



Metro Central Joint Development Assessment Panel Agenda

Meeting Date and Time: 15 May 2015; 9:30am
Meeting Number: MCJDAP/104
Meeting Venue: City of Belmont
215 Wright Street
Cloverdale

Attendance

DAP Members

Mr Charles Johnson (Presiding Member)
Mr Clayton Higham (A/Deputy Presiding Member)
Mr Lou D'Alessandro (Specialist Member)
Cr Phil Marks (Local Government Member, City of Belmont)
Cr Robert Rossi (Local Government Member, City of Belmont)
Cr Sharron Hawkins-Zeeb (Local Government Member, City of South Perth)
Cr Kevin Trent (Local Government Member, City of South Perth)
Cr Gerry Pule (Local Government Member, Town of Bassendean)
Cr Paul Bridges (Local Government Member, Town of Bassendean)

Officers in attendance

Ms Melanie Watts (City of Belmont)
Ms Shervaun Steenson (City of Belmont)
Mr Wilmot Loh (City of Belmont)
Mr Kevin Davidson (City of Belmont)
Mr Murray Ralph (City of Belmont)
Mr Cameron Howell (City of South Perth)
Mr Brian Reed (Town of Bassendean)

Local Government Minute Secretary

Ms Caroline Wyder-Saunders (City of Belmont)

Applicant and Submitters

Mr Garry Liang (Bright Corporation Pty Ltd)
Mr Tony Dawe (PPR)
Mr Tim Indrisie (Doric Group)
Mr Peter Simpson (PTS Town Planning Pty Ltd)
Mr Edwin Bollig (Bollig Design Group)
Doepel Marsh Architects
Mr Michael Kevill (TPG)

Members of the Public

Nil



1. Declaration of Opening

The Presiding Member declares the meeting open and acknowledges the past and present traditional owners and custodians of the land on which the meeting is being held.

2. Apologies

Cr Colin Cala (City of South Perth)
Cr Glenn Cridland (City of South Perth)
Cr Jennifer Carter (Town of Bassendean)

3. Members on Leave of Absence

Mr Ian Birch (Deputy Presiding Member)

4. Noting of Minutes

The Minutes of the Metro Central JDAP Meeting No.103 held on 7 May 2015 were not available at time of Agenda preparation.

5. Declarations of Due Consideration

Any member who is not familiar with the substance of any report or other information provided for consideration at the DAP meeting must declare that fact before the meeting considers the matter.

6. Disclosure of Interests

Nil

7. Deputations and Presentations

- 7.1** Mr Tony Dawe (PPR) presenting against the application at Item 8.1. The presentation will present the view of local residents affected by the development, in particular addressing inadequate Transport Impact Assessment, Acoustic Assessment and consultation with local residents.
- 7.2** Mr Peter Simpson (PTS Planning) presenting for the application at Item 9.2. The presentation will support the officer's recommendation however, request that the extension be granted for 3 years.
- 7.3** Mr Michael Kevill (TPG) presenting for the application at Item 9.3. The presentation will be in support of the application however, we request some alterations to the conditions of approval.



8. Form 1 - Responsible Authority Reports – DAP Application

- 8.1** Property Location: Lot 204 (2), Lot 205 (4), Lot 206 (6) and Lot 207 (8) Armadale Road, Rivervale
Application Details: 100 serviced apartments in a six (6) storey building with basement parking.
Applicant: Bright Corporation Pty Ltd
Owner: Bright Corporation Pty Ltd
Responsible authority: City of Belmont
DoP File No: DAP/14/00602

9. Form 2 – Responsible Authority Reports - Amending or cancelling DAP development approval

- 9.1** Property Location: Lots 130-133 (40-46) Riversdale Road, Rivervale WA 6103
Application Details: Extension of approval period for previously approved 168 Multiple Dwelling development
Applicant: Doric Contractors Pty Ltd
Owner: Park on Swan Pty Ltd
Responsible authority: City of Belmont
DoP File No: DP/13/00334
- 9.2** Property Location: Lot 1001 (12) Charles Street, South Perth [previously Lots 151-153 Nos. 12-16]
Application Details: Proposed Amendment (Validity of Approval) to Approved Non-Residential Development Comprising 'Office' and 'Café/Restaurant' in a Nine Storey Building
Applicant: PTS Town Planning Pty Ltd
Owner: Broadway Pty Ltd
Responsible authority: City of South Perth
DoP File No: DAP/13/00447
- 9.3** Property Location: Lots 90 – 92 (7 – 11) Parker Street and Lots 8 & 9 (2 & 4A) Wilson Street, Bassendean
Application Details: Mixed Development Comprising Additions and Alterations to Place of Worship, Shop and 35 Multiple Dwellings
Applicant: Doepel Marsh Architects Pty Ltd
Owner: Saint Mark's Anglican Church
Responsible authority: Town of Bassendean
DoP File No: DAP/14/00603

10. Appeals to the State Administrative Tribunal

Nil

11. General Business / Meeting Closure



Form 1 - Responsible Authority Report (Regulation 12)

Property Location:	Lot 204 (2), Lot 205 (4), Lot 206 (6) and Lot 207 (8) Armadale Road, Rivervale
Application Details:	100 serviced apartments in a six (6) storey building with basement parking. Land uses include: <ul style="list-style-type: none"> · 100 Serviced Apartments (90, one room units with kitchenette, 10, two room units with kitchen/dining/lounge) · Restaurant. · Administration/office, reception/lounge area, storerooms, kitchen, guest internet room, guest laundry.
DAP Name:	Metro Central JDAP
Applicant:	Bright Corporation Pty Ltd
Owner:	Bright Corporation Pty Ltd
LG Reference:	533/2014/DAP
Responsible Authority:	City of Belmont
Authorising Officer:	Neville Deague – Director Community & Statutory Services
Department of Planning File No:	DAP/14/00602
Report Date:	Submitted to DAP on 5 May 2015
Application Receipt Date:	19 August 2014
Application Process Days:	262 Days extended by consent – Reg. 12(4) of <i>Planning and Development (Development Assessment Panels) Regulations 2011</i> .
Attachment(s):	<ol style="list-style-type: none"> 1. Development Plans (20 April 2015). 2. Applicant's Development Assessment Report (20 April 2015). 3. Submissions Table. 4. Acoustic Assessment (Revision 3; 20 April 2015). 5. Transport Impact Assessment (Final Rev 3 April 2015). 6. Product Information Sheets (Car Stackers and associated products).

Recommendation:

That the Metro Central JDAP resolves to:

Approve DAP Application reference DAP/14/00602 and accompanying plans dated 20 April 2015 in accordance with the provisions of the City of Belmont's Local Planning Scheme No. 15, subject to the following conditions:

Conditions

1. The development plans, as dated marked and stamped "Development Assessment Panels Approved", together with any requirements and annotations detailed thereon, are the plans approved as part of this application and shall form part of the planning approval issued.
2. Lots 204, 205, 206 and 207 shall be amalgamated and a new Certificate of Title obtained for the amalgamated lot prior to lodgement of an application for building permit.
3. A geotechnical report prepared by an appropriately qualified consultant certifying that the land is capable of accommodating the proposed development shall be lodged with the City, at the cost of the owner/applicant, prior to the lodgement for a building permit, to the satisfaction of the City's Manager Projects & Development.
4. A landscaping and irrigation plan for the subject development site and street verge is to be prepared and submitted to the City for approval prior to lodgement of an application for building permit.
5. Prior to occupation or use of the development, landscaping, plants and irrigation are to be installed and thereafter maintained in accordance with the approved landscaping and irrigation plan for the duration of the approved development to the satisfaction of the City's Manager Parks and Environment.
6. No existing turf, irrigation or street trees (with the exception of the street tree in the location of the eastern crossover) located in the road verge abutting or adjacent to the subject land may be damaged or removed during the course of the development, unless separately approved in writing by the City.
7. Prior to occupation or use of the development, the existing street tree in the location of the proposed eastern crossover shall be removed and replaced with four (4) Jacaranda Mimosifolia to be placed along the verge in accordance with the City's Street Tree Strategy to the satisfaction of the City's Manager Parks & Environment.
8. Prior to occupation or use of the development, vehicle parking, manoeuvring and circulation areas shall be designed, constructed, sealed, drained, line marked and kerbed in accordance with:
 - (a) The approved plan (a total of 90 spaces and 1 service vehicle bay) of which 14 bays comply with AS 2890.1; and 75 bays are provided in the form of car stacker bays.
 - (b) Council's engineering requirements and design guidelines.

The areas must be sealed in bitumen or concrete in accordance with the City of Belmont specifications, unless otherwise approved by the City's Director Technical Services. All parking bays must be clearly line marked.

9. Prior to the application for a building permit or other such time agreed to in writing by the City, a Management Strategy with respect to parking provisions on site shall be prepared to the satisfaction of the City's Director Community & Statutory Services, Manager Planning Services or Coordinator Planning Services that includes allocation of employee bays as well as the location and management of bays for use of serviced apartment guests and restaurant patrons.
10. All access ways, parking areas and hard stand areas shall be maintained in accordance with the City's engineering requirements and design guidelines. The one way and two way accessways, the drop off/pick up lane, service vehicle bay and vehicle headway clearances shall be appropriately signposted onsite to the satisfaction of the City's Manager Projects and Development.
11. The applicant shall arrange for the preparation and implementation of a construction and traffic management plan and footpath management plan in accordance with the requirements of AS 1742 Pt 3 prior to the commencement of site works. The construction and traffic management plan and footpath management plan shall be submitted for the approval of the City's Technical Services no later than 14 days prior to the commencement of site works.
12. Prior to commencement of site works, a Dust and Noise Management Plan with respect to construction activities for the site / development shall be submitted to the satisfaction of the City's Manager Projects and Development.
13. Prior to occupation or use of the development, the redundant crossovers to the subject lot/s, as shown on the approved plans, shall be removed and the verge and kerb reinstated in accordance with the City's Technical Specifications, to the satisfaction of the City's Manager Projects and Development with respect to the local roads.
14. Prior to occupation or use of the development, the owner/applicant shall, after having obtained written approval from the City's Technical Services (Technical Services Clearance Application), construct a vehicle crossover/s in accordance the approved plans and Council's engineering specifications to the satisfaction of the City's Manager Projects and Development.
15. Prior to occupation of the development, a minimum number of 16 bicycle bays, 16 ventilated equipment lockers, 1 male and 1 female showers are to be installed and maintained for the course of the development, to the specifications contained within the City's Supplementary Planning Guidelines for End of Trip Facilities, to the satisfaction of the City's TravelSmart Officer.
16. Any lighting installed on the building, yard areas or car parking areas shall be located and designed in a manner that ensures:
 - (a) all illumination is confined within the boundaries of the property; and
 - (b) there will not be any nuisance caused to an adjoining residents

to the satisfaction of the City's Manager Health & Rangers Services

17. Prior to the application for a building permit or other such time agreed to in writing by the City, a public art concept/strategy for the subject development to the total value of \$ 132,000 shall be submitted to the City in accordance with the provisions of the City of Belmont Public Art Contribution Local Planning Policy, to the satisfaction of the City's Director Community & Statutory Services or Manager Planning Services.
18. The approved public art concept/strategy shall be thereafter implemented and the artwork constructed prior to use/occupation of the development, and maintained for the life of the development to the satisfaction of the City's Director Community & Statutory Services.
19. Prior to commencement of the use a management plan / strategy for the waste (rubbish collection) and general servicing with regard the laundry and kitchen activities for the site / development shall be submitted to the satisfaction of the City's Manager Health & Ranger Services.
20. The side of balconies that are located parallel to the southeast side boundary (adjacent to No. 10 Armadale Road) and the southwest rear boundary of the lot (adjacent to No. 1-5 Fitzroy Road), shall be provided with obscure screen to a minimum height of 1.6m from the finished floor level of the balcony, as shown on the approved plans.
21. Prior to the application for a building permit or other such time agreed to in writing by the City, a detailed schedule of external materials, finishes and colours to be used in the construction of the development, including the treatment of the 4m high wall adjacent to the disabled parking bay shall be submitted to the City prior to lodgement of an application for a building permit to the satisfaction of the City's Director Community & Statutory Services, Manager Planning Services or Coordinator Planning Services.
22. Signage identifying 'No Entry' and/or 'Exit only' shall be placed on site near the northern corner/crossover to identify the 'one way' movement of vehicles in this location.

Footnotes

1. A planning approval is not an approval to commence any works associated with the development. A Building Permit must be obtained prior to commencement of any site and building works. Please liaise with the City's Building Department to ascertain the requirements to allow for a building permit to be issued.
2. Prior to a building permit being issued, detailed plans, specifications and certified structural details shall be submitted with a copy of the planning approval and such other approvals as listed below:
 - (a) Fire and Rescue Services of WA approval.
 - (b) Public Health approvals
3. The development shall have regard for compliance with Environmental Health legislation:

- (a) Health Act 1911.
 - (b) Health (Air Handling and Water Systems) Regulations 1994.
 - (c) Health (Carbon Monoxide) Regulations 1975.
 - (d) City of Belmont Health Local Law 2002.
 - (e) Sewerage (Lighting Ventilation and Construction) Regulations 1971.
 - (f) Metro Water Supply, Sewerage and Drainage Bylaws 1981.
 - (g) Environmental Protection (Noise) Regulations 1997. (Plant, car stackers, bin collection/service vehicles air conditioners shall comply with Regulations)
 - (h) Health (Public Buildings) Regulations 1992 (Plans for the restaurant to be submitted in compliance with Regulations)
 - (i) Food Act 2008 (Plans for the restaurant to be submitted in compliance with Act)
 - (j) Food Regulations 2009
 - (k) Health Act 1911 and Lodging House provisions (the development is assessed as requiring 6 washing machines, 6 dryers and 4 wash troughs).
4. This planning approval is not a demolition permit. A demolition permit must be obtained from the City's Building Services prior to commencement of any demolition works. Please liaise with the City's Building Services for further information.
5. Where construction works of the development may encroach onto the road reserve (verge) the applicant shall obtain a Materials On Verge licence for the entire verge for the entire duration of construction works.
6. In regard to Condition 2 the applicant is advised that should the owners wish to have a Building Permit issued prior to amalgamating the lots, then the City may permit the owner to enter into a legal agreement with City to defer the satisfaction of the condition. The legal agreement must be prepared by the City's solicitors (at the owner's full cost), finalised and signed, and then registered as an absolute caveat on the property's certificate of title prior to application for a building permit being submitted.
- Please note that a legal agreement must be requested by the owner, in writing, and all costs associated with the preparation of a legal agreement and lodgement of a caveat must be borne by the owner. Generally legal agreements take 3 to 4 weeks to be prepared and therefore any such request should be lodged promptly with the City's Planning Department.
7. The required geotechnical report under Condition 3 must identify the geotechnical conditions of the site, and include compaction tests for the removal of the bore and certify to the City that any earthworks proposed are structurally sound. The earthworks must be carried out in accordance with the geotechnical report as modified (if at all) by the City.
8. The plan required by Condition 4 shall be a minimum size of A3, and is to contain a north point and a scale. The plan must show by numerical code, the botanical name of each plant species, proposed pot size, quantity and must also include the proposed treatments of:
- (a) all areas of the property visible from the street; and
 - (b) the street verge. (including the 4 Jacaranda 'replacement' trees)

It is recommended that the landscaping plan is prepared by a professional horticulturalist or landscape architect.

9. In relation to Condition 5, the plants are to be nurtured until they reach their typical mature dimensions, and shall thereafter be maintained at those mature dimensions unless Council approves otherwise in writing.
10. Approval is given for the removal of the street tree in the location of the eastern crossover. Street tree removal and replacement shall be undertaken by the City at the owners full cost, in accordance with specifications provided by the City's Parks Technical Officer. The four (4) Jacaranda Mimosifolia replacement trees are estimated to cost \$640 each. The owner shall maintain the street trees for a period of 12 months to the satisfaction of the City's Manager Parks and Environment. In the event that a replacement tree cannot be suitably replaced in the verge of the subject property, the City may request a financial contribution for a replacement tree to be planted elsewhere in the City of Belmont.
11. This planning approval is not approval for the removal or alteration of any turf, or irrigation. If during the course of the development any existing turf and/or irrigation is damaged or destroyed, the owner/applicant shall:
 - (a) repair, reinstate or replace the item in accordance with any written direction of the City's Manager Parks & Environment; and
 - (b) thereafter maintain the item for a period of 12 months, to the satisfaction of the City's Manager Parks & Environment.
12. In relation to Condition 8, 9, 12 and 13 Council's Engineering Requirements and Design Guidelines contains detailed specifications which must be adhered to in the preparation of plans submitted for approval in respect of such matters as drainage, paving, parking, accessways, crossovers, land fill and retaining.

In the event that access ways, parking areas and hard stand is not satisfactorily maintained, the City's Director Technical Services may require by notice, in writing, that the area be brought up to a satisfactory standard within a specified period of time and the notice shall be complied with within that period. Without limitation, the notice may require that lines marking car bays be re-painted, pot holes be repaired, damaged kerbs be replaced and degraded access or parking areas be resurfaced generally in accordance with Council's Engineering Requirements and Design Guidelines.
13. Neither a planning approval nor a building permit constitutes an approval to construct a crossover to a property. Prior to commencement of any site works, separate approval must be obtained from the City's Technical Services Department to construct a crossover to the property (i.e. from the road to connect with the property's internal driveway). This approval shall be sought by way of an application for Technical Services Clearance. Failure to obtain approval from the City's Technical Services for the crossover may result in time delays or refusal of a vehicle crossover subsidy.
14. Signage is not approved as part of this application. A separate application for planning approval and building permit is required prior to display of any advertisements/signage.

15. In regards to Condition 15, the development plans shall show adequate shower and changing facilities, bicycle racks and lockers for the use of staff that cycle to work. Shower and changing facilities shall be provided in accordance with the City's 'Supplementary Planning Guidance for End of Trip Facilities'. Please contact the City's Travelsmart Officer for further information.
16. In relation to Conditions 17 and 18, the issue of a building permit must not be misconstrued as approval of a public art proposal. The Public Art Advisory Panel will be required to give final consent for the proposed public art. Full details and specifications should be submitted at the earliest opportunity to ensure that the finalisation of the public art does not delay the progression of the development.
17. The applicant/owner is advised that permission to erect a boundary wall near or on the boundary does not grant permission to use the adjoining property or to remove the dividing fence without neighbour's consent. Dividing fences are controlled under the *Dividing Fences Act 1961* and the City of Belmont has no jurisdiction to resolve disputes owners pertaining to this legislation. Please liaise with any adjoining landowner if there is an intention to remove or replace any portion of fencing, or contact the Building Commission at the Department of Commerce for more information on the *Dividing Fences Act 1961*.
18. The applicant/owner is advised to undertake a Dilapidation Report of adjoining/surrounding properties/buildings to enable and assessment of any change to building conditions between 'pre' and 'post' construction on the development site.
19. The applicant is advised that where operation of the car stackers causes the emission of noise in contravention of the *Environmental Protection (Noise) Regulations 1997*, penalties under the relevant legislation may apply.

Having regard for Condition 8 of this approval which requires the provision of 90 car parking spaces for the development, enforcement measures under the *Environmental Protection (Noise) Regulations 1997* which may require cessation of use of the car stackers, will impact on the validity of this planning approval for the serviced apartment and restaurant land uses.

This decision constitutes planning approval only and is valid for a period of two (2) years from the date of approval. If the subject development is not substantially commenced within the two (2) year period, the approval shall lapse and be of no further effect.

Background:

Property Address:	2, 4, 6 and 8 Armadale Road, Rivervale
Zoning	MRS: Urban
	LPS: Mixed Use (No's. 2, 4, 6 Armadale Road) Residential R20 (No.8 Armadale Road)
Use Class:	Mixed Use Zone · Serviced Apartments – 'D' · Restaurant – 'D' · Office – 'P' Residential zone · Serviced Apartments – 'D' · Car Park – 'D'
Strategy Policy:	N/A
Development Scheme:	N/A
Lot Size:	2,732m ²
Existing Land Use:	Vacant (No's. 2, 4, 6 Armadale Road) Single House (No.8 Armadale Road)
Value of Development:	\$ 13.2 million

Subject Land

- The subject land as shown on Figure 1 is comprised of Lot 204 (2), Lot 205 (4), Lot 206 (6) and Lot 207 (8) Armadale Road. Lots 204, 205, 206 are undeveloped/vacant and Lot 207 contains a single residential dwelling.
- The adjoining and surrounding properties include:
 - The Great Eastern Highway Motor Lodge directly opposite, on the corner of Great Eastern Highway and Armadale Road comprising 5 and 6 storey buildings and developed to a density equivalent to R200.
 - Two storey multiple dwelling (R60) development abutting the northwest and southwest boundary and located on the corner of Armadale Road, Great Eastern Highway and extending through to Fitzroy Street.
 - Single storey, single residential dwelling abutting the southeast boundary at No. 10 Armadale Road.
- Previous planning approvals for a portion of the subject site - being the three Lots 204, 205 and 206 (No.s 2 to 6) Armadale Road, include:
 - In February 2010 and again in April 2012 Council granted planning approval for a four level building comprising twenty five (25) multiple dwellings with variations including a 7.6m minimum/10.24m average setback (in lieu of 15m), 5 visitor car bays (in lieu of 7 bays), balcony visual privacy setback of 4.8m (in lieu of 7.5m) on the north west side and discretionary acceptance of an R100 density and a 14m/4 storey building height (where no standards are specifically stated) and approval for the removal of a street tree and with the replacement of four (4) new Jacarnada street trees. This approval has expired.

- In March 2009 Council granted planning approval for a three storey office development with minor variations to the front setback, site coverage and landscape strip of 2.2m wide (in lieu of 3m wide) requirements of the (former) Town Planning Scheme No. 14. A fresh approval for this development was issued in August 2011. This approval has expired.



