Planning Policy 5.4 "Road and Rail Transport Noise and Freight Considerations in Land Use Planning"

DESIGN GUIDANCE

A range of methods can be used to mitigate noise and meet the noise criteria. These include:

- Building design and room layout, such as locating outdoor living areas and indoor habitable rooms away from noise sources.
- Building construction techniques and upgraded treatment to facades, such as glazing, window frame and ceiling insulation and sealing of air gaps.

Note: where upgraded glazing is required, the benefit is only realised when windows are kept closed and, as such, mechanical ventilation should also be considered in these circumstances.

3.3.4: BUILDING FOR SAFETY AND SURVEILLANCE

The built environment has an impact on perceptions of safety and security, as well as on the actual opportunities for crime. The Springs development aims to provide safe ground level entry and exit to all new buildings during all times of the day and night, minimising opportunities for crime. Buildings should be designed to reinforce boundaries, control access and enable casual surveillance.

DESIGN OBJECTIVE

- To ensure residential, commercial, office and retail developments are safe and secure for residents, workers and visitors.
- To contribute to the safety of the public domain.

ACCEPTABLE DEVELOPMENT CONTROLS

- Buildings must provide opportunities for casual surveillance from inside to the public realm, particularly to building entrances and possible points of ingress.
- Building entrances must optimise visibility and safety by locating and orientating them facing the street, along with providing direct and well lit access between car parking facilities and all building entrances.
- Buildings and boundaries must be adequately secured from unwanted intruders/visitors.
- Development Applications for proposed developments valued at over $1.5 million require submission of a Crime Prevention Through Environmental Design (CPTED) analysis using the Western Australian Planning Commission's "Designing Out Crime Planning Guidelines" as a compliance checklist. (See: http://www.planning.wa.gov.au/Plans+and+policies/Publications/896.aspx).

DESIGN GUIDANCE

Reinforcing the development boundary can help to strengthen the distinction between public and private space, and may be actual (fencing, walls or gates) or representative (material or level changes)

Enabling casual surveillance can be achieved by:

- Orienting living areas with views over public or communal open spaces.
- Using bay windows and balconies, which protrude beyond the main facade and enable a wider angle of vision to the street.
- Using corner windows, which provide oblique views of the street.
- Providing casual views of common internal areas, such as lobbies and foyers, hallways, recreation areas and carparks.

Minimising opportunities for concealment also aids in the prevention of unwanted visitors. This can be achieved through:

- Avoiding blind or dark alcoves near lifts and stairwells, at the entrance and within indoor carparks, along corridors and walkways.
- Providing well-lit routes throughout the development.
- Providing appropriate levels of illumination for all common areas.
- Providing graded illumination to car parks and illuminating entrances higher than the minimum acceptable standard.

CCTV: the City of Belmont has an extensive CCTV network. Proponents at The Springs are encouraged to link into this network in their development.

3.4 BUILDING SERVICES

3.4.1: AIR CONDITIONING, PLANT AND SERVICES

The location of building services, including air-conditioning and plant, has the potential to negatively impact the visual appearance of the buildings and the amenity of adjacent spaces if not appropriately considered.

DESIGN OBJECTIVE

- To ensure that services and related hardware required for the function of buildings, predominantly air-conditioning and other plant/equipment, do not have a negative impact on the character and amenity of the area and are designed to meet changing needs over time.

ACCEPTABLE DEVELOPMENT CONTROLS

- Air-conditioning units must not be visible from the street and must not be located above the roof line of buildings or on balconies.
- Piped and wired services must not be visible from the public realm.
- All service meters are to be contained within development lots to the requirements of appropriate authorities. Where public visibility by service authorities is not explicitly required, services are to be screened and integrated into the overall development.
- Noise control measures are to be utilised to reduce the impact on building occupants.

DESIGN GUIDANCE

New buildings in The Springs should be serviced with the most effective and efficient provision of infrastructure to ensure the adaptability of all buildings. Site services should not affect the amenity of the building or the public realm.

Plant equipment such as air-conditioning units, fans, TV antennae, and dishes etc. should be behind parapet walls, appropriate screening, shrubs, walls or sited unobtrusively from adjacent residential development and public view.

3.4.2: STORAGE

Adequate storage is important in compact dwellings where space for large furniture, such as wardrobes is limited. It is important that apartments in higher density developments have sufficient storage space within the apartment, as well as longer-term storage at a remote location, ideally with easy access.

DESIGN OBJECTIVE

- To ensure that all dwellings are provided with functional and accessible storage areas, in addition to bicycle parking facilities.

ACCEPTABLE DEVELOPMENT CONTROLS

- Lockable storage must be provided for each dwelling. These should be located external to the dwelling, however, where this is not practical, the functionality and ease of access to the storage enclosure must be demonstrated
- Size of storage area as per Residential Design Codes.

DESIGN GUIDANCE

Innovative solutions may include storage over car park units or individual storage stalls that can be bought and sold separately as people's storage requirements change.

If stores are located on upper levels, adequate door width and exit paths should be demonstrated, ie door widths of no less than 820mm are required.

3.4.3: WASTE COLLECTION

The minimisation and management of waste from residential apartments and commercial developments can contribute to the visual and physical amenity of the building, as well as limiting potentially harmful impacts on the environment. Minimising waste is relevant to all stages of the building's life cycle, from construction to demolition. It also includes the way in which waste is stored and collected.

DESIGN OBJECTIVE

- To avoid the generation of waste through design, material selection and building practices.
- To encourage waste minimisation, including source separation, reuse and recycling.
- To ensure efficient storage and collection of waste and quality design of facilities.

ACCEPTABLE DEVELOPMENT CONTROLS

- A Waste Management Plan is to be prepared in consultation with the City of Belmont Health Services, and submitted with all Development Applications.

In addition to this, the following is also required:

- Provide every dwelling with a waste cupboard or temporary storage area of sufficient size to hold a single day's waste and to enable source separation.
- Rubbish storage areas must be located away from the front of the development and be completely screened from the street.
- Provision must be made for the collection of waste WITHIN site. (Vehicle turning circle dimensions, minimum heights etc. are available from the City of Belmont Health Services).
- Where a basement is being constructed, waste collection shall be from the basement.
- Additional space within the site shall be provided for the collection of bulk-waste on council specified days.
- Screen rubbish/storage areas from adjoining residential units that overlook the area.

DESIGN GUIDANCE

Due to the high density of people who will be living in The Springs and the provision of extensive on-street parking, waste collection will take place from within each site as opposed to on-street. A City of Belmont Health Services contractor will collect rubbish and recycling bins on separate days from each development, and will require adequate space for access, collection and egress. It is recommended that developers contact that City of Belmont Health Services early in the design process to avoid waste collection becoming an afterthought or causing future issues.

On-site composting is also encouraged, where possible, in self-contained composting units as part of the site's facilities.

Note: When your Development Application is being considered, City of Belmont Health Services in conjunction with their waste collection contractors, will assess the Waste Management Plan of the development, including vehicular access and provide feedback if amendments are required.

3.4.4: CAR PARKING

Located in close proximity to the city, The Springs is serviced by high frequency public transport on Graham Farmer Freeway and is within walking distance of Burswood train station. Future developments within The Springs aim to encourage alternatives to car use whilst also accommodating reasonable parking on site (underground or on-grade) for residents, visitors and workers.

DESIGN OBJECTIVE

- To provide adequate and safe parking for residents, visitors and workers, whilst limiting the number of car bays to promote alternative modes of transport - i.e. Public transport, cycling, and walking.
- To integrate the location and design of car parking with the design of the site and the building.

ACCEPTABLE DEVELOPMENT CONTROLS

- Provide car parking in accordance with 'The Springs Parking Strategy and Traffic Impact Assessment Report' (available from City of Belmont) and the relevant provisions of the City of Belmont Town Planning Scheme.
- Car parking provided at grade or above ground floors to be 'sleeved' by other uses (e.g. residential, commercial, retail) or appropriately screened so as not to be visible from the street or public realm.
- At grade parking shall have a raised kerb median strip every three bays that is a minimum of 1.2m wide. This strip will be irrigated and will include a tree that will grow to at least 4m in height.
- Above ground car parking higher than 2 storeys must be covered (with a roof or roof garden) so that it is not a detriment to the visual amenity of adjacent residential apartments.
- Carpark crossovers and vehicle access points must be as designated in Section 06: Detailed Area Plans.
- Parking to be adequately screened from the public realm to the satisfaction of the determining authority.

DESIGN GUIDANCE

Screen all parking from the public realm in a way that relates to the architectural character of the street and the building in which it is contained.

3.4.5: END OF TRIP FACILITIES

Due to the close proximity of The Springs to Perth city centre, the use of bicycles, walking and other alternative modes of transport are encouraged to reduce the use of fossil fuels and contribute to public health.

DESIGN OBJECTIVE

↘ To encourage greater use of bicycles and alternative modes of transport for workers, residents and visitors to the site through the provision of end of trip facilities.

↘ To facilitate this, the provision of end of trip facilities comprising lockers and showers is required to cater for people working within The Springs.

DESIGN GUIDANCE

In residential applications where designated storage space and bicycle facilities are combined, minimum area is to be 4.5sqm.

ACCEPTABLE DEVELOPMENT CONTROLS

Developments are to be provided with end of trip facilities in accordance with the following minimum standards:

Residential Tenant	1 private secure storage bay designed to accommodate bicycle/scooter/ motorcycle together with car parking facilities for each residential unit.
Residential Visitor	1 secure bicycle parking space provided in a publicly accessible and sheltered location for every 8 residential units (or part there of).
Commercial Tenant	1 Private secure bicycle parking space per 170 sqm of NLA (or part thereof).
Commercial Visitor	1 secure bicycle parking space provided in a publicly accessible and sheltered location for every 425 sqm NLA (or part thereof).
Retail/Cafe/ Restaurant	1 secure bicycle parking space provided in a publicly accessible and sheltered location for every 170 sqm NLA (or part thereof).
Commercial/ Retail/ Mixed Use	1 shower (end of trip facilities) per 10 bicycle storage spaces and 1 locker per bicycle storage space.

TABLE 3.4.5: END OF TRIP FACILITIES

3.4.6: SIGNAGE

Signage is an important consideration in the design of buildings located in mixed use areas like The Springs. Where signage is required for business identification, its design should be compatible with the streetscape character, scale and proportions of the development and not obscure or dominate important views.

DESIGN OBJECTIVE

To ensure signage is of high quality and in keeping with the development and desired streetscape character in scale, detail and overall design.

To ensure that the display of advertisements within The Springs provides appropriate exposure for businesses, activities or services, without adversely impacting on the amenity of surrounding land.

ACCEPTABLE DEVELOPMENT CONTROLS

- Signage is to be limited to a maximum of one wall for each tenancy in a building, except where a tenancy or building has more than one street frontage;
- All signage must meet the criteria noted in the relevant City of Belmont Town Planning Scheme.
- Each development shall have an approved signage strategy in place prior to the placement of any signage or advertising.

DESIGN GUIDANCE

Integrate signage with the design of the development by responding to its scale, proportions and architectural detailing.

Provide clear and legible way finding for residents and visitors.

All signage must be submitted to council for planning approval, and will also require a building licence prior to construction.

3.5 BUILDING USE

3.5.1: DWELLING DIVERSITY

It is important that The Springs provides opportunities for as many different kinds of people to live and work in community as possible. Developers of residential projects need to provide a range of dwelling sizes to cater for singles, young couples, families, and seniors. Dwellings also need to vary in cost (and therefore affordability) to allow for a mix of residents. Commercial developments should ideally offer a range of different sized tenancies or be flexible enough to respond to market demand, offering accommodation for major tenants as well as sole proprietors, owner-occupiers and small local businesses.

DESIGN OBJECTIVE

To provide a diversity of apartments types, which cater for different household requirements now and in the future.

To maintain equitable access to new housing by a diverse range of cultural and socioeconomic groups.

ACCEPTABLE DEVELOPMENT CONTROLS

- As per Table 3 in The Springs Structure Plan, a diversity of apartments types has been made mandatory by the enforcement of a 15% proportion of all developments being 90sqm or less floor area and a further 15% being 60sqm or less floor area in all precincts except Precinct 1, 5 and 6.

DESIGN GUIDANCE

Flexible planning options include high floor to ceiling levels and simple plan forms to aid in future modifications and flexibility.

Options for mobility impaired people is also encouraged. Consider wheelchair accessible ground floor apartments.

4.0 OVERVIEW

Consistent with the City of Belmont's commitment towards providing 'sustainable' developments to the community, The Springs Structure Plan has endeavoured to fulfil the State Government's objectives of creating communities that balance social, environmental and economic outcomes, not only to those persons residing within the redevelopment area, but also for the wider community.

The City of Belmont is mindful of the possible cost implications associated with developing Green Star rated buildings. One of the City of Belmont's objectives is to provide the opportunity for affordable housing choice, and therefore only key landmark sites within The Springs are required to meet specific star rating targets.

Developments on Lots 1020 and 1014 will be required to achieve a minimum 4 star Green Star rating as per the Green Building Council of Australia. All other lots are to comply with the following mandatory sustainability criteria.

4.1: ENERGY EFFICIENCY

Energy efficiency starts with clever design. The way in which a building is located, oriented, planned and constructed all contribute to the embodied and future energy uses of a building.

DESIGN OBJECTIVE

- To minimise the demand for non-renewable resources and to reduce greenhouse gas emissions associated with building energy consumption.

ACCEPTABLE DEVELOPMENT CONTROLS

- On-site renewable power generation providing min. 1kW per apartment must be provided for residential buildings.
- On-site power generation providing min 1kW per 100sqm GFA must be provided for commercial buildings/tenancies.
- Peak energy demand must be demonstrated to be reduced in commercial portions of mixed use developments through good solar design principals.

DESIGN GUIDANCE

Good passive solar design has the ability to dramatically reduce the need for heating and cooling devices in both residential and commercial buildings. Buildings that are designed with a focus on solar orientation, opening sizes and locations, appropriate building materials and insulation, will reduce energy consumption compared to buildings which do not.

Proponents should also consider energy efficient appliances, in particular white-goods, and energy efficient light fittings for all residential uses.

4.2: PASSIVE SOLAR DESIGN/ SOLAR ACCESS AND SHADING

Passive solar design is by no means a new concept, but is nevertheless relevant when it comes to reducing energy consumption in buildings, especially larger ones. The ability for new developments to optimise thermal performance and natural lighting can significantly reduce the need for artificial heating and lighting and as a result, decrease the energy demands of a building. In addition to this, effective shading from direct sunlight and heat gain in the hotter months can have a similar effect on the artificial cooling needs of a building.

DESIGN OBJECTIVE

- To ensure that buildings at The Springs incorporate passive solar design principals to optimise heat storage in winter and heat transfer in summer.
- To ensure that the built form is designed and constructed in such a way that allows good solar access to the public realm and adjacent buildings.

ACCEPTABLE DEVELOPMENT CONTROLS

- A minimum of 70% of the proposed residential apartments shall receive a minimum of 3 hours direct sunlight in the major habitable rooms and private open space between 9am and 3pm in mid winter (21 June) and shall not reduce solar access of residential units on neighbouring properties below this same standard.
- The number of single aspect apartments with a southerly aspect (from SE to SW) will not exceed 10% of the total apartments proposed.
- North facing openings must all be provided with a fixed or movable shading device which provides 80% shade at noon summer solstice.

DESIGN GUIDANCE

Consideration should also be made to the possible impacts of overshadowing to neighbouring properties, specifically, outdoor living areas, major openings to habitable rooms, solar heating devices, balconies and verandahs.

North facing windows should be maximised

East and West windows should be minimised as they are difficult to shade.

Where possible, locate living areas to the North and sleeping areas to the South.

4.3: CROSS VENTILATION

The movement of air through an internal space can have many positive impacts on that space. Cross ventilation - where air moves from one opening in building to another across an internal space - can help to flush out stale air, preventing the harbouring of odour and airborne bacteria. Cross ventilation can also draw cool breezes through a space, having a natural cooling effect and thus reducing the need for mechanical cooling.

DESIGN OBJECTIVE

- To ensure that the design and layout of buildings enhances the thermal comfort of the occupants with direct access to fresh air.
- To reduce reliance on mechanical ventilation and hence, reduce energy consumption.

DESIGN GUIDANCE

Residential dwellings should be designed to maximise natural ventilation by orienting dwellings and their openings to maximise air intake from the 'windward side' of the building, and by providing air outlets on the 'leeward side' of the building.

Proponents should utilise both the building's plan and its section to control and direct air flow through both habitable and non-habitable rooms.

Obstructions and interruptions to the breeze path through a dwelling should be minimised in order to increase the effectiveness of cooling breezes.

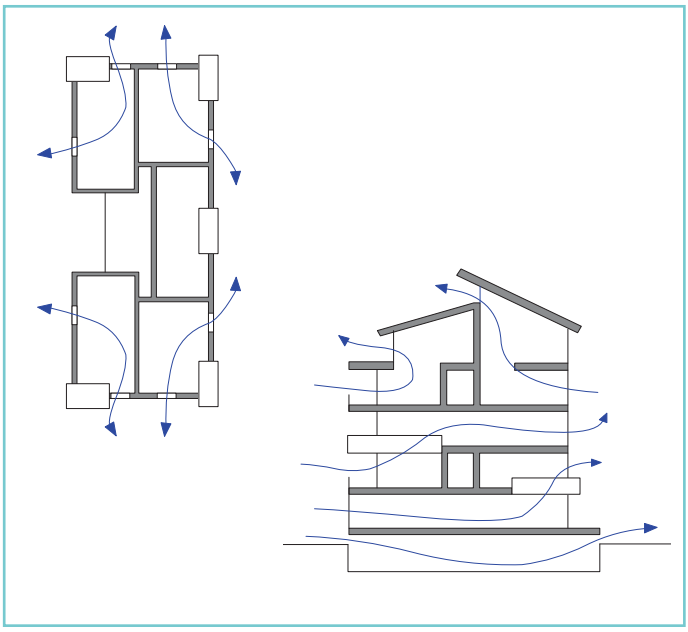


FIGURE 4.3: PROPONENTS SHOULD USE BOTH PLAN AND SECTION TO UTILISE THE COOLING EFFECTS OF BREEZE PATHS

4.4: WATER MANAGEMENT

When precious resources like water are in short supply, the advantages of collection, storage and re-use become crucial to their management.

DESIGN OBJECTIVE

- To demonstrate a self-sufficient approach to water management on the site by reducing water demand, maximising water reuse and incorporating water management initiatives throughout the life of the development.
- To minimise the impacts of storm water on adjoining sites and the environment.

ACCEPTABLE DEVELOPMENT CONTROL

- Mains consumption of potable water must be reduced by the installation of water-wise fixtures and fittings. Tapware and showers must exceed BCA requirements for WELS star ratings by one star per fixture.
- Stormwater to be contained within the site.

DESIGN GUIDANCE

It is easier to plan for storm water collection at the onset of planning a building rather than trying to retrofit or integrate a system later in the process. Ensure provisions are made for the collection and storage of water early in the planning process.

Maximise the percentage of pervious surfaces to allow percolation of storm water into the ground through infiltration or direct storm water into bio-filtration/retention systems constructed within site.

Installation of appropriate greywater systems for water re-use such as toilet flushing, is encouraged.

A minimum of 75% of roof area to be utilised for rainwater collection and re-use on site is recommended.

4.5: VEGETATION AND GREEN ROOF DESIGN

Soft landscaping has many advantages in a development. The micro climates that can be created by plants have the ability to control the comfort level of a place by absorbing heat and providing shade. Planted spaces and gardens can also be very enjoyable places for recreation.

Plants, however, can be very big water consumers. Drought tolerant and native planting have the best chance of survival in places like Perth where water restrictions are a reality.

DESIGN OBJECTIVE

- To demonstrate water wise principals in the design of landscaped/planted areas.
- To provide enjoyable shared open space for residents to recreate.

ACCEPTABLE DEVELOPMENT CONTROLS

- All landscaped areas (including roof gardens) are to be designed for low water requirements, in compliance with the Water Corporation's Water Wise Development criteria.
- A minimum of 60% local native flora to be used in garden areas.
- Weeds of national significance are not permitted.

DESIGN GUIDANCE

Rebates may be available for the planting of local native and water wise plants. Check with the City of Belmont Planning Department to see what rebates may be available.
Species Lists are available from the City of Belmont.

5.1: RIVERSDALE NORTH PRECINCT

Section 6.2.3 of The Springs Structure Plan (SSP) requires that as a precursor to development within this Precinct a DAP is prepared/adopted to guide future development. The SSP holds that a DAP may be prepared for the whole of Precinct or a portion thereof.

The Springs Structure Plan identifies that the issues to be addressed at detailed design phase via the DAP are as follows:

For land abutting Cracknell Park:

- Setbacks from the public open space;
- Requirement for habitable rooms to overlook the public open space;
- Visually permeable fencing; and
- Acceptable intrusions into the setback area.

For the whole of the Precinct:

- Creation and preservation of significant sight lines (or view corridors) to and from the Swan River;
- Overshadowing;
- Control of building bulk via setbacks;
- Response to topography;
- Articulation of podium and tower elements; and
- Interface with street and public realm.

In light of these issues to be addressed, the over-arching objectives of the DAP shall be to:

- Maintain visual connections between The Springs project area towards the Swan River.
- Maximise passive visual surveillance of public spaces surrounding the Riversdale North Precinct.
- Address overshadowing of development sites and public spaces.
- Create buildings that make a positive contribution to the locality.
- Develop an easy to understand and implementable planning framework.
- Facilitate a streamlined development approvals process.

To achieve these objectives, the DAP will set the development parameters for the Riversdale Road North Precinct in relation to:

- Streetscape Character
- Residential Density Code designation and distribution
- Maximum Building Envelopes
- Boundary Setbacks
- Building Height
- Plot Ratio
- Access and Parking
- Passive Surveillance and the Public Realm
- Overshadowing

FLEXIBLE DENSITY CODE

The R100 density code is considered appropriate as a base density code for the Riversdale Road North Precinct. However, it is recognised that this is an area that will be undergoing extensive redevelopment. Therefore, a flexible R100/R160 dual coding provides opportunity for developments to be considered with a density above the R100 base coding where it can be demonstrated that it meets the set performance criteria noted below, and are therefore of a superior design standard.

PERFORMANCE CRITERIA

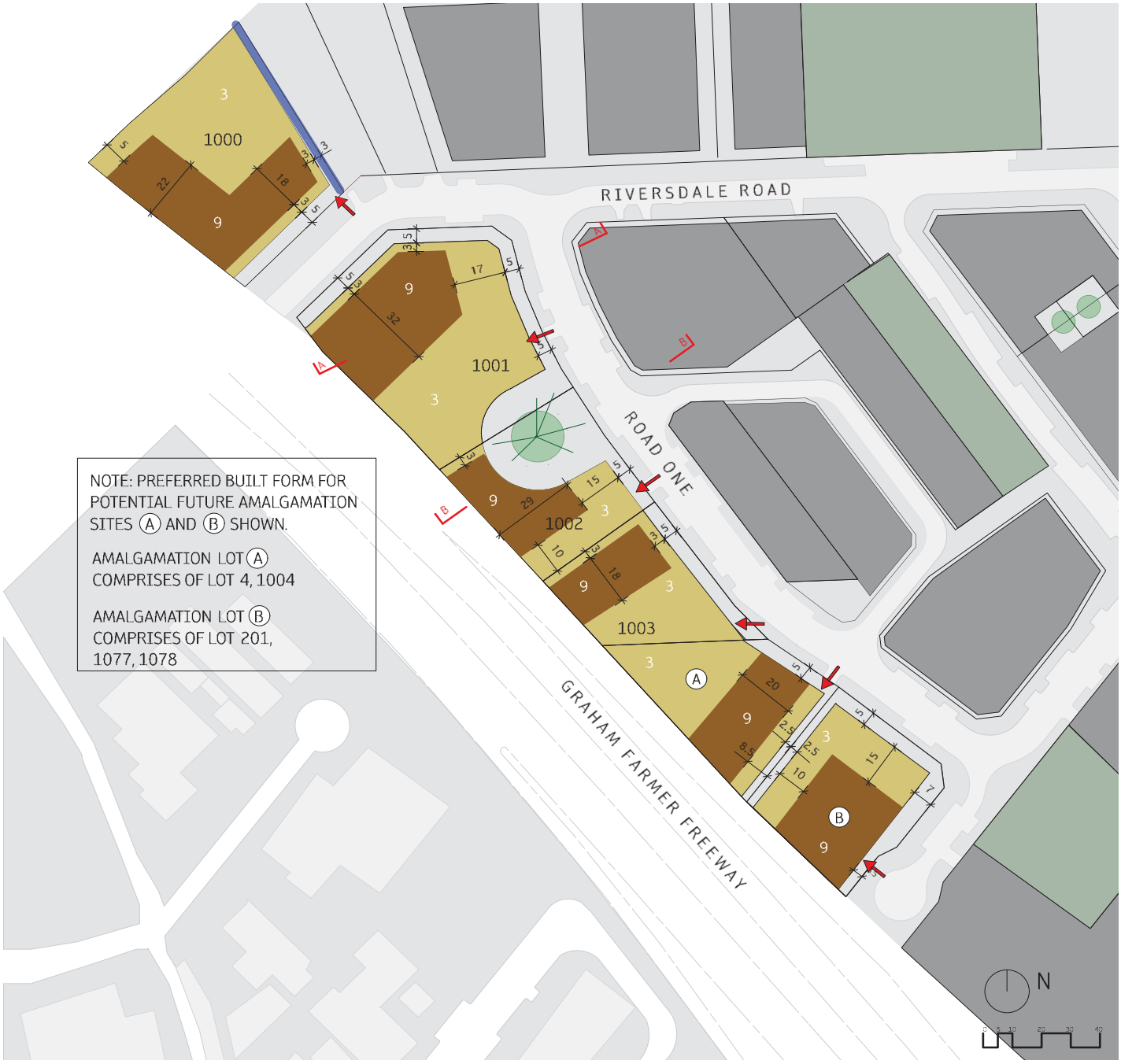
Council may support an increase in density above R100, to a maximum of R160 where, in the opinion of Council, the development:

- Is sited such that it will provide appropriate view corridors and informal surveillance of the street and/or other public spaces; and
- Is of an exceptional urban design standard and built form that will enhance the desired streetscape. In order to achieve this, the design will incorporate high quality building materials, architectural detailing and complementary colour scheme; and
- Is oriented to provide maximum direct winter sunlight and ventilation to the development and to adjoining properties while maintaining privacy; and
- Will not overshadow adjacent properties and those on the south side of Riversdale Road by more than 50% during mid-winter; and
- Provides a demonstrable amenity of direct benefit to the City of Belmont. This may include but is not limited to: provision of affordable housing, street art, courtyards, arbors, fountains, street furniture, rooftop gardens, landscaped pedestrian/cyclist corridors or pathways, localised exterior lighting of pathways, and textured pedestrian surface treatments, etc; and
- Provides well designed frontages oriented towards Riversdale Road and the Swan River foreshore that use landscaping or fencing treatments to establish boundaries between private and public space in an understated manner so as maintain security without discouraging pedestrian activity; and
- Provides a demonstrable commitment to sustainability principles; and/or
- Has regard for the history associated with the site and incorporates elements which reflect this history. This may include but is not limited to public art, photographic displays, creative re-use of existing heritage structures or features, etc.

6.1: BLOCK ONE:
ROWE AVENUE WEST- RESIDENTIAL

- MAX. 3 STOREYS
- MAX. 4 STOREYS
- MAX. 6 STOREYS
- MAX. 9 STOREYS
- P.O.S.