Figure 1 – Aerial Photography of Subject Land

Details:

The subject proposal is for the development of a six (6) storey (22.5m high) building comprising 100 Serviced Apartments. Parking surrounds the building at basement, ground and upper level. The development comprises:

- Three basement 'pits' for car parking via car stackers.
- Ground level - reception/lounge, guest internet room, restaurant (88m²/56 seats), kitchen, administration/office (28m²), storerooms, staff and guest ablutions.
- Five (5) upper levels with 100 Serviced Apartments (90, one room units, each with a 6.4m² balcony and 10 two room units, each with a 31.4m² balcony) .

A total of 90 car bays (including 1 bay for disabled persons, 8 visitor bays, 6 employee car bays) is proposed with access via two crossovers – one at the eastern end of lot frontage and another at the northern end of the lot frontage. The vehicle accessway provides circulation around the building with access to parking bays. A 'drop off/pick up' area is provided at the front of the building via a oneway accessway parallel to the front boundary.

The car parking comprises:

- Car bays at ground level on the periphery of the site/abutting the side and rear boundaries of the lot.
- Three car stackers of which:

- One (3 level, 29 parking spaces) is on the southwest side of the building. The car stacker's lowest level is below ground level (pit) and the other two levels are at ground level and an elevated level.
- The second (2 level, 27 parking spaces) is along the southeast boundary of the property adjacent to 10 Armadale Road. The car stacker's lower level is below ground level (pit) and the other level of the car stacker contained in a single storey structure (approximately 2.8m high).
- The third (2 level, 19 parking spaces) is along the southwest boundary of the property adjacent to 1-5 Fitzroy Road. Similar to the second car stacker, this third car stacker's lower level is below ground level (pit) and the other level of the car stacker contained in a single storey structure (approximately 2.8m high).

A service bay is located at the rear of the building with access to the kitchen and service areas of the building.

A 22.5m² bin store is proposed on the western corner, towards the rear of the site. A private rubbish collection service will apply to the site.

The development plans for the proposal are contained in Attachment 1. Attachment 2 contains a Development Application Report prepared by the applicant explaining the proposal.

Legislation & Policy:

Legislation

- Metropolitan Region Scheme (MRS)

The subject site is zoned Urban under the MRS as shown in Figure 2. The site is appropriately zoned under the MRS for the proposed development.



Figure 2 – Extract from MRS map

- Local Planning Scheme No. 15 (LPS15)

Lots 204, 205, 206 is zoned 'Mixed Use' and Lot 207 is zoned Residential (R20) under City of Belmont LPS15. An extract of the LPS15 zoning map is shown in Figure 3.



Figure 3 – Extract from LPS15 map

Clause 4.2 of LPS15 outlines the objectives of:

- The Mixed Use zone as allowing a mix of varied but compatible land uses, such as housing, offices, showrooms, amusement centres, eating establishments and appropriate industrial activities which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of residents. Buildings should be of a high standard of architectural design set in pleasant garden surrounds with limited vehicular access from properties to primary roads.
- The Residential zone to permit a mix of single housing and other housing types.

Clause 9.4.2 allows advertising of a proposal, other than an 'A' land use or a 'use not listed'.

Part 5.5 of LPS15 provides discretion for the local government to approve variations to development standards or requirements prescribed under the Scheme.

Part 5.11 of LPS15 outlines the standards for development in the Mixed Use zone. The standards include maximum lot coverage limits, boundary setback requirements, vehicular access requirements, fencing and walls and building design requirements.

Part 5.16 and Table 2 of the Scheme outlines standards for vehicle parking and loading. Part 5.17 and Table 3 of the Scheme specifies bicycle parking and end of trip facility requirements.

Clause 5.20 of LPS15 states that the height of structures within the Scheme Area shall be subject to, and not exceed, the WAC Structures Height Control Contours Map contained in Schedule 12. (40m for subject site)

Part 9.4 of LPS15 outlines the requirements for advertising of development proposal prior to determination of the application.

Part 10.2 of LPS15 outlines the matters to be considered by the local government in determining a planning application. The following matters are of particular relevance to this application:

- 10.2(i) – the compatibility of a use or development with its setting;
- 10.2(n) – the preservation of the amenity of the locality;
- 10.2(o) – the relationship of the proposal to development on adjoining land or on land in the locality including the height, bulk, scale, orientation and appearance of the proposed development;
- 10.2(p) – vehicle access, egress, loading, unloading, manoeuvring and parking arrangements;
- 10.2(v) – adequate provision for landscaping; and
- 10.2(y) – any relevant submissions received on the application; and

Local Policies

- Local Planning Policy No. 11 (Public Art Contribution Policy)

Local Planning Policy No. 11 (LPP11) requires the provision of public art for developments with a value in excess of \$4.5 million in certain zones. The subject land is within the Great Eastern Highway Precinct as identified in LPP11 and is required to provide a public art contribution equivalent to 1% of the estimated cost of development.

- Local Laws Relating to Fencing

The City of Belmont Local Laws Relating to Fencing specifies provisions relating to fencing, which includes:

- Clause 6, sub-clause (1) that specifies that unless by agreement between owners of adjoining properties a person shall not erect a dividing fence that is not a 'sufficient fence'.
- Clause 6, sub-clause (3) (b) and Item C of the Second Schedule provides that a fence that is a brick, stone, concrete or masonry fence that is located on or near a boundary between a Residential Lot and a Commercial Lot is a 'sufficient fence' where the maximum fence height of 1800mm (1.8m) is observed.
- Clause 9, sub-clause (1) provides that *".....notwithstanding clause 6, the local government may consent to the erection.....of a fence which does not comply with the requirements of these Local Laws."*

Consultation:

Public Consultation

The application was advertised in accordance with Clause 9.4.3 due to consideration for the scale of development, the inclusion of car stackers in close proximity to residential dwellings and the proposed serviced apartment and car park land use proposal on the residential zoned portion of the site. The proposal was advertised for a 14-day period from 28 August 2014 to 8 September 2014 inclusive.

Figure 4 below shows the properties to which the proposal was advertised.



Figure 4 – Referral Area

Eight submissions were received during the advertising period.

The submissions included:

- 5 objections.
- 1 comment only.
- 2 support for the proposal with general comments.

The objections and comments about the development focused primarily on:

- Detrimental impact on surrounding residential properties (i.e increased density, overlooking, overshadowing, loss of view, building height, increased cars, traffic congestion, increased traffic on local roads, parking problems and additional noise from cars, car stacker operation, people, servicing/rubbish collection to site).
- Need to document any damage to surrounding buildings during construction.
- Serviced apartments more suited to a highway frontage, size of apartments are small.

A summary of the submissions is provided in the Submissions Table (Attachment 3).

Planning assessment:

The subject development has been assessed by the City of Belmont in accordance with LPS15 and the relevant local and state planning policies. The table below is a summary of the assessment against the development requirements:

Development Feature	Requirement	Assessment	Comment
Land Use	Any use with a use class of P, D or A may be considered.	<p>Mixed Use Zone</p> <ul style="list-style-type: none"> · Serviced Apartments – ‘D’ · Restaurant – ‘D’ · Office – ‘P’ <p>Residential zone</p> <ul style="list-style-type: none"> · Serviced Apartments – ‘D’ · Car Park – ‘D’ 	<ul style="list-style-type: none"> · The Scheme permits ‘P’ uses. · The Scheme provides discretion for approval of ‘D’ uses.
Site Coverage	60%	46% (1260m ²) approx.	Complies.
Plot Ratio	Not applicable (N/A)		N/A
Building Height	Not specified – to be determined at Council's discretion	6 levels (ground + 5) (Maximum 22.5m)	<p>Compatible with 5 and 6 storey motor lodge opposite the site. In excess of single and two storey residential buildings adjoining the site.</p> <p>Complies with WAC Structures Height Control Contours Map, Schedule 12. (40m max.)</p>
Setbacks (LPS15)	<p><u>Front/Street Setback:</u></p> <ul style="list-style-type: none"> · Mixed Use zone - Lots 204, 205, 206. <p>15m to Primary St Averaging permitted only where function improved and not detrimental to streetscape or traffic movement.</p> <ul style="list-style-type: none"> · Residential zone - Lot 207 <p>Unspecified for non-residential building in Residential R20 zone. (Lot 207)</p>	<p>15m average observed in the Mixed zone and the Residential zone.</p> <p>Ground level: Nil for 9m long, visually permeable portico wall.</p> <p>8.5m to main building at ground level.</p> <p>Upper levels: 6.5m at upper level (balcony overhang).</p>	<p>Complies</p> <p><u>Front Setback:</u></p> <p>Observance of an average of 15m is acceptable. The portico wall is partially open and presents an artistic facade feature. The 8.5m building setback is compatible with the streetscape. It is</p> <ul style="list-style-type: none"> · Greater than the 8m setback of the adjoining residential house. · Greater than the 6m average setback that would apply in a Residential R20 zone over Lot 207. · Greater than the 7.5m (secondary street) setback to the Great Eastern Motor Lodge which is directly opposite the site. · Provides a more open frontage compared with the solid boundary fence of the adjoining property

Development Feature	Requirement	Assessment	Comment
	<p><u>Rear and Side setback</u> Unspecified in mixed use zone. (Lot 204, 205, 206) Unspecified for non residential building in Residential R20 zone. (Lot 207)</p>		<p>to the west.</p> <ul style="list-style-type: none"> · Enables a rear vehicle accessway around the building which contributes to improved vehicle access. <p><u>Rear and Side setbacks</u> The proposed land use is not residential and the Residential Design Code (RCode) setbacks do not apply in either zoning of the site. The applicant sought to observe RCode setbacks. An RCode assessment is undertaken for comparison purposes having regard for adjoining</p> <ul style="list-style-type: none"> · Residential land use abutting at the rear of Lots 204 – 206 and side of Lot 204, and · Residential zoned land abutting the rear and side of Lot 207. <p>The portion of the building that has setbacks that vary from RCodes are:</p> <ul style="list-style-type: none"> · Parapet wall length to rear southwest boundary with No. 1-5 Fitzroy Road (propose 26.5m length in lieu of 15m length. (i.e 1/3 of boundary) · 6th storey on rear southwest wall/blank wall (propose 6m setback in lieu of 6.1m - 8.2m). · 3rd storey and above on northwest side wall/major openings, balcony (7.5m setback in lieu of 7.6m to 17.8m). <p>Refer to discussion section of this report.</p>

Development Feature	Requirement	Assessment	Comment
Building Facades	Primary street facades to be predominantly constructed of brick, concrete, glass or steel or a combination of these materials acceptable to the City	Combination of concrete and glass construction of the building facade. Sections on the front facade include a grey patterned 'alucobond' (light composite material of two aluminium cover sheets with a core of polyethylene).	Complies. The 'alucobond' material represents approx. 22% (155m ²) of the upper levels of the building facade on balustrade and column sections of the building. It is a high quality material, with top grade flatness and rigid, weather resistant, ease of cleaning, available in a wide range of colours and designs and used a range of public building, residential and commercial.
Street Fencing	Walls and fences kept to minimum. May allow within primary and secondary street frontages if high quality, visually permeable and visually appealing.	Fencing is not proposed within the setback area. The wall on the street boundary is a structural wall of the portico and this is discussed above under 'setback' provisions.	Complies.
Landscaping	3m to Primary St.	1.2m wide strip with a 2.4m wide portion abutting the street.	Does not comply. Additional landscaping can be undertaken within the verge area and 4 Jacaranda trees is required to compensate for the removal of the street tree and the onsite shortfall. This is enforced as a planning condition. It is preferable to retain the drop off/pick up lanes at the front of the site rather than reduce the lane widths to increase the landscape strip.
Car Parking	Total of 87 car parking spaces required.	Total of 90 car parking spaces proposed.	Number of bays comply. The provision and acceptance of 75 (of the 90 car bays) in the form of two and three storey car stacker/s requires further consideration. Refer to discussion section of this report.
Bicycle Parking/End of Trip Facilities	At the discretion of the City as specified under Table 3 of LPS15.	16 bicycle parking spaces provided.	The provision is considered acceptable. Refer to discussion section of this report.

Development Feature	Requirement	Assessment	Comment
Traffic / Vehicular Access	Minimise access to Great Eastern Hwy	Not applicable (N/A) No access/frontage to Great Eastern Highway.	Not applicable (N/A)
Waste Management	Provision of bin storage, truck access for on-site collection.	Bin storage/service yard is proposed abutting the south east lot boundary. A service/vehicle bay is located at the rear of the building. A two way driveway provides access beside the building.	Waste management is required to be privately managed. The provision of bins within the service yard is acceptable. The service yard/bins and service bay is close to residential land uses. A Waste Management Plan and Servicing Plan is applied as a condition of approval to reinforce careful management of these facilities. Refer to discussion section of this report.
Noise Attenuation	An Acoustic assessment is required due to the proximity to adjoining residential dwellings and due to the operations of the car stackers, plant/equipment, bin store/rubbish collection. The site does not fall within the State Planning Policy 5.4 definition of " <i>in the vicinity of</i> " a major road.	The applicant has provided a satisfactory report prepared by an acoustic consultant (Attachment 4).	Refer to discussion section of this report.
Public Art	1% of estimated development cost (\$13.2million)	No information provided in relation to the public art, however, the applicant acknowledges the requirement for a public art contribution.	A condition requiring a public art contribution has been recommended. Refer to discussion section of this report.

Table 1 – Assessment of Proposal

Discussion:

Amalgamation of Land Parcels

The development straddles four lot boundaries. It is appropriate for the land parcels to be consolidated to be consistent with the proposed development. The WAPC granted conditional approval for the amalgamation on the 8 October 2014.

Submissions

Submissions received from the advertising of this proposal raised objections about the detrimental impact of the development on surrounding residential properties as a result of the increased density, overlooking, overshadowing, loss of view and building height, however this does not provide a basis on which to refuse and/or or modify the proposal.

Concerns expressed about increased cars, traffic congestion, increased traffic on local roads, parking problems is noted. However the onsite parking provision is adequate and the City's assessment of the traffic report and local roads confirms that the local roads can accommodate the increased traffic volumes and movements.

Concerns about noise arising from the site with respect to the car stacker operation and servicing the rubbish collection/service yard and general servicing to the site is acknowledged and an Acoustic Report was requested from the applicant. The Acoustic Report outlines that noise generated from servicing of the development (i.e. waste collection, deliveries etc.) and the operation of the car stackers comply with the noise limits prescribed under the *Environmental Protection (Noise) Regulations 1997*.

A summary of the submissions and Officer Comments are contained in the Submissions Table (Attachment 3)

Land Use Permissibility

The location of the site for short stay/serviced apartments is considered appropriate having regard for the close proximity to Great Eastern Highway; public transport; nearby retail/commercial uses; high level of accessibility to the City and airport/s and to similar short stay/tourist accommodation opposite the site. Due to the inclusion of the Residential zoned land of Lot 207, the development site has two zones – Mixed Use zone, Residential zone – that cover the site. Both zones allow for serviced apartments as a ('D') discretionary land use. Lot 207 No. 8 Armadale does not require a rezoning to allow serviced apartments and the associated parking area.

Front Setback

The reduced (8.5m) absolute ground level setback to the main building facilitates the provision of space at the rear of the building for vehicle access and parking. The enforcement of a larger (15m) minimum front setback is likely to encourage parking at the front of the building, which would detract from the buildings architectural contribution to the streetscape. A 15m average front setback is still achieved and this is compatible with the adjoining and surrounding residential and commercial properties.

It is noted that the development plans reflect a 4m high wall (adjacent to the disabled parking bay) set back 6m from the front boundary. The purpose of the wall is to screen the car stacker and awning structure behind. While the elevation drawing of the development presents the height of this wall to be compatible with the height and scale of the adjoining dwelling on 10 Armadale Road, it is considered essential that appropriate design treatment is applied to the wall to ameliorate its bulk and to present an aesthetically pleasing façade to the street.

Side and Rear setbacks and Amenity

There are no specific side and rear setbacks that apply for the Mixed Use zoned portion of the site (Lots 204, 205, 206), or for a non residential building in the Residential zoned portion of the site (Lot 207). The RCode setback assessment is provided for comparison purposes only due to surrounding residential land uses and as a guide to assess 'amenity' impact eg. bulk, visual, privacy, on adjoining residential properties. Whilst it appears that 'RCode variations' are proposed, the setbacks are considered acceptable, with respect to:

- i) The length of parapet abutting No. 1-5 Fitzroy Road (propose 26.5m length in lieu of 15m length. (i.e 1/3 of boundary).

This 2.4m wall is located opposite storerooms, landscaping and communal open space of the adjoining property and does not detrimentally impact the visual amenity or overshadowing of the adjoining residential property.

- ii) The 6th/upper level on southwest rear wall/blank wall (propose 6m setback in lieu of RCodes 6.1m - 8.2m).

Privacy is maintained and the reduced setback is located primarily opposite a communal garden and car park of the adjoining residential multiple dwelling complex. The proposed building overshadows (at midday 21 June) the courtyard of Units 15 and 16/1-5 Fitzroy Road (ground level) and balcony of Unit 20 (upper level), however an increased setback to say 8.2m would not remove the overshadow on these units.

A (2m) western corner of the proposed building is opposite Units 21 and 24/1-5 Fitzroy Road, however the visual impact of the reduced setback on Units 21 and 24 is considered minimal due to the open view provided on the western side of the proposed building by its 9m side setback.

- iii) 3rd level and above on northwest side wall/major openings, balcony (propose 7.5m setback in lieu of 7.6m to 17.8m).

The RCode privacy provisions of 7.5m is observed and the reduced setback is located opposite a communal car park and a 6m side driveway that abuts a side blank wall of the adjoining residential multiple dwelling complex, which reduces the impact of the proposed building. The building does not affect overshadowing (at midday 21 June) to properties to the east.

Overshadowing

There is no specific requirement with regard non residential buildings overshadowing residential properties. The proposed overshadowing of the development is 5.99% over the total (parent) Lot of the adjoining No. 1-5 Fitzroy Road. This is considered acceptable, if compared with the RCode overshadowing maximum of 50% for a residential development in an area coded over R50. (*Note: No. 1-5 Fitzroy Road is zoned Mixed Use and has a density in excess of R50*). Having regard for individual multiple dwellings within No. 1-5 Fitzroy Road, the proposed building will overshadow:

- approximately 50% (12m²) of Unit 15 rear southeast courtyard and 100% of Unit 16 southeast side courtyard. Unit 15 overshadowing remains within acceptable RCode limits. It is noted the two storey aspect of the block of units within which Unit 15 and 16 is located would effectively overshadow their own courtyard.
- 100% of the northeast side balconies of Unit 20 (directly opposite the proposed development). This overshadow is not preferable, however other amenity issues of privacy and visual impact and building setback (19m) is addressed in relation to this Unit 20.

Traffic

The applicant has submitted a comprehensive Transport Impact Assessment (TIA) (Attachment 5). The City's Manager Projects and Development reviewed the TIA and is satisfied that the road network is capable of accommodating the additional traffic generated from this development. There is no significant impact on the capacity or safety of the surrounding road network.

The proposed vehicle accessways provide good circulation of vehicles primarily in a 'one way' movement around the building/site, in addition to the accessway at the front of the site, which assists taxis, shuttle buses and general drop off/pick up of guests/luggage. Internal driveway and car bays are designed in accordance with City standards.

Car Parking

A total of 90 car bays are provided on site, which satisfies the required provision for 87 car bays.

It may be noted the applicant's basis for the parking assessment differs compared with the officer assessment, with respect to:

- i) The applicant's 'visitor bays' based on RCode (residential) standards was provided based on preliminary advice from City Officers in 2013. This is reviewed and now considered unnecessary for tourist/short stay guest accommodation. Visitor bays are not included in the officer assessment.

- ii) The applicant did not assess parking for restaurant patrons and argues the restaurant will be used by accommodation guests only. Where a restaurant is proposed in a motel, hotel, short stay accommodation development, the City consistently applies the standard Scheme parking requirement to this land use (on the basis that public patrons, who are not onsite guests will use the restaurant) and then applies a 30% (reduction) on the basis of reciprocity, as it is accepted that accommodation guests will also use the restaurant.

Land Use	Ratio	Officer's Assessment
Serviced Apartments (100) (90 Single rooms - 28m ²) (10 Two rooms - 62m ²)	100 @ 0.75 bay/apartment for apartments <75m ² in size.	75
Restaurant	1 bay/4 seats @ 56 seats = 14 * Accept 30% (4.2 bays) reduction for reciprocity of use by s/apartment guests. 14 – 4.2 = 9.8.	10
Office 30m ² (2 service apartment employees)	1 bay/30m ² NLA or 1/employee whichever is greater.	2
	Total	87

Table 2 – Officer Assessment - Car Parking

The acceptance of the parking bays onsite is based on the assumption that the form in which the majority of car bays is provided (i.e. 75 car bays in 3, two and three level car stackers) is acceptable for the proposed serviced apartment land use; the car stackers provisions within the site and their proximity to surrounding properties/residential land uses.

Issues for consideration with regard the appropriateness of the car stackers (refer Attachment 6) include:

- i) The ease of use/operation by users unfamiliar with the car stacker and potential implications for disruption of onsite vehicle movement, noise from users, difficulty in unpacking/packing luggage into vehicles.

It is noted that the development plans annotate six (6) parallel parking bays along the northwest boundary of the property as 'Employee Parking' bays. Given that employees are more likely to be familiar with the use and the operation of the car stackers, it is considered beneficial for employee parking to be provided in the car stacker, leaving the conventional parallel parking bays free for use by guests of the serviced apartments or restaurant patrons.

Given the likelihood that serviced apartment guest will need to familiarise themselves with the operation and use of the car stackers, it is considered necessary for the applicant to provide a parking management plan for the development to help minimise delays and disruption of onsite vehicle movements. The management plan must also include a maintenance plan to cater for occasions when the car stackers are being serviced or repaired, and not all the parking spaces are available for use. A condition of planning

approval recommended requiring the applicant to submit the above and thereafter implement the plan to the satisfaction of the City.

- ii) Noise associated with the car stacker machinery during operation – 24 hours a day.

The applicant has provided an Acoustic Assessment (Attachment 4) indicating that subject to implementation of all the noise attenuation measures recommended in the assessment, noise emitted from the operation of the car stackers will be compliant with the limits under the *Environmental Protection (Noise) Regulations 1997*.

Should noise levels exceed *Environmental Protection (Noise) Regulations 1997* for surrounding residential dwellings and render the car stackers inoperable then the development will be significantly undersupplied with parking, which will represent a contravention of the recommended planning condition that 90 car parking spaces are to be provided for the development.

Given the above, a condition of planning approval has been recommended to require the applicant/developer to implement and maintain all the noise attenuation measures outlined in the assessment. A footnote has also been included to advise the applicant/owner of the consequences and impact on the planning approval should a breach of the *Environmental Protection (Noise) Regulations 1997* occur.

It is noted that the above car parking assessment has not considered contractors (i.e. cleaning and maintenance staff) that will be attending the property for a number of hours each day as indicated by the applicant. While it may not be entirely appropriate for the service bay to be used for contractor parking, it is considered acceptable for the car parking management plan to outline suitable measures such as a time allocated parking space for contractors.

Bicycle Parking

The provision of bicycle bays for serviced apartments and for the scale of the restaurant and office onsite is at the discretion of the City. It is considered, the provision of 16 bicycle bays on site and end of trip facilities (1 male shower, 1 female shower, locker facilities) adequately provides for the 6 employees onsite, and other guests/patrons to the site.

Waste Management and Servicing the Apartments

A Council service will not be provided to the development for rubbish collection. Waste management is required to be privately managed and this will more appropriately suit the operations of the site. The bin store is located abutting the south western common boundary with the residential property at No. 1-5 Fitzroy Road.

Any odour associated with the bin store area and/or noise associated with the waste management and servicing of the site requires close monitoring to ensure the activities do not create a nuisance for adjoining/nearby residential properties. A Waste Management and Servicing Plan is required to be submitted as a condition of planning approval and this should include matters such as times, frequency of services, size of service vehicles, type and size of rubbish bins and general operations of the rubbish bin and general servicing of the site.

The location of a service vehicle bay at the rear of the building, adjoining the restaurant kitchen area and accessible also to the staff/service entry to the building will facilitate servicing the kitchen and the external cleaning and linen services for the apartments.

Public Art

Given the estimated development cost of \$13.2 million the cost of the public artwork is to be no less than \$132,000 to be consistent with the 1% requirement of LPP11. The provision of public art needs to be consistent with the City's Public Art Master Plan, and is subject to assessment by the City's Public Art Advisory Panel (PAAP).

Where a proposal for public art contribution in kind does not satisfy the assessment criteria under the City's Public Art Master Plan, the applicant may consider paying cash-in-lieu of the public art contribution. The cash-in-lieu arrangement is subject to approval by the City.

The applicant will need to seek approval from the PAAP prior to installation of the public art work. The PAAP adopts the following principles in assessing artwork:

- Concept Innovation – The artwork is to be designed by a professional artist that shows strong vision, craftsmanship, choice of materials, uniqueness and public engagement.
- Context (sensitive to surroundings) – the artwork is to be designed for the specific site and considers the relevant themes, architectural, historical, geographical and/or socio-cultural context of the site and community identity.
- Public Domain – the artwork must be clearly seen and/or accessible from the public realm, and must positively impact on the visual amenity of the development.
- Public Safety – the artwork is designed, constructed and installed with best practice risk management and the artwork does not present a hazard to public safety.
- Longevity – the artwork design is structurally sound and resistant to theft, vandalism, weathering and excessive maintenance.
- Diversity – artworks should be diverse in style, scale and media, ranging from experimental to established art forms. This may also refer to artists from assorted backgrounds and ranges of experience.

Workshopping between the applicant and the City's PAAP is required in order to achieve a satisfactory outcome.

It has been recommended that a condition of planning approval outlines the requirement for the satisfactory provision of public art.

Conclusion:

The subject proposal has been assessed in accordance with the relevant statutory planning documents and considered to be consistent with the intent and objectives of the Mixed Use zone under the City's Local Planning Scheme No. 15. The inclusion of a portion of Residential zoned land is also supported for this land use, given the sites specific location close to Great Eastern Highway, accessible to the City and airport/s and similar short stay/tourist accommodation opposite the site.

It is considered that the proposed development will make a positive contribution to the locality and City of Belmont. On this basis, the application is recommended for approval subject to conditions.

ATTACHMENT 1 – Development Plans (20 April 2015)

Lot 204 (2), Lot 205 (4), Lot 206 (6) and Lot 207 (8) Armadale Road, Rivervale

LG Reference: 533/2014

DAP Reference: DAP/14/00602



RECEIVED
 20 APR 2015
 CITY OF BELMONT

PROJECT NAME :
Rivvale Apartments
 #2, 4, 6, 8 Armadale Rd.
 Rivvale, WA

LAYOUT TITLE :
STREET VIEW 05

GENERAL NOTES

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DATE	REV	REVISION NOTES
17/04/15	L	PLANNING APPLICATION MANAGEMENT (PH. 3)
07/11/14	K	PLANNING APPLICATION MANAGEMENT (PH. 3)
31/10/14	J	PLANNING APPLICATION MANAGEMENT (PH. 3)
24/10/14	I	PLANNING APPLICATION MANAGEMENT (PH. 3)
14/08/14	H	DEVELOPMENT APPROVAL (PH. 2)
01/07/14	G	DEVELOPMENT APPROVAL (PH. 2)
17/06/14	F	PRELIMINARY
23/05/14	E	PRELIMINARY

DRAWN : WL, PH, JD	
CHECKED : PATRICK HUBBLE	
DATE :	JOB REF :
02/04/14	RIV
SCALE :	DWG :
A3	04



20 APR 2014
CITY OF PERTH

PROJECT NAME :
Rivervale Apartments
#2, 4, 6, 8 Armadale Rd.
Rivervale, WA

LAYOUT TITLE :
STREET VIEW 06

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DRAWN : WL, PH, JD
CHECKED : PATRICK HUBBLE

DATE : 02/04/14
JOB REF : RIV

SCALE : A3
DWG : 04

Drawing Groups	No	Drawing Name	Drawing No	Scale
SITE PLANS AND DETAILS	1.	LOCATION SCHEME	A1-01	1:1
		SURVEY PLAN	A1-02	1:200
		SITE PLAN	A1-03	1:200...
		DEMOLITION PLAN	A1-04	1:200
		SHADOW DIAGRAM	A1-05	1:200
		LANDSCAPE PLAN	A1-06	1:200
		ROOF LEVEL PLAN	A2-07	1:100
		FIFTH FLOOR PLAN	A2-06	1:100
		FOURTH FLOOR PLAN	A2-05	1:100
		THIRD FLOOR PLAN	A2-04	1:100
		SECOND FLOOR PLAN	A2-03	1:100
		FIRST FLOOR PLAN	A2-02	1:100
		GROUND FLOOR PLAN	A2-01	1:100
		BASEMENT LEVEL	A2-00	1:100
		FIFTH FLOOR AREAS	A2-14	1:200
		FOURTH FLOOR AREAS	A2-13	1:200
		THIRD FLOOR AREAS	A2-12	1:200
		SECOND FLOOR AREAS	A2-11	1:200
		FIRST FLOOR AREAS	A2-10	1:200
		GROUND FLOOR AREAS	A2-09	1:200
		BASEMENT LEVEL AREAS	A2-08	1:200
		ELEVATION 01 NORTH EAST	A3-01	1:100
		ELEVATION 02 SOUTH EAST	A3-02	1:100
		ELEVATION 03 SOUTH WEST	A3-03	1:100
		ELEVATION 04 NORTH WEST	A3-04	1:100
		STREETSCAPE ELEVATION	A3-05	1:200
		SECTION A-A	A4-01	1:100
		SECTION B-B	A4-02	1:100



GENERAL LEGEND

 LOCATION OF SITE

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CITY OF DELMONT

PROJECT NAME :
Rivervale Apartments
#2, 4, 6, 8 Armadale Rd.
Rivervale, WA


LAYOUT TITLE :
LOCATION SCHEME

GENERAL NOTES

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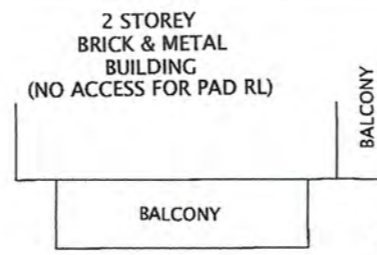
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DRAWN : WL, PH, JD	
CHECKED : PATRICK HUBBLE	
DATE :	JOB REF :
02/04/14	RIV
SCALE :	DWG :
A3 1:1	A1-01

IO(d)
SEWER CONNECTION POSITION
APPROXIMATE ONLY
SEWER INVERT LEVEL 18.76
SEWER BROUGHT UP 0.0
DEPTH TO CONNECTION 2.3

IO(a)
SEWER CONNECTION POSITION
APPROXIMATE ONLY
SEWER INVERT LEVEL 19.81
SEWER BROUGHT UP 0.0
DEPTH TO CONNECTION 2.8

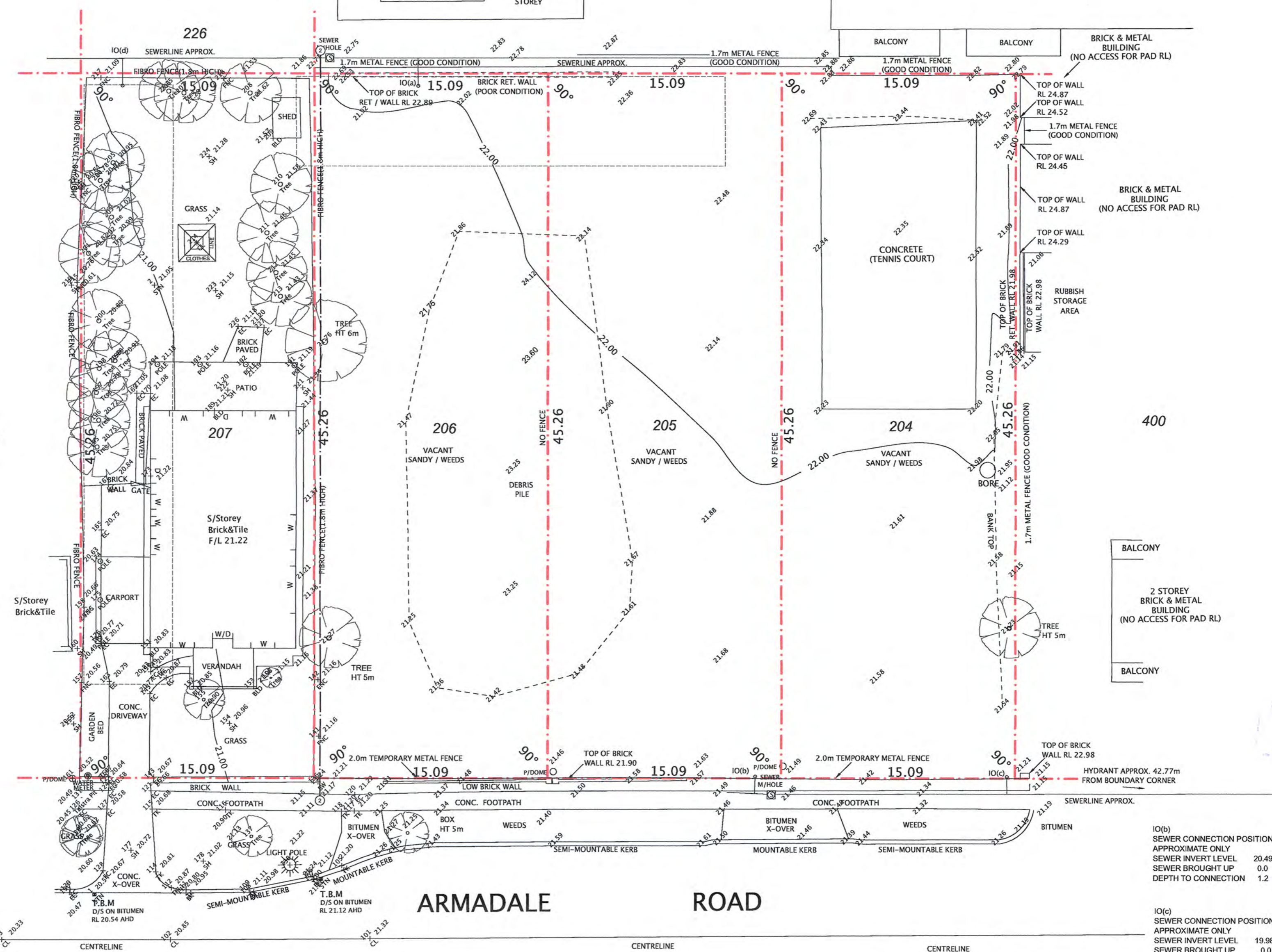


400

2 STOREY
BRICK & METAL
BUILDING
(NO ACCESS FOR PAD RL)



208



BRICK & METAL
BUILDING
(NO ACCESS FOR PAD RL)

BALCONY
2 STOREY
BRICK & METAL
BUILDING
(NO ACCESS FOR PAD RL)
BALCONY

400

IO(b)
SEWER CONNECTION POSITION
APPROXIMATE ONLY
SEWER INVERT LEVEL 20.49
SEWER BROUGHT UP 0.0
DEPTH TO CONNECTION 1.2

IO(c)
SEWER CONNECTION POSITION
APPROXIMATE ONLY
SEWER INVERT LEVEL 19.98
SEWER BROUGHT UP 0.0
DEPTH TO CONNECTION 1.2

NOTE: FEATURE SURVEY OF LOTS 204, 205 & 206
SUPPLIED BY THE CLIENT

FEATURE SURVEY OF LOTS 204(2), 205(4), 206(6) & 207(8) ARMADALE ROAD, RIVERVALE
SCALE: 1:200 PLAN: 1711(2) C/T: 1171/391, 1171/232, 1940/888 & 1201/531

CLIENT: BRIGHT CORPORATION Pty Ltd
LOCAL AUTHORITY: CITY OF BELMONT

Site survey only location of boundary pegs or
fences in relation to the boundary is not
guaranteed

TUSCOM SUBDIVISION CONSULTANTS Pty. Ltd.

(08 9316 8388)

DATE: 16/05/2014

DATUM: AHD

SURVEYOR: CY

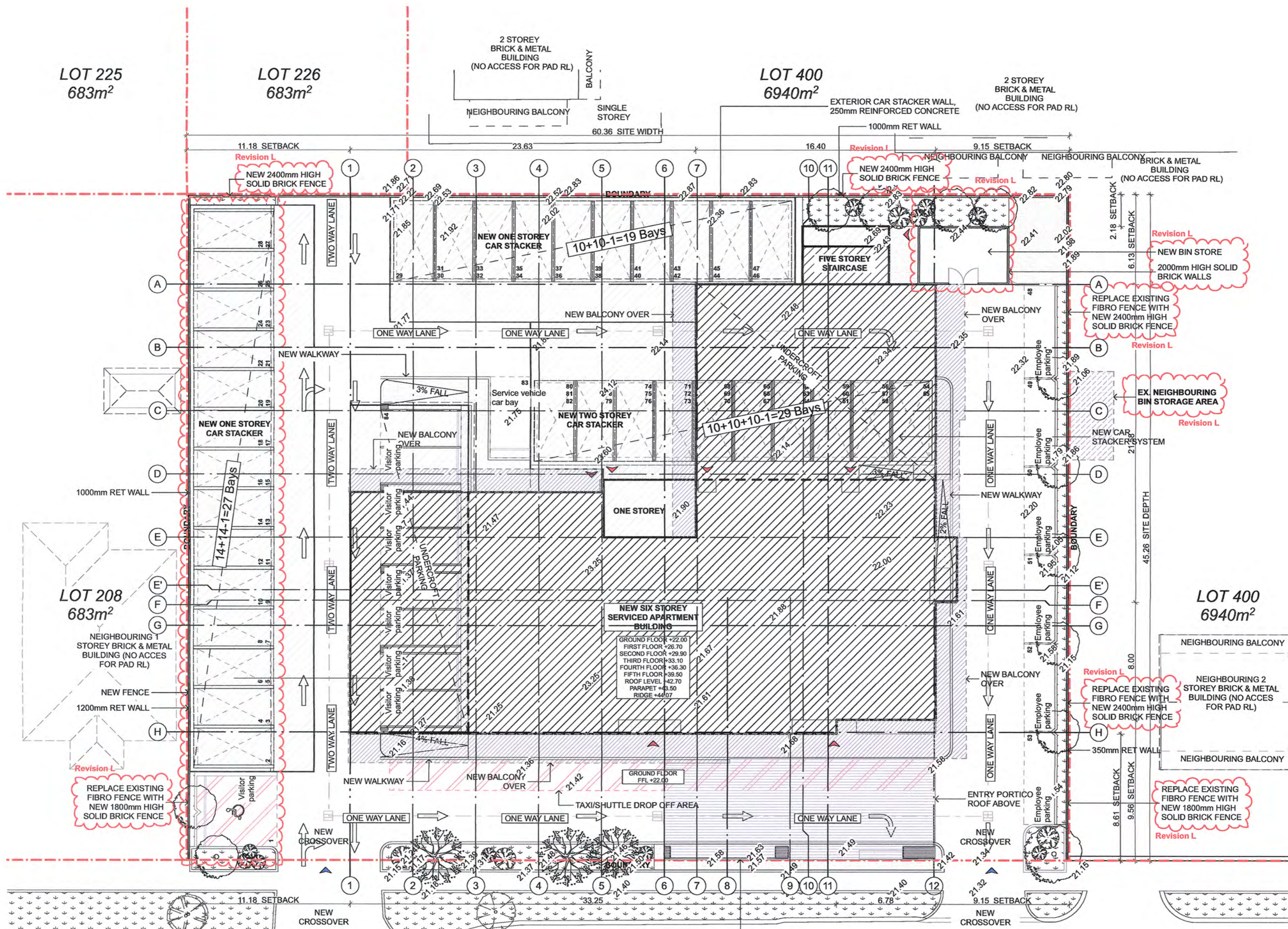
DRAWN: CY

LOT 204 AREA IS 683m² AS PER PLAN 1711(2)
LOT 205 AREA IS 683m² AS PER PLAN 1711(2)
LOT 206 AREA IS 683m² AS PER PLAN 1711(2)
LOT 207 AREA IS 683m² AS PER PLAN 1711(2)
SEWER DETAILS PLOTTED FROM WATER CORPORATION PLANS AND ARE
CONSIDERED APPROXIMATE ONLY – NOT TO BE USED FOR DESIGN



GENERAL LEGEND

[Red dashed line]	SITE BOUNDARY
[Hatched area]	NEW BUILDING
[Dotted area]	NEW BRICK PAVING
[Green area]	LANDSCAPING (LAWN)
[Yellow area]	EXISTING ELEMENTS TO BE REMOVED
[Double hatched area]	NEW DOUBLE BRICK WALL
[Single hatched area]	NEW SINGLE BRICK WALL
[Grey area]	NEW FENCE (BRICK)
[White area]	NEW RETAINING WALL (BRICK)
[Blue line]	ELECTRICAL DISTRIBUTION BOARD
[Blue arrow]	ENTRANCE TO LOT
[Red arrow]	ENTRANCE TO BUILDING
[Green circle]	EXISTING TREE
[Green circle with cross]	NEW EUCALYPTUS VICTRIX (SMOOTH BARKED COOL-BARK)
[Green circle with cross]	PLUMERIA ALBERTA (FRAGRANT FRANGIPANI)
[Green circle with cross]	ACONIS FLEXUOSA (WESTERN AUSTRALIAN PEPPERMINT)
[Blue line]	NEW DRAINAGE GULLY



AREA CALCULATIONS

SITE AREA:	2,731.90m ²
PROPOSED FOOTPRINT:	1,022.00m ²
PROPOSED BUILT AREA:	
BASEMENT LEVEL	563.40m ²
GROUND FLOOR	1,118.20m ²
- APARTMENT BUILDING	(531.50m ²)
- CAR STACKERS	(563.40m ²)
- EXTERNAL STAIR CASE	(23.30m ²)
FIRST FLOOR	880.90m ²
SECOND FLOOR	880.90m ²
THIRD FLOOR	880.90m ²
FOURTH FLOOR	880.90m ²
FIFTH FLOOR	880.90m ²
TOTAL BUILT AREA:	6,086.10m²
PROPOSED PLOT RATIO AREA:	
BASEMENT LEVEL	N/A (AMENITY)
GROUND FLOOR	N/A (AMENITY)
FIRST FLOOR	815.90m ²
SECOND FLOOR	815.90m ²
THIRD FLOOR	815.90m ²
FOURTH FLOOR	815.90m ²
FIFTH FLOOR	815.90m ²
TOTAL PLOT RATIO AREA:	4,079.50m²
PROPOSED PLOT RATIO:	1.49
SITE COVERAGE:	41%
OPEN SPACE:	769.40m ²
CAR PARKING:	90 BAYS (91 incl. Service Bay)

PROJECT NAME:
Rivervale Apartments
 #2, 4, 6, 8 Armadale Rd.
 Rivervale, WA
 LAYOUT TITLE:
SITE PLAN