- 3m STORMWATER DRAINAGE EASEMENT (OVERLAND FLOW FOR 1 IN 100 YEAR FLOOD)
- RECOMMENDED CROSSOVER LOCATION
- 1001 LOT NUMBER
- 6 BUILDING HEIGHT/STOREYS
- BUILDING SETBACKS
- PROTECTED TREE (TO BE RETAINED)



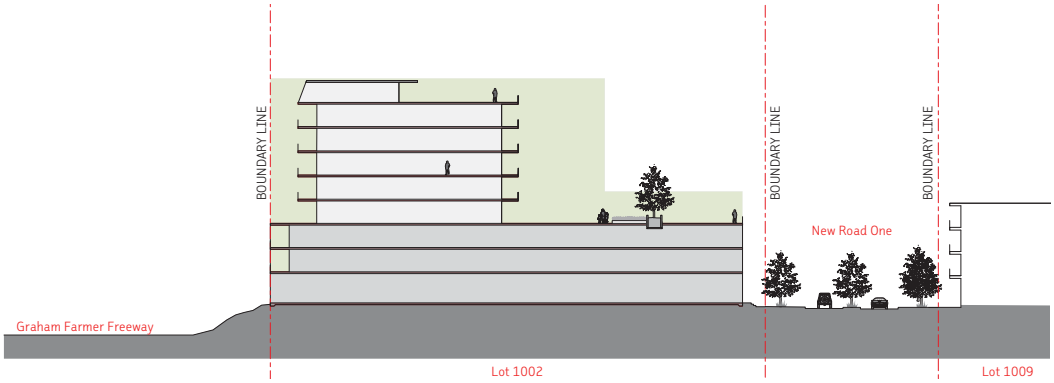


DIAGRAM 5.1.1: SECTION A THROUGH LOT 1002

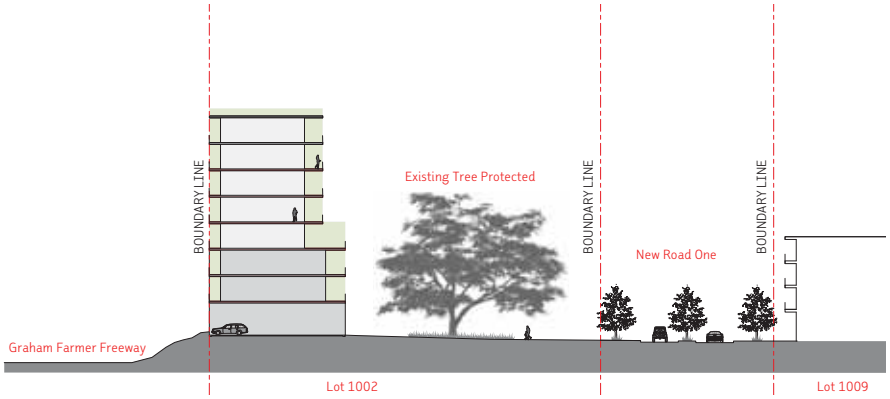


DIAGRAM 5.1.2: SECTION B THROUGH LOT 1002

BLOCK ONE DEVELOPMENT TABLE

LOT NO.	AREA	R-CODE	MAX. PLOT RATIO	YIELD		HEIGHTS		BOUNDARY SETBACKS*				MIN NO. OF MAX. 60M² FLOOR AREA UNITS	MIN NO. OF MAX 90M² FLOOR AREA UNITS
				MIN	MAX	MINIMUM	MAXIMUM	NORTH-EASTERN	NORTH-WESTERN	SOUTH-EASTERN	SOUTH-WESTERN		
1000	4069m²	R160	2.0	65	68	P: 6.4m or 2 Storeys T: 17m or 3 Storeys	P: 12m and 3 Storeys T: 35m and 9 Storeys	P: nil permitted U: 3m min.	P: nil permitted. U: 5m min.	P: 5m min. U: 8m min.	P: nil permitted. U: nil permitted.	10	10
1001	4892m²	R160	2.0	78	78	P: 6.4m or 2 Storeys T: 15m or 3 Storeys	P: 12m and 3 Storeys T: 35m and 9 Storeys	P: 5m min. U: 22m min.	P: 5m to Riversdale U: 8m to Riversdale	P: nil (observe tree protection zone, radius 19m) U: as per max building depth, see plan page 40.	P: nil permitted. U: nil permitted.	12	12
1002	2565m²	R160	2.0	41	41	P: 6.4m or 2 Storeys T: 15m or 3 Storeys	P: 12m and 3 Storeys T: 35m and 9 Storeys	P: 5m min.. U: 20m min.	P: nil permitted. U: 3m (Observe tree protection zone, radius 19m)	P: nil permitted. U: 10m min.	P: nil permitted. U: 16m min.	7	7
1003	2072m²	R160	2.0	33	33	P: 6.4m or 2 Storeys T: 15m or 3 Storeys	P: 12m and 3 Storeys T: 35m and 9 Storeys	P: 5m min.. U: 8m min.	P: nil permitted. U: 3m min.	P: nil permitted. U: as per max building depth, see plan page 40.	P: nil permitted. U: nil permitted.	5	5
A	2382m²	R160	2.0	38	41	P: 6.4m or 2 Storeys T: 15m or 3 Storeys	P: 12m and 3 Storeys T: 35m and 9 Storeys	P: 5m min U: 5m min.	P: 8m min. U: as per max building depth, see plan page 40.	P: 1.5m min. U: 1.5m min.	P: nil permitted U: 2.5m min.	6	6
B	2652m²	R160	2.0	42	46	P: 6.4m or 2 Storeys T: 15m or 3 Storeys	P: 12m and 3 Storeys T: 35m and 9 Storeys	P: 5m min. U: 20m min.	P: 1.5m min. U: 11.5m min.	P: 3.5m / 7m U: 3.5m / 7m	P: nil permitted U: nil permitted.	7	7

*Note: all setback figures to be taken as minimums. P= Podium Height/ Podium Setback U= Upper Level Setbacks T=Total Height

6.2: BLOCK TWO:
HIGHWAY PENINSULA- MIXED USE

MAX. 2 STOREYS

MAX. 3 STOREYS

MAX. 6 STOREYS

HEIGHT LIMITED BY WAAC (WESTERN AUSTRALIAN AIRPORT CORPORATION)

P.O.S

RECOMMENDED CROSSOVER LOCATION

1001 LOT NUMBER

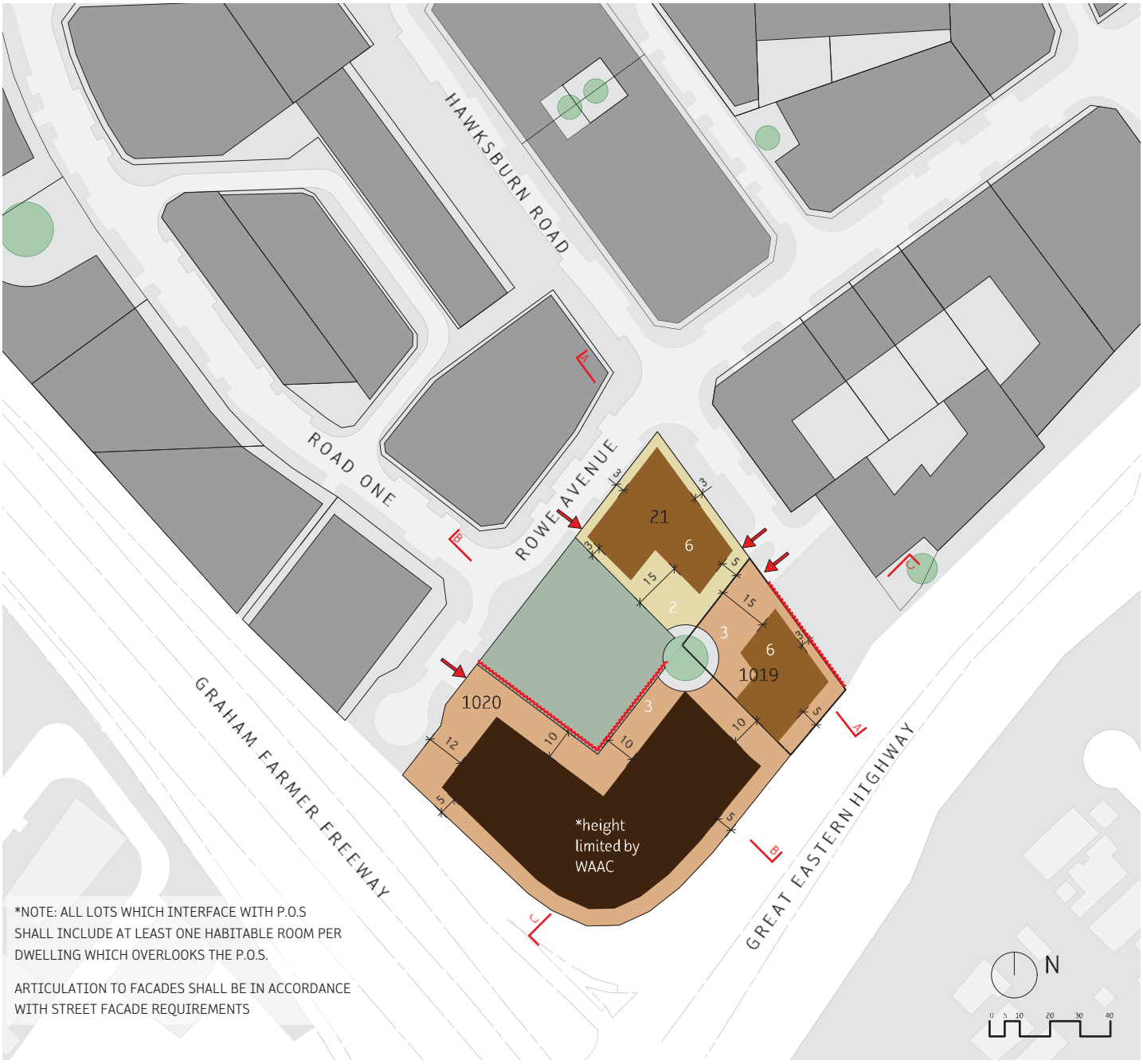
6 BUILDING HEIGHT/STOREYS

BUILDING SETBACKS

PROTECTED TREE (TO BE RETAINED)

AWNING

P.O.S INTERFACE*



*NOTE: ALL LOTS WHICH INTERFACE WITH P.O.S SHALL INCLUDE AT LEAST ONE HABITABLE ROOM PER DWELLING WHICH OVERLOOKS THE P.O.S.

ARTICULATION TO FACADES SHALL BE IN ACCORDANCE WITH STREET FACADE REQUIREMENTS

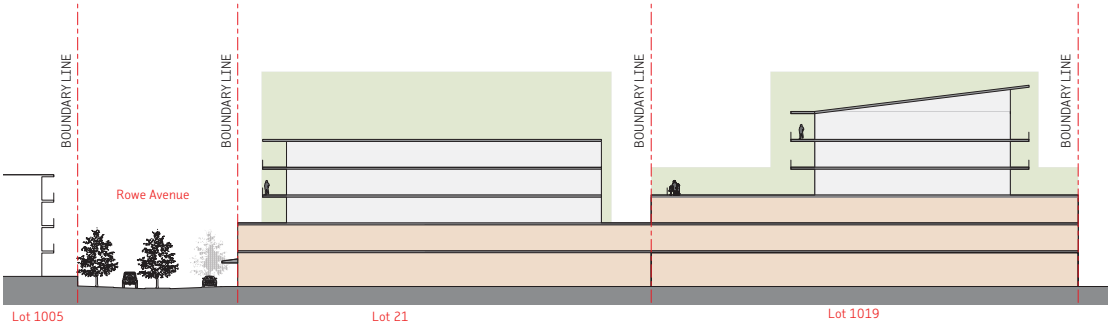


DIAGRAM 5.2.1: SECTION A THROUGH LOTS 21 AND 1020

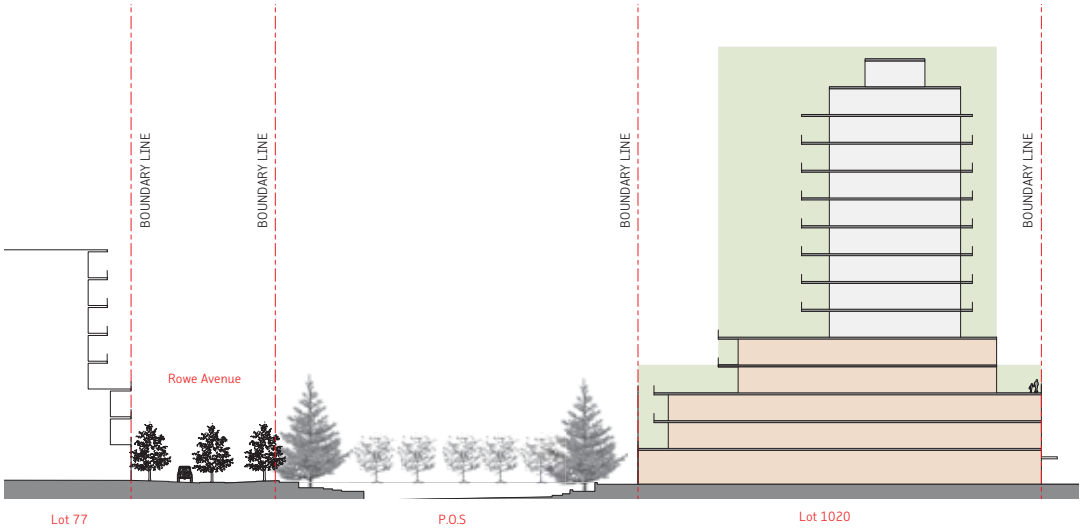


DIAGRAM 5.2.2: SECTION B THROUGH LOT 1020

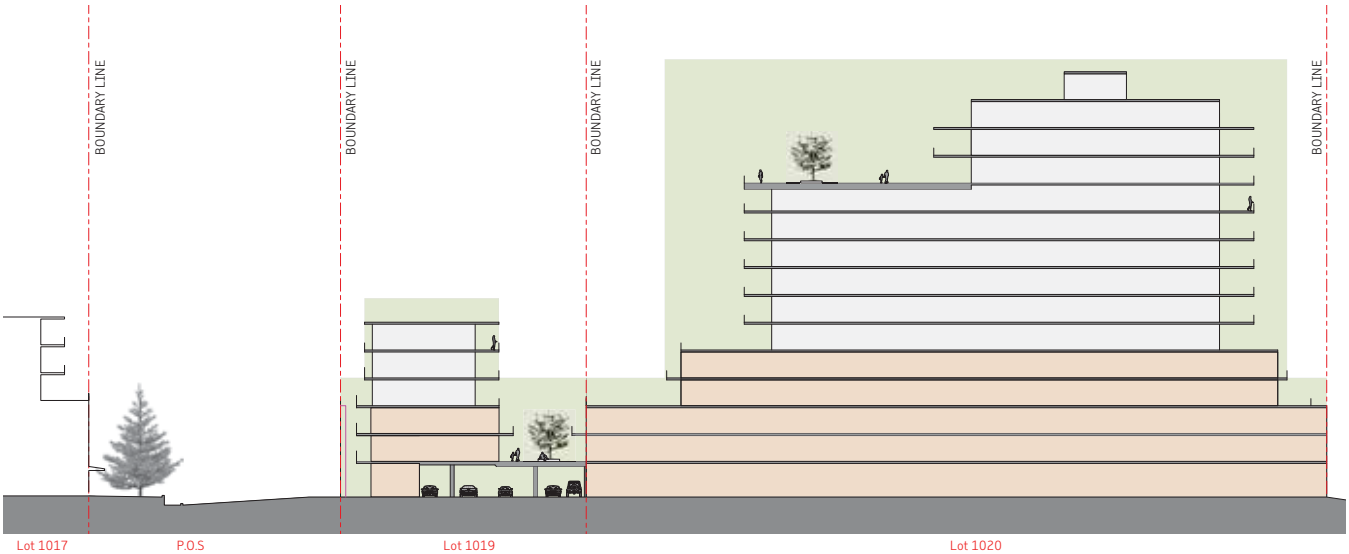


DIAGRAM 5.2.3: SECTION C THROUGH LOTS 1019 AND 1020

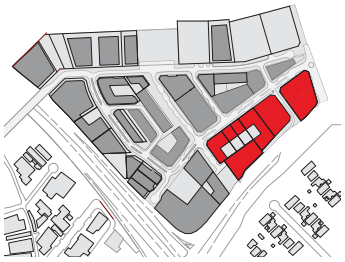
BLOCK TWO DEVELOPMENT TABLE

NOTE: All lots to observe tree protection zone; radius 11m

LOT NO.	AREA	R-CODE	MAX PLOT RATIO	RESIDENTIAL YIELD		HEIGHTS		BOUNDARY SETBACKS				MIN NO. OF MAX. 60M² FLOOR AREA UNITS	MIN NO. OF MAX 90M² FLOOR AREA UNITS
				MIN.	MAX.	MIN.	MAX.	NORTH-EASTERN	NORTH-WESTERN	SOUTH-EASTERN	SOUTH-WESTERN		
21	2013m²	MIXED USE R100	NIL*	20	21	P: 7.4m or 2 Storeys T: nil	P : 8m or 2 Storeys T: 27m and 6 Storeys	P: nil permitted U: 3m min.	P: nil permitted U: 3m min.	P: nil permitted U: 5m min.	P: nil permitted U: 3m / 15m min.	3	3
1019	1663m²	MIXED USE R100	NIL*	16	18	P: 7.4m or 2 Storeys T: nil	P: 12m or 3 Storeys T: 27m and 6 Storeys	P: nil permitted U: 15m min.	P: 0m min. 3m max U: 5m min. from main building line	P: 0m min. 3m max U: 5m min. from main building line	P: nil permitted U: nil. permitted	3	3
1020	6614m²	MIXED USE R250	NIL*	165	170	P: 7.4m or 2 Storeys T: 30m	P: 12m or 3 Storeys T: WAAC	P: 0m min. 3m max U: 10m min.	P: 0m min. 3m max U: 10m min	P: 0m min. 3m max U: 5m min. from main building line	P: 0m min. 3m max U: 5m min. from main building line	25	25

*Note: all setback figures to be taken as minimums. P= Podium Height/ Podium Setback U= Upper Level Setbacks T=Total Height

6.3: BLOCK THREE:
GREAT EASTERN HIGHWAY- MIXED USE



MAX. 2 STOREYS
MAX. 3 STOREYS
MAX. 4 STOREYS
MAX. 6 STOREYS
P.O.S

RECOMMENDED CROSSOVER LOCATION
1001 LOT NUMBER
6 BUILDING HEIGHT/STOREYS
BUILDING SETBACKS
AWNING
PROTECTED TREE (TO BE RETAINED)
P.O.S INTERFACE*

*NOTE: ALL LOTS WHICH INTERFACE WITH P.O.S SHALL INCLUDE AT LEAST ONE HABITABLE ROOM PER DWELLING WHICH OVERLOOKS THE P.O.S.

ARTICULATION TO FACADES SHALL BE IN ACCORDANCE WITH STREET FACADE REQUIREMENTS

N

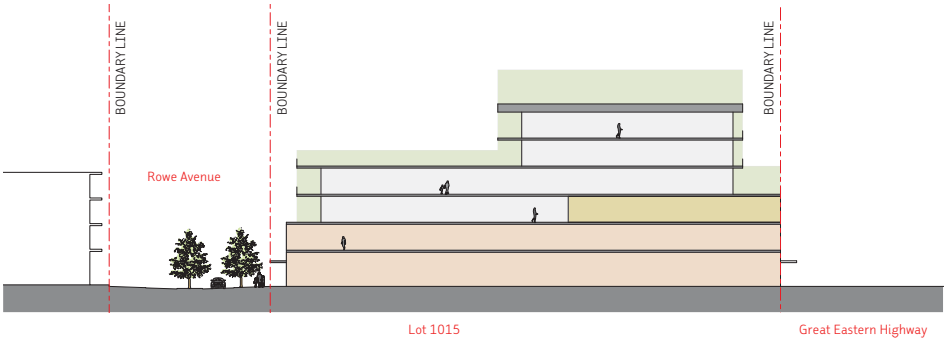


DIAGRAM 5.3.1: SECTION A THROUGH LOT 1015

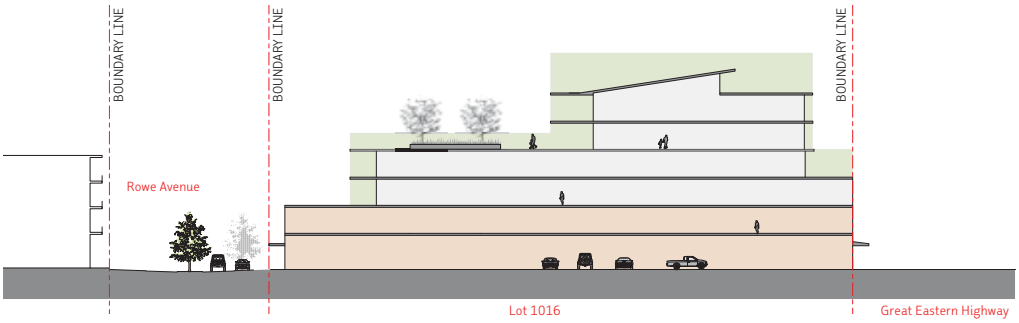


DIAGRAM 5.3.2: SECTION B THROUGH LOT 1016

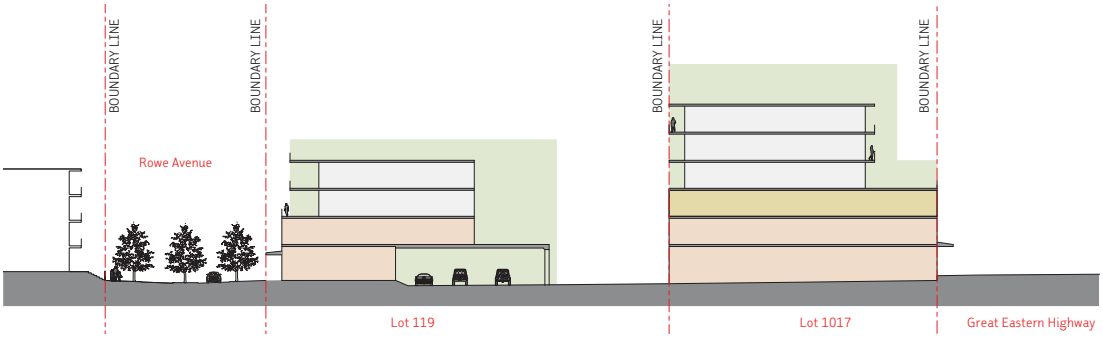


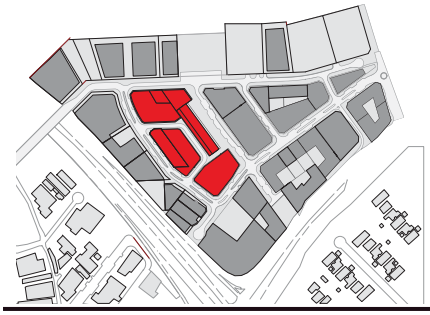
DIAGRAM 5.3.3: SECTION C THROUGH LOTS 119 AND 1017

BLOCK THREE DEVELOPMENT TABLE

LOT NO.	AREA	R-CODE	MAX PLOT RATIO	RESIDENTIAL YIELD		HEIGHTS		SETBACKS				MIN NO. OF MAX. 60M² FLOOR AREA UNITS	MIN NO. OF MAX 90M² FLOOR AREA UNITS
				MIN.	MAX.	MIN.	MAX.	NORTH-EASTERN	NORTH-WESTERN	SOUTH-EASTERN	SOUTH-WESTERN		
119	1012m²	MIXED USE R80	NIL	8	9	T: 7.4m or 2 Storeys	P: 8m or 2 Storeys T: 17m and 4 Storeys	P: 2m min U: 10m min.	P: nil U: nil	P: 14 min. U: 14m min.	P: nil U: nil.	2	2
120	1012m²	MIXED USE R80	NIL	8	9	T: 7.4m or 2 Storeys	P : 8m or 2 Storeys T: 17m and 4 Storeys	P: 2m min U: 10m min.	P: nil U: nil	P: 14 min. U: 14m min.	P: nil U: nil.	2	2
1014	3919m²	MIXED USE R80	NIL	31	35	T: 7.4m or 2 Storeys	P: 12m and 3 Storeys T: 27m and 6 Storeys	PODIUM: 2m min. U: 3m min.	P: nil U: 3m min.	P: nil U: 5m min.	P: nil U: 5m min.	5	5
1015	3152m²	MIXED USE R80	NIL	25	28	T: 7.4m or 2 Storeys	P: 12m and 3 Storeys T: 27m and 6 Storeys facing Great Eastern Highway; 17m and 4 Storeys facing Rowe Avenue	PODIUM: 2m min. U: 3m min.	P: nil U: 3m min.	P: nil U: 5m min.	P: nil U: 27m min	4	4
1016	2743m²	MIXED USE R80	NIL	21	25	T: 7.4m or 2 Storeys	P: 12m and 3 Storeys T: 27m and 6 Storeys facing Great Eastern Highway; 17m and 4 Storeys facing Rowe Avenue	P: 2m min. U: 10m min.	P: nil U: 5m min.	P: nil U: 5m min.	P: nil UPPER (ROWE AVE): 6m min. UPPER (GEH): 20m min	4	4
1017	696m²	MIXED USE R80/R100	NIL	26	29	T: 7.4m or 2 Storeys	P: 12m and 3 Storeys T: 27m and 6 Storeys	P: nil U: nil	P: nil U: 5m min.	P: nil UPPER 1: 5m min. UPPER 2: 8m min.	P: nil U: 3m min.	4	4
1018	2006m²	MIXED USE R100	NIL	25	27	T: 7.4m and 2 Storeys	PODIUM : 8m or 2 Storeys T: 27m and 6 Storeys	PODIUM: 2m min TOWER: 3m min.	PODIUM: nil TOWER: 22m min.	PODIUM: nil TOWER: 3m min.	PODIUM: 2m min TOWER: 3m min	4	4

*Note: all setback figures to be taken as minimums. P= Podium Height/ Podium Setback U= Upper Level Setbacks T=Total Height

6.4: BLOCK FOUR:
ROWE AVENUE NORTH- RESIDENTIAL



MAX. 2 STOREYS

MAX. 4 STOREYS

P.O.S

RECOMMENDED CROSSOVER LOCATION

1001 LOT NUMBER

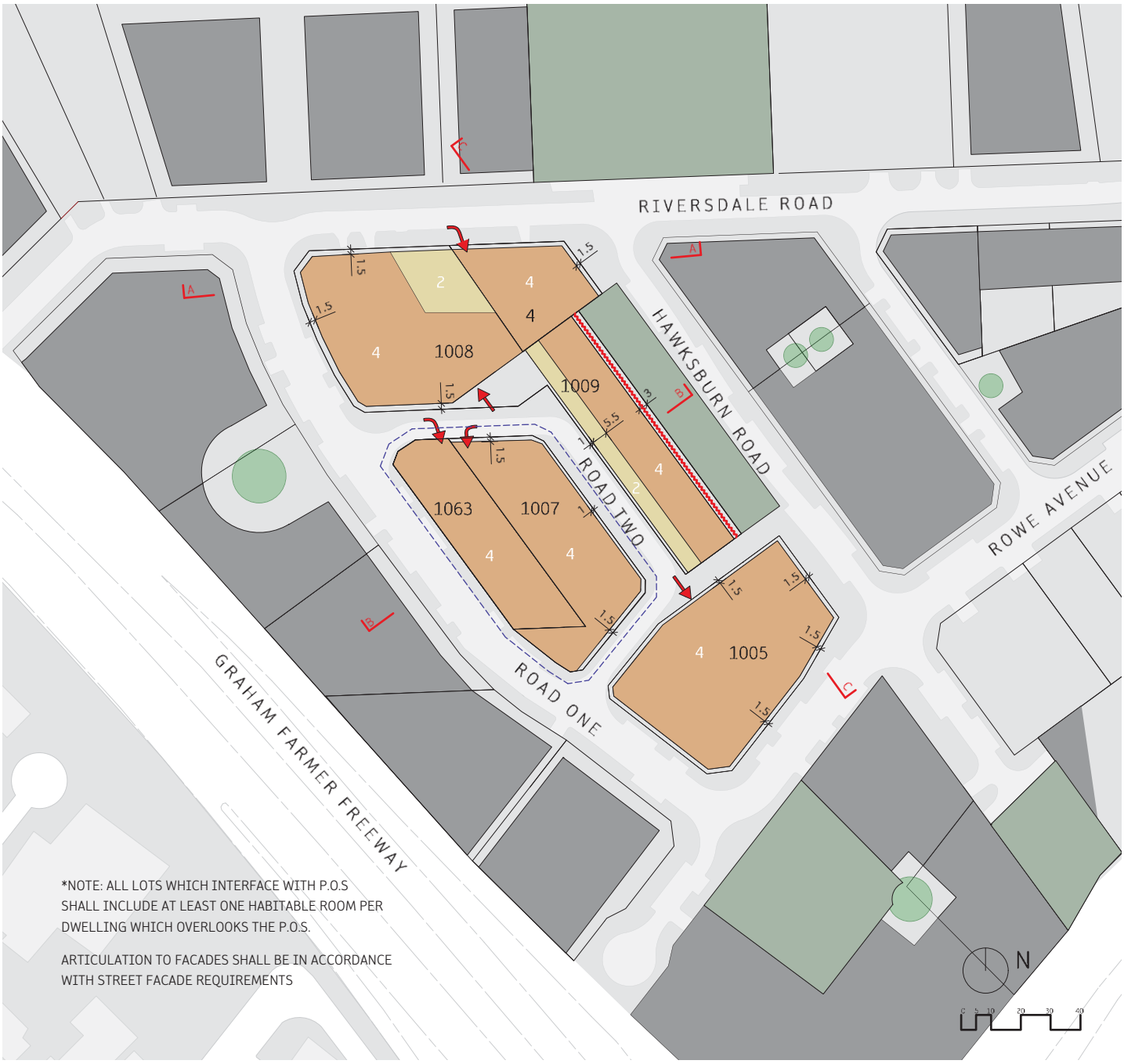
6 BUILDING HEIGHT/STOREYS

BUILDING SETBACKS

POTENTIAL AMALGAMATION TO IMPROVE BUILT FORM OUTCOME AND DEVELOPMENT VIABILITY

PROTECTED TREE (TO BE RETAINED)

P.O.S INTERFACE*



*NOTE: ALL LOTS WHICH INTERFACE WITH P.O.S SHALL INCLUDE AT LEAST ONE HABITABLE ROOM PER DWELLING WHICH OVERLOOKS THE P.O.S.

ARTICULATION TO FACADES SHALL BE IN ACCORDANCE WITH STREET FACADE REQUIREMENTS

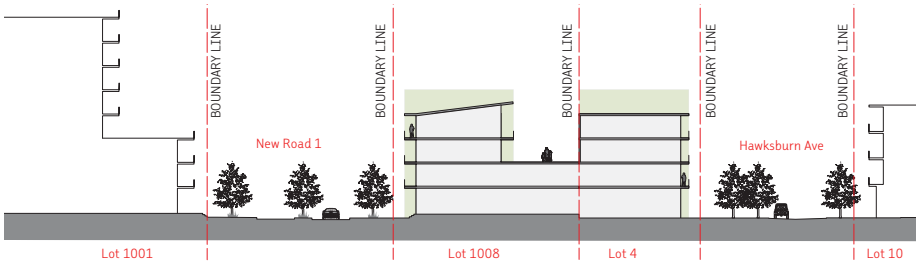


DIAGRAM 5.4.1: SECTION A THROUGH LOTS 1008 AND 4

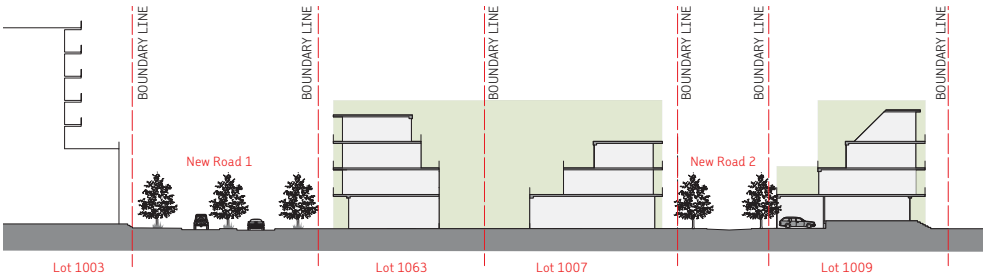


DIAGRAM 5.4.2: SECTION B THROUGH LOTS 1063, 1007 AND 1009

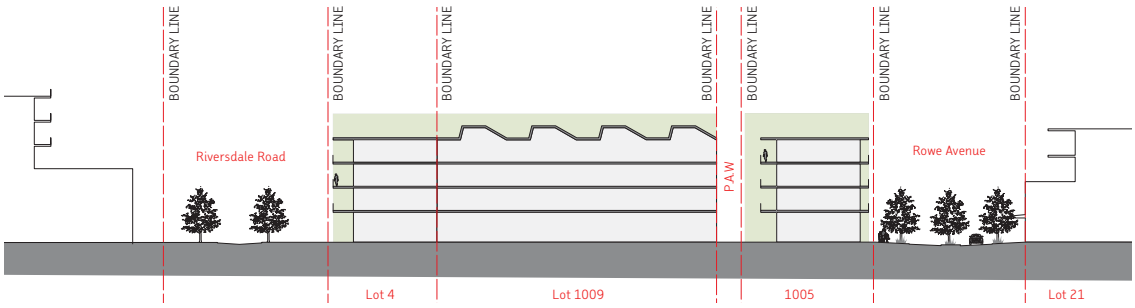


DIAGRAM 5.4.3: SECTION C THROUGH LOTS 1063, 1007 AND 1009

BLOCK FOUR DEVELOPMENT TABLE

LOT NO.	AREA	R-CODE	MAX. PLOT RATIO	YIELD		HEIGHTS		SETBACKS			
				MIN.	MAX.	MIN.	MAX.	NORTH-EASTERN	NORTH-WESTERN	SOUTH-EASTERN	SOUTH-WESTERN
4	1053m²	R80	1.0	8	9	TOTAL: 6.4m or 2 Storeys	17m and 4 Storeys	1.5m min	1.5m min	nil permitted	nil permitted
1005	3312m²	R80	1.0	26	29	TOTAL: 6.4m or 2 Storeys	17m and 4 Storeys	1.5m min	1.5m min	1.5m min	1.5m min
1007	2149m²	R80	1.0	17	19	TOTAL: 6.4m or 2 Storeys	17m and 4 Storeys	1.5m min	1.5m min	1.5m min	nil permitted
1008	3373m²	R80	1.0	26	28	TOTAL: 6.4m or 2 Storeys	8m or 2 Storeys/ 17m and 4 Storeys	nil permitted	1.5m min	1.5m min	1.5m min
1009	2146m²	R60	0.7	12	16	TOTAL: 6.4m or 2 Storeys	8m or 2 Storeys / 17m and 4 Storeys	3m min	nil permitted	nil permitted	5.5m min
1063	1528m²	R80	1.0	12	13	TOTAL: 6.4m or 2 Storeys	17m and 4 Storeys	nil permitted	nil permitted	nil permitted	nil permitted

6.5: BLOCK FIVE:
RIVERSDALE SOUTH- RESIDENTIAL

MAX. 2 STOREYS

MAX. 4 STOREYS

P.O.S

RECOMMENDED CROSSOVER LOCATION

1001 LOT NUMBER

6 BUILDING HEIGHT/STOREYS

BUILDING SETBACKS

PROTECTED TREE (TO BE RETAINED)

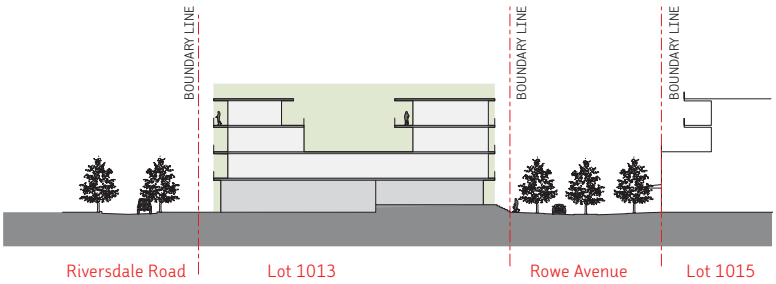


DIAGRAM 5.5.1: SECTION A THROUGH LOT 1013

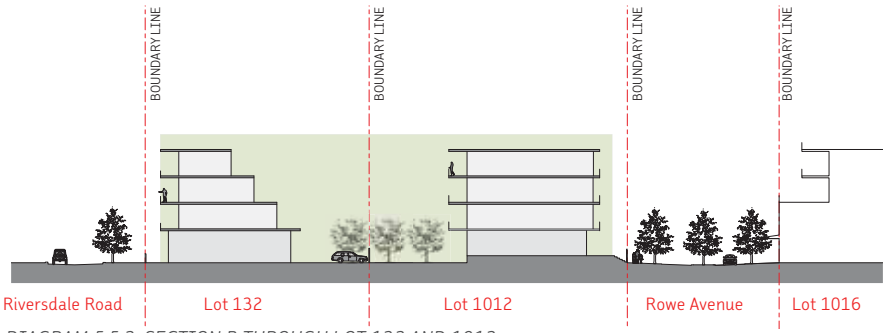


DIAGRAM 5.5.2: SECTION B THROUGH LOT 132 AND 1012

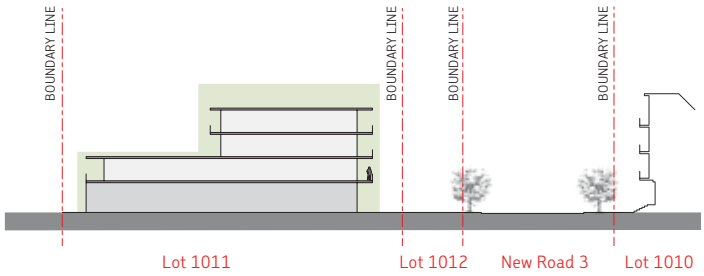


DIAGRAM 5.5.3: SECTION C THROUGH LOT 1011

BLOCK FIVE DEVELOPMENT TABLE

LOT NO.	AREA	R-CODE	MAX. PLOT RATIO	RESIDENTIAL YIELD		HEIGHTS		SETBACKS			
				MIN.	MAX.	MIN.	MAX.	NORTH-EASTERN	NORTH-WESTERN	SOUTH-EASTERN	SOUTH-WESTERN
4	971m²	R60	0.7	5	7	TOTAL: 6.4m or 2 Storeys	17m and 4 Storeys	2m min.	nil permitted	nil permitted	nil permitted
10	2315m²	R80	1.0	18	19	TOTAL: 6.4m or 2 Storeys	8m or 2 Storeys / 17m and 4 Storey	2m min.	2m min.	nil permitted	2m min.
132	1213m²	R60	0.7	7	7	TOTAL: 6.4m or 2 Storeys	8m or 2 Storeys / 17m and 4 Storey	2m min.	nil permitted	GROUND: nil permitted UPPER: 2m min.	nil permitted
134	1417m²	R60	0.7	8	9	TOTAL: 6.4m or 2 Storeys	17m and 4 Storey	2m min.	2m min.	2m min.	2m min.
1010	4013m²	R60	0.7	24	28	TOTAL: 6.4m or 2 Storeys	17m and 4 Storey	2m min.	nil permitted	2m min.	2m min.
1011	1054m²	R60	0.7	6	6	TOTAL: 6.4m or 2 Storeys	8m or 2 Storeys / 17m and 4 Storey	nil permitted	2m min.	nil permitted	2m min.
1012	2534m²	R80	1.0	20	22	TOTAL: 6.4m or 2 Storeys	17m and 4 Storey	nil permitted	nil permitted	2m min.	2m min.
1013	1264m²	R80	1.0	10	11	TOTAL: 6.4m or 2 Storeys	17m and 4 Storey	2m min.	nil permitted	2m min.	nil permitted

design guideline checklist 1

To be included when lodging for Design Approval with City of Belmont Council.

The applicant is to note whether their design complies (tick) or does not comply (cross) with the design guidelines checklist below.	APPLICANT Y / N	T.S.A Y/N	COMMENTS
3.1 PRIMARY BUILDING CONTROLS			
3.1.2 Residential buildings are to be no deeper than 18m (glass line to glass line).			
3.1.3 Buildings must conform to the maximum allowable heights as per Table 3.1.3			
3.1.4 Buildings must conform to the minimum separation distances as per table 3.1.4.			
3.1.5 Buildings must sit within the setback zone specified in Detailed Area Plan .			
3.1.6 For all developments on Rowe Avenue, street level to first floor height must be 4.2m. Thereafter, floor to floor measurements must be a min. of 3.2m. See Figure 3.1.7.			
3.1.6 For all other buildings, floor levels must be min. 3.2m to all floors.			
3.1.6 All ground floor commercial development's floor to floor measurement must be a min of 4.2m			
3.1.6 For commercial developments, the floor to footpath relationship must be flush/ level.			
3.1.6 Balustrades to any areas of raised ground level must be at least 60% visually permeable.			
3.2 ARCHITECTURAL CHARACTER			
3.2.1 Street and P.O.S facing facades must be well articulated, having no openings smaller than 1sqm.			
3.2.1 Balconies are mandatory on street facing facades.			
3.2.2 Buildings on corners must address both street frontages.			
3.2.2 Buildings on corners must include strong architectural expression to corners whilst avoiding 'feature' elements.			
3.2.3 Service exposure on roof must not be visible from the public realm.			
3.2.3 No roofing elements shall extend beyond the MBE.			
3.2.4 Pedestrian and vehicle entry points must be separate and defined.			
3.2.4 Commercial and Residential entries must be separate and defined.			
3.2.5 Street level awnings must be included as per DAP's, min depth 2m.			
3.2.5 Awnings to have a minimum clearance height of 2.75m.			
3.2.6 All street fencing must comply with Table 3.2.6.			
3.2.6 All Fencing which abuts POS is to be max. 1.2m high and at least 40% visually permeable. Construction materials shall be timber, steel, or masonry block			
3.2.6 No 'panel' fencing is allowed (e.g. Colorbond or fibre cement fencing)			
3.3 DETAILED CONTROLS			

design guideline checklist 2

To be included when lodging for Design Approval with the City of Belmont Council.

The applicant is to note whether their design complies (tick) or does not comply (cross) with the design guidelines checklist below.	APPLICANT Y / N	T.S.A Y/N	COMMENTS
3.3.1 Where other private space is not provided, one primary balcony must be included per dwelling, located adjacent to the main living area.			
3.3.1 Balconies must be setback from all boundary lines by a minimum of 2m except where: a balcony extends to the side boundary line of a property. See Figure 3.3.1.2.			
3.3.1 For all residences larger than 90sqm, balconies must have a minimum dimension of 2.4m.			
3.3.1 For residences 90sqm or less, a minimum balcony of 3.6sqm must be provided with a minimum dimension of 1.8m.			
3.3.1 A balcony which extends to the side boundary line of a property must be visually screened to retain privacy to adjoining properties. See Figure 3.3.1.2.			
3.3.2 Private open space within multiple dwelling sites shall be provided as private courtyards or terraces for each ground floor dwelling.			
3.3..2 Private outdoor spaces are to be directly accessible from the main living space of a dwelling with a covered area of min dimension 2.4m.			
3.3.3 Sound attenuation treatments to all buildings within The Springs must meet sound levels in Table 1 of Australian Standard 2107:2000			
3.3.3 All buildings within The Springs must comply with State Planning Policy 5.4 "Road and Rail Transport Noise and Freight Considerations in Land Use Planning".			
3.3.4 Opportunities for casual surveillance from inside to: -the public realm and -points of ingress.			
3.3.4 Building entrances must optimise visibility and safety through careful location, orientation and lighting design.			
3.3.4 Buildings and boundaries must be adequately secured from unwanted intruders.			
3.3.4 Crime Prevention Through Environmental Design analysis must be included for development over $1.5 million. (attach if applicable)			
3.4 DETAILED CONTROLS			
3.4.1 Air conditioning must not be visible from the street and must not be located above the roof line of buildings, or on balconies.			
3.4.1 Piped and wired services must not be visible from the public realm.			
3.4.1 All service meters to be contained within development lots, screened and integrated into the overall development unless requirements by authorities disallow.			
3.4.1 Noise control measure are to be utilised to reduce the impact on building occupants.			
3.4.2 Lockable storage must be provided for each dwelling.			
3.4.3 Waste cupboard/ temporary storage area per dwelling.			
3.4.3 Waste Management Plan to be prepared in consultation with the City of Belmont. (attach)			
3.4.3 External rubbish storage areas must remain away from front of the development and screened from the street and neighbours.			

design guideline checklist 3

To be included when lodging for Design Approval with City of Belmont Council.

The applicant is to note whether their design complies (tick) or does not comply (cross) with the design guidelines checklist below.	APPLICANT Y / N	T.S..A. Y/N	COMMENTS
3.4.3 Provision for the collection of waste on-site, including waste storage and area for collection vehicle turning.			To be reviewed by City of Belmont Health Services
3.4.3 Where a basement is being constructed, waste collection shall be from the basement.			
3.4.3 Additional space within the site shall be provided for the collection of bulk-waste on council specified days.			
3.4.3 Screen rubbish/ storage areas from adjoining residential units that overlook the area.			
3.4.4 Car parking provided in accordance with 'The Springs Parking Strategy and Traffic Impact Assessment Report' and clause 10.10 of City of Belmont Town Planning Scheme.			
3.4.4 Car parking provided at grade or above ground must be screened so as not to be visible from the street or public realm.			
3.4.4 At grade parking shall have a raised kerb median strip every three bays that is a minimum of 1.2m wide. This strip will be irrigated and will include a tree that will grow to at least 4m in height.			
3.4.4 Above ground car parking 2 storeys or more in height, to be covered.			
3.4.4 Carpark crossovers and vehicle access points must be as designated in the Detailed Area Plans.			
3.4.4 Parking to be adequately screened from the public realm to the satisfaction of the determining authority.			
3.4.5 End of trip facilities as per Table 3.4.5			
3.4.6 Signage is to be limited to a maximum of one wall for each tenancy within a building, except where a tenancy, or building has more than one street frontage.			
3.4.6 All signage must meet criteria noted in relevant City of Belmont Local Town Planning Scheme.			
3.4.6 Each development shall have an approved signage strategy in place prior to placement of any signage or advertising.			
3.5 BUILDING USE			
3.5.1 Apartment buildings to contain 30% small apartments (As per Table 3 in The Springs Structure Plan) excluding Precinct 1, 5 and 6.			
04. SUSTAINABILITY			
4.1 On-site power generation providing min 1kW per apartment for residential buildings and 1kW per 100sqm GFA for commercial buildings must be provided.			
4.1 Peak energy demand should be reduced in commercial developments through good solar design.			

4

The applicant is to note whether their design complies (tick) or does not comply (cross) with the design guidelines checklist below.	APPLICANT Y / N	T.S..A. Y/N	COMMENTS
4.1 Nonelectric heating and cooking appliances must not be installed to residential dwellings.			
4.1 On-site power generation providing min1kW per 100sqm GFQ must be provided for commercial buildings/ tenancies.			
4.2 Min 70% of all residential apartments must receive 3 hours direct sunlight to major living rooms and private open space between 9am and 3pm mid winter.			
4.2 Developments shall also not reduce solar access of residential units on neighbouring properties below the above standard.			
4.2 No more than 10% of all apartments shall be south facing single aspect apartments.			
4.2 North facing openings must all be provided with a fixed or movable shading device which provides 80% shade at noon summer solstice.			
4.4 Mains consumption of potable water must be reduced by the installation of water-wise fixtures and fittings. Tapware and showers must exceed BCA requirements for WELS star ratings by one star per fixture.			
4.4 Storm water runoff is to be contained within the site.			
4.5 All landscaped areas (including roof gardens) must be designed for high water efficiency by complying with the Water Corporation's Water Wise Development criteria.			
4.5 A minimum of 60% local native flora to be used (excluding riparian weeds or planting which could degrade the natural river system) in garden areas.			

THE IMPORTANCE OF SUSTAINABILITY

A sustainable approach to our use of land will strongly shape the future of society. To meet the needs of both current and future generations, we must consider all the effects of our actions: environmental protection, social advancement and economic prosperity. We apply the principles and practices of sustainable development all across Western Australia, learning more and improving results with each project. We're committed to minimising our ecological impact and enhancing the community's quality of life.

Find out more at:

www.thespringscityliving.com.au

BELMONT • CITY OF OPPORTUNITY

Ordinary Council Meeting 26/07/11

Item 12.4 refers

Attachment 13

Existing LPP 31
The Springs Design Guidelines 2007
(as adopted by Council)

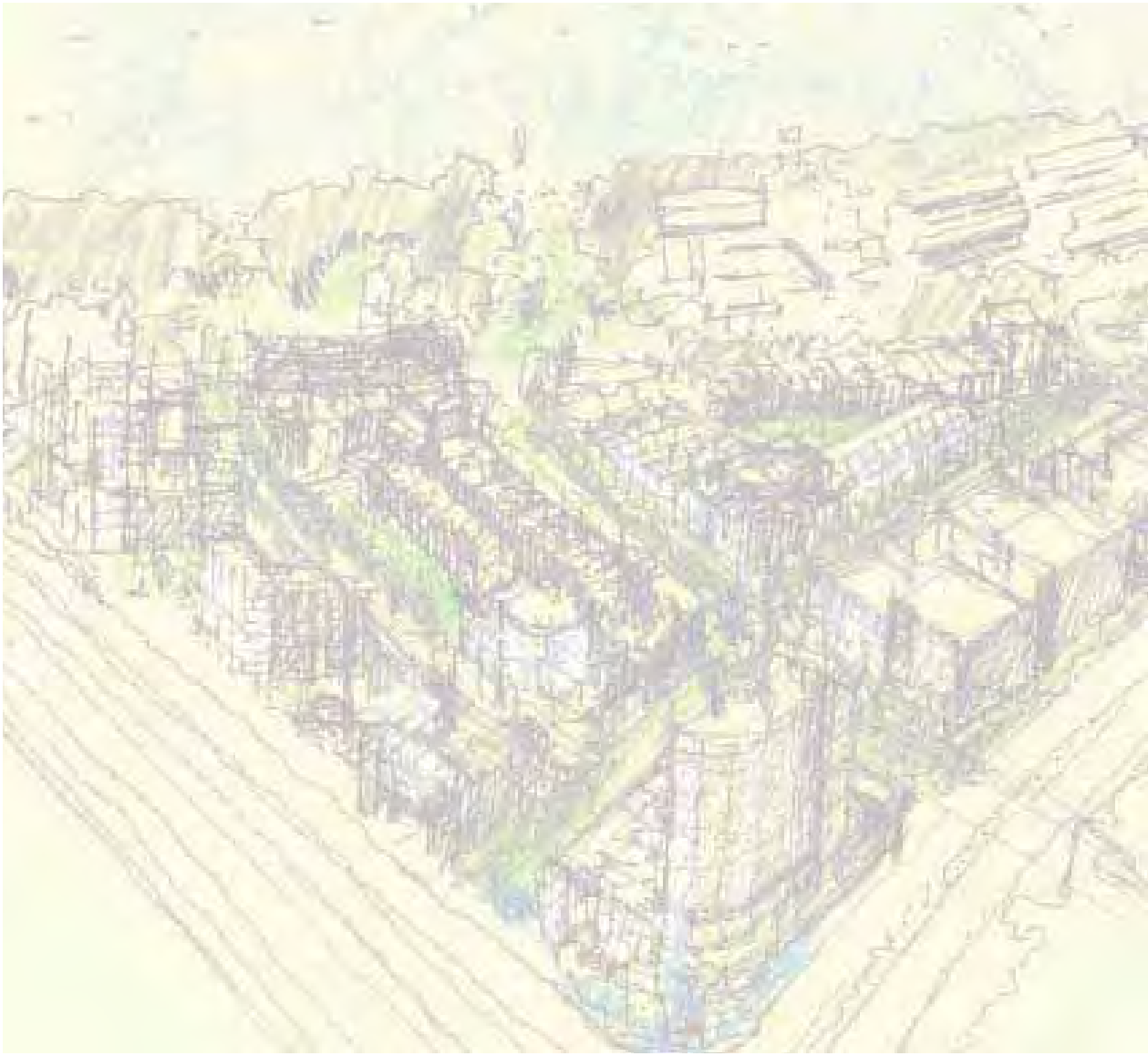





A217

HASSELL

The Springs
Design Guidelines
Prepared for LandCorp
December 2007



HASSELL Ltd 007 711 435
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Email perth@hassell.com.au
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HASSELL

Contents

Introduction

The Springs comprises approximately 14.7ha of land in close proximity to Central Perth, on the doorstep of the Burswood Peninsula and with uninterrupted northern edge frontage to the Swan River foreshore.

Through redevelopment, The Springs is to become a vibrant, urban neighbourhood characterised by a range of medium to high density housing types - from single lot houses fronting parklands and landscaped streets, to high-rise apartments with spectacular city views.

The Springs will have an active commercial 'edge' to Great Eastern Highway with a mixed use development transition to an internal residential heart. The distinctive and memorable street layout of The Springs is structured around a green link with Cracknell Park and the river foreshore.

These Guidelines

These design guidelines are to be read in conjunction with 'The Springs/Rivervale Structure Plan" (January 2007) and the City of Belmont Town Planning Scheme No 14. The Guidelines seek to encourage innovative and imaginative design and are based around ensuring that buildings address their respective street spaces and contribute to the quality of the public realm.

Figure 1: Concept Plan for The Springs

Guideline Areas

The principles and objectives contained in the Design Guidelines will be applied to development proposals across The Springs and are described separately for the areas as shown below.

These guidelines provide an emphasis on the relationship between built form and the surrounding streets and open spaces. Where matters are not addressed in the guidelines, such as side or rear setbacks, the Residential Design Codes will apply for residential development sites.

Figure 2: Public Realm

Figure 3: Street Layout

Figure 4: Movement

Figure 5: Built Form

Figure 6: Guideline Areas within The Springs

Design Principles

A number of design principles underpin the redevelopment (structure) plan for The Springs. The principles described in this section will apply to all sites within The Springs and provide the basis for the specific guidelines affecting each lot.

Building Height

Building height in The Springs is intended to reflect a strong sense of location, scale and legibility, and will be a key element in defining the character of streets:

- Building heights generally increase to the south and west, reflecting the rise in topography from the Swan River foreshore
- Taller buildings fronting the Graham Farmer Freeway provide a strong edge and capture northern orientation and city views
- Lower level 'podium' heights below taller buildings present a human scale to pedestrian spaces
- A tall 'landmark' structure will highlight the south-western corner of The Springs
- Medium density terrace houses and single dwellings to internal streets and landscape spaces.
- The Riversdale Road-North Precinct is the only area with high amenity unrestricted views to the north, which can be used to take advantage of solar orientation, and should therefore apply a high residential density and building height to take advantage of this aspect.

Figure 7: Indicative Building Heights

General Requirements

Height limits are provided by way of 'building envelopes' for each site. Heights are expressed in metres from the average height along the front boundary (measured as the average the height at each lot corner). The height limit is intended to allow for the maximum number of storeys in any building, any roof structure and any 'step up' into the site or building from the footpath level.

In some cases, a maximum number of storeys is also provided. The maximum number of storeys will apply without exception irrespective of whether the full allowable building height is met. Maximum height allows for and includes roof volume, internal mezzanine levels, lift overrun and undercroft parking levels.

Addressing the Street

The design guidelines require building frontages to be parallel to the street so as to create a clearly defined public domain with a variety of character types. In some cases, such as along Great Eastern Highway and Rowe Avenue, offices and shopfronts will open directly onto the footpath and will 'activate' these spaces.