GENERAL NOTES

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DATE	REV	REVISION NOTES
17/04/15	L	PLANNING APPLICATION MANAGEMENT (PH. 3)
07/11/14	K	PLANNING APPLICATION MANAGEMENT (PH. 3)
31/10/14	J	PLANNING APPLICATION MANAGEMENT (PH. 3)
24/10/14	I	PLANNING APPLICATION MANAGEMENT (PH. 3)
14/08/14	H	DEVELOPMENT APPROVAL (PH. 2)
01/07/14	G	DEVELOPMENT APPROVAL (PH. 2)
17/06/14	F	PRELIMINARY
23/05/14	E	PRELIMINARY

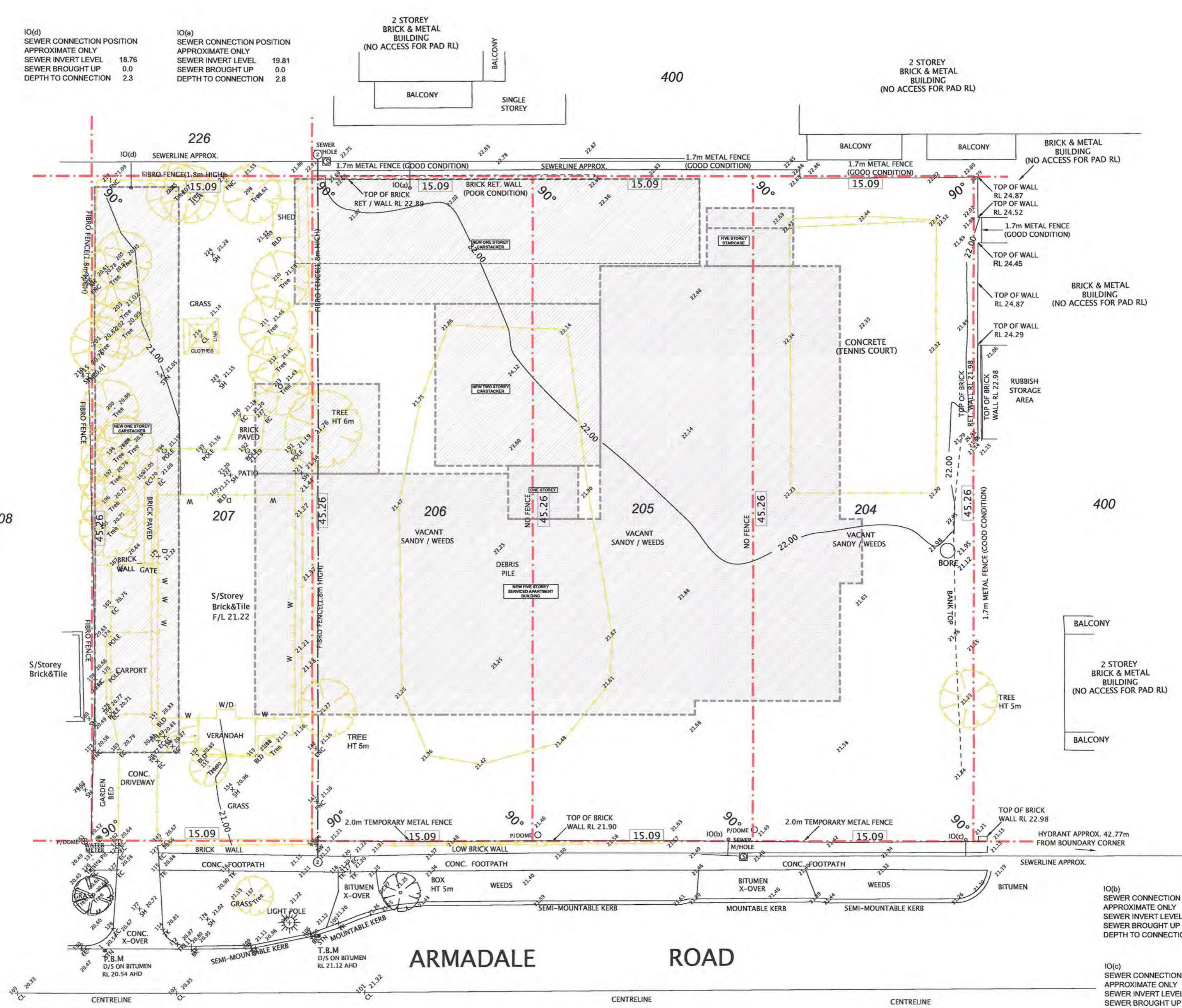
DRAWN: WL, PH, JD
 CHECKED: PATRICK HUBBLE
 DATE: 06/05/14
 JOB REF: RIV
 SCALE: A2 1:200, 1:100
 DWG: A1-03

Car park Circulation
 988.4 m²
 Open Space
 769.4 m²
 Total Area of Site
 2,731.9 m²

20 APR 2015
 RECEIVED



IO(d)	SEWER CONNECTION POSITION APPROXIMATE ONLY	SEWER INVERT LEVEL 18.76	SEWER BROUGHT UP 0.0	DEPTH TO CONNECTION 2.3
IO(a)	SEWER CONNECTION POSITION APPROXIMATE ONLY	SEWER INVERT LEVEL 19.81	SEWER BROUGHT UP 0.0	DEPTH TO CONNECTION 2.8



GENERAL LEGEND

[Red dashed line]	SITE BOUNDARY
[Hatched box]	NEW BUILDING
[Grey hatched box]	NEW BRICK PAVING
[White box]	LANDSCAPING (LAWN)
[Yellow hatched box]	EXISTING ELEMENTS TO BE REMOVED
[Diagonal hatched box]	NEW DOUBLE BRICK WALL
[Horizontal hatched box]	NEW SINGLE BRICK WALL
[Thin grey line]	NEW FENCE (BRICK)
[Thin white line]	NEW RETAINING WALL (BRICK)
[Square with cross]	ELECTRICAL DISTRIBUTION BOARD
[Blue triangle]	ENTRANCE TO LOT
[Red triangle]	ENTRANCE TO BUILDING
[Circle with cross]	EXISTING TREE
[Circle with dots]	NEW EUCALYPTUS VICTRIX (SMOOTH BARKED COOL BARK)
[Circle with dots]	PLUMERIA ALBA (FRAGRANT FRANGIPANI)
[Circle with dots]	ADONIS FLEXUOSA (WESTERN AUSTRALIAN PEPPERMINT)
[Square with cross]	NEW DRAINAGE GULLY

IO(b)	SEWER CONNECTION POSITION APPROXIMATE ONLY	SEWER INVERT LEVEL 20.49	SEWER BROUGHT UP 0.0	DEPTH TO CONNECTION 1.2
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IO(c)	SEWER CONNECTION POSITION APPROXIMATE ONLY	SEWER INVERT LEVEL 19.98	SEWER BROUGHT UP 0.0	DEPTH TO CONNECTION 1.2
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PROJECT NAME:
Rivvale Apartments #2, 4, 6, 8 Armadale Rd, Rivvale, WA
 LAYOUT TITLE:
DEMOLITION PLAN

GENERAL NOTES

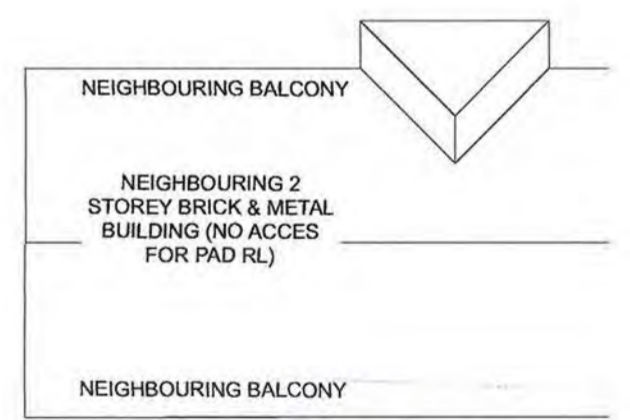
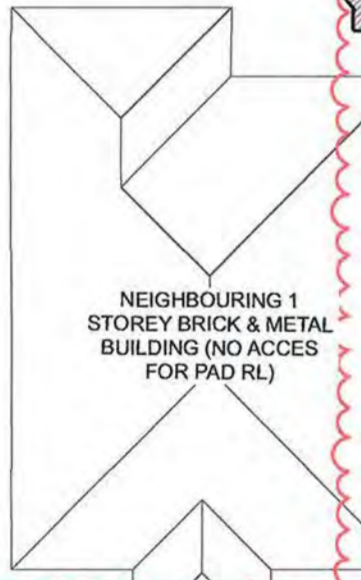
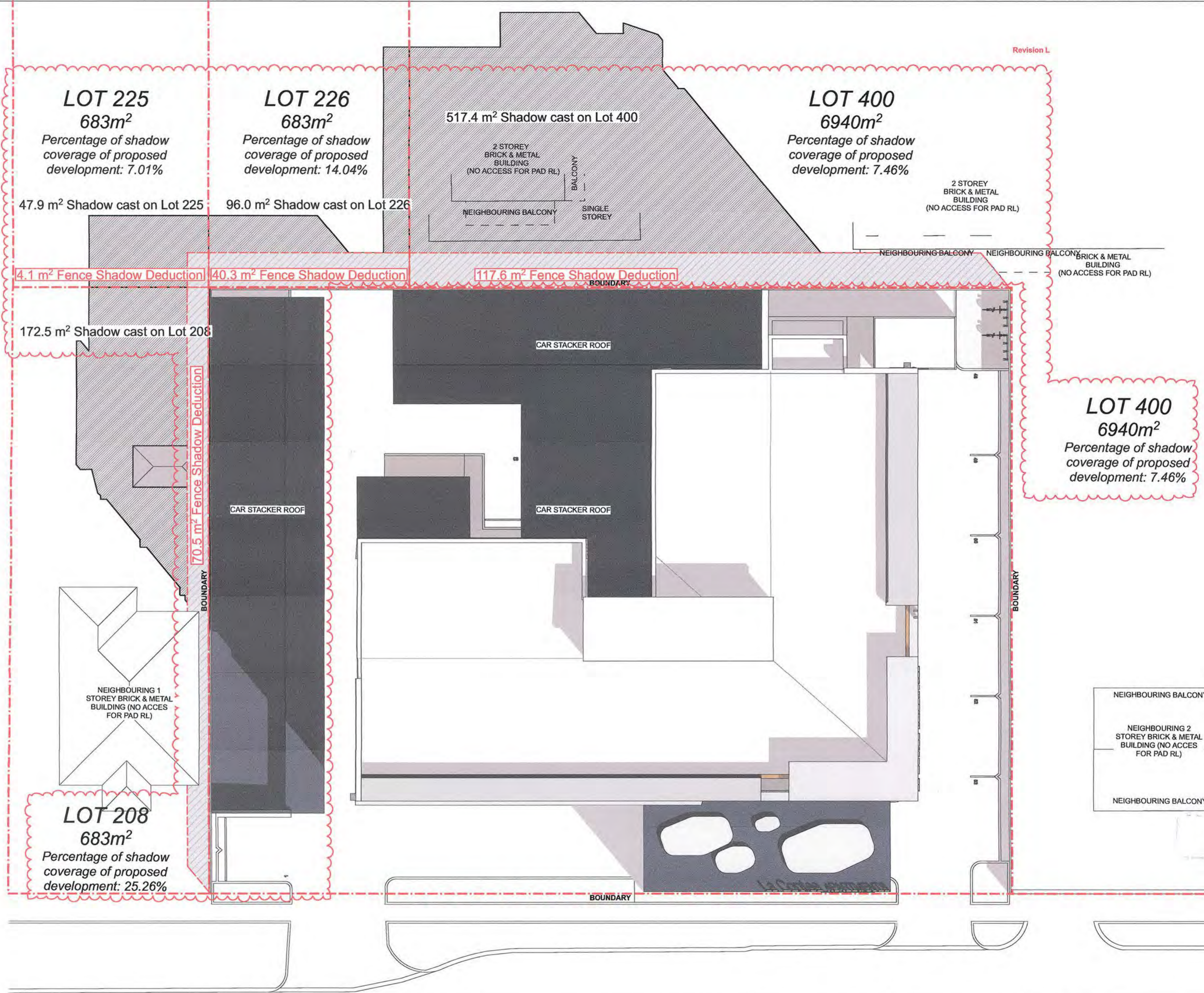
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07/11/14	K	PLANNING APPLICATION MANAGEMENT (PH. 3)
31/10/14	J	PLANNING APPLICATION MANAGEMENT (PH. 3)
24/10/14	I	PLANNING APPLICATION MANAGEMENT (PH. 3)
14/08/14	H	DEVELOPMENT APPROVAL (PH. 2)
01/07/14	G	DEVELOPMENT APPROVAL (PH. 2)
17/06/14	F	PRELIMINARY
23/05/14	E	PRELIMINARY

DRAWN: WL, PH, JD	CHECKED: PATRICK HUBBLE
DATE: 06/05/14	JOB REF: RIV
SCALE: A2 1:200	DWG: A1-04



PROJECT NAME:
Rivvale Apartments
#2, 4, 6, 8 Armadale Rd.
Rivvale, WA
LAYOUT TITLE:
SHADOW DIAGRAM

GENERAL NOTES

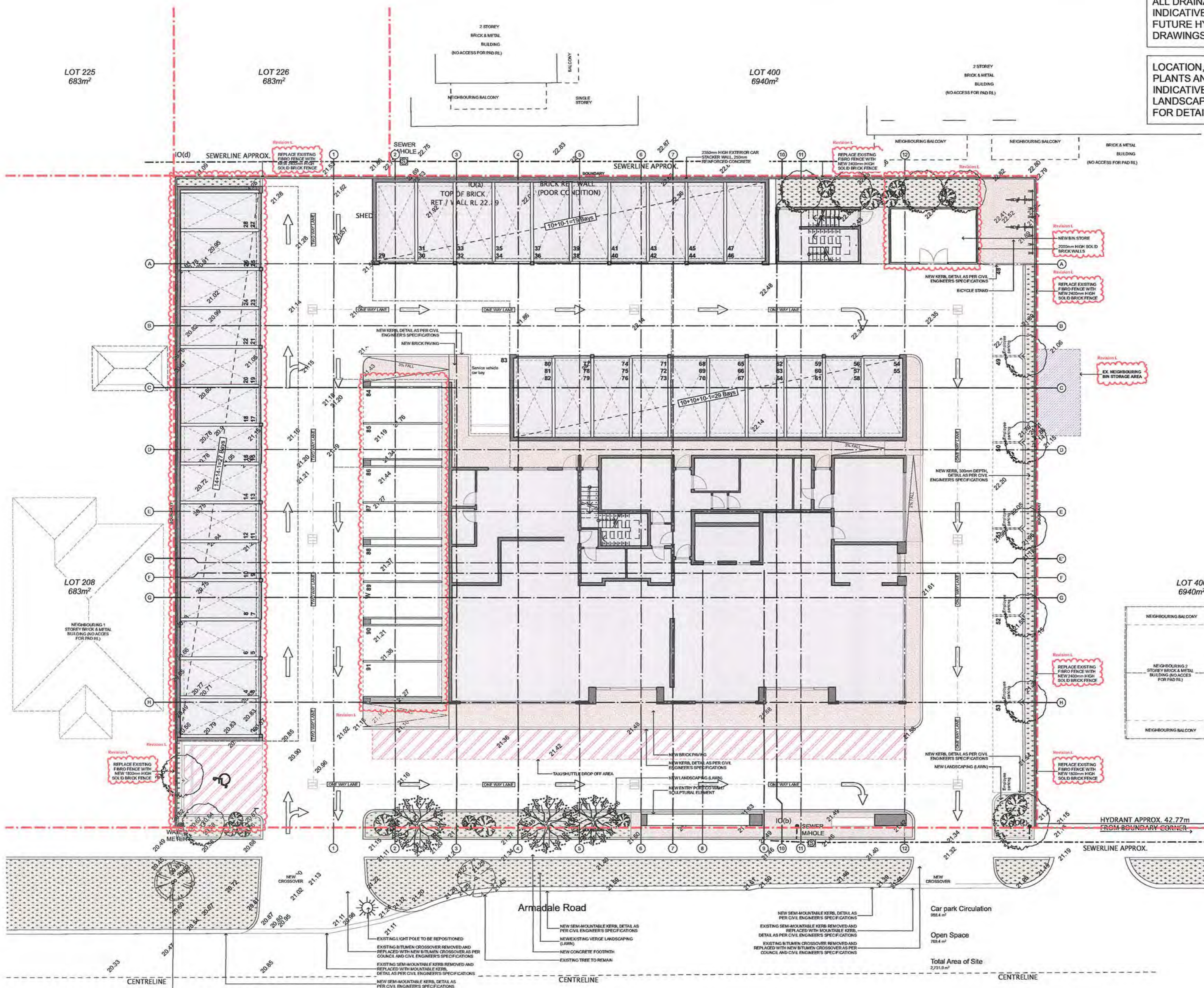
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24/10/14	I	PLANNING APPLICATION MANAGEMENT (PH. 3)
14/08/14	H	DEVELOPMENT APPROVAL (PH. 2)
01/07/14	G	DEVELOPMENT APPROVAL (PH. 2)
17/06/14	F	PRELIMINARY
23/05/14	E	PRELIMINARY

DRAWN: WL, PH, JD
CHECKED: PATRICK HUBBLE
DATE: 06/05/14
JOB REF: RIV
SCALE: A2 1:200
DWG: A1-05



ALL DRAINAGE GULLIES ARE SHOWN IN INDICATIVE LOCATIONS ONLY. REFER TO FUTURE HYDRAULIC CONSULTANT DRAWINGS FOR DETAILED INFORMATION.

LOCATION, TYPE, NUMBER AND SIZE OF PLANTS AND TREES SHOWN IS INDICATIVE ONLY. REFER TO FUTURE LANDSCAPE CONSULTANT DRAWINGS FOR DETAILED INFORMATION.

- GENERAL LEGEND**
- SITE BOUNDARY
 - NEW BUILDING
 - NEW BRICK PAVING
 - LANDSCAPING (LAWN)
 - EXISTING ELEMENTS TO BE REMOVED
 - NEW DOUBLE BRICK WALL
 - NEW SINGLE BRICK WALL
 - NEW FENCE (BRICK)
 - NEW RETAINING WALL (BRICK)
 - ELECTRICAL DISTRIBUTION BOARD
 - ENTRANCE TO LOT
 - ENTRANCE TO BUILDING
 - EXISTING TREE
 - NEW EUCALYPTUS VICTOR (SMOOTH BARKED COOL BARK)
 - PLUMERIA ALBA (FRAGRANT FRANGIPANI)
 - ACONIS FLEXUOSA (WESTERN AUSTRALIAN PEPPERMINT)
 - NEW DRAINAGE GULLY

PROJECT NAME:
**Rivvale Apartments
 #2, 4, 6, 8 Armadale Rd.
 Rivvale, WA**

LAYOUT TITLE:
LANDSCAPE PLAN

GENERAL NOTES

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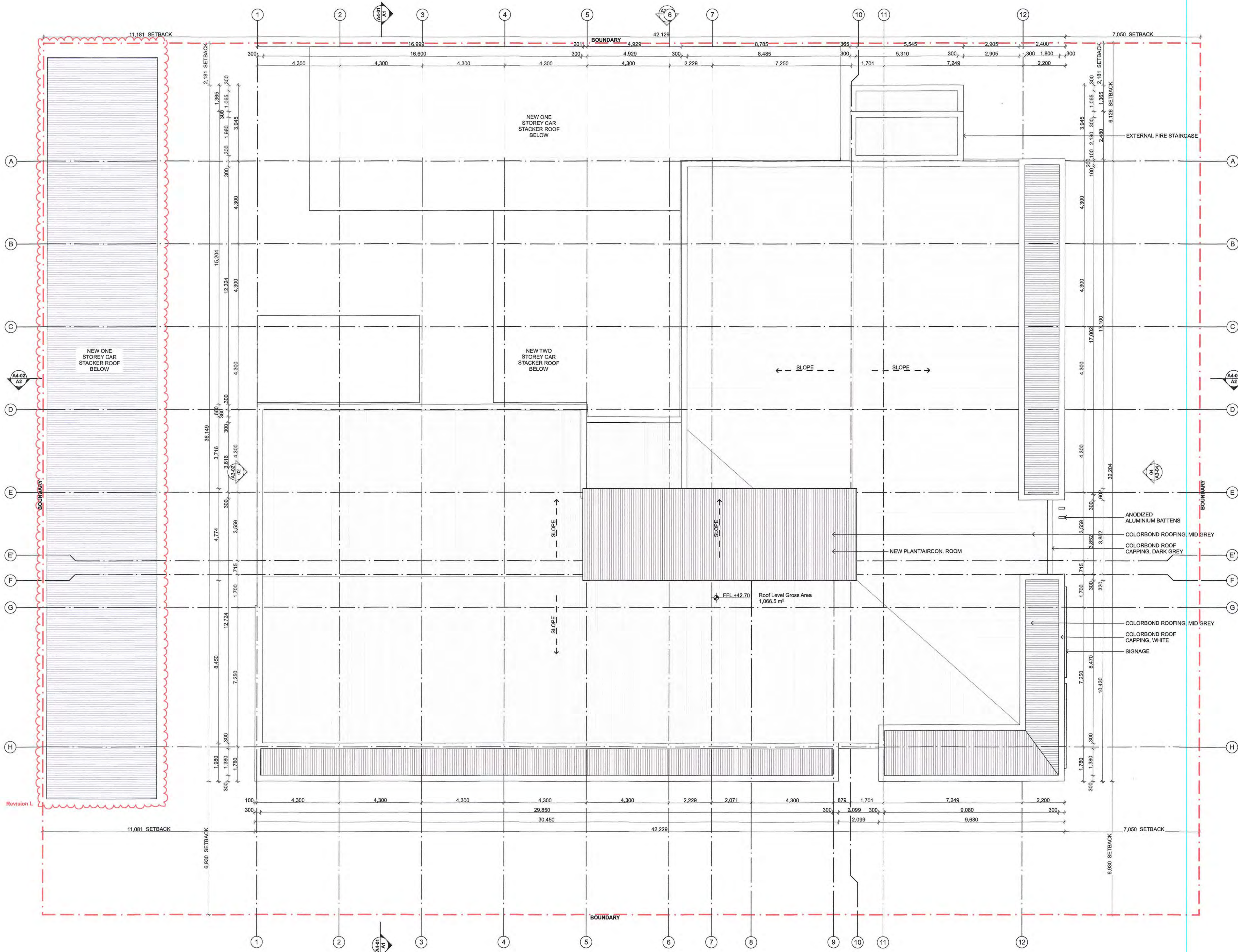
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07/11/14	K	PLANNING APPLICATION MANAGEMENT (PH. 3)	DATE:	JOB REF:
24/10/14	J	PLANNING APPLICATION MANAGEMENT (PH. 3)	06/05/14	RIV
24/10/14	I	PLANNING APPLICATION MANAGEMENT (PH. 3)	SCALE:	DWG:
14/08/14	H	DEVELOPMENT APPROVAL (PH. 2)	A2:1:200	A1-06
01/07/14	G	DEVELOPMENT APPROVAL (PH. 2)		
17/06/14	F	PRELIMINARY		
23/05/14	E	PRELIMINARY		