Building setbacks are provided for each precinct. The main pedestrian entry point to each building shall be directly visible from the main street frontage of each lot.

Garages or vehicle access may not cover more than 60% of the street boundary width. All such garages must be setback to the maximum building setback line.

Fencing

Fencing to the street will play a role in defining street character. Fencing should be open in nature and should be used as a formal landscape element to emphasise level changes, delineate street edges from private spaces and highlight points of access to building entries.

Fencing to street or public open space frontages are to be no greater than 1.2m in height, including any portion of retaining wall edge to those spaces.

Fencing above 1.2m will only be accepted where additional height is required to satisfy other building code or similar regulations such as for swimming pool fences. In such cases, fencing above 1.2m shall be visually permeable. Solid fencing to 1.2m shall not exceed 50% of the length of fence to any public boundary.

Setbacks

Setback 'zones' are defined in specific guidelines for each precinct. These are expressed as a 'minimum' and 'maximum' dimension and are intended to provide some variety in frontage within defined ranges.

Setback zones allow for the introduction of a landscape strip in which terraces, balconies, and entry porches can be located. Building and roof projections are permitted within this zone as a means of introducing variety, allowing building modulation and rhythm along the streetscape, and moderating between the public and private domain.

Where not otherwise stated, setbacks are to be provided in accordance with the Residential Design Codes and/other Building Code requirements.

Public Art

Public Art forms an important part of the urban landscape and will feature in experiencing The Springs. Developments are encouraged to contribute to The Springs by the incorporation of the work of artists in free standing public artworks and in the detailing of built and landscape elements such as fencing, street furniture, paving, awnings etc.

Corner Treatments

It is important that buildings address all street frontages in accordance with the intended character of those streets.

Prominent corner locations, particularly along Rowe Avenue, Great Eastern Highway and at the intersection of Hawksburn and Riversdale, have the opportunity to take 'commercial' advantage from their prominence. These sites should include entry points, windows, footpath 'shelter' awnings and architectural treatment to contribute a high pedestrian amenity for corner locations. Any such corner projections will be subject to all normal approval and licensing requirements.

Where proposed laneways have corners or vistas terminating at buildings, they are to be minimised or designed in order to provide informal surveillance and to ensure visible exit points and adequate sight lines will result. In accordance with Crime Prevention Through Environmental Design (CPTED) principles, buildings are to be designed such that they overlook laneways. Installation of adequate lighting that is aligned with the laneway will be required and laneways are to be designed with graffiti and vandal resistant materials.

Noise Attenuation

To ensure that the high standards of urban amenity within The Springs are enjoyed by residents, the potentially adverse impacts of noise intrusion from external sources must be addressed at the earliest design stage. Appropriate measures will need to be taken though design and construction to minimise the impacts of noise. Design should allow residents to maintain access to views, breezes and external amenity without being impacted on by noise.

All applications for development between Rowe Avenue and the external frontages to the Great Eastern highway and Graham Farmer Freeway must be accompanied by a report prepared by a qualified acoustic engineer detailing strategies to deal with sound intrusions and sound emissions.

Sustainability

The Springs will be a manifestation of sustainability principles used to guide human activity so that it has less impact on the planet's ecological systems, uses resources more efficiently and fosters the development of more equitable societies. The Springs will be developed through "meeting the needs of current and future generations through the integration of environmental protection, social advancement and economic prosperity."

To that end, the Springs provides for a mix of housing types, size and mix range in a medium to high density urban environment. The Springs will be well provided for in term of access, open space and public transport. Development should have high regard for environmentally sustainable outcomes through energy management, water management, indoor air quality management, landscape management and construction management.

General Requirements

Development will be required to meet requirements for energy rated buildings and appliances and should be able to demonstrate achievement of a 'five-star' (best practice or above) rating against a recognised sustainability performance rating system.

As a minimum, the following requirements will need to be met for residential development:

— Living rooms and private open spaces for at least 70% of apartments in any development should receive a minimum of 3 hours direct sunlight between 9am and 3pm in mid winter

— Single-aspect apartments with a south-western aspect (SW-SE) should not exceed 10% of the total number of units in any development

— At least 60% of units in a multiple dwelling development should achieve cross-ventilation

— At least 25% of kitchens should be naturally ventilated

There are a number of performance ratings and accreditation systems across Australia which recognise sustainability principles, the most notable initiatives being:

— GreenSmart rating system for new homes / housing projects (Housing Industry Association)

— BASIX (Building Sustainability Index) (currently in use as part of the planning system in New South Wales and considered for application in Western Australia)

Developed and applied in New South Wales, BASIX is a web-based planning tool that allows developers and builders to measure the potential performance of proposed dwellings against sustainability indices. The key performance indicators in BASIX are water conservation, energy conservation and thermal comfort. Each proposed dwelling needs to demonstrate a target reductions in water consumption, greenhouse gas emission through reduced energy use and achieve the minimum performance levels for the thermal comfort of dwellings. (Refer to separate information sheet 'The Springs - Defining the World's Sustainable Design Practice.)

Water

Sensitive building designs can help to minimise unessential use or wastage of water. Water savings can be achieved by careful selection of building products such as special types of flushes, shower heads, faucets and washing machines that uses less water. Greywater recycling and rainwater harvesting are also encouraged.

Landscape Management and Water Sensitive Urban Design

Appropriate landscaping can help save water. Using indigenous plant species not only minimises water consumption but also helps to protect the local character and maintain a balanced natural ecosystem. Principles of 'Water Sensitive Urban Design' should be applied to allow the integration of water cycle management into development. The key principles of Water Sensitive Urban Design are:

— Protection and enhancement of natural water systems

— Integration of stormwater treatment into the landscape

— Protection of water quality draining from urban development through appropriate filtration and retention system, water are treated to remove pollutants close to their source

— Reduce stormwater runoff and peak flows from urban development through local detention basins

— Minimise the costs of drainage infrastructure by reducing peak flows, runoff and impervious surface areas

Energy Efficiency and Thermal Comfort

Sustainable buildings not only are more comfortable to live in but are often more cost effective in the long term. There are many ways to enhance the thermal comfort of a dwelling which will also minimise its energy requirements, including:

- Using 'passive solar design' principles by ensuring that buildings are orientated to maximise solar access
- Ensuring that ventilation openings are adequate to facilitate natural ventilation and passive cooling, and lowering the concentrations of indoor air pollutants
- Adequate ventilation of refrigerator space (by ensuring that there is adequate air passing over the refrigerant coils) can improve the efficiency of refrigerator
- Ensuring that the internal room layout facilitate cross ventilation throughout the building, creating openings on the opposite or adjacent walls of every living areas
- Maximise natural lighting by increasing the size of windows and installing skylights
- Using the building's thermal mass (i.e. walls) as thermal storage for heating in winter
- Ensuring adequate sun protections by use of glazing, eaves and projections, or other types of fixed or adjustable shading devices (shutters, louvres, panels etc) to block solar heat gain
- Minimise any unwanted heat gains by using a combination of insulation and glazing to help maintain internal temperature while negating the need for air conditioning
- Using light colour roof to reduce the rate of solar absorption (the absorption rate between light colour and dark colour roof may vary by up to 30%)
- Use a gas or solar powered hot water system instead of an electrical heating system which are often more expensive to operate and less energy efficient
- Improve mechanical efficiency through an integrated "co-generation" system of heating, ventilation supply and air conditioning
- Avoid using toxic building materials such as PVC, mercury, arsenic (such as pressure treated woods) to maintain a healthy indoor air quality

Demonstrated application of these principles to achieve savings in water consumption, energy efficiency and thermal comfort will be required in development applications.

Hawksburn Road

Hawksburn Road is a residential street that provides a green landscape link between the pedestrian underpass in Great Eastern Highway and Cracknell Park to the foreshore at its northern end. This linear pedestrian oriented street will draw community activity into the 'heart' of The Springs and to the foreshore.

Figure 8: Hawksburn Road

Desired Street Character

Hawksburn Road will be more like a landscaped pedestrian plaza than a busy vehicle oriented street. As a wide, landscaped 'promenade', Hawksburn Road will provide an important pedestrian connection and visual link between Rowe Avenue and Cracknell Park.

Land will be provided for development either as subdivided single residential lots or as 'superlots' that can be further developed and/or subdivided. These guidelines apply to lots created for single dwellings or lots capable of accommodating a number of units.

Buildings will be 'terrace house' or 'walk-up' residential units in type and scale, generally 2 to three 3 in height. Buildings will be set back only a few metres, with front garden spaces separated from the street by a low garden wall.

Each house or unit is required to have direct pedestrian entry from Hawksburn Road. All vehicles parking access is to be via rear laneways.

Building Height

It is anticipated that most houses will be 2 to 3 storeys in height. The maximum height is set to preserve the scale and amenity of the street.

Minimum Height: 6m

Maximum Height: 17m and 4 storeys*

Setbacks

Front:

Minimum: 3m

Maximum: 5m

Projections*: 2m

Side:

Nil

Rear Setback to Garages:

Nil

*Projections: Window awnings, shade structures, verandahs, bay windows, balconies, 'port cochere' and other similar elements can project to within 2m of the front boundary for a maximum of 25% of the building frontage. All such setbacks must be set back at least 2m from side boundaries.

Garage Setbacks

Garage entries must be setback a minimum of 1m from laneway frontages.

Garages to streets (where lots have only one frontage) must be setback 3m minimum.

Balconies

Balconies should be setback within the building envelope to provide privacy to and from neighbouring properties. Balconies projecting forward of the 3m front setback must be set at least 2m from side boundaries. No solid vertical screens will be accepted forward of the 3m front building setback.

Any balcony within 2m of the side boundary must be screened with full height projections to provide privacy to neighbouring properties.

Special Conditions

Rear lane way activation will ensure safety and amenity by the use of gates, pedestrian access doors and the use of accommodation, balconies and terrace spaces above garages.

Hawksburn Road

Building Interface and Building Design

Public/Private Interface

Ground floor residential units located along the eastern section may be raised by up to half a level to facilitate privacy and enable semi-basement parking below. Development must promote 'eyes on the street' whilst maintaining privacy. Front garden walls should be less than one metre in height and partially permeable at the footpath edge.

Entry

The entrance to each building shall be clearly defined and have a separate entry and address along the street.

Wall Articulation

Building elevations should highlight and provide visual interest to the detail and scale of the development.

The 'public face' of each building should be detailed to provide visual richness, reduce apparent bulk and enhance the vertical rhythm of the street. Balcony treatments must be integrated into the form of the building rather than being affixed to the building facade.

Corners

The elevation of the building on the corner of Hawksburn and Riversdale Roads should reinforce the corner with cantilevered canopy, additional height and emphasis of vertical elements.

Roofscapes

Roofscapes are to be consistently treated along the street face and to be in keeping with the scale of the street.

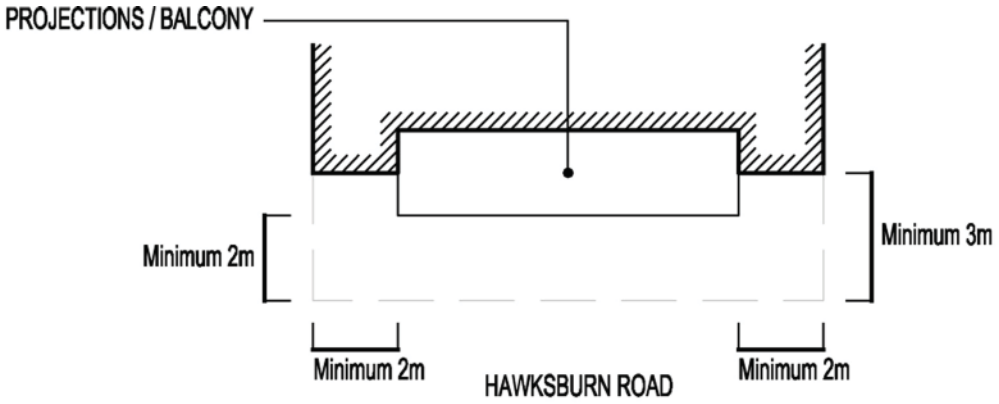

Figure 9: Minimum side setback from balconies projecting into front setback area

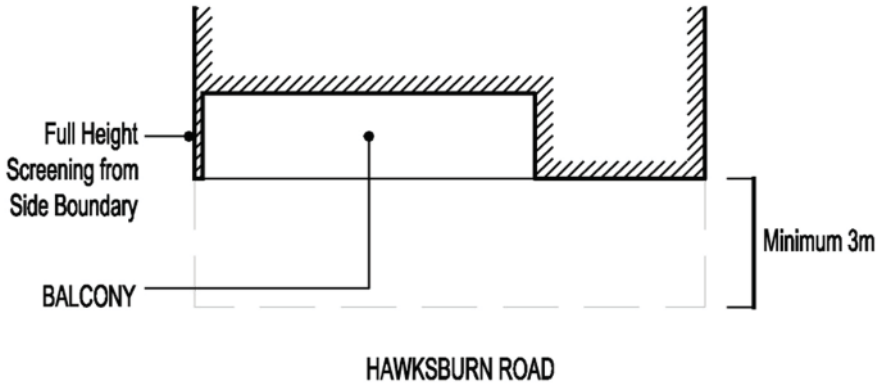

Figure 10: Balconies within 2m of side boundary

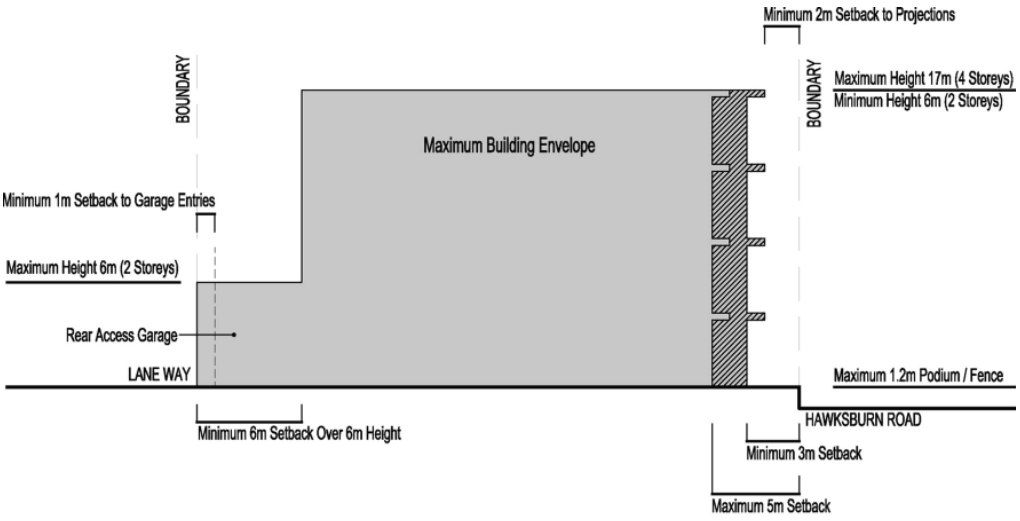

Figure 11: Hawksburn Road building envelope

Rowe Avenue - West Residential Towers

Desired Street Character

The western perimeter of The Springs supports apartment buildings of up to nine storeys provided compliance with the set performance criteria can be demonstrated to Council's satisfaction. The buildings will be located in a landscaped setting which will create a distinct scale treatment to the western edge of The Springs. Special attention must be given to the design of these buildings as the external presentation of The Springs. These sites will provide a consistent pedestrian scale podium of up to 3 storeys along Rowe Avenue that will address the street with terrace type housing units. In a generously scaled, tree lined residential avenue, each unit has an individual entry directly off the street separated from the public realm by a subtle variation in height and by projections in the front setback.

Figure 12: Rowe Avenue - West Residential Towers

Building Height

Tower:

Minimum Height:	15m or 5 storeys
Maximum Height:	30m and 9 storeys

Podium:

Minimum Height:	6m or 2 storeys
Maximum Height:	15m and 3 storeys

Rowe Avenue - West Residential Towers

Setbacks

Tower Front Setback:

Minimum: 5m (to Rowe Ave)

Maximum: NA

Tower Rear Setback:

Minimum: 5m

Maximum: NA

Tower Side Setback:

— Refer 'Permeability' requirement below

— Side setback areas shall be landscaped. Elevations to car parking and other structures shall provide visual surveillance over setback areas.

Allowable Projections (Tower):

— 2m beyond building envelope

Podium Projections Front Setback:

Minimum: Nil

Maximum: 3m

Allowable Projections (Podium):

All projections are to be contained within lot boundaries.

Podium Side Setback:

Nil

Balconies

— Nil onto Rowe Avenue

— 3m onto Graham Farmer Freeway

Balconies should be contained within the building setback/projection zone. Balconies not contained with solid side wall enclosures must be setback at least 2m from the side boundaries.

Tower Projections

Window awnings, shade structures, verandahs*, bay windows, balconies* and other similar elements that are not visually intrusive can project 2m from the allowable building envelope. The minimum front setback (3m) will apply to all projections. Normal Residential Design Code and Building Code requirements will otherwise apply to side and rear setback and projections.

*Balconies and Verandahs: Shall be treated as allowable projections where the vertical dimension of any solid or visually obstructive portion is not greater than 1.2m and not greater than 50% of any respective floor level.

Permeability (front and rear)

50% (above 3 storeys).

Permeability refers to an unobstructed line of sight across the lot from Rowe Avenue through to the Graham Farmer Freeway. At least 50% of the required 'permeability' (or 25% permeability above 3 storeys) is to be provided adjacent the northern most side boundary.

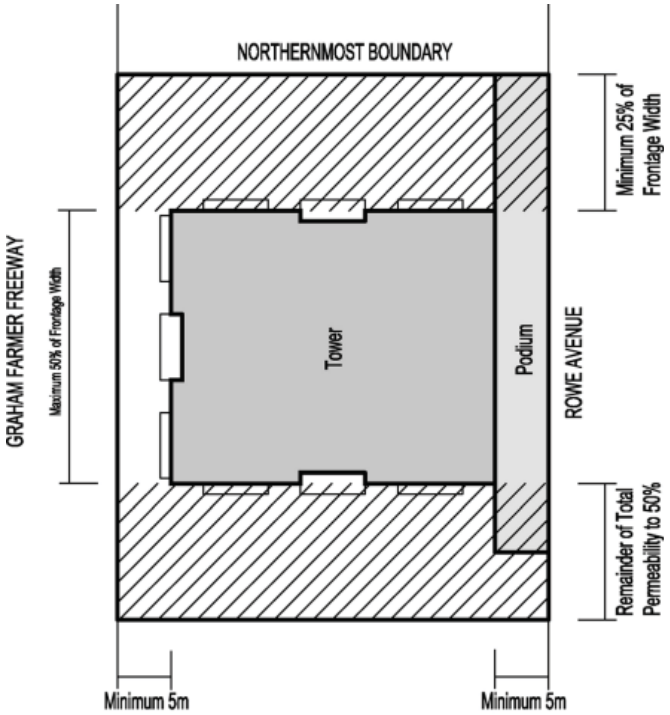

Figure 13: Permeability plan

Special Conditions

The Fig Tree located on Lot 2 is to be retained on site. This tree is well established in the landscape and will continue to be an asset to the Rowe Avenue landscape. The following special conditions relate to this lot:

- No change of levels to the existing ground plane will be allowed under the crown of the tree
- No development other than compatible landscape improvements will be allowed under the crown of the tree
- No services shall be installed into the ground within a 9m radius of the outside of the tree trunk
- Any required service installation under the tree canopy and outside the 9 metre exclusion zone shall be underground bored and should be installed in accordance with independent arboricultural advice.

Rowe Avenue - West
Residential Towers

3 Storey Podium

The podium should address the maximum frontage width possible to Rowe Avenue.

Parking and Access

Access to parking should be provided by one only double-width crossover to each site. Parking should be concealed from the street and should be accommodated in basement or undercroft arrangements. Presentation to the Graham Farmer Freeway should be treated and well landscaped.

Building Orientation

The residential towers must be orientated to gain maximum benefit from northern (solar) orientation. Setbacks from side boundaries and the allowable building envelope provide for a minimum level of privacy and amenity only. Design should balance access to views and sunshine with architectural responses that optimise views and provide a high quality, stimulating living environment.

Building Interface and Building Design

Public/Private Interface

Ground floor dwelling units can be raised by up 1.2m to provide privacy from passing pedestrians and to allow for semi-basement parking below. Along the street edges at ground level, balconies are to be set into the building, with balustrades treated to provide additional privacy between the dwelling unit and the public domain. Front balcony edges are to be less than one metre high and partially permeable at the footpath edge.

Entry

Common pedestrian entries to residential towers should be provided with garden areas in setbacks along the street. Each dwelling unit within the street front podium shall have a separate entry and address along the street.

Corners

The podium level should wrap around corners at each end of the street, thereby containing the street and contributing to its intimate scale.

Roofscapes

Roofscapes are to be consistently treated along the street face and to be in keeping with the scale of the street.

Rowe Avenue - West Residential Towers

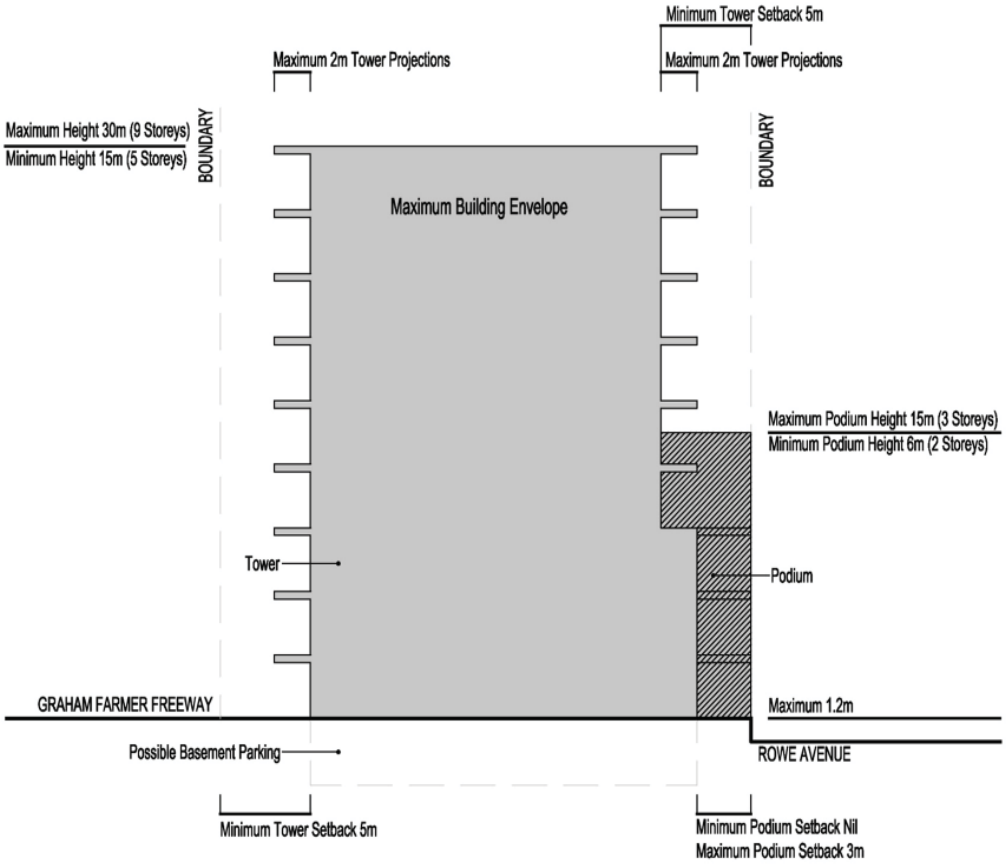

Figure 14: Rowe Avenue - West Residential Towers

Additional Performance Criteria

The R160 density code is considered appropriate but it is recognised that this is an area that will be undergoing extensive redevelopment. The visually prominent location of this precinct adjacent to the Graham Farmer Freeway will provide a statement about The Springs and therefore warrants a high standard of design. As such all development within the precinct must meet additional performance criteria as detailed below.

Performance Criteria

It is proposed that within the Rowe Avenue West Residential Towers Precinct all development shall:

— be sited such that it will provide appropriate view corridors and informal surveillance of the street and/or other public spaces; and

— be of an exceptional urban design standard and built form that will enhance the desired streetscape. The design will incorporate high quality building materials, architectural detailing and complementary colour scheme; and

— be oriented to provide maximum direct winter sunlight and ventilation to the development and to

adjoining properties while maintaining privacy; and

— provide a demonstrable amenity of direct benefit to the City of Belmont. (This may include but is not limited to: provision of affordable housing, street art, courtyards, arbors, fountains, street furniture, rooftop gardens, landscaped pedestrian/cyclist corridors or pathways, localised exterior lighting of pathways, and textured pedestrian surface treatments); and

— provide for well designed frontages oriented towards the proposed unnamed road running the length of the east side of the Precinct that use landscaping or fencing treatments to establish boundaries between private and public space in an understated manner so as maintain security without discouraging pedestrian activity; and

— provide a demonstrable commitment to sustainability principles; and/or

— have regard for the history associated with the site and incorporates elements which reflect this history. (This may include but is not limited to public art, photographic displays, creative re-use of existing heritage structures or features, etc).

Rowe Avenue - East Residential

Desired Street Character

Terrace and walk-up housing in landscaped courtyard setbacks provide a distinct residential frontage to a prominent local access road. Predominately residential in character, housing will be in various forms up to 4 storeys in height

Figure 15: Rowe Avenue - East Residential

Building Height

Maximum Height:* 17m and 4 storeys

Minimum Height: 6m or 2 storeys

Setbacks

Rowe Avenue:

2-4m to allow for individual front garden spaces along the mid-block street sections.

Corner Rowe Avenue and Hawksburn Road:

Nil to Rowe Avenue; 2-4m to Hawksburn Road

Front Setback:

Minimum: 3m

Maximum: 5m

Rowe Avenue - East Residential

Allowable Projections:

Window awnings, shade structures, verandahs, bay windows, balconies*, 'port cochere' and other similar elements can project to within 1m of the front boundary for a maximum of 25% of the building frontage. All such setbacks must be set back at least 1m from side boundaries.

Garage Setbacks

Garage entries must be setback a minimum of 1m from laneway frontages. Garages to streets (where lots have only one frontage) must be setback 5m minimum.

Balconies

Balconies should be setback within the building envelope to provide privacy to and from neighbouring properties. Balconies projecting forward of the 2m front setback must be set at least 2m from side boundaries. No solid vertical screens will be accepted forward of the 2m front building setback.

Corner Site

Rowe Avenue and Hawksburn Road:

Minimum setback to Rowe Avenue nil; minimum setback to Hawksburn 2m

Special Conditions

Rear lane way activation will ensure safety and amenity by the use of gates, pedestrian access doors and the use of accommodation, balconies and terrace spaces above garages.

Rowe Avenue - East Residential

Building Interface and Building Design

Public/Private Interface

Ground floor dwelling units can be modestly elevated to ensure privacy from passing pedestrians and make provision for semi-basement parking below. Front garden walls are to be less than one metre in height and partially permeable at the footpath edge. Garden landscaping can provide additional privacy buffers along the wall.

The purpose is to provide a balance between privacy requirements for each dwelling unit and a pleasant streetscape experience.

Entry

The entrance to each building shall be clearly defined and have a separate entry and address along the street. One shared entry is acceptable for each double stacked maisonette bay along the street.

Wall Articulation

Within the street setback, building mass shall be 'broken down' by the introduction of a setback projection zone. Potential building treatments in this zone include solid building projections, bay windows and balcony projections.

Corners

The corners of the streets may be defined by the ends of apartment buildings to 6 storeys built to the boundary line, thus containing the street and contributing to its intimate scale. Refer to sections for further details.

Roofscapes

Roofscapes are to be consistently treated along the street face and to be in keeping with the scale of the street.

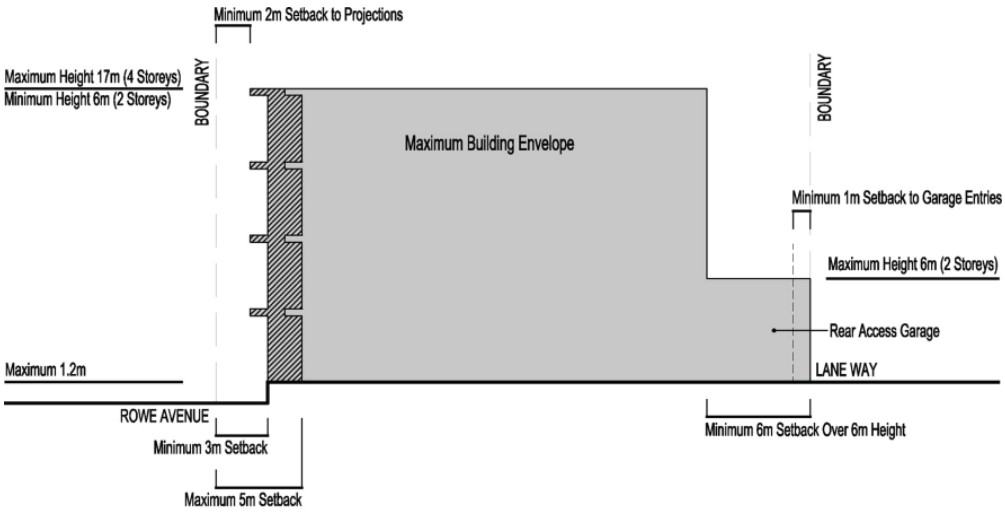

Figure 16: Rowe Avenue - East Residential

Rowe Avenue - East Mixed Use

Desired Street Character

A busy local access road bridging the Great Eastern Highway commercial frontage to the more intimately scaled internal residential streets. Predominantly residential character, a street frontage up to 4 storeys expressing individually demarcated building units through a predominantly vertical articulation along the street. Rowe Avenue will be highlighted at the internal intersection with Hawksburn Road, with commercial frontages activating the southern corners. Residential units have either shared access for upper level apartments or individual access for ground level and live/work office frontages. Commercial buildings have entries directly off the street. Parking will be accessed from side boundary crossovers and garaging away from the street.

Figure 17: Rowe Avenue - East Mixed Use

Building Height

Minimum Height:	6m or 2 storeys
Maximum Height:	17m and 4 storeys
Maximum Height to Rear Laneway:	5m

Setbacks

Street Setback:

Minimum:	Nil
Maximum:	3m

Rowe Avenue - East
Mixed Use

Allowable Projections:

No projections permitted

Laneway Setback:

Minimum: Nil

Maximum: 4m

Special Conditions

All ground level accommodation is to be designed as - or to accommodate a future change to office/ commercial uses. This requires a standardised broad-span structural grid and sufficient 'floor to floor' height (3.5m min).

Street Setbacks

The setback for Rowe Avenue is 0-3m to define a strong urban edge to the street and to provide for privacy spaces within the projections zone and to allow for individual front garden spaces along the mid-block street faces and some minor variation to building frontages. Buildings at the corner of Rowe Avenue and Hawksburn Road should be aligned to the frontage of lots to those streets (ie. no setback) to reinforce the corner location. Entries to buildings on those sites should directly access the corner truncation, and should provide pedestrian shelter with cantilever awning structures or other means.

Building Interface and Building Design

Public/Private Interface

Ground floor accommodation shall be at grade with the footpath for easy and equal access to pedestrians. Residential uses at ground level shall be separated from the public domain by subtle level differences and shall employ balustrades and privacy screens for additional privacy.

Entry

Residential uses shall have common entries denoted by projected awnings. Commercial uses shall have direct footpath access.

Wall Articulation

Architectural treatments such as recesses fenestration and wall panel dimensions are to be vertically orientated. A change of treatments between the ground level commercial / live-work uses will assist with building legibility and will unify uses along the street frontage. Balconies shall be integrated to the form of the building rather than 'applied' to the facade.

Corners

The corners of the streets are defined by the ends of 4 storey apartment buildings built to the boundary line, thereby containing the street and contributing to its intimate scale. Refer to section on North-South streets for more detail.

Buildings situated at road intersections play a special role in defining the quality of the built form and are often landmarks that assist way finding. All elevations should reinforce the corner to which the development addresses. Special corner treatments are encouraged and may for example take the form of a cantilevered canopy.

Rowe Avenue - East Mixed Use

Roofscapes

Roofscapes are to be consistently treated along the street face and to be in keeping with the scale of the street.

Ground Level Spaces

Ground floor spaces shall be designed to accommodate commercial uses or to allow for easy conversion of residential uses at a later date. This will require a floor to floor height of 4m-4.5m.

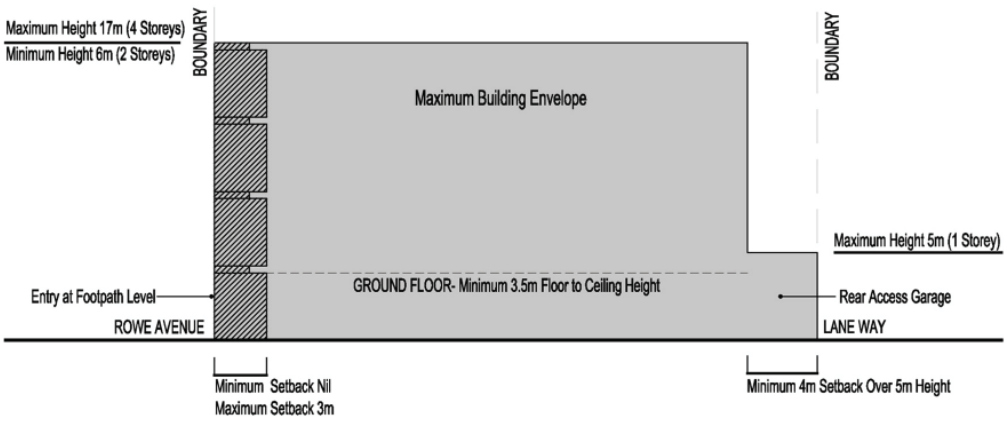

Figure 19: Rowe Avenue - East Mixed Use

Great Eastern Highway

Desired Street Character

A strong, unified commercial and mixed-use edge characterised by commercial activities in buildings four storeys in height framed by important corner buildings to 6 storeys in height. Upper level residential units will be setback from building edges.

Figure 19: Great Eastern Highway

Building Height

Minimum Height: 6m or 2 storeys

Maximum Height: 27m and 6 storeys

Setbacks

Great Eastern Highway - Commercial Podium: Nil

Great Eastern Highway - Above Podium: 4m

Allowable Projections:

Minimum: 2m

Rear Laneway Podium Level - Minimum: Nil

Rear Laneway above Podium Level - Minimum: 6m

Allowable Projections:

Minimum setback: 4m

Special Conditions

Signage

Designed signage will add colour and interest to the highway frontage.

A high standard is expected for any external signage. Signs attached to the building should be aligned with and relate to the design lines of the facades and should not obscure or conflict with any architectural features of the development. The proposed locations for signs should be nominated at the time of seeking development approval.

Figure 20: Great Eastern Highway Heights

Great Eastern Highway

Building Interface and Building Design

Public/Private Interface

The ground floor will contain commercial uses at grade access for all users and should contain a pedestrian protection from sun and rain through the use of a suspended awning between 2 and 2.5 metres wide along Great Eastern Highway over building entry areas.

Contrast between solid lower levels and setback upper levels should be emphasised through full articulation of vertical proportioning and the use of appropriate fenestration and façade detail.

Entry

Each commercial use will have separate and clearly delineated entrances. All entrances to upper level residential units shall have common entries denoted by projected awnings from side and internal streets.

Corners

Buildings situated at road intersections play a special role in defining the quality of the built form and are often landmarks that assist way finding. All elevations should reinforce the corner to which the development addresses. Special corner treatments are encouraged and may for example take the form of a cantilevered canopy.

Roofscapes

All roofscapes must be expressed to add visual richness to the built form this could take the form of a pitched roof with awnings or an expressed parapet.

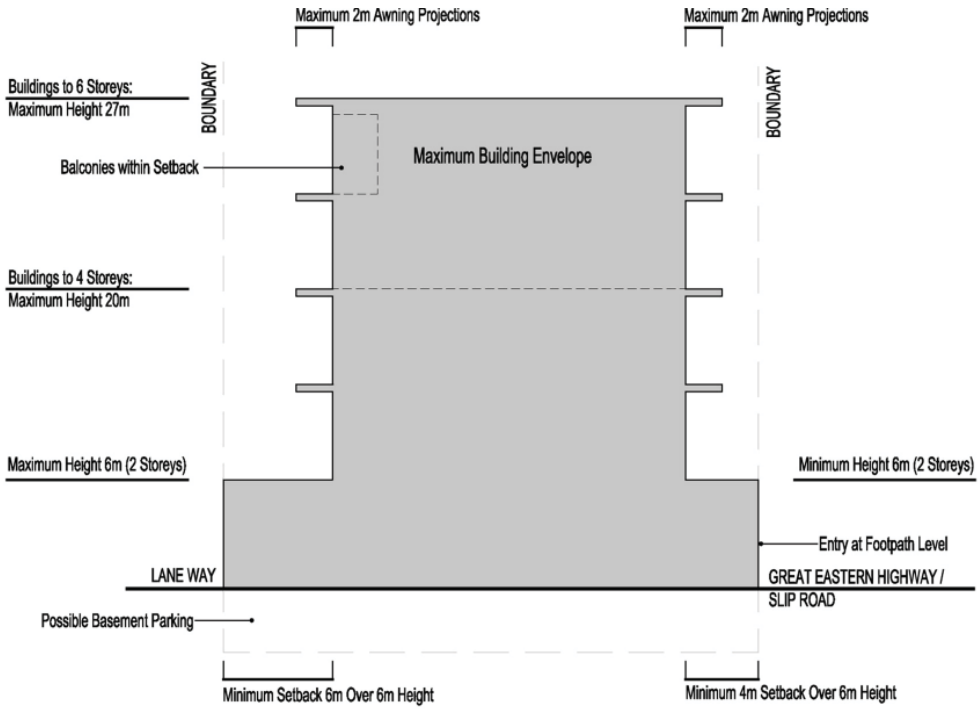

Figure 21: Great Eastern Highway

Riversdale Road - South

Desired Street Character

A leafy boulevard with an activated residential southern street edge and 'gracious' apartment blocks in well landscaped river front settings on the northern side. They leafy street leads through a shared vehicle pedestrian space to the 'heart' of The Springs at Cracknell Park and the Hawksburn Road parkway. The buildings are primarily residential punctuated with corner shop opportunity at the Hawksburn Road intersection.

Figure 22: Riverdale Road - South

Building Height

Buildings East of Hawksburn Road.

Maximum height: 17m and 4 storeys

Minimum height: 6m or 2 storeys

Buildings West of Hawksburn Road

Maximum height: 27m and 6 storeys

Minimum height: 6m or 2 storeys

Corner buildings should be orientated to address the street corner. Buildings should address both street frontages through projections, setbacks and roof form used provide consistency into each street frontage.

Setbacks

Rowe Avenue:

Maximum: 4m

Minimum 2m

Riversdale Road - South

Corner Rowe Avenue and Hawksburn Road:

Nil along Rowe Avenue; 2-4 metres along Hawksburn Road

Front Setback:

Minimum: 3m

Maximum: 5m

Allowable Projections:

Window awnings, shade structures, verandahs, bay windows, balconies*, 'port cochere' and other similar elements can project to within 1m of the front boundary for a maximum of 25% of the building frontage. All such setbacks must be set back at least 1m from side boundaries.

Corner Lot - Hawksburn/Riversdale Road

Minimum: Nil

Maximum: 3m

Allowable Projections:

A protective awning may extend over the footpath from any shopfront entry point at the corner truncation and along Riversdale Road in accordance with relevant council policies and bylaws.

Special Conditions

Parking must be concealed from the street and may be accommodated in basement or undercroft configurations.

Building Interface and Building Design

Public/Private Interface

Ground floor residential units located along the eastern section may be raised by up to half a level to facilitate privacy and enable semi-basement parking below. Development must promote 'eyes on the street' whilst maintaining privacy. Front garden walls should be less than one metre in height and partially permeable at the footpath edge.

Entry

The entrance to each building shall be clearly defined and have a separate entry and address along the street.

Wall Articulation

Building elevations should highlight and provide visual interest to the detail and scale of the development.

The 'public face' of each building should be detailed to provide visual richness, reduce apparent bulk and enhance the vertical rhythm of the street. Balcony treatments must be integrated into the form of the building rather than being affixed to the building facade.

Corners

The elevation of the building on the corner of Hawksburn and Riversdale Roads should reinforce the corner with cantilevered canopy, additional height and emphasis of vertical elements.

Roofscapes

Roofscapes are to be consistently treated along the street face and to be in keeping with the scale of the street.

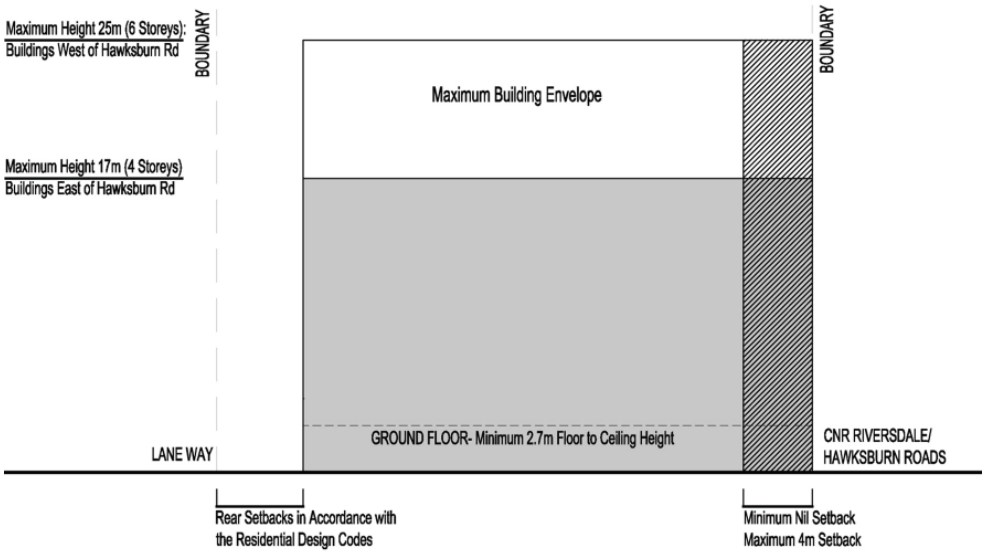

Figure 24: Riversdale Road - South

Riversdale Road - North

Desired Street Character

A leafy boulevard with an activated residential southern street edge and 'gracious' apartment blocks in well landscaped riverfront settings on the northern side. They leafy street leads through a shared vehicle pedestrian space to the 'heart' of The Springs at Cracknell Park and the Hawksburn Road parkway. Riverfront buildings will be spaced well apart, with varied setbacks and heights that reflect the cascading foreshore escarpment. Cracknell Park edges should contain visitor activities such as a restaurant, cafe, kiosk, and visitor accommodation.

Figure 23: Riverdale Road - North

Building Envelope

All buildings must be contained with the prescribed building envelope (refer to diagram below). The envelope provides details of setbacks and height.

Permeability

In order to provide north-south visual permeability, all development above a height of 15m from the Riversdale Road boundary height shall accord with side and rear setback standards prescribed in the boundaries design codes.

Notwithstanding the above, no northern or southern elevation above a height of 15m from the Riversdale road boundary height shall be larger than 60m in length and shall be separated from any other building above 15m in height on the same lot by a minimum distance of at least 10m.

Special Conditions

Parking and Access

Parking must be concealed from the street and should be accommodated in basement or undercroft configurations.

Building Interface and Building Design

Public/Private Interface

The street edge should be demarcated with landscape treatments and built elements. Fencing will be limited to allow visual access into building landscapes and to provide uninterrupted visual access to views of the river across the site.

In order to protect the foreshore reserve for conservation purposes, public access and maintenance of views, fencing that is visually permeable 1.2 metres above natural ground level is required along the rear property boundary where it abuts the foreshore Parks and Recreation Reserve.

Entry

Ground floor units along the footpath are to have individual entries with clear access paths providing an address on the street.

Wall Articulation

The building facade shall enhance the vertical rhythm of the street within the street setback the volumetric express.

Corners

Corners are to be articulated through material or textural change.

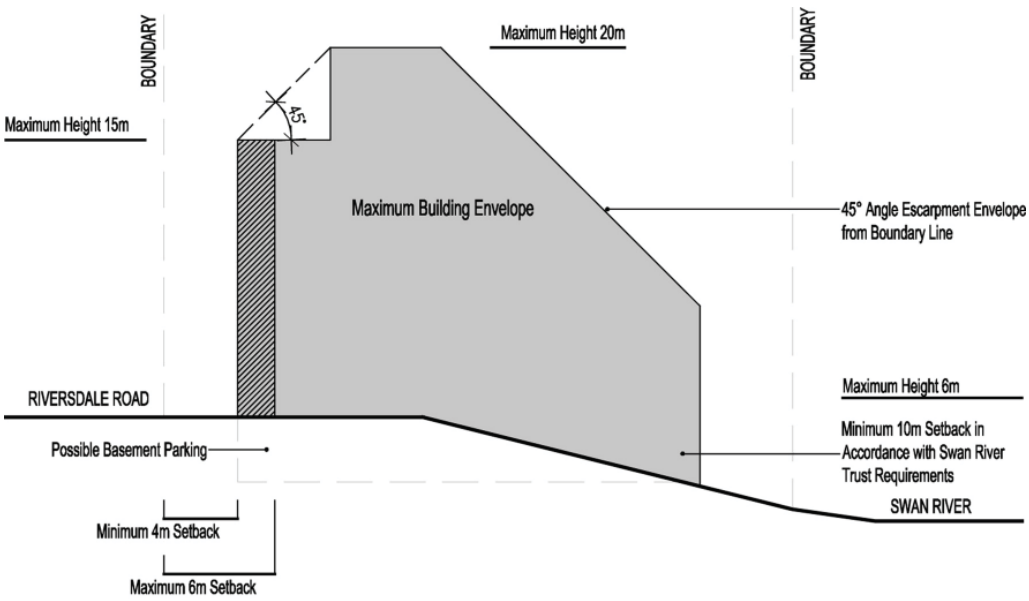

Figure 25: Riversdale Road - North

Riversdale Road - North

Flexible Density Coding

The R100 density code is considered appropriate but it is recognised that this is an area that will be undergoing extensive redevelopment. The R100/R160 dual coding provides flexibility for developments to considered with a density above the R100 base coding where it can be demonstrated that it meets the set performance criteria noted below, and are therefore of a superior design standard.

Performance Criteria

It is proposed that within the area coded R100/R160, development above the density and standards of the R100 base density coding shall be permitted only if the development, in the opinion of Council:

- is sited such that it will provide appropriate view corridors and informal surveillance of the street and/or other public spaces; and
- is of an exceptional urban design standard and built form that will enhance the desired streetscape. The design will incorporate high quality building materials, architectural detailing and complementary colour scheme; and
- is oriented to provide maximum direct winter sunlight and ventilation to the development and to adjoining properties while maintaining privacy; and
- will not overshadow adjacent properties and those on the south side of Riversdale Road by more than 50% during mid-winter; and
- provides a demonstrable amenity of direct benefit to the City of Belmont. (This may include but is not limited to: provision of affordable housing, street art, courtyards, arbors, fountains, street furniture, rooftop gardens, landscaped pedestrian/cyclist corridors or pathways, localised exterior lighting of pathways, and textured pedestrian surface treatments); and
- provides well designed frontages oriented towards Riversdale Road and the Swan River foreshore that use landscaping or fencing treatments to establish boundaries between private and public space in an understated manner so as maintain security without discouraging pedestrian activity; and
- provides a demonstrable commitment to sustainability principles; and/or
- has regard for the history associated with the site and incorporates elements which reflect this history. (This may include but is not limited to public art, photographic displays, creative re-use of existing heritage structures or features, etc).

Highway Penninsula

Desired Street Character

A landmark site, the Highway Peninsula anchors The Springs to its urban context and provides a key point of orientation. Visible from all directions, the form of development on the Highway Peninsula will mark the corner location with a distinctive identify for The Springs. The peninsula is a mixed use corner site with the opportunity for commercial presentation to Great Eastern Highway.

The opportunity to create crescent building of some height greets the scale of wide-open external space in transition to the more intimate internal streets and open spaces with a 2-3 storey residential podium.

Figure 26: Highway Penninsula

Building Height

Tower:

Minimum Height: 30m

Maximum Height: Building height will be limited by the Western Airport Corporation 'Structures Height Control Contours Map' in accordance with Schedule 9 of the City of Belmont District Zoning Scheme No. 14

Minimum Number of Storeys: NA

Maximum Number of Storeys: NA

The ground level is required to provide a minimum of 3.5m floor to ceiling height and the ability to accommodate sub-divisible commercial floor space.

Podium:

Maximum Height: 15m

Highway Penninsula

Roof Feature

As a prominent, high profile site, any development shall include distinguishable roofing of at least 3m above the highest point of the wall to which relates within the allowable building envelope. This is intended to enhance the presence of any building in this location and to provide a distinct edge definition to the sky-line of The Springs.

Special Conditions

The Highway Peninsula will balance a prominent vertical, residential architecture with the more horizontal commercial structures of Great Eastern Highway further to the east. Landscape will be a critical element in marking this transition, in providing a 'soft' setting for the building and in maintaining a high level of amenity for residents.

Parking

Parking should be concealed from external view in basement or undercroft levels.

Setbacks

Rowe Avenue

Minimum Setback to Podium: Nil

All Other Boundaries

Podium level side boundaries adjacent Rowe Avenue: Nil

Otherwise 10m from all boundaries

Building Interface and Building Design

Public/Private Interface

Ground floor accommodation may be commercial or residential use, but must be designed to accommodate commercial uses. Dwelling units may be raised by up to half a level to ensure privacy from passing pedestrians and to allow for semi-basement parking below. Along the street edges at ground level, balconies are to be set into the building, with balustrades treated to provide additional privacy between the dwelling unit and the public domain. Front balcony edges are to be less than one metre high and partially permeable at the footpath edge.

Entry

A prominent, shared entry for tower units should be directly visible from the street. A separate entry / ices must be provided to commercial uses.

Wall Articulation

The scale and verticality of the tower element will provide contrast with surrounding development. This scale can be enhanced in the design of upper levels. Vertical elements should be emphasised above the ninth storey to emphasise the relationship between this site and the Rowe Avenue West Residential Tower.

Roofscapes

Roofscapes are to be consistently treated along the internal street-space and are to be in keeping with the scale of the street. The roof of the tower should be treated as a sculptural extension of the buildings expression.

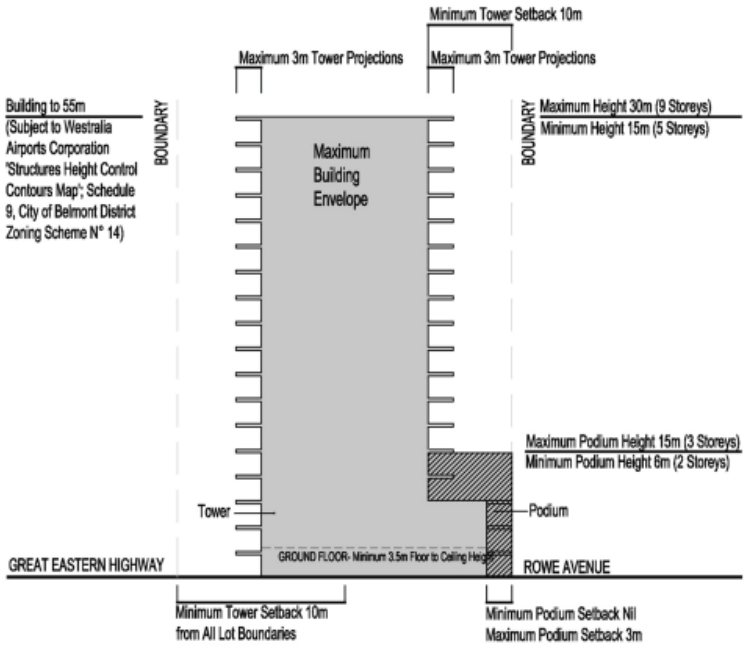

Figure 27: Highway Peninsula

04 Development Application Checklist

Checklist

Applicants will be required to provide sufficient information with applications to enable the Council to fully assess the merit of each development in accordance with The Springs project objectives, Scheme Requirements and these Design Guidelines.

The following should be used as a 'checklist' for design issues to be addressed in development applications.

General Requirements - applicable all areas

Building Height

— Consistent with envelope

— Podium to address the street

Addressing the Street

— Visible entries to all buildings

— Shopfronts to activate commercial and mixed use spaces

— Appropriately landscape setbacks

Fencing

— Openings in fences to rear laneways

— Maximum height 1.2m to street

— No more than 50% solid fencing

Setbacks

— Setbacks in accordance with specific area (Guidelines where stated)

— Setbacks otherwise in accordance with residential design codes

Public Art

— Contribution of art to the public realm

Corner Treatments

— Corners addressed with entries, windows and / or built form

— Commercial corners addressed with entries, awning shelter and / or architectural treatment

Noise Attenuation

— Design measures applied to minimise noise conflict

— Acoustic report to external frontage lots

Sustainability

— Access to winter sunlight

— Energy rating assessment and compliance

— Less than 10% units with southerly aspect

— 60% units with cross-ventilation

— 25% kitchens naturally ventilated

— Reduced water consumption measures

Checklist

Site Specific Requirements

Scale drawings should be provided and should include an outline of allowable building heights and setbacks (as provided in the design guidelines) for each proposal.

The following should be used as a 'checklist' to ensure that the site specific requirements of the design guidelines have been addressed.

Desired Street Character

— Statement of contribution to and consistency with the desired street character

Building Heights

— Number of storeys

— Minimum and maximum height

Setbacks

— All setbacks dimensioned

Projections

— All projections within allowable setback zone

— Minimisation of visual obstruction beyond setback zone

Balconies

— Balconies within allowable balcony and projection setback zones

— Balconies screened from side boundaries (where required) to provide privacy and amenity

Garages

— Garage entries 1m from laneway boundary

— Garages to street less than 60% of lot frontage

— Minimum setback to street garages met

— Opportunity to accommodation over laneway garages considered

Special Conditions

— Site-specific 'Special Conditions' have been met

Building Interface

— Commercial and mixed-use developments with ground level 'at-grade' entries

— Maximum of 1.2m step-up for residential sites

— Clearly designed and visible entries to all buildings

— Roof line and architectural treatments contributing to amenity of the public realm

Ordinary Council Meeting 26/07/11

Item 12.6 refers

Attachment 14

Revised Policy BEXB13
Gifts to Departing Elected Members

BEXB13 GIFTS TO DEPARTING ELECTED MEMBERS

POLICY OBJECTIVE

To establish guidelines on the value of gifts to retiring Elected Members.

POLICY STATEMENT

Council shall make a presentation, generally at the Annual Civic Dinner, to departing Elected Members in recognition of their service to the City and as a lasting memento of the period served as an Elected Member.

POLICY DETAIL

The value of the gift to be provided to the retiring Elected Member is to be determined as follows:

- $100.00 per year of service to a maximum of $1000.00.

A retiring Elected Member may choose to retain as a gift any furniture and equipment already in possession with a residual value less than the prescribed amount.

Any additional gift purchased will need to fall within the prescribed amount taking into consideration the value of any furniture and equipment being retained.