Revision L

20 APR 2014
CITY OF PERTH

PROJECT NAME:
Rivervale Apartments
#2, 4, 6, 8 Armadale Rd.
Rivervale, WA
LAYOUT TITLE:
ROOF LEVEL PLAN

GENERAL NOTES
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07/11/14	K	PLANNING APPLICATION MANAGEMENT (PH. 3)	DATE: 08/05/14
31/10/14	J	PLANNING APPLICATION MANAGEMENT (PH. 3)	JOB REF: RIV
24/10/14	I	PLANNING APPLICATION MANAGEMENT (PH. 3)	SCALE: DWG:
14/08/14	H	DEVELOPMENT APPROVAL (PH. 3)	A1 1:100
01/07/14	G	DEVELOPMENT APPROVAL (PH. 2)	A2-07
17/08/14	F	PRELIMINARY	
23/05/14	E	PRELIMINARY	

DEVELOPMENT APPROVAL (PH. 2)





Revision L

PROJECT NAME:
Rivervale Apartments
 #2, 4, 6, 8 Armadale Rd.
 Rivervale, WA
 LAYOUT TITLE:
FIFTH FLOOR PLAN

GENERAL NOTES
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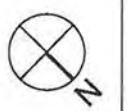
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07/11/14	K	PLANNING APPLICATION MANAGEMENT (PH. 3)	CHECKED: PATRICK HUBBLE
31/10/14	J	PLANNING APPLICATION MANAGEMENT (PH. 3)	DATE: 08/05/14
24/10/14	I	PLANNING APPLICATION MANAGEMENT (PH. 3)	JOB REF: RIV
14/08/14	H	DEVELOPMENT APPROVAL (PH. 3)	SCALE: DWG: A1 1:100
01/07/14	G	DEVELOPMENT APPROVAL (PH. 2)	A2-06
17/06/14	F	PRELIMINARY	
23/05/14	E	PRELIMINARY	

DEVELOPMENT APPROVAL (PH. 2)

20 APR 2015
 TRACY STAFFORD





Revision L

PROJECT NAME:
Rivervale Apartments
 #2, 4, 6, 8 Armadale Rd.
 Rivervale, WA
 LAYOUT TITLE:
FOURTH FLOOR PLAN

GENERAL NOTES
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17/05/15	L	PLANNING APPLICATION MANAGEMENT (PH 3)	WV
07/11/14	K	PLANNING APPLICATION MANAGEMENT (PH 3)	WV
31/10/14	J	PLANNING APPLICATION MANAGEMENT (PH 3)	WV
24/10/14	I	PLANNING APPLICATION MANAGEMENT (PH 3)	WV
14/08/14	H	DEVELOPMENT APPROVAL (PH 2)	WV
01/07/14	G	DEVELOPMENT APPROVAL (PH 2)	WV
17/05/14	F	PRELIMINARY	WV
22/05/14	E	PRELIMINARY	WV

DATE	JOB REF	SCALE
06/05/14	RIV	A1 1:100
		A2-05

DEVELOPMENT APPROVAL (PH 2)





Revision L

PROJECT NAME:
Rivervale Apartments
 #2, 4, 6, 8 Armadale Rd.
 Rivervale, WA
 LAYOUT TITLE:
THIRD FLOOR PLAN

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17/05/14	L	PLANNING APPLICATION MANAGEMENT (PH 3)				PATRICK HUBBLE
07/11/14	X	PLANNING APPLICATION MANAGEMENT (PH 3)				
31/10/14	J	PLANNING APPLICATION MANAGEMENT (PH 3)				
24/10/14	I	PLANNING APPLICATION MANAGEMENT (PH 3)				
14/08/14	H	DEVELOPMENT APPROVAL (PH 2)				
01/07/14	G	DEVELOPMENT APPROVAL (PH 2)				
17/05/14	F	PRELIMINARY				
23/05/14	E	PRELIMINARY				

DEVELOPMENT APPROVAL (PH 2)





Revision L

PROJECT NAME:
Rivervale Apartments
 #2, 4, 6, 8 Armadale Rd.
 Rivervale, WA
 LAYOUT TITLE:
SECOND FLOOR PLAN

GENERAL NOTES
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17/08/14	L	PLANNING APPLICATION MANAGEMENT (PH 3)	WL, PH, JD
07/11/14	X	PLANNING APPLICATION MANAGEMENT (PH 3)	
31/10/14	J	PLANNING APPLICATION MANAGEMENT (PH 3)	
24/10/14	I	PLANNING APPLICATION MANAGEMENT (PH 3)	
14/03/14	H	DEVELOPMENT APPROVAL (PH 2)	
01/07/14	G	DEVELOPMENT APPROVAL (PH 2)	
17/08/14	F	PRELIMINARY	
23/05/14	E	PRELIMINARY	

DEVELOPMENT APPROVAL (PH 2)





NEIGHBOURING 1 STOREY BRICK & METAL BUILDING (NO ACCESS FOR PAD RL)

NEIGHBOURING 2 STOREY BRICK & METAL BUILDING (NO ACCESS FOR PAD RL)

Revision L

STEEL FRAMED FIXED GLASS SKYLIGHTS TO ENTRY PORTICO

PROJECT NAME:
Rivervale Apartments
 #2, 4, 6, 8 Armadale Rd.
 Rivervale, WA
 LAYOUT TITLE:
FIRST FLOOR PLAN

GENERAL NOTES

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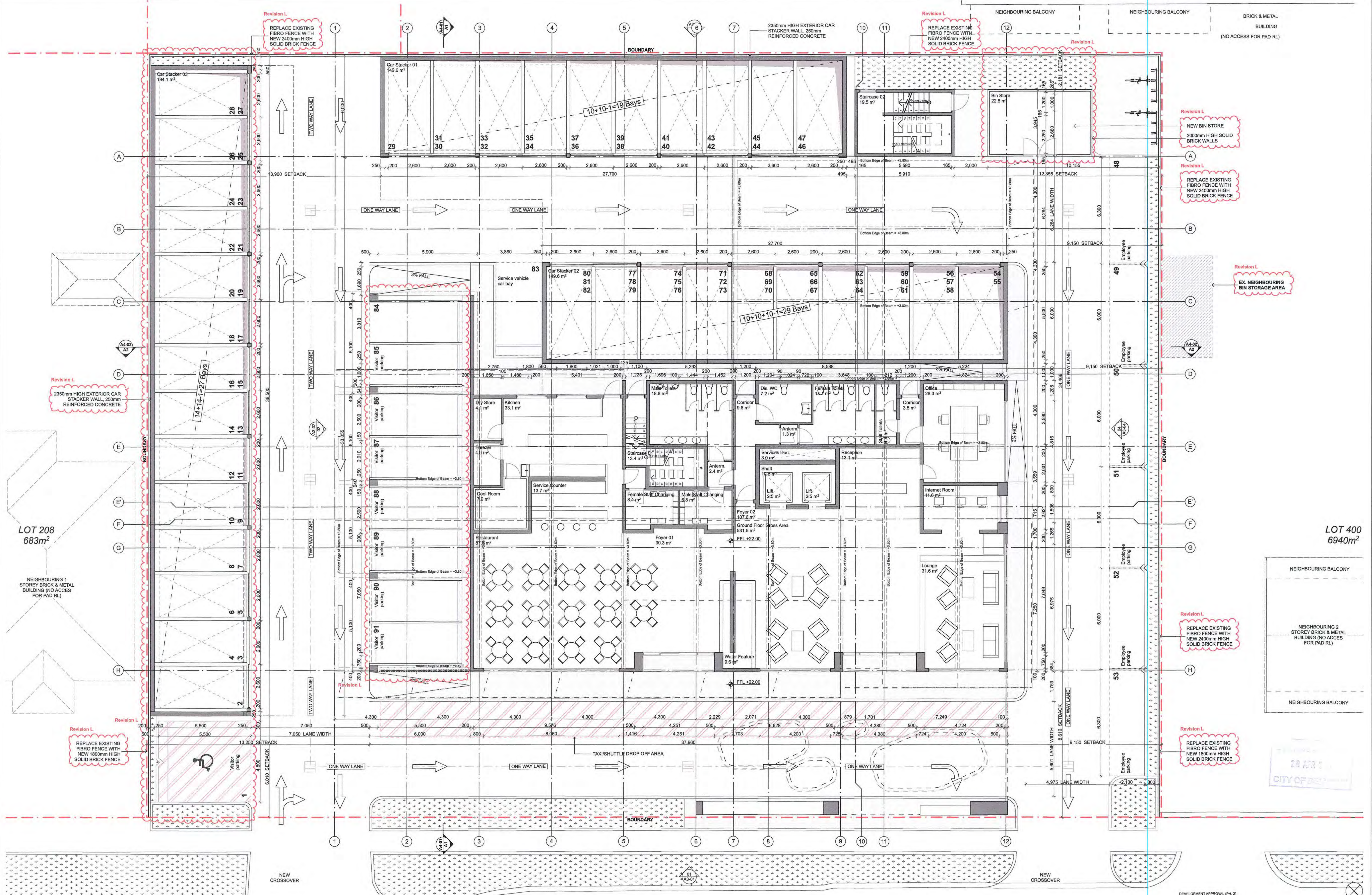
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07/11/14	X	PLANNING APPLICATION MANAGEMENT (PH 3)		
24/10/14	J	PLANNING APPLICATION MANAGEMENT (PH 3)		
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01/07/14	G	DEVELOPMENT APPROVAL (PH 2)		
17/08/14	F	PRELIMINARY		
22/05/14	E	PRELIMINARY		

DEVELOPMENT APPROVAL (PH 2)

SCALE: A1 1:100
 DWG: A2-02





Armadale Road

PROJECT NAME:
Rivervale Apartments
#2, 4, 6, 8 Armadale Rd.
Rivervale, WA

LAYOUT TITLE:
GROUND FLOOR PLAN

GENERAL NOTES

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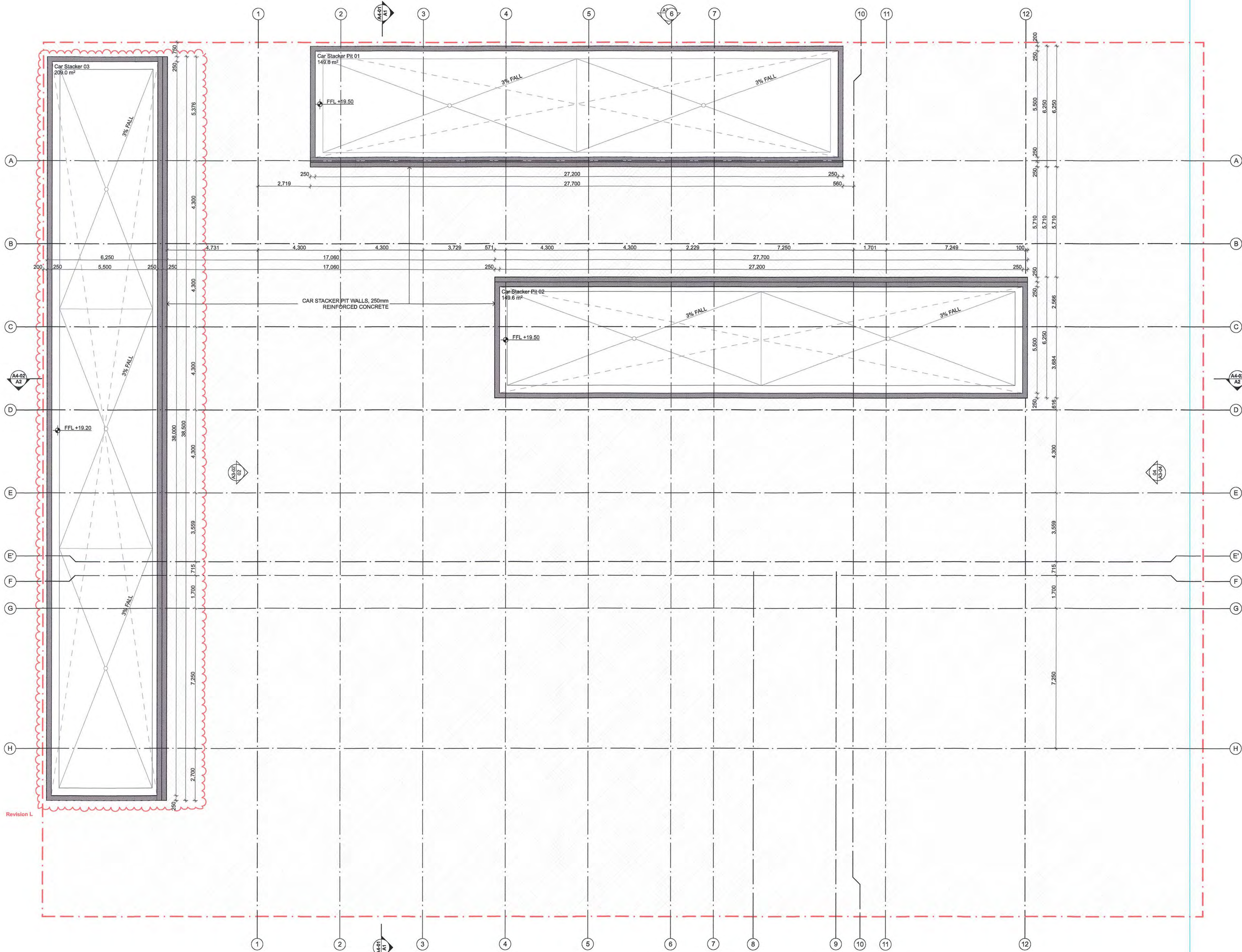
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07/11/14	X	PLANNING APPLICATION MANAGEMENT (PH. 3)	DATE: 06/05/14
31/10/14	J	PLANNING APPLICATION MANAGEMENT (PH. 3)	JOB REF: RIV
24/10/14	I	PLANNING APPLICATION MANAGEMENT (PH. 3)	SCALE: DWG:
14/08/14	H	DEVELOPMENT APPROVAL (PH. 2)	SCALE: A1 1:100
01/07/14	G	DEVELOPMENT APPROVAL (PH. 2)	A2-01
17/06/14	F	PRELIMINARY	
23/05/14	E	PRELIMINARY	



Revision L

20 APR 2014
CITY OF PERTH

DEVELOPMENT APPROVAL (PH. 2)

PROJECT NAME:
**Rivervale Apartments
#2, 4, 6, 8 Armadale Rd.
Rivervale, WA**
LAYOUT TITLE:
BASEMENT LEVEL

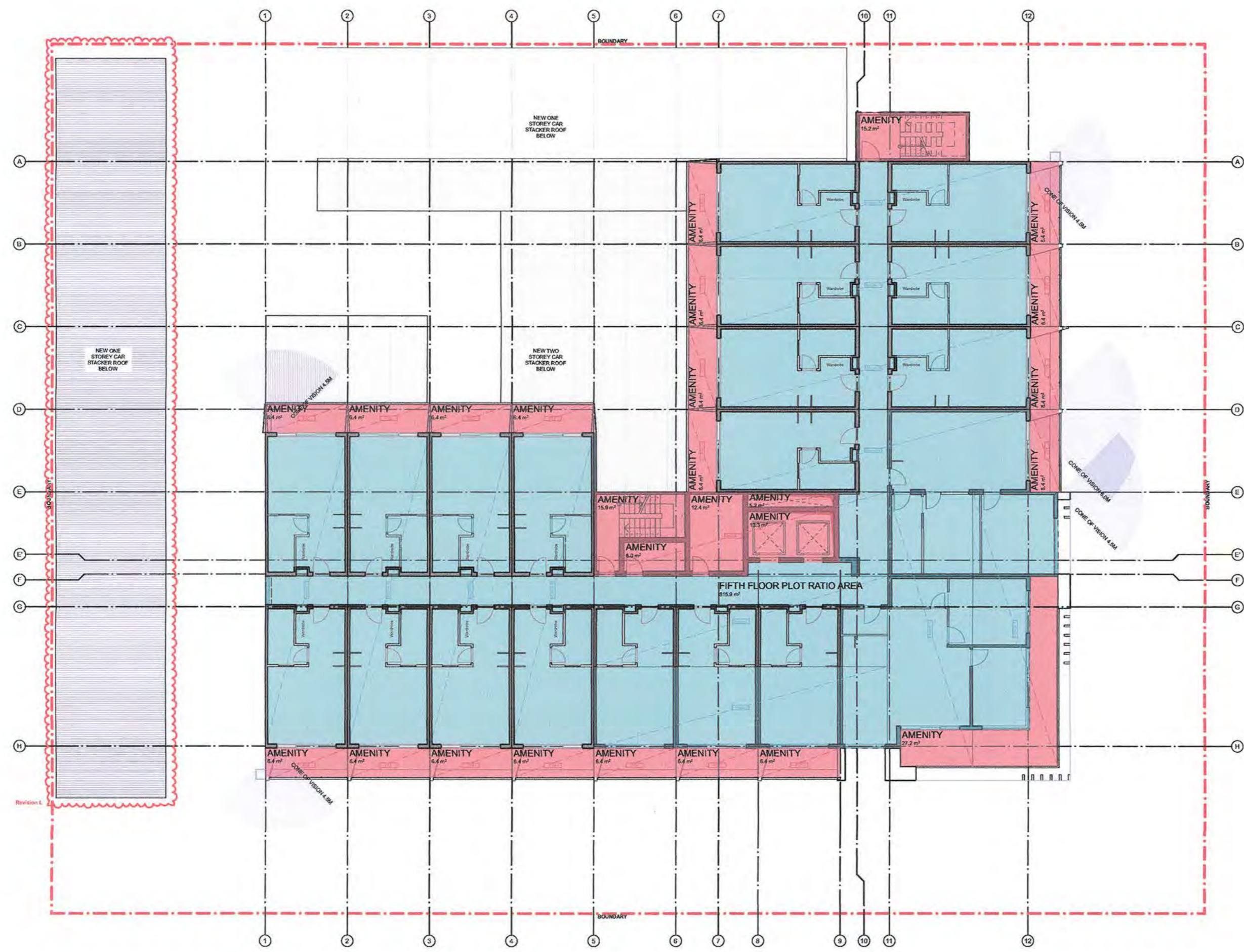
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31/10/14	J	PLANNING APPLICATION MANAGEMENT (PH. 3)	JOB REF: RIV
26/10/14	I	PLANNING APPLICATION MANAGEMENT (PH. 3)	SCALE: A1 1:100
14/08/14	H	DEVELOPMENT APPROVAL (PH. 2)	DWG: A2-00
01/07/14	G	DEVELOPMENT APPROVAL (PH. 2)	
17/06/14	F	PRELIMINARY	
23/05/14	E	PRELIMINARY	





PROJECT NAME:
**Riverview Apartments
 #2, 4, 6, 8 Armadale Rd.
 Riverview, WA**
 LAYOUT TITLE:
FIFTH FLOOR AREAS