The Chief Executive Officer is to liaise with either the Mayor or the Elected Member concerned and arrange the purchase of a suitable gift (as part of the arrangements for the Annual Civic Dinner), noting that excluding a gift voucher, the gift must not be made in a monetary form (except if the Elected Member requests that the gift instead be given to a charitable organisation).

A gift may only be provided where an Elected Member has served at least one full 4 year term of office.

REFERENCE / ASSOCIATED DOCUMENTS

Local Government Act 1995 Sec. 5.100A
Local Government (Administration) Regulations 1996 Sec. 34AC

REFERENCE TO INTERNAL PROCEDURE

N/A

DEFINITIONS

s.5.100A “Prescribed Amount”, Local Government Act 1995

MONITORING, EVALUATION AND REVIEW

This policy is to be reviewed every four years.

THIS POLICY IS SUPPORTED BY:

HEAD OF POWER:	DISCRETIONARY
REGISTER OF DELEGATIONS:	N/A
SERVICE AREA:	GOVERNANCE
POLICY OWNER:	PRINCIPAL GOVERNANCE & COMPLIANCE ADVISOR

AMENDMENT STATUS

DATE OF AMENDMENT	MINUTE ITEM REFERENCE
27/07/10	12.9
NEXT REVIEW DATE:	JULY 2015

Ordinary Council Meeting 26/07/11

Item 12.9 refers

Attachment 15

Accounts for Payment – June 2011

City of Belmont

Accounts for Payment - June 2011

Fund - Municipal Account

Payment#	Date	Payee	Creditor Name	Amount	Description
783256	02 Jun 2011	00897	Petty Cash - Youth & Family Services	402.00	Petty Cash Recoup
783257	02 Jun 2011	01274	Synergy	7,532.35	Light, Power, Gas
783258	02 Jun 2011	02388	Autopro Belmont	224.75	Plant Parts & Repairs
783259	02 Jun 2011	99999	Kaye Evelyn Smith	582.89	Rate Refund
783260	02 Jun 2011	99999	Oswald & Mary Veronica Watervoort	405.69	Rate Refund
783261	02 Jun 2011	99999	The Estate of WJ Hermans	419.68	Rate Refund
783262	02 Jun 2011	162826	Terence & Lynette Snelgar	165.00	Bond Payment/Refund
783263	02 Jun 2011	164712	Elizabeth Anne Conlon	330.00	Bond Payment/Refund
783264	02 Jun 2011	164721	Linda Seet	330.00	Bond Payment/Refund
783265	02 Jun 2011	164759	Renee Bunter	165.00	Bond Payment/Refund
783266	02 Jun 2011	164762	Speedway Sedan Racing Club	165.00	Bond Payment/Refund
783267	02 Jun 2011	164768	Jane Michelle Smithers	165.00	Bond Payment/Refund
783268	02 Jun 2011	164769	Adam Teli	330.00	Bond Payment/Refund
783269	03 Jun 2011	00290	City of Belmont Municipal Fund	155.00	Presentations - Staff
783270	03 Jun 2011	01252	Water Corporation	910.25	Water, Annual & Excess
783271	03 Jun 2011	01274	Synergy	28,821.25	Light, Power, Gas
783272	03 Jun 2011	99999	The Estate of Lavinia Iris Elphick	448.27	Rate Refund
783273	09 Jun 2011	00290	City of Belmont Municipal Fund	155.00	Presentations - Staff
783274	09 Jun 2011	00890	Petty Cash - Ascot Park Adult Day Centre	183.35	Petty Cash Recoup
783275	09 Jun 2011	01014	Sensis Pty Ltd	170.50	Phone Expenses
783276	09 Jun 2011	99999	Tangent Nominees Pty Ltd	527.84	Planning Application Refund
783277	14 Jun 2011	00042	Alinta Gas	180.95	Light, Power, Gas
783278	14 Jun 2011	00316	Stuart Cole	155.64	Phone/Internet Expenses
783279	14 Jun 2011	00392	Department of Transport	15.00	Vehicle Licences
783280	14 Jun 2011	00573	Maureen Hooper	41.40	Volunteer Driver Fuel Allowance
783281	14 Jun 2011	00889	Petty Cash - Finance	688.30	Petty Cash Recoup
783282	14 Jun 2011	01074	Specialised Security Shredding	21.67	Stationery & Printing
783283	14 Jun 2011	01142	Telstra Corporation Limited	10,801.81	Phone/Internet Expenses
783284	14 Jun 2011	01252	Water Corporation	495.00	Water, Annual & Excess
783285	14 Jun 2011	01274	Synergy	22,159.80	Light, Power, Gas
783286	14 Jun 2011	02336	3 Australia	102.72	Phone/Internet Expenses
783287	14 Jun 2011	02471	Western Power	1,500.00	Light, Power, Gas
783288	14 Jun 2011	99999	Josh Praed	318.22	Rate Refund
783289	14 Jun 2011	99999	DG & JL Kinnear	289.00	Council Crossover Subsidy
783290	14 Jun 2011	99999	The Estate of Charles Smith	433.67	Rate Refund
783291	14 Jun 2011	99999	YC Lee & CW Law	417.00	Council Crossover Subsidy
783292	14 Jun 2011	99999	Martin K S Lee	417.00	Council Crossover Subsidy
783293	14 Jun 2011	99999	Paioff Nominees Pty Ltd	1,252.00	Council Crossover Subsidy
783294	17 Jun 2011	00234	Robert & Jeanette Bradshaw	17.32	Volunteer Driver Fuel Allowance
783295	17 Jun 2011	01142	Telstra Corporation Limited	4,696.41	Phone/Internet Expenses
783296	17 Jun 2011	01236	Fire & Emergency Services Authority	2,151.96	FESA fire monitoring service
783297	17 Jun 2011	01274	Synergy	60,463.00	Light, Power, Gas
783298	17 Jun 2011	02843	Robert Holmes - Stumbling In	80.00	Music/Entertainment Expenses
783299	17 Jun 2011	03012	Francis Turner	99.36	Volunteer Driver Fuel Allowance
783300	20 Jun 2011	01547	Big W	1,106.30	Library dvds and games
783301	24 Jun 2011	00316	Stuart Cole	598.09	AMAC Annual Conference - reimburse airfare
783302	24 Jun 2011	00341	Robin Michael Bhanu	200.00	Citizen Ceremony expense
783303	24 Jun 2011	00388	Department of Housing	3,822.99	Rate Refund
783304	24 Jun 2011	00894	Petty Cash - Meals on Wheels	369.80	Petty Cash Recoup
783305	24 Jun 2011	01142	Telstra Corporation Limited	727.89	Phone/Internet Expenses
783306	24 Jun 2011	01274	Synergy	1,268.70	Light, Power, Gas
783307	24 Jun 2011	01730	Department of Treasury & Finance - Office of State Revenue	443.00	Rate Refund
783308	24 Jun 2011	99999	Maria Cecillia Giordani	640.00	Rate Refund
783309	24 Jun 2011	99999	Mrs Janet Taylor	104.00	Aged Accommodation Rent Refund
783310	24 Jun 2011	99999	Henry Alfred Dean	392.82	Rate Refund
783311	24 Jun 2011	99999	B M Watson	390.56	Rate Refund
783312	24 Jun 2011	99999	David William Cooke	219.17	Rate Refund
783313	24 Jun 2011	99999	Belmont Tavern (Receiver & Managers Appointed)	30.00	FOI Application Refund
783314	27 Jun 2011	00108	Australian Institute of Building Surveyors	660.00	Building Standards course

City of Belmont

Accounts for Payment - June 2011

Fund - Municipal Account

Payment#	Date	Payee	Creditor Name	Amount	Description
783315	27 Jun 2011	00308	Clean Cut Sharpening Service	72.00	Metal Goods
783316	27 Jun 2011	00394	Department of Health	609.18	Immunisation Expenses
783317	27 Jun 2011	00664	Kmart Australia Limited	125.00	Toys/games
783318	27 Jun 2011	00868	Peter and Paul	745.80	Pest Control
783319	27 Jun 2011	01192	Martins Trailer Parts Pty Ltd	27.04	Plant Parts & Repairs
783320	27 Jun 2011	01523	B J & F L Pearce Limestone Supplies	451.22	Limestone Contractor
783321	27 Jun 2011	02388	Autopro Belmont	257.80	Plant Parts & Repairs
783322	27 Jun 2011	02521	Australian Institute of Traffic Planning and Management Inc	2,200.00	AITPM 2011 Conference - J Gillan and M Smith - registration
783323	27 Jun 2011	02947	Hardy Spicer Pty Ltd (Australia)	994.58	Plant Parts & Repairs
783324	27 Jun 2011	02471	Western Power	10,838.00	Light, Power, Gas
783325	28 Jun 2011	00042	Alinta Gas	1,695.20	Light, Power, Gas
783326	28 Jun 2011	00392	Cancelled Cheque	0.00	
783327	28 Jun 2011	00409	Gerard Dornford	2,600.00	Councillor Sitting Fee/Reimbursements
783328	28 Jun 2011	00902	Department of Transport	32.65	Jetty Licence fee
783329	28 Jun 2011	00919	Janet Powell	2,600.00	Councillor Sitting Fee/Reimbursements
783330	28 Jun 2011	01369	Philip Marks	5,315.61	Councillor Sitting Fee/Reimbursements
783331	28 Jun 2011	02341	Paul Hitt	2,600.00	Councillor Sitting Fee/Reimbursements
783332	28 Jun 2011	99999	Olivia Kerr	100.00	Donation
783333	28 Jun 2011	99999	Kapil Malhotra	421.50	Council Crossover Subsidy
783334	28 Jun 2011	99999	Paioff Nominees Pty Ltd	1,188.00	Council Crossover Subsidy
783335	28 Jun 2011	99999	J K Speedy	433.00	Council Crossover Subsidy
783336	28 Jun 2011	99999	Alan Burgess	425.00	Council Crossover Subsidy
783337	28 Jun 2011	99999	Alan Burgess	425.00	Council Crossover Subsidy
783338	29 Jun 2011	164336	Shameema Kolia	330.00	Bond Payment/Refund
783339	29 Jun 2011	164754	Alison Margaret Riches	165.00	Bond Payment/Refund
783340	29 Jun 2011	164797	Chester Cutinha	330.00	Bond Payment/Refund
783341	29 Jun 2011	00316	Stuart Cole	1,502.55	ALGA National Assembly - accommodation and meals

Total - Municipal Cheque Payments **196,843.50**

Payment#	Date	Payee	Creditor Name	Amount	Description
EF018015	02 Jun 2011	00045	Amnet Broadband Pty Ltd	39.00	Phone/Internet Expenses
EF018016	02 Jun 2011	00309	Transpacific Cleanaway	1,978.01	Rubbish Removals
EF018017	02 Jun 2011	00429	Economic Development Australia Ltd	2,280.00	National Economic Development Conference - J Hardison & L Geh - registration
EF018018	02 Jun 2011	00519	Turfmaster Facility Management	6,072.00	Gardening Contractor
EF018019	02 Jun 2011	00604	Institute of Public Administration WA	155.00	Freedom of Information course
EF018020	02 Jun 2011	00725	Mal Atwell Leisure Group	1,743.88	Youth & Family Services games equipment
EF018021	02 Jun 2011	00818	Morries Backhoe & Plant Hire	8,891.93	Plant/Equipment Hire
EF018022	02 Jun 2011	00820	Amcom Pty Ltd	3,492.50	Pit & Cable Relocation costs
EF018023	02 Jun 2011	01103	Stratcat Pty Ltd	3,487.50	Labour/Personnel Hire
EF018024	02 Jun 2011	01170	Relay Concrete	22,156.20	Concrete Contractor
EF018025	02 Jun 2011	01194	Total Catering Solutions - Easy Meals	1,771.50	Meals on Wheels
EF018026	02 Jun 2011	01240	W A Local Government Association	330.00	Advertising
EF018027	02 Jun 2011	01493	Brenda Whiteley	374.90	Councillor Sitting Fee/Reimbursements
EF018028	02 Jun 2011	01621	Supa I G A Belmont Village	24.63	Groceries
EF018029	02 Jun 2011	01662	Beavers Skidsteer Services	7,429.15	Plant/Equipment Hire
EF018030	02 Jun 2011	01731	Charter Plumbing & Gas	522.50	Plumbing Maintenance/Supplies
EF018031	02 Jun 2011	02248	Tutoring Australasia Pty Ltd	9,528.75	Subscription
EF018032	02 Jun 2011	02273	Peter Hammond	941.60	Concrete Contractor
EF018033	02 Jun 2011	02377	Belmont Retirement Villages Board Of Management Inc	12,000.00	Operating Account Funding
EF018034	02 Jun 2011	02487	Catts Self Storage	2,223.00	ACHA Expenses
EF018035	02 Jun 2011	02567	Ecowash Mobile Belmont	120.00	Plant Parts & Repairs
EF018036	02 Jun 2011	02837	G L G Greenlife Group	11,073.45	Gardening Contractor
EF018037	02 Jun 2011	02859	Hydroplan Pty Ltd	9,174.00	Reticulation Parts & Repairs
EF018038	02 Jun 2011	02934	The Bead Company	192.60	Craft/Display Materials
EF018039	02 Jun 2011	03056	Vizzy Kidz	449.02	TravelSmart Expenses
EF018040	02 Jun 2011	03118	Baker Personnel	1,606.69	Temporary Staff
EF018041	02 Jun 2011	164737	Lanskey Constructions Pt Ltd	200.00	Bond Payment/Refund

City of Belmont

Accounts for Payment - June 2011

Fund - Municipal Account

Payment#	Date	Payee	Creditor Name	Amount	Description
EF018042	02 Jun 2011	164743	Rachael Binney	550.00	Bond Payment/Refund
EF018043	02 Jun 2011	164744	Rhonda Gerardi	1,000.00	Bond Payment/Refund
EF018044	02 Jun 2011	164753	Grumpy's Sheetmetal	330.00	Bond Payment/Refund
EF018045	02 Jun 2011	164764	Yudhishter Singh & Asmita Mahanta	330.00	Bond Payment/Refund
EF018046	02 Jun 2011	164774	Marie Naiken	1,000.00	Bond Payment/Refund
EF018047	02 Jun 2011	164775	Diaspo	165.00	Bond Payment/Refund
EF018048	03 Jun 2011	154102	Refer Trust Account payment at end of listing	0.00	Bond Payment/Refund
EF018049	03 Jun 2011	00828	James Olynyk	600.79	ECM National Conference - accommodation and meals
EF018050	09 Jun 2011	00384	Neville Deague	132.83	Phone/Internet expenses; train fares & parking expenses
EF018051	09 Jun 2011	00530	Natasha Griggs	586.30	Reading Matters 2011 Conference - accommodation and meals
EF018052	09 Jun 2011	01233	Stihl Shop Redcliffe	600.00	Safety Clothing/Equipment
EF018053	09 Jun 2011	01705	Econo-Mow Lawn & Garden Care	1,170.00	Home Care - Garden Service
EF018054	09 Jun 2011	01714	Total Eden Pty Ltd	72,282.91	Reticulation Parts & Repairs
EF018055	09 Jun 2011	02113	Edith Lauk	121.50	Reading Matters 2011 Conference - meals and travel
EF018056	09 Jun 2011	02592	Environmental Health Australia (SA) Inc	1,840.00	Stationery & Printing
EF018057	09 Jun 2011	03085	Edwina Forward Engraving	40.92	Engraving
EF018058	14 Jun 2011	00037	Avanti Electrics	4,064.30	Electrical Contractor
EF018059	14 Jun 2011	00118	Australia Post	4,766.21	Postage
EF018060	14 Jun 2011	00242	Cabcharge Australia Pty Ltd	1,028.50	Taxi Fares
EF018061	14 Jun 2011	00424	Eastern Metropolitan Regional Council	13,712.18	Rubbish Removals
EF018062	14 Jun 2011	00585	Hydroquip Pumps	1,270.50	Bore Drilling/ Maintenance
EF018063	14 Jun 2011	02045	Sureline Care Services	662.43	Home Care
EF018064	14 Jun 2011	02078	Psyco Sand	11,261.25	Gardening Contractor
EF018065	14 Jun 2011	02164	John Stutt	115.20	Volunteer Driver Fuel Allowance
EF018066	14 Jun 2011	02239	Lawrence H Smith	37.12	Volunteer Driver Fuel Allowance
EF018067	14 Jun 2011	02349	Les Franklin	75.90	Volunteer Driver Fuel Allowance
EF018068	14 Jun 2011	02350	John Seward	27.84	Volunteer Driver Fuel Allowance
EF018069	14 Jun 2011	02959	Independent Living Centre WA (Inc)	50.00	Safety Clothing/Equipment
EF018070	14 Jun 2011	03103	Graeme Clifford Harris	112.00	Volunteer Driver Fuel Allowance
EF018071	14 Jun 2011	03118	Baker Personnel	1,606.69	Temporary Staff
EF018072	14 Jun 2011	03143	Agelink Theatre Inc	300.00	Library - Entertainment Expense
EF018073	14 Jun 2011	99950	Australian Services Union	230.60	Salaries/Wages
EF018074	14 Jun 2011	99952	Child Support Agency	261.14	Salaries/Wages
EF018075	14 Jun 2011	99953	Westscheme Pty Ltd	174.54	Superannuation Contribution
EF018076	14 Jun 2011	99954	City of Belmont Social Club	450.00	Salaries/Wages
EF018077	14 Jun 2011	99959	H B F Health Limited	741.80	Salaries/Wages
EF018078	14 Jun 2011	99960	Health Insurance Fund of WA	300.00	Salaries/Wages
EF018079	14 Jun 2011	99962	LGRCEU - WA Shire Councils Union	234.90	Salaries/Wages
EF018080	14 Jun 2011	99965	WA Local Govt Superannuation Plan	86,964.50	Superannuation Contribution
EF018081	17 Jun 2011	00117	Association & Communication Events	995.01	Emergency Response Management 2011 Conference - L Howell - registration
EF018082	17 Jun 2011	00149	Beaver Tree Services Aust Pty Ltd	12,067.00	Gardening Contractor
EF018083	17 Jun 2011	00309	Transpacific Cleanaway	191,545.83	Rubbish Removals
EF018084	17 Jun 2011	00346	Action Couriers	114.73	Courier Service
EF018085	17 Jun 2011	00625	Peter Jarman	120.06	Volunteer Driver Fuel Allowance
EF018086	17 Jun 2011	00674	Stanley La Roche	137.31	Volunteer Driver Fuel Allowance
EF018087	17 Jun 2011	00818	Morrie's Backhoe & Plant Hire	6,506.50	Plant/Equipment Hire
EF018088	17 Jun 2011	00898	Property Council of Australia WA	944.00	Property & Development seminars
EF018089	17 Jun 2011	00939	Protector Alsafe - Blackwoods	647.36	Safety Clothing/Equipment
EF018090	17 Jun 2011	00966	Reading Cinemas Pty Ltd	119.00	Library Movie Vouchers Prizes
EF018091	17 Jun 2011	01093	S A I Global Limited	3,961.50	Quality & OHS management systems auditing course
EF018092	17 Jun 2011	01103	Stratcat Pty Ltd	5,040.00	Labour/Personnel Hire
EF018093	17 Jun 2011	01170	Relay Concrete	1,567.50	Concrete Contractor
EF018094	17 Jun 2011	01194	Total Catering Solutions - Easy Meals	7,567.00	Meals on Wheels
EF018095	17 Jun 2011	01488	Global Dial - Highway 1	715.00	Phone/Internet Expenses
EF018096	17 Jun 2011	01507	The Pressure King	24,910.17	Graffiti Removal
EF018097	17 Jun 2011	01662	Beavers Skidsteer Services	6,617.81	Plant/Equipment Hire

City of Belmont

Accounts for Payment - June 2011

Fund - Municipal Account

Payment#	Date	Payee	Creditor Name	Amount	Description
EF018098	17 Jun 2011	01732	Kosmic Electronic Industries	450.00	Portable PA System
EF018099	17 Jun 2011	01906	Frazzcon Enterprises	400.92	Signs
EF018100	17 Jun 2011	02057	Glenis Folk	55.20	Volunteer Driver Fuel Allowance
EF018101	17 Jun 2011	02237	Alex Murphy	119.20	Volunteer Driver Fuel Allowance
EF018102	17 Jun 2011	02448	June Tindall	24.84	Volunteer Driver Fuel Allowance
EF018103	17 Jun 2011	02449	Lorna Emery	35.19	Volunteer Driver Fuel Allowance
EF018104	17 Jun 2011	02498	City of South Perth	50.00	Parking infringement
EF018105	17 Jun 2011	02598	Kerry Morgan	198.00	ASCWA Conference equipment hire
EF018106	17 Jun 2011	02631	Caltex Energy WA	46,909.46	Fuel, Oil, Additives
EF018107	17 Jun 2011	02635	Messagemedia - Message4U Pty Ltd	258.23	Phone/Internet Expenses
EF018108	17 Jun 2011	02777	Infra M - Nathan Godden	1,998.50	Kerbing Contractor
EF018109	17 Jun 2011	03056	Vizzy Kidz	199.54	TravelSmart Expenses
EF018110	17 Jun 2011	03067	David McKinlay	85.56	Volunteer Driver Fuel Allowance
EF018111	17 Jun 2011	03118	Baker Personnel	1,606.69	Temporary Staff
EF018112	17 Jun 2011	03177	DVM Fencing	7,422.25	Fencing
EF018113	17 Jun 2011	03179	Committee for Perth	215.00	Successfully Implementing Directions 2013 Workshop - G Godfrey - registration
EF018114	17 Jun 2011	03182	Hugh O'Reilly	158.40	Volunteer Driver Fuel Allowance
EF018115	20 Jun 2011	01236	Fire & Emergency Services Authority	14,678.04	Emergency Services Levy
EF018116	20 Jun 2011	01317	WA Hino Sales & Service	209,663.97	Plant Purchases
EF018117	24 Jun 2011	00179	Belmont Sports & Recreation Club (Inc)	2,580.00	Catering/Catering Supplies
EF018118	24 Jun 2011	00210	Seaview Orthotics	859.70	Tools/Tool Repairs
EF018119	24 Jun 2011	00414	Dulux Australia	966.51	Paint & Accessories
EF018120	24 Jun 2011	00450	Transpacific Cleanaway	15,075.44	Rubbish Removals
EF018121	24 Jun 2011	00481	Forpark Australia	65,914.00	Playground Equipment
EF018122	24 Jun 2011	00601	Institute of Public Works Engineering	990.00	Subscription
EF018123	24 Jun 2011	00840	Ling Geh	325.00	National Economic Development Meeting - reimburse accommodation
EF018124	24 Jun 2011	00881	Perth Auto Alliance Pty Ltd	62,747.10	Plant Purchases, parts and repairs
EF018125	24 Jun 2011	00967	Red Dot Stores - Belmont	99.35	Craft/Display Materials
EF018126	24 Jun 2011	01093	S A I Global Limited	1,825.84	Publications/Newspapers
EF018127	24 Jun 2011	01176	T L Engineering (Aust) Pty Ltd	880.00	Plant Parts & Repairs
EF018128	24 Jun 2011	01398	Corporate Express Australia Ltd	2,998.98	Stationery & Printing
EF018129	24 Jun 2011	01476	Hays Specialist Recruitment (Aust)	3,661.68	Temporary Staff
EF018130	24 Jun 2011	01488	Global Dial - Highway 1	4,803.00	Phone/Internet Expenses
EF018131	24 Jun 2011	01991	Globetrotter Corporate Travel	1,373.26	AMAC Annual Conference - G Godfrey and L Howell - airfares
EF018132	24 Jun 2011	02004	Brendan Hogan - Eastern Suburbs Maintenance	1,675.00	Signs
EF018133	24 Jun 2011	02393	Zipform Pty Ltd	429.00	Stationery & Printing
EF018134	24 Jun 2011	02422	Insight Call Centre Services Pty Ltd	466.24	Phone Expenses
EF018135	24 Jun 2011	02475	Burgess Rawson WA Trust Account	9,470.80	State Emergency Service Expense
EF018136	24 Jun 2011	02559	Greenline Ag Pty Ltd	15,716.80	Plant Purchases
EF018137	24 Jun 2011	02819	Road Signs Australia - Bibby Financial Services	5,197.50	Signs
EF018138	24 Jun 2011	02837	G L G Greenlife Group	9,158.49	Gardening Contractor
EF018139	24 Jun 2011	02946	Asphalt In A Bag	1,636.80	Road/Drainage Material
EF018140	24 Jun 2011	02958	Yoshino Sushi	115.50	Catering/Catering Supplies
EF018141	24 Jun 2011	02982	Chris O'Connor	590.00	Insurance Claim
EF018142	24 Jun 2011	02994	Debra Walter	416.25	Sister City Honorarium
EF018143	24 Jun 2011	03094	Meredith Costain	198.00	Library - Entertainment Expense
EF018144	24 Jun 2011	03118	Baker Personnel	2,592.13	Temporary Staff
EF018145	24 Jun 2011	03164	Dookatj Consultancy	1,100.00	Cultural Appreciation & Understanding workshop - Elected Members and CEO
EF018146	24 Jun 2011	03180	Sofitel Brisbane Central	803.00	Emergency Response Management 2011 Conference - L Howell - accommodation
EF018147	24 Jun 2011	03181	Flat Out Welding	4,950.00	Metal Goods
EF018148	24 Jun 2011	03185	Somerset on the Pier	705.00	AMAC Annual Conference - L Howell - accommodation
EF018149	27 Jun 2011	00007	National Measurement Institute	925.98	Professional Fees - Testing
EF018150	27 Jun 2011	00008	Abacus Calculators	375.29	Photocopy Expenses
EF018151	27 Jun 2011	00009	Cafe Corporate	478.00	Catering/Catering Supplies