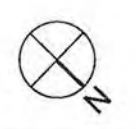
GENERAL NOTES

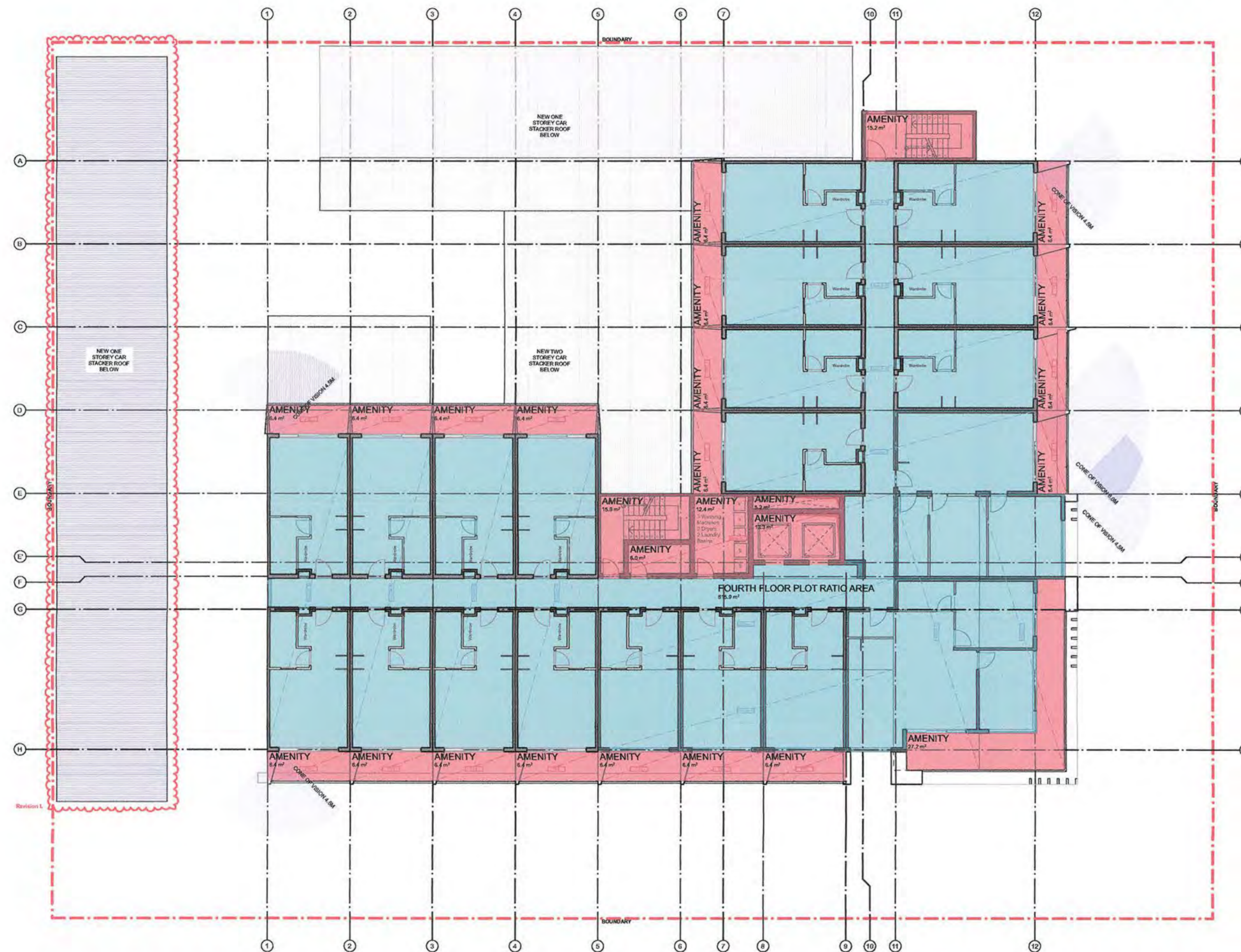
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31/10/14	J	PLANNING APPLICATION MANAGEMENT (PH. 3)	JOB REF :
24/10/14	I	PLANNING APPLICATION MANAGEMENT (PH. 3)	RIV
14/08/14	H	DEVELOPMENT APPROVAL (PH. 2)	SCALE :
01/07/14	G	DEVELOPMENT APPROVAL (PH. 2)	DWG :
17/06/14	F	PRELIMINARY	A2 1:200
23/05/14	E	PRELIMINARY	A2-14





PROJECT NAME :
Rivvale Apartments
 #2, 4, 6, 8 Armadale Rd.
 Rivvale, WA

LAYOUT TITLE :
FOURTH FLOOR AREAS

GENERAL NOTES

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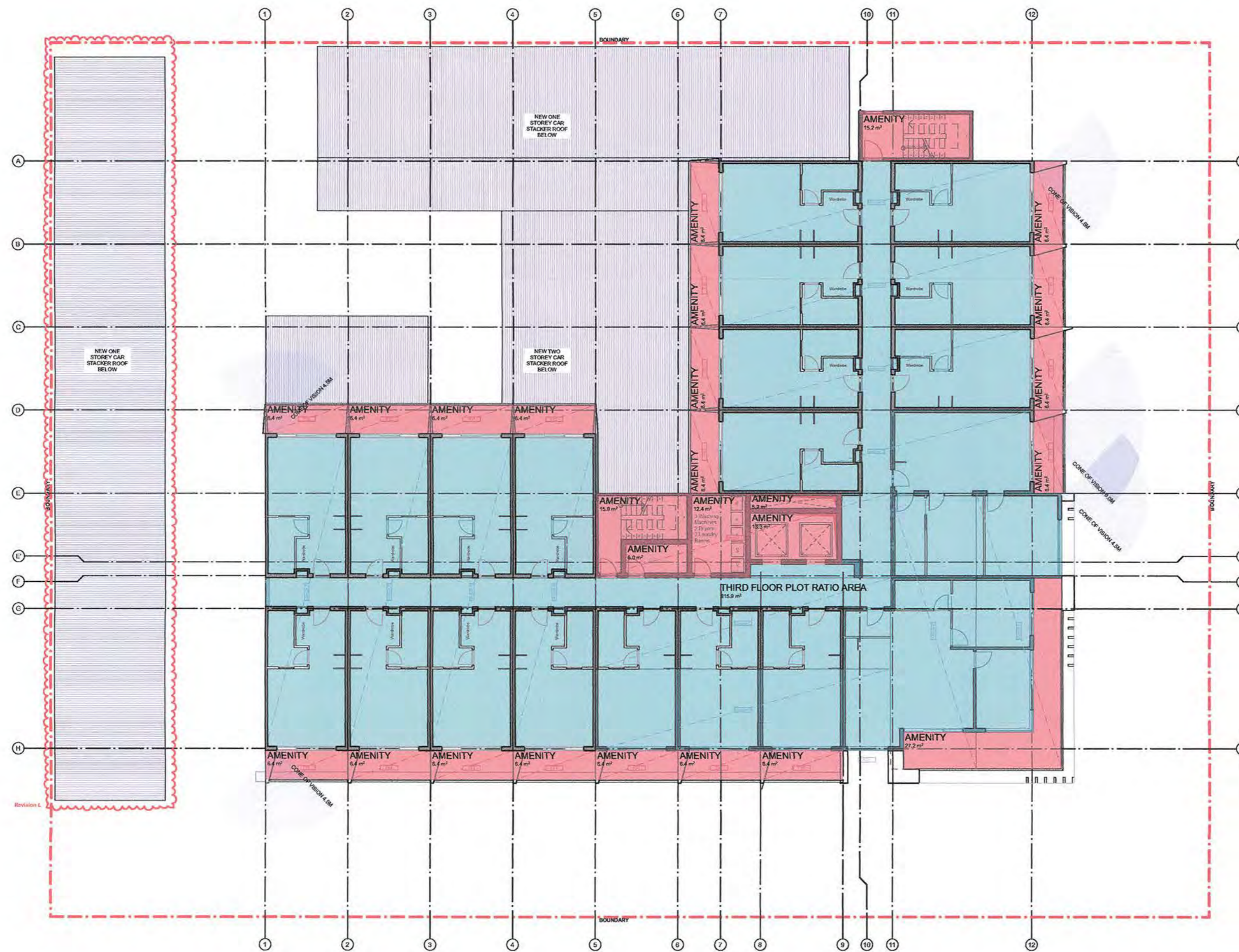
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14/08/14	H	DEVELOPMENT APPROVAL (PH. 2)
01/07/14	G	DEVELOPMENT APPROVAL (PH. 2)
17/06/14	F	PRELIMINARY
23/05/14	E	PRELIMINARY

DRAWN : WL, PH, JD	
CHECKED : PATRICK HUBBLE	
DATE :	JOB REF :
06/05/14	RIV
SCALE :	DWG :
A2 1:200	A2-13





PROJECT NAME :
Rivvale Apartments
 #2, 4, 6, 8 Armadale Rd.
 Rivvale, WA
 LAYOUT TITLE:
THIRD FLOOR AREAS

GENERAL NOTES

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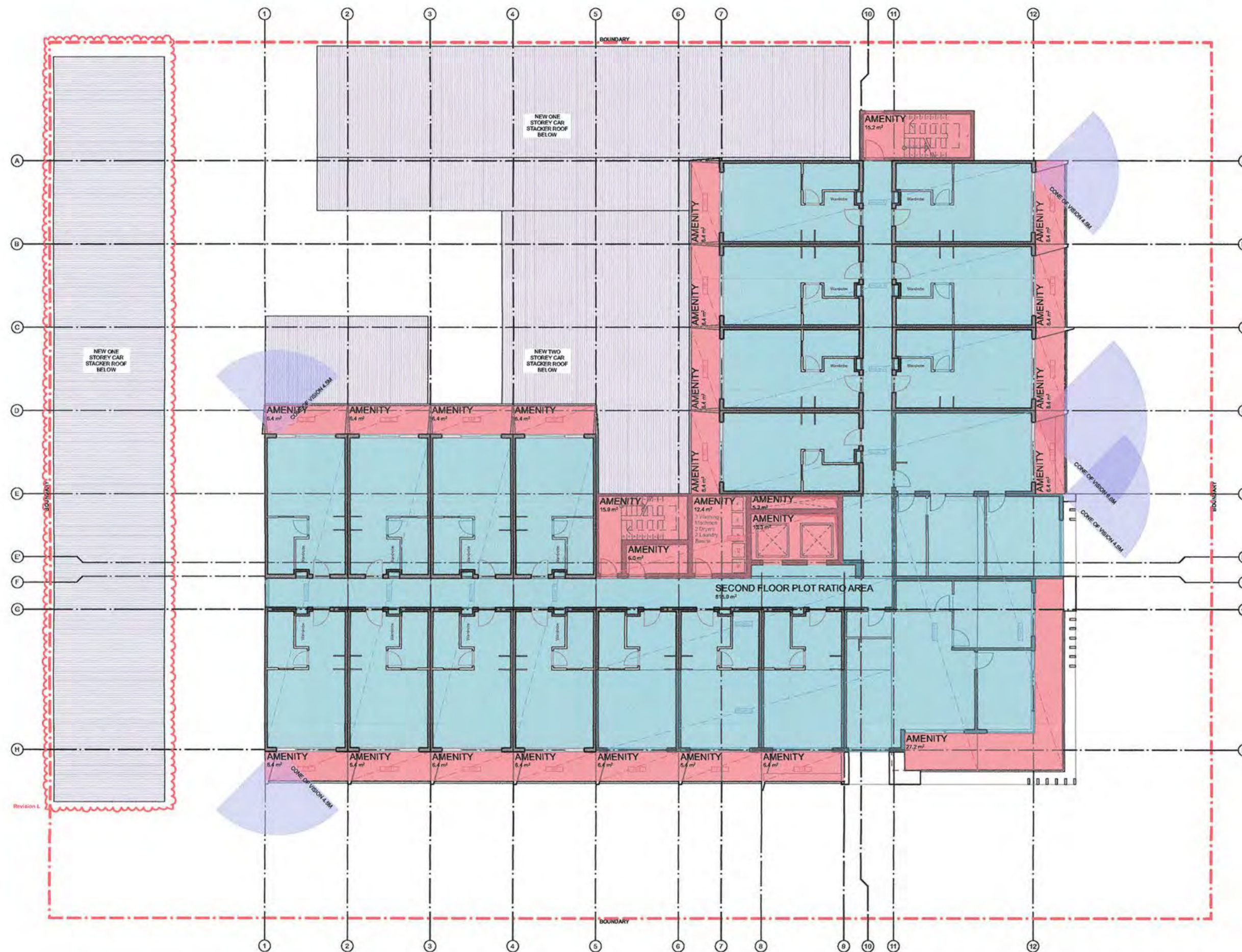
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01/07/14	G	DEVELOPMENT APPROVAL (PH. 2)
17/06/14	F	PRELIMINARY
23/05/14	E	PRELIMINARY

DRAWN : WL, PH, JD	
CHECKED : PATRICK HUBBLE	
DATE :	JOB REF :
06/05/14	RIV
SCALE :	DWG :
A2 1:200	A2-12





PROJECT NAME:
Rivervale Apartments
 #2, 4, 6, 8 Armadale Rd.
 Rivervale, WA

LAYOUT TITLE:
SECOND FLOOR AREAS

GENERAL NOTES

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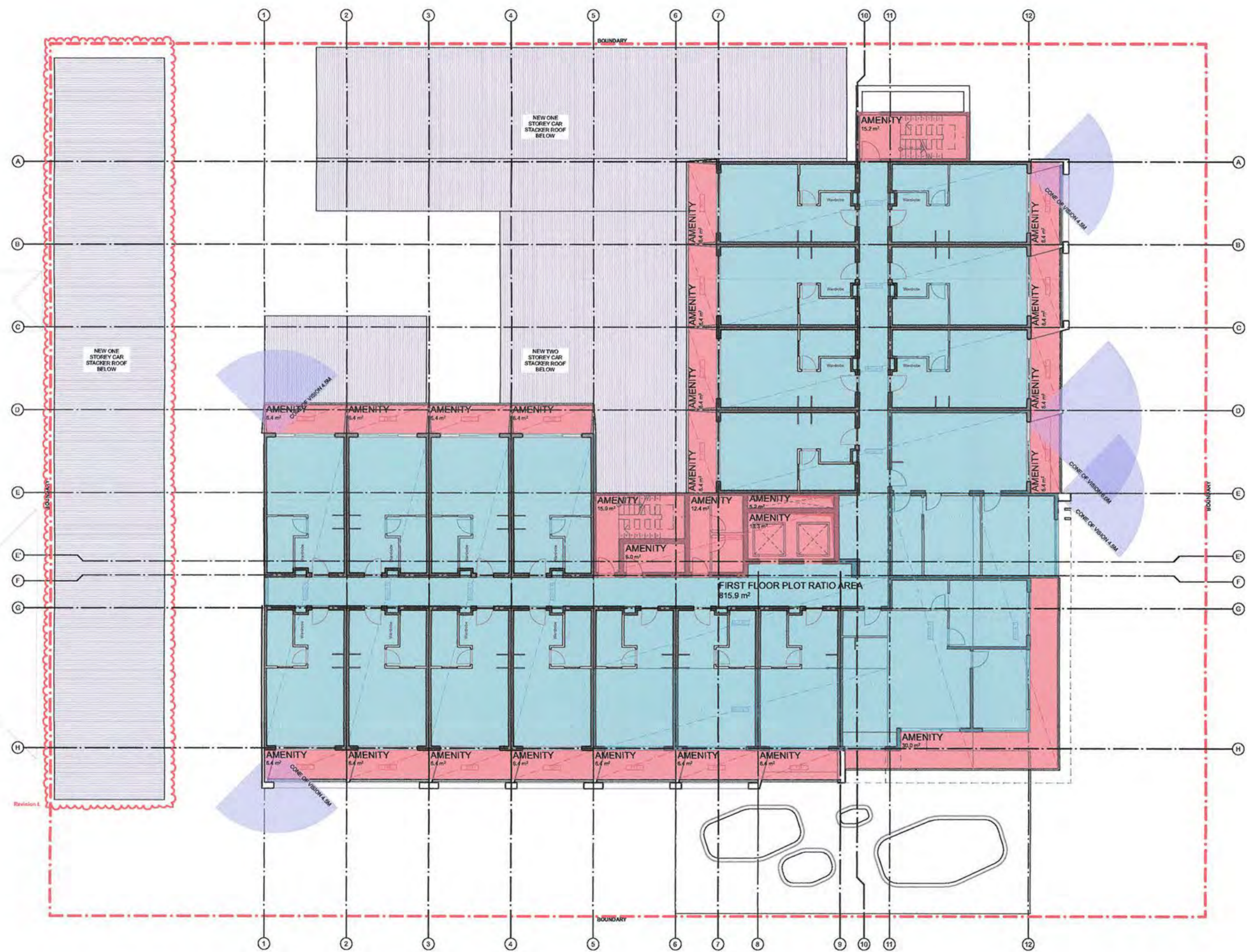
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17/06/14	F	PRELIMINARY
23/05/14	E	PRELIMINARY

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DATE :	JOB REF :
06/05/14	RIV
SCALE :	DWG :
A2 1:200	A2-11





NEIGHBOURING 1
STOREY BRICK & METAL
BUILDING (NO ACCESS
FOR PND RL)

NEIGHBOURING 2
STOREY BRICK & METAL
BUILDING (NO ACCESS
FOR PND RL)

PROJECT NAME :
Rivvale Apartments
#2, 4, 6, 8 Armadale Rd.
Rivvale, WA
LAYOUT TITLE :
FIRST FLOOR AREAS

GENERAL NOTES

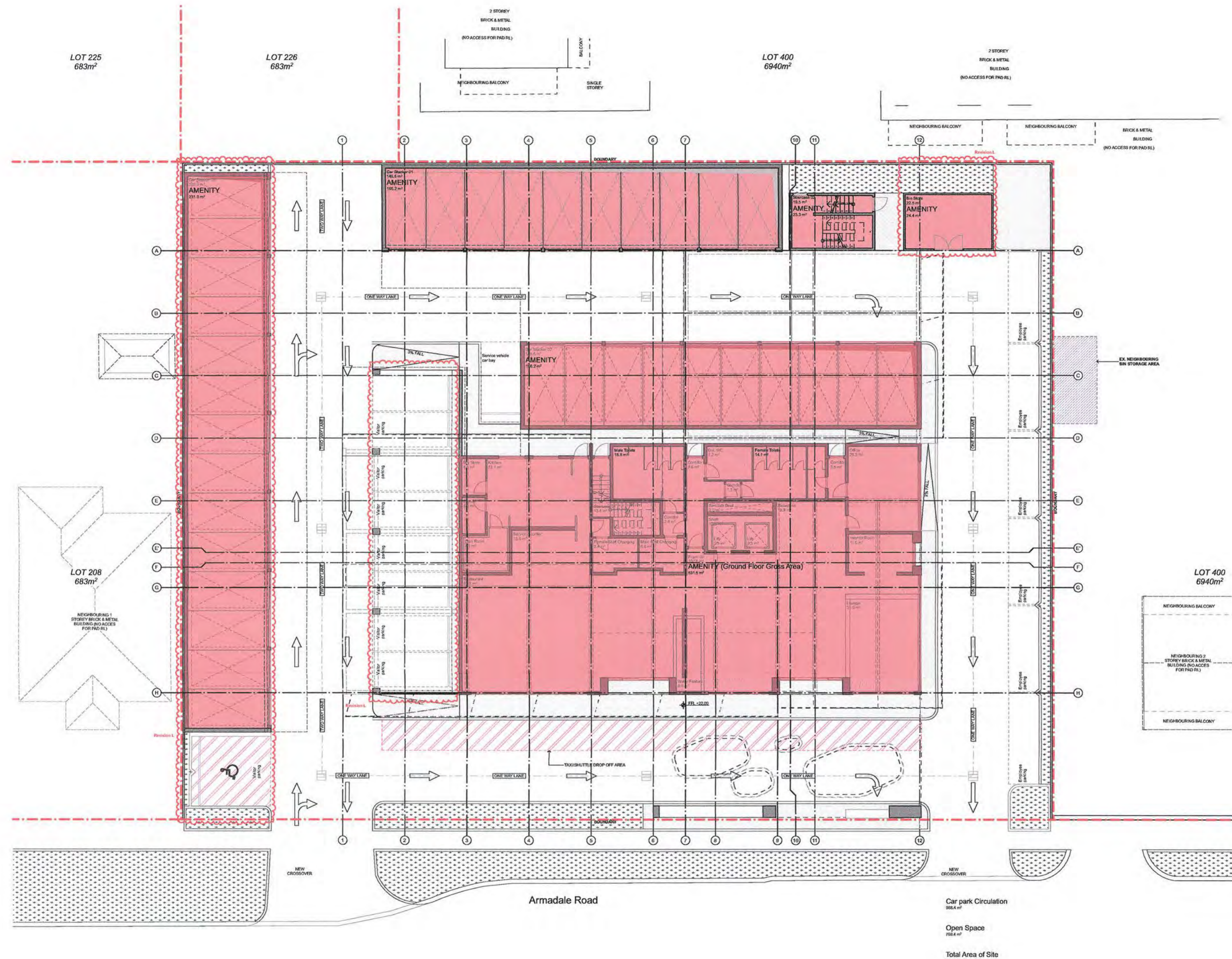
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01/07/14	G	DEVELOPMENT APPROVAL (PH. 2)
17/06/14	F	PRELIMINARY
23/05/14	E	PRELIMINARY

DRAWN : WL, PH, JD	
CHECKED : PATRICK HUBBLE	
DATE :	JOB REF :
06/05/14	RIV
SCALE :	DWG :
A2 1:200	A2-10



PROJECT NAME:
**Rivale Apartments
 #2, 4, 6, 8 Armadale Rd.
 Rivale, WA**

LAYOUT TITLE:
GROUND FLOOR AREAS

GENERAL NOTES

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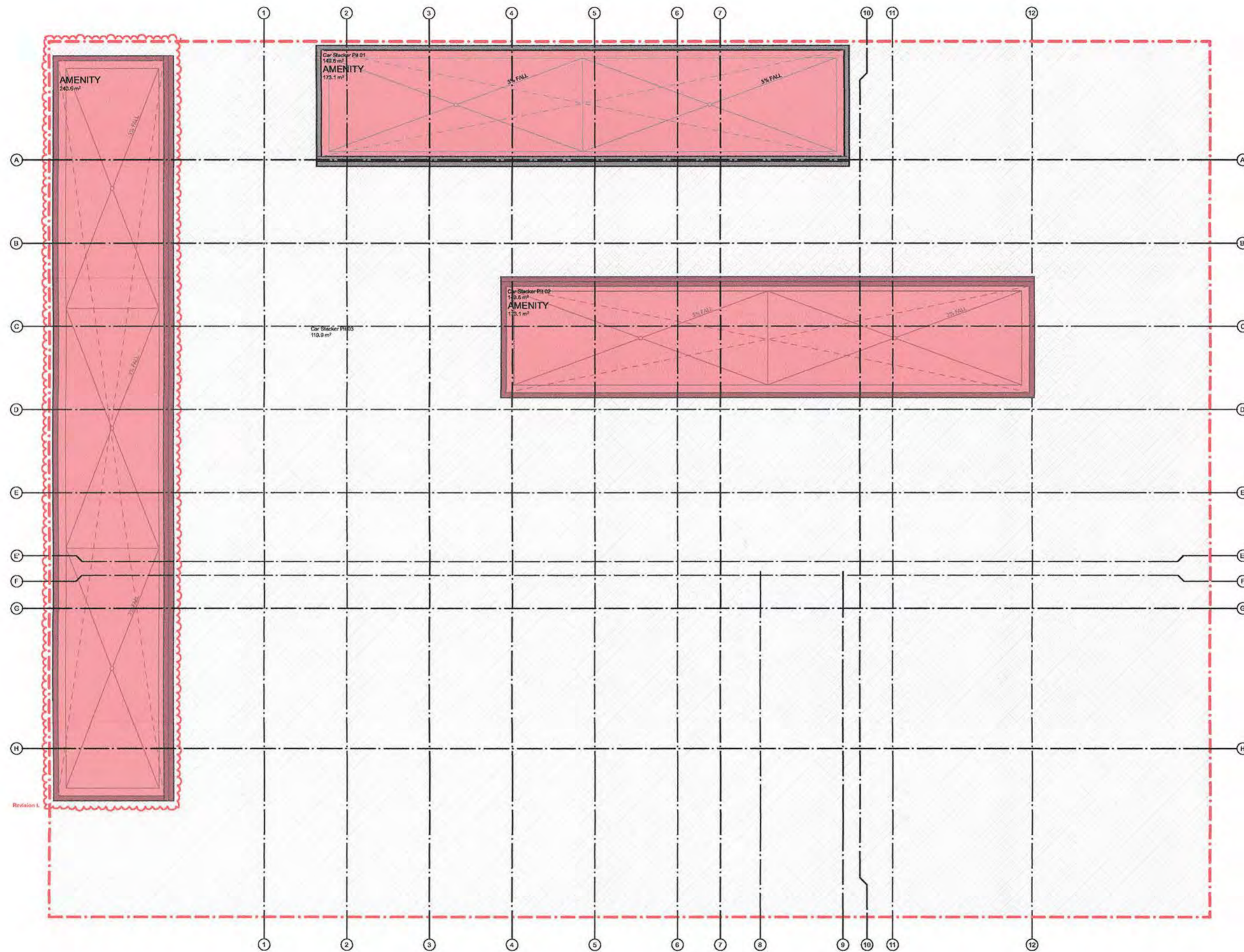
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24/10/14	I	PLANNING APPLICATION MANAGEMENT (PH. 3)
14/08/14	H	DEVELOPMENT APPROVAL (PH. 2)
01/07/14	G	DEVELOPMENT APPROVAL (PH. 2)
17/06/14	F	PRELIMINARY
23/05/14	E	PRELIMINARY

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06/05/14	RIV
SCALE :	DWG :
A2 1:200	A2-09





PROJECT NAME:
**Rivale Apartments
 #2, 4, 6, 8 Armadale Rd.
 Rivale, WA**

LAYOUT TITLE:
BASEMENT LEVEL AREAS

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24/10/14	I	PLANNING APPLICATION MANAGEMENT (PH. 3)
14/08/14	H	DEVELOPMENT APPROVAL (PH. 2)
01/07/14	G	DEVELOPMENT APPROVAL (PH. 2)
17/06/14	F	PRELIMINARY
23/05/14	E	PRELIMINARY

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SCALE :	DWG :
A2 1:200	A2-08





PROJECT NAME:
**Rivervale Apartments
 #2, 4, 6, 8 Armadale Rd.
 Rivervale, WA**
 LAYOUT TITLE:
ELEVATION 01 NORTH EAST

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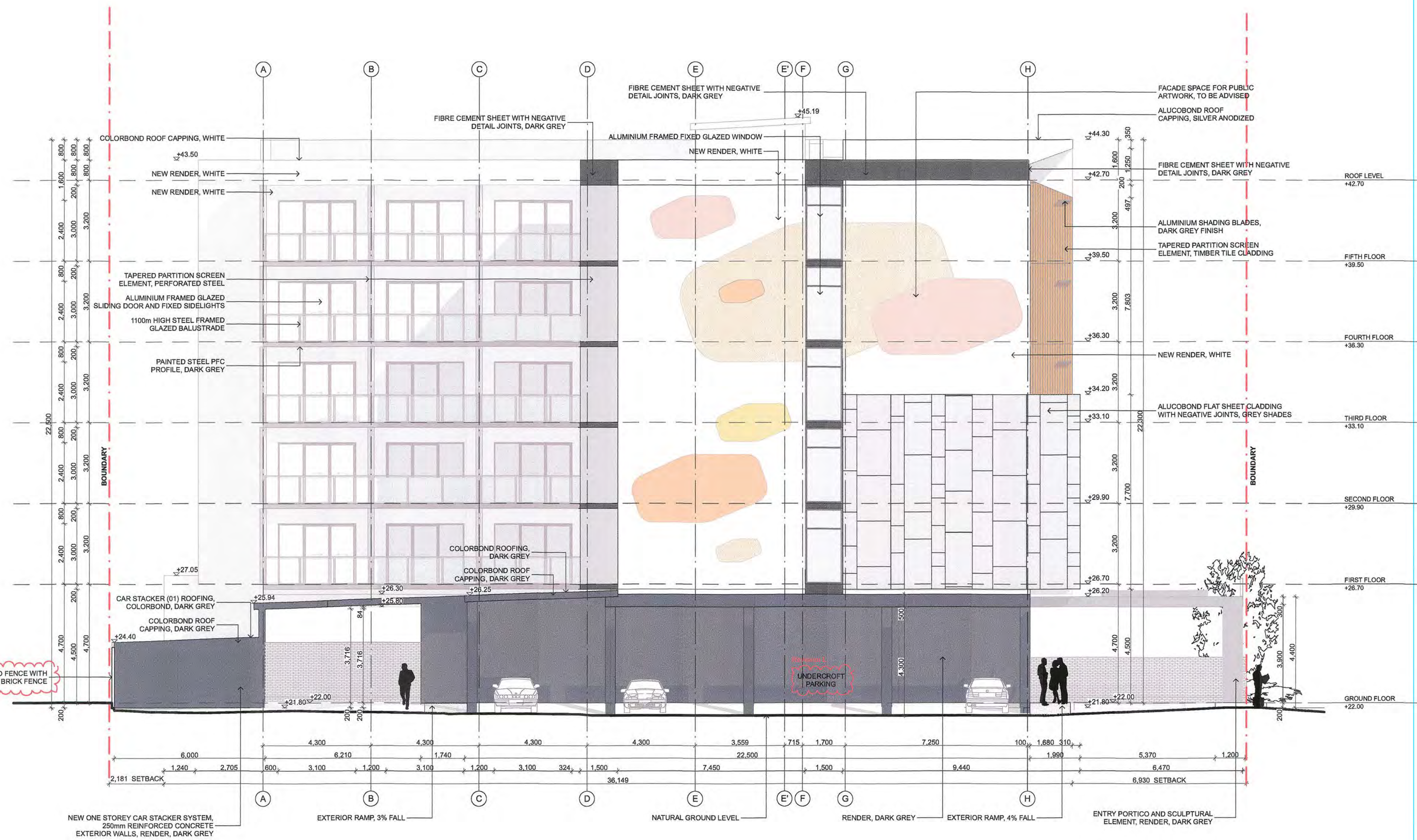
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31/10/14	J	PLANNING APPLICATION MANAGEMENT (PH 3)	JOB REF: RIV
24/10/14	I	PLANNING APPLICATION MANAGEMENT (PH 3)	SCALE: DWG: A1 1:100
14/09/14	H	DEVELOPMENT APPROVAL (PH 2)	DWG: AS-01
02/07/14	G	DEVELOPMENT APPROVAL (PH 2)	
17/06/14	F	PRELIMINARY	
23/05/14	E	PRELIMINARY	

DEVELOPMENT APPROVAL (PH 2)

Revision L
REPLACE EXISTING FIBRO FENCE WITH NEW 2400mm HIGH SOLID BRICK FENCE



NEW ONE STOREY CAR STACKER SYSTEM, 250mm REINFORCED CONCRETE - EXTERIOR WALLS, RENDER, DARK GREY
 EXTERIOR RAMP, 3% FALL
 NATURAL GROUND LEVEL
 RENDER, DARK GREY
 EXTERIOR RAMP, 4% FALL
 ENTRY PORTICO AND SCULPTURAL ELEMENT, RENDER, DARK GREY

PROJECT NAME:
**Rivervale Apartments
 #2, 4, 6, 8 Armadale Rd,
 Rivervale, WA**
 LAYOUT TITLE:
ELEVATION 02 SOUTH EAST

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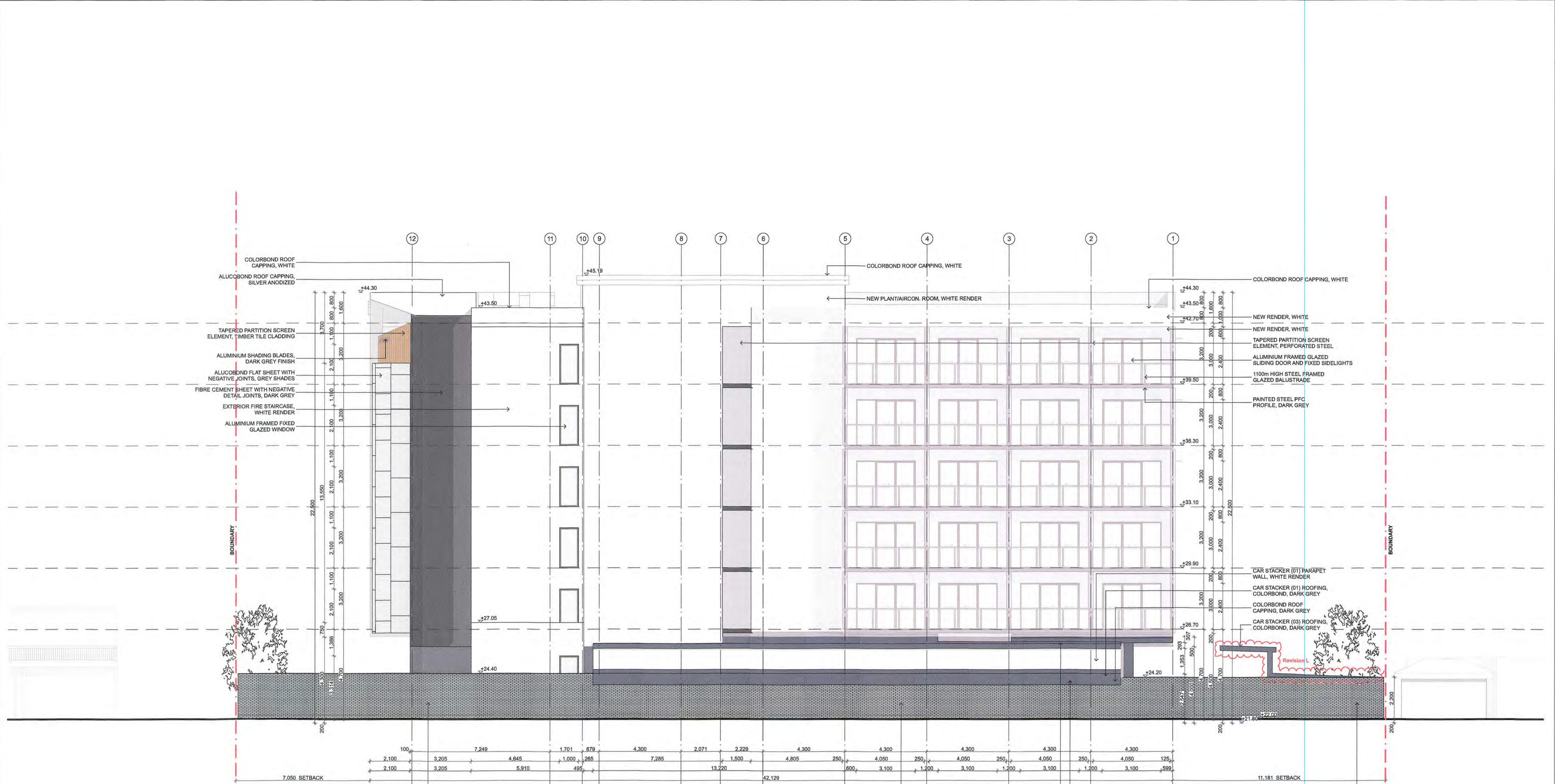
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31/10/14	J	PLANNING APPLICATION MANAGEMENT (PH. 3)	DATE: 06/05/14
24/10/14	I	PLANNING APPLICATION MANAGEMENT (PH. 3)	JOB REF: RIV
14/08/14	H	DEVELOPMENT APPROVAL (PH. 2)	
01/07/14	G	DEVELOPMENT APPROVAL (PH. 2)	SCALE: A1 1:100
17/06/14	F	PRELIMINARY	DWG: AS-02
23/05/14	E	PRELIMINARY	

DEVELOPMENT APPROVAL (PH. 2)

20 APR 2015



Revision L
 REPLACE EXISTING FIBRO FENCE WITH
 NEW 2400mm HIGH SOLID BRICK FENCE

REPLACE EXISTING FIBRO FENCE WITH
 NEW 1800mm HIGH SOLID BRICK FENCE

NEW ONE STOREY CAR STACKER SYSTEM,
 250mm REINFORCED CONCRETE EXTERIOR
 WALLS, RENDER, DARK GREY

 NEW TWO STOREY CAR STACKER SYSTEM,
 250mm REINFORCED CONCRETE EXTERIOR
 WALLS, RENDER, DARK GREY

Revision L
 REPLACE EXISTING FIBRO FENCE WITH
 NEW 2400mm HIGH SOLID BRICK FENCE

PROJECT NAME:
**Rivervale Apartments
 #2, 4, 6, 8 Armadale Rd.
 Rivervale, WA**
 LAYOUT TITLE:
ELEVATION 03 SOUTH WEST

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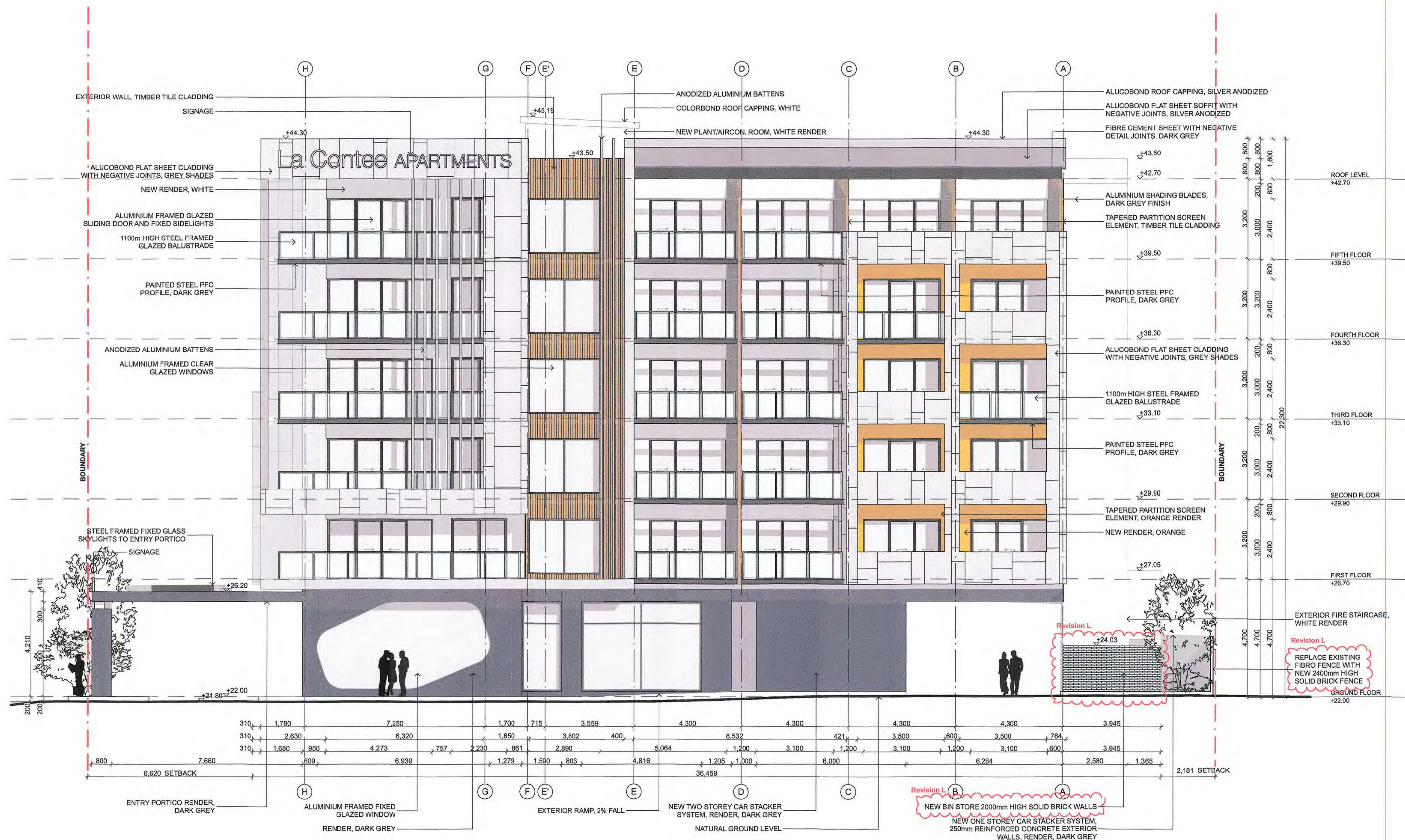
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24/10/14	I	PLANNING APPLICATION MANAGEMENT (PH. 3)	SCALE: A1 1:100
14/08/14	H	DEVELOPMENT APPROVAL (PH. 2)	DWG: A3-03
01/07/14	G	DEVELOPMENT APPROVAL (PH. 2)	
17/05/14	F	PRELIMINARY	
23/05/14	E	PRELIMINARY	



DEVELOPMENT APPROVAL (PH. 2)



PROJECT NAME:
Rivervale Apartments
 #2, 4, 6, 8 Armadale Rd.
 Rivervale, WA
 LAYOUT TITLE:
ELEVATION 04 NORTH WEST

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DATE	REV	REVISION NOTES	DRAWN: WL, PH, JD
17/04/15	L	PLANNING APPLICATION MANAGEMENT (PH. 3)	CHECKED: PATRICK HUBBLE
07/11/14	K	PLANNING APPLICATION MANAGEMENT (PH. 3)	
31/10/14	J	PLANNING APPLICATION MANAGEMENT (PH. 3)	
24/10/14	I	PLANNING APPLICATION MANAGEMENT (PH. 3)	
14/09/14	H	DEVELOPMENT APPROVAL (PH. 2)	DATE: 06/05/14
01/07/14	G	DEVELOPMENT APPROVAL (PH. 2)	JOB REF: RIV
17/06/14	F	PRELIMINARY	SCALE: A1 1:100
23/05/14	E	PRELIMINARY	DWG: A3-04

DEVELOPMENT APPROVAL (PH. 2)



PROJECT NAME:
Rivale Apartments
 #2, 4, 6, 8 Armadale Rd.
 Rivale, WA
 LAYOUT TITLE:
STREETSCAPE ELEVATION

GENERAL NOTES

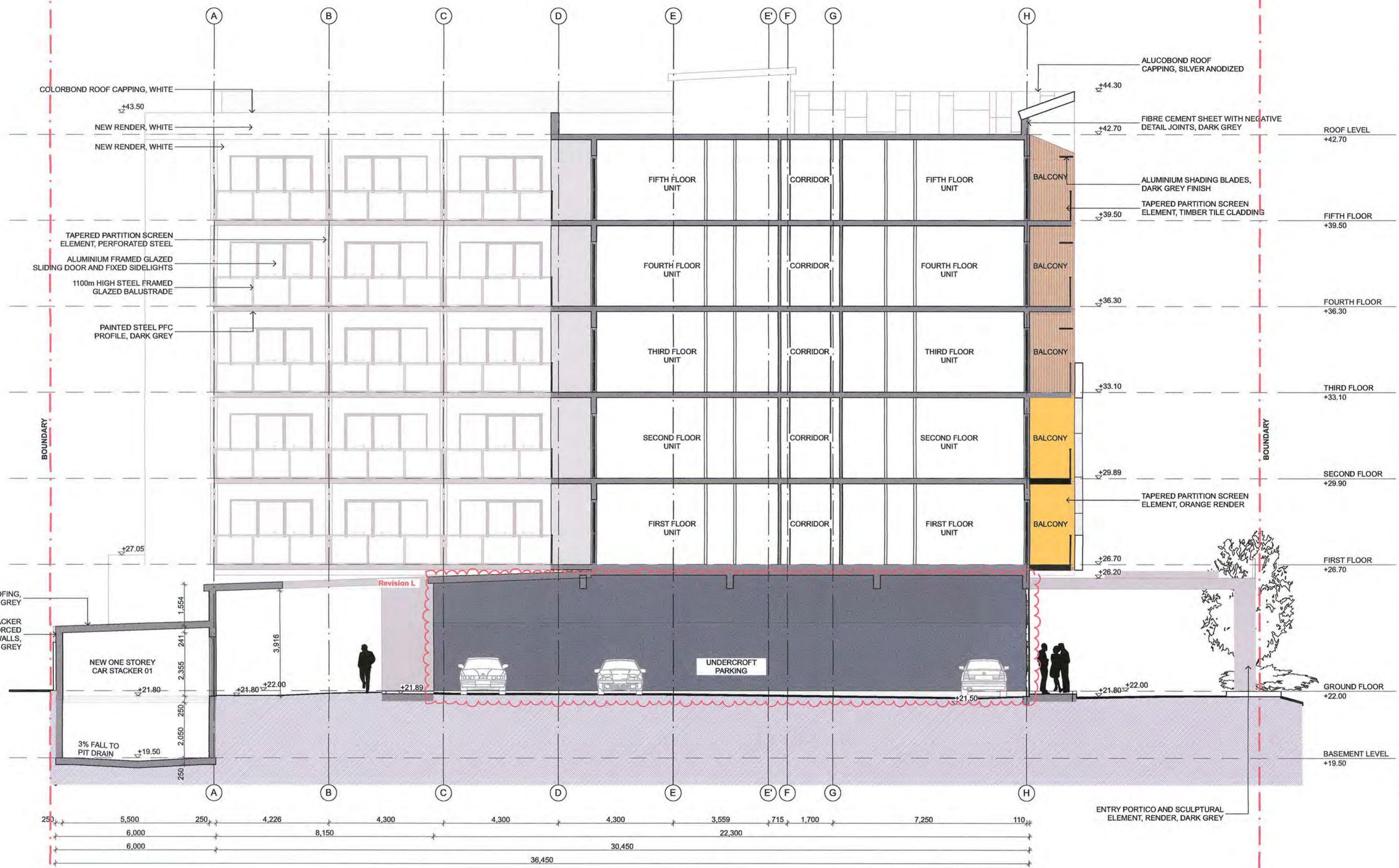
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31/10/14	J	PLANNING APPLICATION MANAGEMENT (PH. 3)
24/10/14	I	PLANNING APPLICATION MANAGEMENT (PH. 3)
14/08/14	H	DEVELOPMENT APPROVAL (PH. 2)
01/07/14	G	DEVELOPMENT APPROVAL (PH. 2)
17/06/14	F	PRELIMINARY
23/05/14	E	PRELIMINARY