City of Belmont

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Fund - Municipal Account

Payment#	Date	Payee	Creditor Name	Amount	Description
EF018152	27 Jun 2011	00013	Air-Met Scientific Pty Ltd	508.75	Safety Clothing/Equipment
EF018153	27 Jun 2011	00014	Armaguard	990.00	Security Services
EF018154	27 Jun 2011	00025	Access Brick Paving Co	2,392.50	Bricks/Bricklaying
EF018155	27 Jun 2011	00033	A T F Services Pty Ltd	697.02	Fencing
EF018156	27 Jun 2011	00037	Avanti Electrics	16,946.85	Electrical Contractor
EF018157	27 Jun 2011	00065	Apace Aid (Inc)	1,575.80	Gardening - Plants/Supplies
EF018158	27 Jun 2011	00071	Archer Street Flowers	620.00	Flowers
EF018159	27 Jun 2011	00082	A E C Systems Pty Ltd	1,100.00	Civil 3D Introduction course
EF018160	27 Jun 2011	00086	Aslab Pty Ltd	2,020.86	Professional Fees - Testing
EF018161	27 Jun 2011	00099	Ausrecord Pty Ltd	778.60	Stationery & Printing
EF018162	27 Jun 2011	00103	Australasian Fleet Managers Assoc	455.00	Membership Fee
EF018163	27 Jun 2011	00110	Australian Institute of Management	2,120.00	Learning & Development courses
EF018164	27 Jun 2011	00133	Australian Mayoral Aviation Council	3,102.00	Membership Fee
EF018165	27 Jun 2011	00152	Baileys Fertilisers	435.60	Gardening - Plants/Supplies
EF018166	27 Jun 2011	00173	Belmont Hire Service	1,052.53	Plant/Equipment Hire
EF018167	27 Jun 2011	00174	Belmont Fine Wines & Spirits	199.95	Beverages
EF018168	27 Jun 2011	00180	Belmont Retravision	4,075.00	Electrical Goods
EF018169	27 Jun 2011	00185	Benara Nurseries	960.85	Gardening - Plants/Supplies
EF018170	27 Jun 2011	00195	Bin Bath Australia Pty Ltd	2,001.97	Cleaning Services
EF018171	27 Jun 2011	00198	Battery World	637.00	Plant Parts & Repairs
EF018172	27 Jun 2011	00203	B O C Gases Australia Ltd	233.73	Welding Equipment/Supplies
EF018173	27 Jun 2011	00221	John Hughes Group	2,929.80	Plant Parts & Repairs
EF018174	27 Jun 2011	00231	Bunnings Group Ltd	1,046.77	Hardware
EF018175	27 Jun 2011	00233	Bunzl Limited	5,388.35	Cleaning Products
EF018176	27 Jun 2011	00239	Burgtec Office Systems	3,154.80	Office Furniture
EF018177	27 Jun 2011	00244	Carlisle Hardware	151.48	Hardware
EF018178	27 Jun 2011	00249	Belmont Carpet Court	1,500.00	Floor Coverings
EF018179	27 Jun 2011	00274	Chamber of Commerce & Industry WA	9,690.40	Subscription
EF018180	27 Jun 2011	00301	City Toyota	635.58	Plant Parts & Repairs
EF018181	27 Jun 2011	00310	Clover Gas Services	3,030.20	Plumbing Maintenance/Supplies
EF018182	27 Jun 2011	00311	Cloverdale Hardware	1,788.22	Hardware
EF018183	27 Jun 2011	00313	Coates Hire Operations Pty Ltd	1,333.74	Plant/Equipment Hire
EF018184	27 Jun 2011	00314	Coca-Cola Amatil (Aust) Pty Ltd	653.48	Beverages
EF018185	27 Jun 2011	00319	Collins Craft & School Supplies	233.20	Craft/Display Materials
EF018186	27 Jun 2011	00329	Community Newspaper Group Ltd	958.92	Advertising
EF018187	27 Jun 2011	00358	Hoseco (WA) Pty Ltd	57.75	Plant Parts & Repairs
EF018188	27 Jun 2011	00377	Dell Computer Pty Ltd	154,064.90	Computer Equipment
EF018189	27 Jun 2011	00390	Landgate	742.17	Title Searches
EF018190	27 Jun 2011	00396	Di Candilo Steel City	751.30	Metal Goods
EF018191	27 Jun 2011	00403	Boral Construction Materials Group Ltd	74,173.08	Road/Drainage Material
EF018192	27 Jun 2011	00406	Domus Nursery	3,989.98	Gardening - Plants/Supplies
EF018193	27 Jun 2011	00412	Dowsing Concrete	70,899.84	Concrete Contractor
EF018194	27 Jun 2011	00422	Elizabeth Richards Pty Ltd	274.00	Books/cds/dvds
EF018195	27 Jun 2011	00424	Eastern Metropolitan Regional Council	101,473.33	Rubbish Removals
EF018196	27 Jun 2011	00430	B & J Catalano Pty Ltd	7,990.43	Road/Drainage Material
EF018197	27 Jun 2011	00431	Educational Art Supplies	497.85	Craft/Display Materials
EF018198	27 Jun 2011	00435	Ellenby Tree Farm Pty Ltd	4,515.50	Gardening - Plants/Supplies
EF018199	27 Jun 2011	00436	Action Asbestos Removals	6,040.00	Rubbish Removals
EF018200	27 Jun 2011	00475	Saferight Pty Ltd Fallright	1,859.50	Safety Clothing/Equipment
EF018201	27 Jun 2011	00491	Fuji Xerox Australia Pty Ltd	3,064.44	Photocopy Expenses
EF018202	27 Jun 2011	00501	Infor Global Solutions (ANZ) Pty Ltd	120,695.88	Computer Software Maintenance
EF018203	27 Jun 2011	00512	Glass Doctor Pty Ltd	1,250.15	Building Maintenance
EF018204	27 Jun 2011	00543	Hallmark Signs	264.00	Signs
EF018205	27 Jun 2011	00555	Challenge Chemicals Australia	127.60	Cleaning Products
EF018206	27 Jun 2011	00585	Hydroquip Pumps	8,035.50	Bore Drilling/ Maintenance
EF018207	27 Jun 2011	00602	Local Government Managers Aust WA	1,980.00	Integrated Planning Master Class - S Cole, R Garrett & J Olynyk
EF018208	27 Jun 2011	00604	Institute of Public Administration WA	1,375.00	Membership Fee
EF018209	27 Jun 2011	00608	Integrated Group Ltd	43,447.72	Labour/Personnel Hire
EF018210	27 Jun 2011	00612	Industrial Cleaning Equipment	281.05	Plant Parts & Repairs
EF018211	27 Jun 2011	00627	Jason Signmakers	562.10	Signs
EF018212	27 Jun 2011	00628	J B E Office Choice	151.01	Stationery & Printing

City of Belmont

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Fund - Municipal Account

Payment#	Date	Payee	Creditor Name	Amount	Description
EF018213	27 Jun 2011	00644	Kalamunda Community Learning Centre	48.00	Books/cds/dvds
EF018214	27 Jun 2011	00648	A A Fencing Enterprises	2,445.00	Fencing
EF018215	27 Jun 2011	00651	Kerbing West	19,627.74	Kerbing Contractor
EF018216	27 Jun 2011	00655	DVG Morley City - Buick Holdings	87,141.10	Plant Purchases
EF018217	27 Jun 2011	00659	Active Transport & Tilt Tray Services	643.50	Towing Vehicles
EF018218	27 Jun 2011	00668	Industrial Rubber Supplies Pty Ltd	93.56	Plant Parts & Repairs
EF018219	27 Jun 2011	00676	J & K Hopkins	1,365.00	Office Furniture
EF018220	27 Jun 2011	00679	Landscape Development	2,902.90	Gardening Contractor
EF018221	27 Jun 2011	00681	Green Promotions Pty Ltd	52.80	Engraving
EF018222	27 Jun 2011	00689	Equal Opportunity Commission	581.00	Grievance Officer Role & Complaint Handling workshop
EF018223	27 Jun 2011	00697	Landmark Operations Limited	290.40	Gardening - Plants/Supplies
EF018224	27 Jun 2011	00699	Marketforce Productions	13,664.75	Stationery & Printing
EF018225	27 Jun 2011	00707	LoGo Appointments	12,900.36	Temporary Staff
EF018226	27 Jun 2011	00718	Major Motors Pty Ltd	37,921.00	Purchase Purchase, Plant Parts & Repairs
EF018227	27 Jun 2011	00723	Marindust Sales	808.50	Hardware
EF018228	27 Jun 2011	00726	T-Quip	313.30	Plant Parts & Repairs
EF018229	27 Jun 2011	00734	McIntosh & Son W A	21,230.00	Plant Purchase
EF018230	27 Jun 2011	00736	McLeods	4,531.02	Legal Expenses
EF018231	27 Jun 2011	00755	Miracle Recreation Equipment	1,980.00	Playground Equipment
EF018232	27 Jun 2011	00768	C D M Optel Audio Visual	759.00	Computer Equipment
EF018233	27 Jun 2011	00783	Media Monitors Australia Pty Ltd	474.76	Professional Fees - Marketing
EF018234	27 Jun 2011	00791	L G I S Property	128.04	Insurance Premiums
EF018235	27 Jun 2011	00815	New Town Toyota	1,272.50	Plant Parts & Repairs
EF018236	27 Jun 2011	00829	P P C Worldwide Pty Ltd	8,250.00	Workplace Support Service
EF018237	27 Jun 2011	00830	O C E Australia Ltd	895.54	Photocopy Expenses
EF018238	27 Jun 2011	00850	Pacific Safety Wear	85.47	Safety Clothing/Equipment
EF018239	27 Jun 2011	00851	P J & C A Contracting	4,726.59	Playground Equipment
EF018240	27 Jun 2011	00858	Park Motor Body Builders	803.00	Plant Parts & Repairs
EF018241	27 Jun 2011	00859	Parkland Mazda	35,812.69	Plant Purchase
EF018242	27 Jun 2011	00882	Print Solutions Group - Ricoh	601.20	Photocopy Expenses
EF018243	27 Jun 2011	00911	Pocketphone W A Pty Ltd	2,786.00	Phone Expenses
EF018244	27 Jun 2011	00917	Positive Auto Electrics	1,642.79	Plant Parts & Repairs
EF018245	27 Jun 2011	00931	Kinetic Health Group	2,464.29	Medical Examinations
EF018246	27 Jun 2011	00936	Pro-Lamps Pty Ltd	12.54	Lights & Light Fittings
EF018247	27 Jun 2011	00940	Purearth	1,716.15	Rubbish Removals
EF018248	27 Jun 2011	00956	Papermax	1,471.80	Stationery & Printing
EF018249	27 Jun 2011	00963	RSPCA WA (Inc)	946.00	Pound Expenses
EF018250	27 Jun 2011	00978	Riley Shelley Painting Pty Ltd	8,038.80	Painting Contractor
EF018251	27 Jun 2011	00991	Rocla Pipeline Products	29,271.61	Concrete Products
EF018252	27 Jun 2011	00992	Rocla Quarry Products	1,215.77	Road/Drainage Material
EF018253	27 Jun 2011	00997	Ross Panelbeaters	2,711.09	Plant Parts & Repairs
EF018254	27 Jun 2011	01005	R A C Security Services	4,822.80	Security Services
EF018255	27 Jun 2011	01010	Salmat Mediaforce Pty Ltd	973.34	Stationery & Printing
EF018256	27 Jun 2011	01011	Sanax Medical & First Aid Pty Ltd	435.82	Medical/First Aid Supplies
EF018257	27 Jun 2011	01059	Sledgehammer Concrete Cutting Svc	2,048.59	Concrete Contractor
EF018258	27 Jun 2011	01066	Snap Printing - Belmont	446.09	Stationery & Printing
EF018259	27 Jun 2011	01073	Spotlight Stores Pty Ltd	603.31	Craft/Display Materials
EF018260	27 Jun 2011	01078	Challenger T A F E	900.00	Chemical application & safety certificate
EF018261	27 Jun 2011	01082	Sparks Refrigeration & Airconditioning	3,399.21	Airconditioning Maintenance
EF018262	27 Jun 2011	01083	South East Regional Centre for Urban Landcare	200.00	Fertilise Wise training course
EF018263	27 Jun 2011	01088	Sports Turf Technology Pty Ltd	2,799.50	Professional Fees - Testing
EF018264	27 Jun 2011	01110	Downer E D I Works Pty Ltd	4,840.37	Road Building Contractor
EF018265	27 Jun 2011	01115	Supa I G A Belmont Belvidere Street	1,332.52	Groceries
EF018266	27 Jun 2011	01178	Kelyn Training Services	790.00	Worksite Traffic Management course
EF018267	27 Jun 2011	01183	Total Packaging (W A) Pty Ltd	3,432.00	Dog Expenses
EF018268	27 Jun 2011	01184	Transoft Solutions (Australia) Pty Ltd	660.00	Computer Software
EF018269	27 Jun 2011	01185	Totally Workwear Victoria Park	103.46	Safety Clothing/Equipment
EF018270	27 Jun 2011	01186	Archivewise	2,980.69	Records Storage
EF018271	27 Jun 2011	01191	Tradelink Plumbing Services	38.50	Plumbing Maintenance/Supplies
EF018272	27 Jun 2011	01195	Transeals Pty Ltd	28.24	Plant Parts & Repairs

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Payment#	Date	Payee	Creditor Name	Amount	Description
EF018273	27 Jun 2011	01199	Toyota Material Handling (W A) Pty Ltd	349.69	Plant Parts & Repairs
EF018274	27 Jun 2011	01201	Truckline	165.64	Plant Parts & Repairs
EF018275	27 Jun 2011	01202	Tudor House	365.00	Flags
EF018276	27 Jun 2011	01221	Landgate Valuation Services	1,103.74	Valuation Expense
EF018277	27 Jun 2011	01233	Stihl Shop Redcliffe	91.40	Tools/Tool Repairs
EF018278	27 Jun 2011	01238	W A Library Supplies Pty Ltd	1,476.31	Library equipment
EF018279	27 Jun 2011	01239	W A Limestone Co	2,167.05	Limestone Contractor
EF018280	27 Jun 2011	01256	Abaxa - W H Location Services	4,963.49	Drainage Maintenance
EF018281	27 Jun 2011	01260	Wellington Surplus Stores (Perth)	302.80	Safety Clothing/Equipment
EF018282	27 Jun 2011	01265	Westbooks	427.38	Books/cds/dvds
EF018283	27 Jun 2011	01275	G H D Pty Ltd	13,750.00	Professional Fees - Design
EF018284	27 Jun 2011	01276	Westside Fire Services	187.00	Fire Equipment/Service
EF018285	27 Jun 2011	01279	Westrac Pty Ltd	1,624.93	Plant Parts & Repairs
EF018286	27 Jun 2011	01280	Westralia Airports Corporation Pty Ltd	588.81	Drainage Licence - Airport
EF018287	27 Jun 2011	01289	Waynes Windscreens Welshpool	390.65	Plant Parts & Repairs
EF018288	27 Jun 2011	01296	Workplace Training Advisory Australia	1,935.00	Public Sector Young Leaders seminar
EF018289	27 Jun 2011	01303	X P Software Pty Ltd	1,978.50	Computer Software Maintenance
EF018290	27 Jun 2011	01318	Flexi Staff Pty Ltd	16,568.33	Labour/Personnel Hire
EF018291	27 Jun 2011	01340	Downer E D I Engineering Electrical	1,361.18	Electrical Contractor
EF018292	27 Jun 2011	01358	Kevrek Australia Pty Ltd	497.31	Plant Parts & Repairs
EF018293	27 Jun 2011	01364	Welshpool Ice Supply Pty Ltd	40.00	Groceries
EF018294	27 Jun 2011	01386	Blackwoods - Total Fasteners	555.44	Hardware
EF018295	27 Jun 2011	01393	Comestibles	3,479.00	Catering/Catering Supplies
EF018296	27 Jun 2011	01498	Autosweep W A	5,830.00	Plant/Equipment Hire
EF018297	27 Jun 2011	01509	Arboriculture Australia	232.89	Books/cds/dvds
EF018298	27 Jun 2011	01524	Versatech Engineering Services	324.45	Plant Parts & Repairs
EF018299	27 Jun 2011	01533	W C Convenience Management Pty Ltd	1,747.63	Cleaning Services
EF018300	27 Jun 2011	01580	Workpower t/as EMS Plant Production	5,544.00	Gardening - Plants/Supplies
EF018301	27 Jun 2011	01609	First 5 Minutes Pty Ltd	594.00	Annual Fire Evacuation Drill Supervision
EF018302	27 Jun 2011	01612	Wally Zajac	920.00	Bee Removal
EF018303	27 Jun 2011	01616	Temptations Catering	7,222.80	Catering/Catering Supplies
EF018304	27 Jun 2011	01620	Dick Smith Electronics Pty Ltd	218.98	Electrical Goods
EF018305	27 Jun 2011	01660	Local Government Planners Assoc	255.00	Multi-unit Codes Seminar
EF018306	27 Jun 2011	01672	A T C Williams Pty Ltd	2,647.70	Professional Fee - Analysis
EF018307	27 Jun 2011	01705	Econo-Mow Lawn & Garden Care	1,095.00	Home Care - Garden Service
EF018308	27 Jun 2011	01721	Fulton Hogan Industries	211.35	Road/Drainage Material
EF018309	27 Jun 2011	01731	Charter Plumbing & Gas	5,024.60	Plumbing Maintenance/Supplies
EF018310	27 Jun 2011	01749	Specialty Timber Flooring W A	1,581.80	Floor Coverings
EF018311	27 Jun 2011	01780	Worklife Solutions - Healthworks	282.70	Publications/Newspapers
EF018312	27 Jun 2011	01788	Hammond Electrical Pty Ltd	11,706.57	Electrical Contractor
EF018313	27 Jun 2011	01793	Cowley Mini Excavator Hire	440.00	Plant/Equipment Hire
EF018314	27 Jun 2011	01810	Street Furniture Australia Pty Ltd	2,249.50	Street Furniture
EF018315	27 Jun 2011	01813	Caterall Equipment Hire	506.00	Catering/Catering Supplies
EF018316	27 Jun 2011	01816	Ascot Kayak Club Inc	49.50	Venue hire
EF018317	27 Jun 2011	01818	The Fruit Box	1,122.03	Groceries
EF018318	27 Jun 2011	01827	Holton Connor Architects & Planners	8,800.00	Professional Fees - Architect
EF018319	27 Jun 2011	01831	Mowmaster Turf Equipment	26.10	Plant Parts & Repairs
EF018320	27 Jun 2011	01862	Executive Plant Hire	2,854.50	Plant/Equipment Hire
EF018321	27 Jun 2011	01976	Ecoscape (Australia) Pty Ltd	1,582.90	Professional Fees - Design
EF018322	27 Jun 2011	02019	Communications Australia Pty Ltd	4,125.00	Phone Expenses
EF018323	27 Jun 2011	02021	R S E A Pty Ltd	199.90	Safety Clothing/Equipment
EF018324	27 Jun 2011	02049	Noise & Vibration Measurement Systems	1,226.50	Plant Parts & Repairs
EF018325	27 Jun 2011	02077	Urban Fountains And Furniture Pty Ltd	10,593.00	Street Furniture
EF018326	27 Jun 2011	02088	Lock, Stock & Farrell Locksmith	260.90	Hardware
EF018327	27 Jun 2011	02127	Royal Life Saving Society W A	1,283.00	First Aid Service & Swimming Pool Inspections
EF018328	27 Jun 2011	02139	Ulverscroft Large Print Books Ltd	1,238.25	Books/cds/dvds
EF018329	27 Jun 2011	02161	Supercrane Engineered Lifting Technologies	506.28	Plant Parts & Repairs
EF018330	27 Jun 2011	02175	Affinity Systems Pty Ltd	1,500.00	Computer Software
EF018331	27 Jun 2011	02201	Neverfail Springwater Limited	200.80	Beverages
EF018332	27 Jun 2011	02207	Wilson Security	48,488.52	Security Services
EF018333	27 Jun 2011	02229	Belgravia Leisure Pty Ltd	25,499.45	Oasis Expenses

City of Belmont

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Payment#	Date	Payee	Creditor Name	Amount	Description
EF018334	27 Jun 2011	02251	Greenway Enterprises	416.79	Tools/Tool Repairs
EF018335	27 Jun 2011	02266	Global Electrotech Pty Ltd	1,375.58	Fire Equipment/Service
EF018336	27 Jun 2011	02269	Electroboard Solutions Pty Ltd	166.50	Office Equipment
EF018337	27 Jun 2011	02298	Pelican Linemarking	990.00	Line Marking
EF018338	27 Jun 2011	02310	Landmark Engineering & Design	6,094.00	Street Furniture
EF018339	27 Jun 2011	02316	Ayres Tyre Service	835.00	Plant Parts & Repairs
EF018340	27 Jun 2011	02351	APMM Group Pty Ltd	1,130.00	Project Integration and Communications workshop
EF018341	27 Jun 2011	02406	Indoor Gardens - Plantercraft	467.50	Gardening - Plants/Supplies
EF018342	27 Jun 2011	02418	Programmed Maintenance Services	15,149.01	Gardening Contractor
EF018343	27 Jun 2011	02419	All Earth Group Pty Ltd	15,236.94	Rubbish Removals
EF018344	27 Jun 2011	02421	Dun & Bradstreet (Aust) Pty Ltd	3,079.10	Professional Fee - Debt Collection
EF018345	27 Jun 2011	02425	Prestige Alarms	544.50	Security Services
EF018346	27 Jun 2011	02458	Technology One Ltd	9,763.88	Computer Software Maintenance
EF018347	27 Jun 2011	02459	A1 Steel & Alloy	440.00	Metal Goods
EF018348	27 Jun 2011	02482	McMullen Nolan & Partners Surveyors	198.00	Survey Expenses
EF018349	27 Jun 2011	02493	Riverjet Pipeline Solutions	7,172.00	Drainage Maintenance
EF018350	27 Jun 2011	02611	Arrix/Spotless Services Australia Ltd	36,192.39	Cleaning Services
EF018351	27 Jun 2011	02627	Dunbar Services W A Pty Ltd	1,278.20	Cleaning Services
EF018352	27 Jun 2011	02653	Corporate Scorecard Pty Ltd	498.99	Professional Fees - Analysis
EF018353	27 Jun 2011	02659	Quality Blast & Paint	330.00	Painting Contractor
EF018354	27 Jun 2011	02711	C P G Research & Advisory Pty Ltd	3,300.00	Professional Fees - Analysis
EF018355	27 Jun 2011	02776	Bowden Tree Consultancy	363.00	Gardening Contractor
EF018356	27 Jun 2011	02800	L Ebbelaar - Focus Transport Solutions	100.00	TravelSmart Expenses
EF018357	27 Jun 2011	02808	The Language Centre Bookshop	1,426.84	Books/cds/dvds
EF018358	27 Jun 2011	02849	Total Nissan - Total Autos (1990) PL	363.75	Plant Parts & Repairs
EF018359	27 Jun 2011	02860	Pristine Kleen Drycleaners	354.00	Cleaning Services
EF018360	27 Jun 2011	02862	James Bennett Pty Ltd	45.79	Books/cds/dvds
EF018361	27 Jun 2011	02865	L & H Group	346.06	Hardware
EF018362	27 Jun 2011	02912	Sanity Music Stores Pty Ltd	995.66	Books/cds/dvds
EF018363	27 Jun 2011	02919	Burkeair Pty Ltd	24,683.26	Airconditioning Maintenance
EF018364	27 Jun 2011	02933	Q Engineering Designs Pty Ltd	2,816.00	Electrical Contractor
EF018365	27 Jun 2011	02971	Eclipse Soils	877.14	Sand/Soil
EF018366	27 Jun 2011	02992	Copyworld Toshiba	254.75	Photocopy Expenses
EF018367	27 Jun 2011	02997	James Richardson Corporation Pty Ltd	2,641.54	Office Furniture
EF018368	27 Jun 2011	03015	Bluesands Environmental	1,848.00	Signal Hill Bushland Management Plan Review Workshop Facilitation
EF018369	27 Jun 2011	03026	Edward Marcus t/as History Now	3,753.75	Belmont History Project
EF018370	27 Jun 2011	03040	Pinkerton Electrical Services	677.23	Electrical Contractor
EF018371	27 Jun 2011	03049	Mr Rollershutter	1,430.00	Building Maintenance
EF018372	27 Jun 2011	03050	A Plus Training Solutions	260.00	Chainsaw Operator course
EF018373	27 Jun 2011	03071	Department of Transport	228.00	Vehicle Searches
EF018374	27 Jun 2011	03080	Ground Support Systems (Aust)	974.28	Plant/Equipment Hire
EF018375	27 Jun 2011	03097	Jomar Contracting	9,643.70	Building Maintenance
EF018376	27 Jun 2011	03098	Construction Hydraulic Design Pty Ltd	10,450.00	Drainage Maintenance
EF018377	27 Jun 2011	03099	Integrated Industrial Mining Supply	359.37	Hardware
EF018378	27 Jun 2011	03110	QAS Pty Ltd	16,500.00	Computer Software Maintenance
EF018379	27 Jun 2011	03112	IBBY Australia	43.00	Books/cds/dvds
EF018380	27 Jun 2011	03125	Jungle Sports	400.00	Careers Roadshow workshop
EF018381	27 Jun 2011	03142	Redfish Technologies	18,882.60	Electrical Goods
EF018382	27 Jun 2011	03148	Premier Motors	475.00	Plant Parts & Repairs
EF018383	27 Jun 2011	03152	Lochman Transparencies	1,745.70	Photography/Framing Expenses
EF018384	27 Jun 2011	03153	International Conferences & Events	1,745.00	Australian Public Sector Anti-Corruption Conference - J Olynyk - registration
EF018385	27 Jun 2011	03154	M P C Electrical	396.00	Electrical Contractor
EF018386	27 Jun 2011	03162	WA School Canteen Association Inc	137.50	Leisure Services Expense
EF018387	27 Jun 2011	03168	Australian Scholarships Group	1,001.00	Careers Roadshow workshop
EF018388	27 Jun 2011	03176	Macquarie Equipment Rentals Pty Ltd	2,805.95	Oasis Expenses
EF018389	27 Jun 2011	00788	Motorcharge Limited	13,942.57	Fuel, Oil, Additives
EF018390	27 Jun 2011	03191	Wridgways - The Removalists	935.00	Removalists
EF018391	27 Jun 2011	99967	HESTA Superannuation Fund	203.55	Superannuation Contribution

City of Belmont

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EF018392	29 Jun 2011	01821	Harvey Norman Superstore	112.98	Computer Equipment
EF018393	29 Jun 2011	02149	Kmart	900.00	Banners in the Terrace gift voucher prizes
EF018394	29 Jun 2011	03010	City of Belmont Catering Account	2,356.64	Groceries
EF018395	29 Jun 2011	03093	Vividwireless	79.00	Phone/Internet Expenses
EF018396	29 Jun 2011	03192	A F C Group Pty Ltd	293.77	Computer Equipment
EF018397	29 Jun 2011	03193	Zeo's Cafe	81.70	Catering/Catering Supplies
EF018398	28 Jun 2011	00105	Barry Sprott	684.80	Volunteer Driver Fuel Allowance
EF018399	28 Jun 2011	00149	Beaver Tree Services Aust Pty Ltd	5,610.00	Gardening Contractor
EF018400	28 Jun 2011	00346	Action Couriers	23.81	Courier Service
EF018401	28 Jun 2011	00477	Markham Milk Supplies	993.90	Groceries
EF018402	28 Jun 2011	00515	Glenys Godfrey	17,689.61	Councillor Sitting Fee/Reimbursements; ALGA National Assembly - accommodation and meals
EF018403	28 Jun 2011	00567	Janet Gee	3,497.14	Councillor Sitting Fee/Reimbursements
EF018404	28 Jun 2011	00585	Hydroquip Pumps	75,037.60	Bore Drilling/ Maintenance
EF018405	28 Jun 2011	00604	Institute of Public Administration WA	515.00	Team Leader Change Management course
EF018406	28 Jun 2011	00699	Marketforce Productions	1,600.50	Stationery & Printing
EF018407	28 Jun 2011	00712	Richard Lutey	1,067.67	APESMA & AICD membership fees
EF018408	28 Jun 2011	00736	McLeods	24,005.20	Legal Expenses
EF018409	28 Jun 2011	00963	RSPCA WA (Inc)	1,848.00	Pound Expenses
EF018410	28 Jun 2011	01233	Stihl Shop Redcliffe	395.00	Tools/Tool Repairs
EF018411	28 Jun 2011	01243	W A R P Pty Ltd	52,239.80	Traffic Control
EF018412	28 Jun 2011	01454	Trinix Computers Pty Ltd	19,374.70	Computer Equipment
EF018413	28 Jun 2011	01493	Brenda Whiteley	2,600.00	Councillor Sitting Fee/Reimbursements
EF018414	28 Jun 2011	01505	Carol Hanlon	2,600.00	Councillor Sitting Fee/Reimbursements
EF018415	28 Jun 2011	01517	Cottage & Engineering Surveys	2,590.00	Professional Fees - Planning
EF018416	28 Jun 2011	01520	Stephen Wolff	2,600.00	Councillor Sitting Fee/Reimbursements
EF018417	28 Jun 2011	01522	Skillpath Seminars	179.00	Managing Emotions seminar
EF018418	28 Jun 2011	01606	A P I Leisure And Lifestyle	6,336.00	Staff Recognition Program
EF018419	28 Jun 2011	01963	Brenda Martin	2,600.00	Councillor Sitting Fee/Reimbursements
EF018420	28 Jun 2011	02010	Geoff's Tree Service	35,268.20	Gardening Contractor
EF018421	28 Jun 2011	02078	Psyco Sand	20,196.00	Gardening Contractor
EF018422	28 Jun 2011	02145	Robert Rossi	2,600.00	Councillor Sitting Fee/Reimbursements
EF018423	28 Jun 2011	02232	Douglas Partners Pty Ltd	3,465.00	Professional Fees - Analysis
EF018424	28 Jun 2011	02311	Nigel French	141.60	Volunteer Driver Fuel Allowance
EF018425	28 Jun 2011	02431	A S B Marketing Pty Ltd	4,620.00	Promotional Items
EF018426	28 Jun 2011	02807	Kathy Tasovac - Ascot Riverside Kiosk	420.00	Catering/Catering Supplies
EF018427	28 Jun 2011	02808	The Language Centre Bookshop	823.97	Books/cds/dvds
EF018428	28 Jun 2011	03134	Bernard Carney	250.00	Music/Entertainment Expenses
EF018429	28 Jun 2011	03164	Dookatj Consultancy	4,180.00	Reconciliation Action Plan consultancy and Cultural Appreciation & Understanding workshop
EF018430	29 Jun 2011	164758	Missaka Tennakoon	330.00	Bond Payment/Refund
EF018431	29 Jun 2011	164781	Khurram Zeeshan	330.00	Bond Payment/Refund
EF018432	29 Jun 2011	164782	Hishan S Obeid	165.00	Bond Payment/Refund
EF018433	29 Jun 2011	164785	Nina Villegas	165.00	Bond Payment/Refund
EF018434	29 Jun 2011	164787	Anjum Rasheed	330.00	Bond Payment/Refund
EF018435	29 Jun 2011	00429	Economic Development Australia Ltd	1,025.00	National Economic Development Conference - B Martin - registration
EF018436	29 Jun 2011	00818	Morries Backhoe & Plant Hire	3,888.50	Plant/Equipment Hire
EF018437	29 Jun 2011	01103	Stratcat Pty Ltd	585.00	Labour/Personnel Hire
EF018438	29 Jun 2011	01336	Jim Polinelli	287.10	IPWEA membership fees
EF018439	29 Jun 2011	02045	Sureline Care Services	938.47	Home Care
EF018440	29 Jun 2011	02164	John Stutt	129.60	Volunteer Driver Fuel Allowance
			Total - Municipal EFT Payments	**2,866,456.98**	
			Total - Municipal Account Payments	**3,063,300.48**	

City of Belmont

Accounts for Payment - June 2011

Fund - Municipal Account

Payment#	Date	Payee	Creditor Name	Amount	Description
			Payroll Payments		
WG020611	03 Jun 2011	n/a	City of Belmont payroll	120,036.05	Wages - F/N ended 020611
SL080611	09 Jun 2011	n/a	City of Belmont payroll	383,299.38	Salaries - F/N ended 080611
WG150611	16 Jun 2011	n/a	City of Belmont payroll	125,407.90	Wages - F/N ended 150611
SL220611	22 Jun 2011	n/a	City of Belmont payroll	402,534.44	Salaries - F/N ended 220611
WG300611	30 Jun 2011	n/a	City of Belmont payroll	127,249.24	Wages - F/N ended 300611
			Total - Payroll Payments	**1,158,527.01**	
			Fund - Trust Account		
905337	07 Jun 2011	150748	Building & Construction Industry Training Fund	17,991.06	Bond Payment/Refund
905338	07 Jun 2011	150748	Auto cancelled cheque	0.00	Bond Payment/Refund
EF018048	07 Jun 2011	154102	Builders Registration Board of WA	2,100.00	Bond Payment/Refund
			Total - Trust Account Payments	**20,091.06**	
			Total of June 2011 Payments	**4,241,918.55**	
			Total of all Outstanding Creditor Accounts as at 30 June 2011	**1,863,144.27**	

Cheques	86	17%
EFTs	426	83%
Total	512	100%

Ordinary Council Meeting 26/07/11

Item 12.10 refers

Attachment 16

Monthly Activity Statement as at 30 June 2011

City of Belmont

Monthly Financial Activity Statement for the Period Ending June 2011

Note: Material variances have been identified in accordance with the Local Government (Financial Management) Regulations 34(1)(d) and Australian Accounting Standards (AASB 1031). A variance on the budgeted closing balance has been applied in the determination of material variances.

Budget: 11CLRBD2, Actual: 11CLACT Created:06-Jul-2011 15:16:33

	Budget	Budget YTD	Actual YTD	YTD Variance	YTD Var %	
1. Expenditure						
Capital						
Governance						
Finance Department	83,217	83,217	90,536	-7,319	-8.79%	
Computing	464,360	464,360	333,744	130,616	28.13%	M
Marketing & Communications	3,000	3,000	3,237	-237	-7.91%	
Donations and Grants	3,000	3,000	0	3,000	100.00%	
Insurance	25,000	25,000	0	25,000	100.00%	
Transfer To Reserve	10,431,856	10,431,856	0	10,431,856	100.00%	M
Executive Services	57,500	57,500	40,846	16,654	28.96%	
Chief Executive Officer	45,000	45,000	40,571	4,429	9.84%	
Human Resources	65,000	65,000	62,764	2,236	3.44%	
Governance	48,000	48,000	48,420	-420	-0.87%	
Belmont Trust	1,681,500	1,681,500	0	1,681,500	100.00%	M
Total Governance	**12,907,433**	**12,907,433**	**620,118**	**12,287,316**	**95.20%**	
General purpose funding						
Property & Economic Development	337,500	337,500	-3,010	340,510	100.89%	M
Financing Activities	496,086	496,086	496,087	-1	0.00%	
Total General purpose funding	**833,586**	**833,586**	**493,076**	**340,510**	**40.85%**	
Law, order and public safety						
Belmont Community Watch	60,000	60,000	45,112	14,888	24.81%	
Rangers	90,000	90,000	89,837	163	0.18%	
Crime Prevention & Comm Safety	542,000	542,000	432,012	109,988	20.29%	M
Volunteer Emergency Services	16,255	16,255	12,853	3,402	20.93%	
Total Law, order and public safety	**708,255**	**708,255**	**579,813**	**128,442**	**18.14%**	
Health						
Health	92,300	92,300	129,927	-37,627	-40.77%	
Total Health	**92,300**	**92,300**	**129,927**	**-37,627**	**-40.77%**	
Education and welfare						
Community Services	35,500	35,500	31,720	3,780	10.65%	
Belmont HACC Services	175,599	175,599	211,429	-35,830	-20.40%	
Youth Services General	13,000	13,000	6,080	6,920	53.23%	
Total Education and welfare	**224,099**	**224,099**	**249,229**	**-25,130**	**-11.21%**	
Housing						
Ascot Close Housing	9,500	9,500	8,780	720	7.58%	
Wahroonga Housing	34,447	34,447	7,414	27,033	78.48%	
Orana Aged Housing	47,763	47,763	0	47,763	100.00%	
Gabriel Gardens	84,186	84,186	14,850	69,336	82.36%	M
Faulkner Park Retirement Vill.	140,000	140,000	0	140,000	100.00%	M
Total Housing	**315,896**	**315,896**	**31,044**	**284,852**	**90.17%**	
Community amenities						
Town Planning	75,000	75,000	78,147	-3,147	-4.20%	
Technical Services	476,403	476,403	411,209	65,194	13.68%	M
Total Community amenities	**551,403**	**551,403**	**489,356**	**62,047**	**11.25%**	
Recreation and culture						
Public Facilities Operations	5,000	5,000	1,682	3,318	66.36%	
Belmont Oasis	102,000	102,000	58,366	43,634	42.78%	
Ruth Faulkner Library	10,000	10,000	3,872	6,128	61.28%	

	Budget	Budget YTD	Actual YTD	YTD Variance	YTD Var %	
Community & Recreation Service	24,000	24,000	16,136	7,864	32.77%	
Grounds Operations	1,193,111	1,193,111	1,058,033	135,078	11.32%	M
Total Recreation and culture	**1,334,111**	**1,334,111**	**1,138,089**	**196,022**	**14.69%**	
Transport						
Road Works	5,075,721	5,075,721	4,922,121	153,600	3.03%	M
Streetscapes	191,662	191,662	138,085	53,577	27.95%	M
Footpath Works	513,173	513,173	447,998	65,175	12.70%	M
Drainage Works	640,664	640,664	779,377	-138,713	-21.65%	M
Operations Centre	1,343,805	1,343,805	1,273,641	70,164	5.22%	M
Total Transport	**7,765,025**	**7,765,025**	**7,561,222**	**203,803**	**2.62%**	
Economic services						
Building Control	95,000	95,000	99,202	-4,202	-4.42%	
Building Operations	1,581,666	1,581,666	1,140,001	441,665	27.92%	M
Total Economic services	**1,676,666**	**1,676,666**	**1,239,203**	**437,463**	**26.09%**	
Other property and services						
Technical Services	200,000	200,000	192,817	7,183	3.59%	
Other Public Works	20,000	20,000	9,892	10,108	50.54%	
Total Other property and services	**220,000**	**220,000**	**202,709**	**17,291**	**7.86%**	
Total Capital	**26,628,775**	**26,628,775**	**12,733,786**	**13,894,989**	**52.18%**	

	Budget	Budget YTD	Actual YTD	YTD Variance	YTD Var %	
Operating						
Governance						
Finance Department	1,532,630	1,532,630	1,459,790	72,840	4.75%	**M**
Computing	1,353,491	1,353,491	1,222,894	130,597	9.65%	**M**
Marketing & Communications	1,192,310	1,192,310	1,036,900	155,410	13.03%	**M**
Donations and Grants	90,500	90,500	41,065	49,435	54.62%	
Reimbursements	197,700	197,700	213,577	-15,877	-8.03%	
Insurance	756,969	756,969	798,080	-41,111	-5.43%	
Executive Services	1,566,053	1,566,053	1,298,820	267,233	17.06%	**M**
Chief Executive Officer	529,414	529,414	501,448	27,967	5.28%	
Records Management	573,118	573,118	517,972	55,146	9.62%	**M**
Human Resources	1,005,116	1,005,116	912,386	92,730	9.23%	**M**
Governance	2,448,703	2,448,703	2,178,785	269,918	11.02%	**M**
Belmont Trust	70,000	70,000	10,528	59,472	84.96%	**M**
Accommodation Costs	469,548	469,548	487,931	-18,383	-3.92%	
Total Governance	**11,785,552**	**11,785,552**	**10,680,175**	**1,105,377**	**9.38%**	
General purpose funding						
Rates	1,887,522	1,887,522	1,855,448	32,075	1.70%	
General Purpose Income	60	60	36	24	39.67%	
Property & Economic Development	584,016	584,016	533,511	50,504	8.65%	**M**
Financing Activities	198,314	198,314	198,314	0	0.00%	
Total General purpose funding	**2,669,912**	**2,669,912**	**2,587,310**	**82,603**	**3.09%**	
Law, order and public safety						
Belmont Community Watch	616,142	616,142	531,371	84,771	13.76%	**M**
BelmontNeighbourhood Watch	16,708	16,708	7,814	8,894	53.23%	
Criminal Damage	302,241	302,241	251,446	50,795	16.81%	**M**
Rangers	602,022	602,022	551,428	50,593	8.40%	**M**
Crime Prevention & Comm Safety	534,417	534,417	405,478	128,940	24.13%	**M**
Volunteer Emergency Services	151,687	151,687	142,326	9,361	6.17%	
Total Law, order and public safety	**2,223,217**	**2,223,217**	**1,889,863**	**333,355**	**14.99%**	
Health						
Health	821,871	821,871	760,106	61,766	7.52%	**M**
Immunisation	12,625	12,625	7,879	4,746	37.59%	
Total Health	**834,496**	**834,496**	**767,984**	**66,512**	**7.97%**	
Education and welfare						
Alternative Youth Programs	14,408	14,408	8,777	5,631	39.08%	
Aboriginal Strategies	25,612	25,612	10,675	14,937	58.32%	
Senior Citizens Centre	45,320	45,320	55,943	-10,623	-23.44%	
Meals On Wheels	198,543	198,543	198,247	296	0.15%	
Podiatry	1,300	1,300	713	587	45.17%	
Community Services	548,959	548,959	453,288	95,671	17.43%	**M**
Belmont HACC Services	1,780,362	1,780,362	1,790,356	-9,994	-0.56%	
Youth Services General	772,561	772,561	717,676	54,884	7.10%	**M**
Aged Care & Housing Assistance	105,843	105,843	88,368	17,475	16.51%	
Pre-Schools & Kindys	8,641	8,641	5,733	2,908	33.65%	
Total Education and welfare	**3,501,549**	**3,501,549**	**3,329,775**	**171,773**	**4.91%**	
Housing						
Ascot Close Housing	76,447	76,447	76,025	422	0.55%	
Wahroonga Housing	36,421	36,421	34,557	1,865	5.12%	
Orana Aged Housing	45,677	45,677	44,579	1,098	2.40%	
Gabriel Gardens	48,914	48,914	43,201	5,713	11.68%	
Faulkner Park Retirement Vill.	60,000	60,000	51,000	9,000	15.00%	
Total Housing	**267,459**	**267,459**	**249,361**	**18,098**	**6.77%**	
Community amenities						
Regional Development	22,000	22,000	20,874	1,126	5.12%	
Town Planning	1,529,172	1,529,172	1,448,968	80,204	5.24%	**M**
Sanitation Charges	4,227,552	4,227,552	3,680,237	547,315	12.95%	**M**
Technical Services	104,898	104,898	85,632	19,266	18.37%	

	Budget	Budget YTD	Actual YTD	YTD Variance	YTD Var %	
Total Community amenities	**5,883,622**	**5,883,622**	**5,235,712**	**647,911**	**11.01%**	
Recreation and culture						
Belmont Trust	43,943	43,943	38,319	5,624	12.80%	
Public Facilities Operations	64,670	64,670	53,511	11,159	17.26%	
Belmont Oasis	340,453	340,453	322,817	17,635	5.18%	
Youth & Family Services Centre	140,225	140,225	132,777	7,448	5.31%	
Ruth Faulkner Library	1,659,570	1,659,570	1,461,097	198,474	11.96%	**M**
Community & Recreation Service	457,700	457,700	359,819	97,880	21.39%	**M**
Building - Active Reserves	530,870	530,870	506,096	24,774	4.67%	
Streetscapes	49,148	49,148	47,126	2,022	4.11%	
Grounds Operations	3,748,791	3,748,791	3,689,998	58,792	1.57%	**M**
Grounds - Active Reserves	766,339	766,339	757,906	8,432	1.10%	
Grounds Overheads	1,311,772	1,311,772	1,197,989	113,783	8.67%	**M**
Total Recreation and culture	**9,113,480**	**9,113,480**	**8,567,457**	**546,023**	**5.99%**	
Transport						
Road Works	900,797	900,797	902,579	-1,782	-0.20%	
Streetscapes	1,336,038	1,336,038	1,072,989	263,049	19.69%	**M**
Footpath Works	127,050	127,050	151,872	-24,822	-19.54%	
Drainage Works	255,000	255,000	205,327	49,673	19.48%	
Operations Centre	659,470	659,470	603,253	56,217	8.52%	**M**
Grounds Operations	122,010	122,010	52,011	69,999	57.37%	**M**
Total Transport	**3,400,365**	**3,400,365**	**2,988,031**	**412,334**	**12.13%**	
Economic services						
Building Control	933,999	933,999	924,684	9,315	1.00%	
Building Control Customer Service	319,386	319,386	292,994	26,393	8.26%	
Building Operations	420,340	420,340	367,944	52,396	12.47%	**M**
Building Overheads	110,778	110,778	102,607	8,171	7.38%	
Streetscapes	25,257	25,257	25,368	-111	-0.44%	
Total Economic services	**1,809,761**	**1,809,761**	**1,713,598**	**96,163**	**5.31%**	
Other property and services						
Building Operations	250	250	41	209	83.64%	
Public Works Overheads	1,209,538	1,209,538	1,291,870	-82,332	-6.81%	**M**
Plant Operating Costs	861,158	861,158	829,779	31,379	3.64%	
Technical Services	1,682,809	1,682,809	1,548,985	133,824	7.95%	**M**
Other Public Works	1,044,378	1,044,378	750,559	293,819	28.13%	**M**
Total Other property and services	**4,798,133**	**4,798,133**	**4,421,233**	**376,900**	**7.86%**	
Total Operating	**46,287,546**	**46,287,546**	**42,430,499**	**3,857,048**	**8.33%**	
Total 1. Expenditure	**72,916,321**	**72,916,321**	**55,164,285**	**17,752,037**	**24.35%**	

	Budget	Budget YTD	Actual YTD	YTD Variance	YTD Var %	
2. Revenue						
Capital						
Governance						
Finance Department	-45,870	-45,870	-54,545	8,675	-18.91%	
Computing	-40,122	-40,122	-25,045	-15,077	37.58%	
Marketing & Communications	-492	-492	0	-492	100.00%	
Insurance	-20,000	-20,000	0	-20,000	100.00%	
Executive Services	-23,071	-23,071	-26,636	3,565	-15.45%	
Chief Executive Officer	-25,000	-25,000	-23,409	-1,591	6.36%	
Human Resources	-39,000	-39,000	-40,909	1,909	-4.90%	
Belmont Trust	-1,681,500	-1,681,500	0	-1,681,500	100.00%	**M**
Total Governance	**-1,875,055**	**-1,875,055**	**-170,545**	**-1,704,510**	**90.90%**	
General purpose funding						
Rates	-120,000	-120,000	0	-120,000	100.00%	**M**
Property & Economic Development	-6,540,400	-6,540,400	-5,750,932	-789,468	12.07%	**M**
Total General purpose funding	**-6,660,400**	**-6,660,400**	**-5,750,932**	**-909,468**	**13.65%**	
Law, order and public safety						
Belmont Community Watch	-20,000	-20,000	-12,559	-7,441	37.20%	
Rangers	-60,000	-60,000	-37,500	-22,500	37.50%	
Crime Prevention & Comm Safety	-19,000	-19,000	-16,364	-2,636	13.88%	
Total Law, order and public safety	**-99,000**	**-99,000**	**-66,423**	**-32,577**	**32.91%**	
Health						
Health	-62,414	-62,414	-62,768	354	-0.57%	
Total Health	**-62,414**	**-62,414**	**-62,768**	**354**	**-0.57%**	
Education and welfare						
Community Services	-20,000	-20,000	-15,000	-5,000	25.00%	
Belmont HACC Services	-203,599	-203,599	-42,727	-160,872	79.01%	**M**
Total Education and welfare	**-223,599**	**-223,599**	**-57,727**	**-165,872**	**74.18%**	
Housing						
Ascot Close Housing	-8,103	-8,103	0	-8,103	100.00%	
Wahroonga Housing	-8,000	-8,000	0	-8,000	100.00%	
Gabriel Gardens	-15,000	-15,000	0	-15,000	100.00%	
Total Housing	**-31,103**	**-31,103**	**0**	**-31,103**	**100.00%**	
Community amenities						
Town Planning	-57,202	-57,202	-50,909	-6,293	11.00%	
Technical Services	-336,983	-336,983	-279,855	-57,128	16.95%	**M**
Total Community amenities	**-394,185**	**-394,185**	**-330,764**	**-63,421**	**16.09%**	
Recreation and culture						
Belmont Oasis	0	0	-8,380	8,380	0.00%	
Ruth Faulkner Library	-6,598	-6,598	0	-6,598	100.00%	
Grounds Operations	-308,552	-308,552	-45,455	-263,097	85.27%	**M**
Grounds Overheads	-59,966	-59,966	0	-59,966	100.00%	**M**
Total Recreation and culture	**-375,116**	**-375,116**	**-53,835**	**-321,281**	**85.65%**	
Transport						
Road Works	-1,199,767	-1,199,767	-1,043,248	-156,519	13.05%	**M**

	Budget	Budget YTD	Actual YTD	YTD Variance	YTD Var %	
Streetscapes	-4,900	-4,900	-4,900	0	0.00%	
Footpath Works	-6,600	-6,600	-29,100	22,500	-340.91%	
Drainage Works	-50,000	-50,000	0	-50,000	100.00%	
Operations Centre	-1,109,205	-1,109,205	-598,952	-510,253	46.00%	**M**
Grounds Operations	-66,425	-66,425	0	-66,425	100.00%	**M**
Total Transport	**-2,436,897**	**-2,436,897**	**-1,676,200**	**-760,697**	**31.22%**	
Economic services						
Building Control	-58,000	-58,000	-62,909	4,909	-8.46%	
Building Operations	-371,084	-371,084	-162,786	-208,298	56.13%	**M**
Building Overheads	-1,215	-1,215	0	-1,215	100.00%	
Total Economic services	**-430,299**	**-430,299**	**-225,695**	**-204,604**	**47.55%**	
Other property and services						
Public Works Overheads	-24,380	-24,380	0	-24,380	100.00%	
Plant Operating Costs	-1,477	-1,477	-6,785	5,308	-359.38%	
Technical Services	-176,642	-176,642	-87,045	-89,597	50.72%	**M**
Total Other property and services	**-202,499**	**-202,499**	**-93,830**	**-108,669**	**53.66%**	
Total Capital	**-12,790,567**	**-12,790,567**	**-8,488,719**	**-4,301,848**	**33.63%**	

	Budget	Budget YTD	Actual YTD	YTD Variance	YTD Var %	
Operating						
Governance						
Finance Department	-1,480,619	-1,480,619	-1,359,995	-120,623	8.15%	**M**
Computing	-1,506,708	-1,506,708	-1,104,633	-402,075	26.69%	**M**
Marketing & Communications	-79,716	-79,716	-85,510	5,794	-7.27%	
Reimbursements	-197,700	-197,700	-189,781	-7,919	4.01%	
Insurance	-776,410	-776,410	-796,546	20,136	-2.59%	
Executive Services	-40,500	-40,500	-3,208	-37,292	92.08%	
Chief Executive Officer	0	0	-140	140	0.00%	
Records Management	-585,118	-585,118	-471,611	-113,507	19.40%	**M**
Human Resources	-975,366	-975,366	-839,641	-135,725	13.92%	**M**
Governance	-12,382	-12,382	-15,221	2,839	-22.93%	
Accommodation Costs	-475,748	-475,748	-447,943	-27,805	5.84%	
Total Governance	**-6,130,267**	**-6,130,267**	**-5,314,228**	**-816,038**	**13.31%**	
General purpose funding						
Rates	-32,247,918	-32,247,918	-32,786,478	538,560	-1.67%	**M**
General Purpose Income	-970,429	-970,429	-1,279,303	308,874	-31.83%	**M**
Property & Economic Development	-283,090	-283,090	-306,152	23,062	-8.15%	
Financing Activities	-1,414,582	-1,414,582	-1,589,333	174,751	-12.35%	**M**
Total General purpose funding	**-34,916,019**	**-34,916,019**	**-35,961,266**	**1,045,247**	**-2.99%**	
Law, order and public safety						
Rangers	-107,823	-107,823	-118,672	10,848	-10.06%	
Crime Prevention & Comm Safety	-727,260	-727,260	-808,413	81,153	-11.16%	**M**
Volunteer Emergency Services	-165,800	-165,800	-165,800	0	0.00%	
Total Law, order and public safety	**-1,000,883**	**-1,000,883**	**-1,092,885**	**92,002**	**-9.19%**	
Health						
Health	-266,361	-266,361	-280,629	14,268	-5.36%	
Immunisation	-1,000	-1,000	-1,446	446	-44.60%	
Total Health	**-267,361**	**-267,361**	**-282,075**	**14,714**	**-5.50%**	
Education and welfare						
Senior Citizens Centre	0	0	-4,871	4,871	0.00%	
Meals On Wheels	-136,188	-136,188	-136,564	376	-0.28%	
Community Services	-19,440	-19,440	-3,266	-16,174	83.20%	
Belmont HACC Services	-1,752,362	-1,752,362	-1,913,872	161,510	-9.22%	**M**
Youth Services General	-191,600	-191,600	-171,538	-20,062	10.47%	
Aged Care & Housing Assistance	-93,861	-93,861	-94,317	456	-0.49%	
Total Education and welfare	**-2,193,451**	**-2,193,451**	**-2,324,428**	**130,977**	**-5.97%**	
Housing						
Ascot Close Housing	-77,844	-77,844	-77,376	-468	0.60%	
Wahroonga Housing	-62,868	-62,868	-64,640	1,772	-2.82%	
Orana Aged Housing	-93,440	-93,440	-98,507	5,067	-5.42%	
Gabriel Gardens	-118,100	-118,100	-118,550	450	-0.38%	
Faulkner Park Retirement Vill.	-200,000	-200,000	-175,710	-24,291	12.15%	
Total Housing	**-552,252**	**-552,252**	**-534,783**	**-17,469**	**3.16%**	
Community amenities						
Town Planning	-799,067	-799,067	-757,673	-41,394	5.18%	
Sanitation Charges	-4,221,052	-4,221,052	-4,197,318	-23,734	0.56%	
Technical Services	-57,370	-57,370	-8,170	-49,200	85.76%	
Total Community amenities	**-5,077,488**	**-5,077,488**	**-4,963,161**	**-114,327**	**2.25%**	

	Budget	Budget YTD	Actual YTD	YTD Variance	YTD Var %	
Recreation and culture						
Public Facilities Operations	-110,741	-110,741	-198,805	88,064	-79.52%	**M**
Youth & Family Services Centre	-45,000	-45,000	-59,699	14,699	-32.66%	
Ruth Faulkner Library	-37,150	-37,150	-47,006	9,856	-26.53%	
Community & Recreation Service	-15,431	-15,431	-15,795	364	-2.36%	
Streetscapes	-8,771	-8,771	-8,869	98	-1.12%	
Grounds Operations	-5,000	-5,000	-10,364	5,364	-107.29%	
Grounds - Active Reserves	-8,104	-8,104	-9,783	1,679	-20.72%	
Grounds Overheads	-1,251,806	-1,251,806	-1,225,823	-25,983	2.08%	
Total Recreation and culture	**-1,482,003**	**-1,482,003**	**-1,576,144**	**94,141**	**-6.35%**	
Transport						
Road Works	-342,202	-342,202	-466,251	124,049	-36.25%	**M**
Streetscapes	-206,307	-206,307	-208,611	2,304	-1.12%	
Operations Centre	-30,500	-30,500	-11,225	-19,275	63.20%	
Total Transport	**-579,009**	**-579,009**	**-686,087**	**107,078**	**-18.49%**	
Economic services						
Building Control	-563,325	-563,325	-551,702	-11,623	2.06%	
Building Control Customer Service	-322,815	-322,815	-276,627	-46,188	14.31%	
Building Operations	-2,000	-2,000	-1,790	-210	10.51%	
Building Overheads	-109,563	-109,563	-148,496	38,933	-35.53%	
Total Economic services	**-997,703**	**-997,703**	**-978,615**	**-19,088**	**1.91%**	
Other property and services						
Public Works Overheads	-1,185,158	-1,185,158	-1,095,573	-89,585	7.56%	**M**
Plant Operating Costs	-1,284,704	-1,284,704	-1,052,278	-232,427	18.09%	**M**
Technical Services	-269,017	-269,017	-226,018	-42,998	15.98%	
Other Public Works	-478,631	-478,631	-357,564	-121,067	25.29%	**M**
Total Other property and services	**-3,217,510**	**-3,217,510**	**-2,731,433**	**-486,077**	**15.11%**	
Total Operating	**-56,413,946**	**-56,413,946**	**-56,445,104**	**31,158**	**-0.06%**	
Total 2. Revenue	**-69,204,513**	**-69,204,513**	**-64,933,824**	**-4,270,689**	**6.17%**	
3. Opening/Closing Funds						
Operating						
P&L Clearing						
Opening Balance - Budget Only	-4211808	-4211808	0	-4,211,808	100.00%	
Closing Balance - Budget Only	500,000	500,000	0	500,000	100.00%	
Total P&L Clearing	**-3,711,808**	**-3,711,808**	**0**	**-3,711,808**	**100.00%**	
Total 3. Opening/Closing Funds	**-3,711,808**	**-3,711,808**	**0**	**-7,423,616**	**200.00%**	
	0	0	-9,769,539	6,057,731	230.52%	**M**

Add Opening Balance:	-4,211,808
Nett Current Assets:	-13,981,347