DRAWN : WL, PH, JD	
CHECKED : PATRICK HUBBLE	
DATE :	JOB REF :
06/05/14	RIV
SCALE :	DWG :
A2 1:200	A3-05



PROJECT NAME:
**Rivvale Apartments
 #2, 4, 6, 8 Armadale Rd,
 Rivvale, WA**
 LAYOUT TITLE:
SECTION A-A

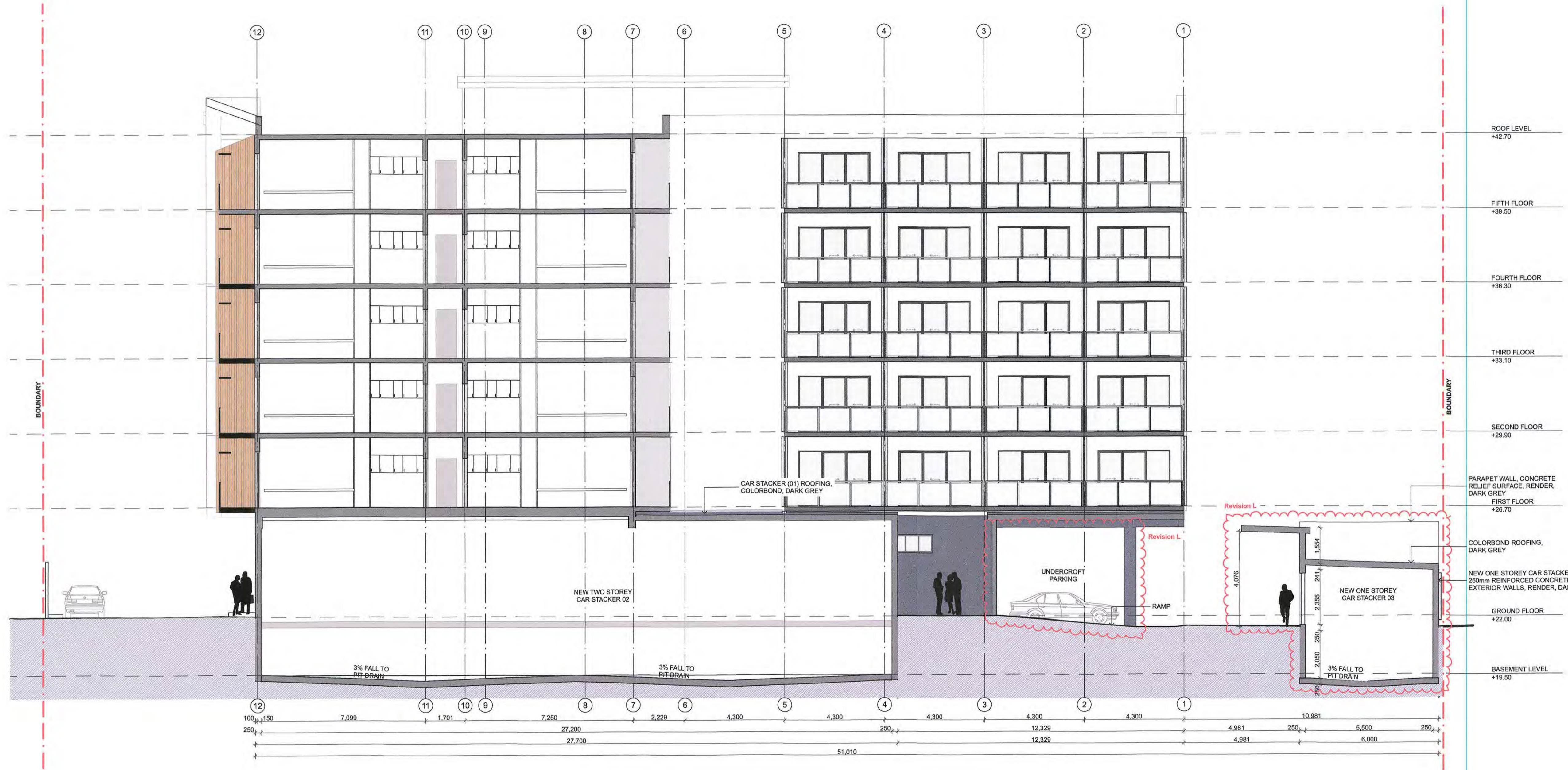
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31/10/14	J	PLANNING APPLICATION MANAGEMENT (PH. 3)	JOB REF: RIV
24/10/14	I	PLANNING APPLICATION MANAGEMENT (PH. 3)	SCALE: A2 1:100
14/08/14	H	DEVELOPMENT APPROVAL (PH. 2)	DWG: A4-01
01/07/14	G	DEVELOPMENT APPROVAL (PH. 2)	
17/06/14	F	PRELIMINARY	
23/05/14	E	PRELIMINARY	



ROOF LEVEL
+42.70

FIFTH FLOOR
+39.50

FOURTH FLOOR
+36.30

THIRD FLOOR
+33.10

SECOND FLOOR
+29.90

FIRST FLOOR
+26.70

PARAPET WALL, CONCRETE
RELIEF SURFACE, RENDER,
DARK GREY

COLORBOND ROOFING,
DARK GREY

NEW ONE STOREY CAR STACKER SYSTEM,
250mm REINFORCED CONCRETE
EXTERIOR WALLS, RENDER, DARK GREY

GROUND FLOOR
+22.00

BASEMENT LEVEL
+19.50

PROJECT NAME:
**Rivervale Apartments
#2, 4, 6, 8 Armadale Rd.
Rivervale, WA**

LAYOUT TITLE:
SECTION B-B

GENERAL NOTES

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31/10/14	3	PLANNING APPLICATION MANAGEMENT (PH 3)	JOB REF: RIV
26/10/14	4	PLANNING APPLICATION MANAGEMENT (PH 3)	SCALE: A1 1:100
14/09/14	5	DEVELOPMENT APPROVAL (PH 2)	DWG: A4-02
01/07/14	6	DEVELOPMENT APPROVAL (PH 2)	
17/06/14	7	PRELIMINARY	
23/05/14	8	PRELIMINARY	

DEVELOPMENT APPROVAL (PH 2)



ATTACHMENT 2 – Applicant’s Development Assessment Report (20 April 2015)

Lot 204 (2), Lot 205 (4), Lot 206 (6) and Lot 207 (8) Armadale Road, Rivervale

LG Reference: 533/2014

DAP Reference: DAP/14/00602

DEVELOPMENT ASSESSMENT REPORT

LOTS 204, 205, 206 & 207 (2, 4, 6 & 8) ARMADALE ROAD, RIVERVALE



Omni Design Australia Pty Ltd (Revision No.2)

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7.5 Acoustic Assessment report – ND Engineering	

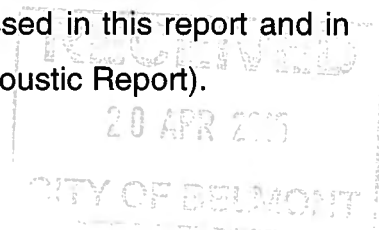
1.0 PURPOSE OF THE REPORT

The purpose of the report is to support the proposal to develop Lots 204-207 (2, 4, 6 & 8) Armadale Road, Rivervale into a six storey development comprising 100 serviced short stay apartments.

This report and the documents attached provide the relevant information to support the City of Belmont's assessment of the proposal and recommendation to the Development Assessment Panel for final approval.

The report responds to the preliminary comments received from the City of Belmont dated 15th March 2013 on the initial development proposal submitted for consideration. The original proposal included a more significantly developed site, which included a seven storey building height across Lots 2, 4 and 6 (2 to 6) Armadale Road only. Since that time the owner Mr. Li Young Cheng (Bright Corporation Pty Ltd) has acquired Lot 207 (8) Armadale Road and has reduced the scale of the development by lowering the building height to six storeys. The acquiring of the adjoining property allows for the development to accommodate additional area for parking and greater setback from adjoining land uses.

Furthermore, the plans have undergone further amendment to respond to changes following a meeting held with the City of Belmont on the 13th October 2014 and subsequent email correspondence from the City between November 2014 and April 2015 in response to a number of issues raised during the City's assessment of the amended plans and supporting reports. This includes matters relating to the acoustic assessment, front setback and various issues relating to building specifications including the operation and function of the car stackers, type of building materials used in the facade of the development and refuse management to mention a few. The various issues raised by the City have been carefully addressed in this report and in the revised technical reports that are attached (i.e. Acoustic Report).



2.0 PROJECT BACKGROUND & SITE DETAILS

Site Details

The property consists of 4 rectangular lots (Lot's 2, 4, 6 and 8) that when combined create a street front of 60.36m to Armadale Road and depth of 45.26m. The lot number and lot area is detailed below:

- Lot 2 – 683sqm
- Lot 4 – 683sqm
- Lot 6 – 683sqm
- Lot 8 – 683sqm

The combined total lot area is 2,732sqm.

The property has a gentle slope from the north-east corner down to the north-west corner with the slope varying from approximately 22.80 (north-east corner) to 20.52 (north-west corner). The 4 properties currently consist of 3 vacant lots (Lots 204 to 206) and one Lot (Lot 207) with an existing old single storey brick and tile residence. It is proposed to demolish the house at Lot 207 and amalgamate the 4 lots under one title.

Site Context

The proposed development is located less than 50m from Great Eastern Highway, a major regional road which is supported by significant public transport infrastructure. There are multiple bus routes which operate along Great Eastern Highway which take commuters to the Burswood Casino and the CBD of Perth as well as the Perth Domestic and international airport (located less than 10 km away). There are several bus stops within proximity of the development site; the closest is positioned near the corner of Armadale Road and Great Eastern Highway.

The surrounding area is in transition with a mixture of new and old development with varying building bulk and size. **Figure 1** highlights the location of the proposed development and the type of development in its immediate surroundings which includes combination of apartment, short stay, motel and single residential housing. **Figure 2** considers the wider context which includes mixed use and apartment development on both sides of Great Eastern Highway and the emerging 'Springs' development.

Immediately opposite the proposed development is a 5 to 6 storey apartment and short stay building that is considerably larger than the proposed development both in size and scale. The original proposal for 2 to 8 Armadale Road proposed a development that was 7 storeys in height and considerably larger in bulk and scale. The revised proposal has been significantly scaled down and is now in keeping with local existing development and emerging development along Great Eastern Highway.



Figure 1 – Location of Lots 204 to 207 Armadale Road

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Figure 2 – Regional context of Lots 204 to 207 Armadale Road

3.0 Planning

3.1 MRS Zoning

Lots 204 to 207 (2 to 8) Armadale Road is zoned 'Urban' under the Metropolitan Region Scheme. Urban type land uses are permitted on the proposed site which includes a variety of residential, commercial, retail and mixed use.

3.1.1 Town Planning Scheme No.15 - Zoning

Lots 204 to 207 (2 to 8) Armadale Road fall under the City of Belmont Town Planning Scheme No.15. Lots 204 to 206 (2 to 6) is zoned 'Mixed Use zone', whilst Lot 207 (8) is zoned Residential R20. Under the Mixed Use zone it is intended that development of a mixed variety including housing, offices, showrooms and eating establishments is encouraged. Under Residential R20 zone, it is expected that residential type uses are permitted. The residential density code that applies to the Mixed Use zone is generally R160.

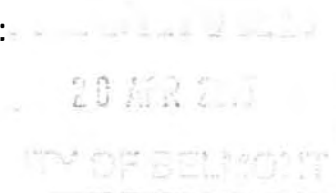
The development proposes a combination of serviced apartments supported by a ground floor lobby and café established exclusively for the visitors

staying in the building. The café and lobby area is a subsidiary function to the serviced apartments. Under Table 1 of Town Planning Scheme No.15, the land use 'serviced apartments' is a 'D' use under Mixed Use Zone and Residential Zone which means that the use is not permitted unless the local government has exercised its discretion by granting planning approval.

Under TPS No.15 for 'Mixed Use Zone' the following criteria generally applies:

- Use of external space for storage or the conduct of any business activity associated with a premise is prohibited.
- Lot Area should be a minimum of 2000 square metres with a minimum effective frontage of 30 metres.
- Lot Coverage should be no more than 60% of the area (City can increase to 70% when the coverage includes a multi storey car park associated with the development which consists of a ground floor and uncovered upper deck).
- Setbacks from the front boundary of 15m for Armadale Road. Averaging of the building setbacks allowed in circumstances where there is no detriment to the appearance of the development or the street scene or to the safe movement of traffic.
- Front setback areas are not to be used other than for planting or for pedestrian and vehicular circulation and vehicle parking with some exceptions for pedestrian and garden areas.
- Adequate off-street parking shall be provided on site in accordance with the requirements of Table 2 of the scheme and in addition parking for parking, loading and unloading of trade vehicles.
- The primary street frontage of all buildings must have a façade predominantly constructed of brick, concrete, glass or steel or a combination of these materials.
- Fencing to streets should be minimized to keep an attractive and open streetscape.

In addition to the above criteria the following standards for bicycle parking, vehicle parking, and plot ratio and building height apply (although not specifically mandated by TPS15 for serviced apartments):



End of Trip / Bicycle Parking

Local Town Planning Scheme No.15 does not specify any standard provision for end of trip facilities or bicycle parking for serviced apartments. The City has advised in its letter dated 15th March 2013 that a standard equivalent to multiple dwellings be used as stipulated in the Residential Design Codes. This is as follows:

- For residents - 1 bicycle space for every 3 apartments
- For visitors - 1 bicycle space for every 10 apartments.

Car Parking

Car parking standards are not specified for serviced apartments in Local Town Planning Scheme No.15. The City in its letter dated 15th March 2013 has advised that they have discretion to consider the parking standard for this form of development and has deemed the following as appropriate:

- Dwellings less than 75sqm in area a standard equivalent to 0.75 parking spaces / dwelling for residents will apply.
- Dwellings between 75sqm and 110sqm in area a standard of 1 bay per dwelling will apply.
- Visitor parking will apply at a rate of 0.25 parking spaces per dwelling for visitors.

In addition to the above parking, the City has advised that due to the operation of a café / breakfast area on the ground level to support the people staying in the building, there would need to be provision for a small number of car parking bays for staff operating the facilities.

Plot Ratio & Building Height

Local Town Planning Scheme No.15 does not specify plot ratio or building height requirements for development within the Mixed Use zone, therefore the City has discretion to consider appropriate standards. In the City's letter dated 15th March 2013, the City confirmed the following standards:

- Plot ratio of 2.0 as permitted under R160 density code.

- Building height that is consistent with the character of the adjoining and nearby properties and in keeping with the ongoing transition of the Great Eastern Highway Precinct.

3.2 Relevant Council Policies

In addition to Town Planning Scheme No.15 and the Residential Design Codes, the following policies from the City of Belmont apply to the proposed development:

3.3.1 Local Planning Policy 11 – Public Art Contribution Policy

The proposed development falls within the Great Eastern Highway Precinct and accordingly under the City's Public Art Contribution Policy, developments within the Policy Area of a value greater than \$4.5 million are to provide public art equivalent to 1% of the construction cost in accordance with the described method for determining Public Art contributions. This includes:

- On site public art in the form prescribed by the City's Policy.
- Cash in lieu (subject to the City's approval).

3.3.2 Local Planning Policy No.12 – Sign Application

The proposed development is effected by Planning Policy 12 which sets out the criteria for the display of building signs and advertisements. Limited signage is proposed for the development. This will focus mainly on naming the building and street numbering. Details of signage will be articulated in the building license application for the proposed development.

4.0 Development Proposal

Overview

The proposed development is 6 storeys in height and consists of 100 serviced apartments spread across 5 floors in addition to ground floor amenities. The serviced apartments consist of a mixture of single (90) and two bedroom (10) apartments (between 26sqm and 66sqm in area). The development is supported by ground floor amenities which include a lobby, lounge room, internet area, office, toilets, kitchen and eating area. The overall look and feel of the development has been enhanced to ensure that it is presentable to the

street and is in keeping with new development that is emerging in the Great Eastern Highway Precinct.

In response to the City's preliminary assessment of the original proposal and comments articulated in the City's correspondence dated 15th March 2013 in addition to further comments received between October 2013 and April 2015, the development plans have been modified to address the City's concerns. This includes significant reduction to building height and scale in addition to improvements in the provision of bicycle and car parking, building façade and materials and further investigation into refuse removal and noise attenuation to reduce any impact on adjoining properties. An overview of the project is detailed in Table 1 below.

Table 1: Area Calculations:

SITE AREA:	2,731.90m²
PROPOSED BUILT AREA	
Basement Level:	563.40m ² (Car Stacker Pits)
Ground Floor:	1,118.20m ²
- Apartment Building	(531.5m ²)
- Car stackers	(563.40m ²)
- External staircase	(23.30m ²)
- Bin storage	(36m ²) approximately
First Floor:	880.90m ²
Second Floor:	880.90m ²
Third Floor:	880.90m ²
Fourth Floor:	880.90m ²
Fifth Floor:	880.90m ²
TOTAL BUILT AREA:	6,086.10m²
PLOT RATIO	
Basement Level:	N/A Amenity
Ground Floor:	N/A Amenity
First Floor:	815.90m ²
Second Floor:	815.90m ²
Third Floor:	815.9m ²

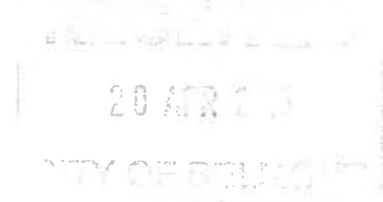
Fourth Floor:	815.90m ²
Fifth Floor:	815.90m ²
Total:	4,079.50m²
Plot Ration calculation	1.49
BUILDING FOOTPRINT	1,118.20m² (Ground Floor)
SITE COVERAGE	41%
COMMON OPEN SPACE	769.40m²
2 Bedroom Units	10 apartments
1 Bedroom Units	90 apartments
No. APARTMENTS	100 Apartments
CAR PARKING	90 (91 including service bay)
BICYCLE STANDS	16

Operation of the building

The 100 serviced apartments will be supported by a ground floor lobby area that will include a small kitchen, eating area, lounge room, open meeting area, reception, toilets, internet room, changing rooms for staff and office. A total of 6 employees will be working at the site, with 2 people employed to operate and manage the building and 4 staff required to operate the ground floor kitchen. The two staff operating the building will be trained in operating the car stacker and responsible for operating the system for patrons.

The kitchen area will operate as a café serving the patrons only for breakfast, lunch and dinner. An external cleaning service will be hired to clean rooms and replace linen at the end of each stay (i.e. cleaning services will operate to clean rooms once patron has checked out rather than every day). At the request of the City (13th October 2014), the location of the service bay has been relocated to a position that is closer to the service entry improving convenience and safety of movement.

Given the nature of business involved it is anticipated that utilization rates will be approximately 75% that is, the owner expects that on most occasions the



complex will operate on peak performance which would translate to a maximum of 75 apartments being used at any one time.

Refuse Pick Up

Rubbish collection is catered for on site with service vehicles required to enter the site from the southern entry towards the back of the property to pick up refuse from the bin located on the southern boundary. The movement network has been modified to enable refuse trucks to reverse and return to the street from the entry point. The road width and positioning of the bin storage has been purposely configured to facilitate the easy access and egress of refuse trucks. This modification was triggered by further discussions with the City on the 13th October 2014 and subsequent discussions with the Traffic Engineer (Donald Veal) – please refer to updated report by Traffic Engineer. The two way portion of the road will be appropriately signaled with arrows included on the road to confirm directional movement. At the request of the City, Donald Veal Consultants has provided a plan showing the turning movements of the refuse truck and it returning to the street in forward gear. A copy of the plan is attached to the report (See Attachment No 7.4)

The owner will be contracted the services of a private firm to undertake the rubbish pickup in place of the City of Belmont. The operation hours of refuse pick up will be restricted to hours from between 7am to 7pm Monday to Saturday excluding Public Holidays to ensure there is no disruption to the amenity of the surrounding area (i.e. early morning pick service).

In addition to the above the following information is provided to respond to the City's comments raised in its email on the 18th November 2014:

- The company that we will be engaging with will operate refuse pick up trucks that will meet the clearance heights of our building.
- This will involve the use of smaller trucks and will result in more regular refuse pick up. Operating hours will be restricted to the times above to ameliorate any perceived concerns with the operation of the service.
- Dimensions of the truck will meet the modeling standard of the Donald Veal assessment. This includes a truck that is no longer than 8.8m and

less than 2.5m wide. The rubbish truck will also meet the proposed clearance height of 3.5m.

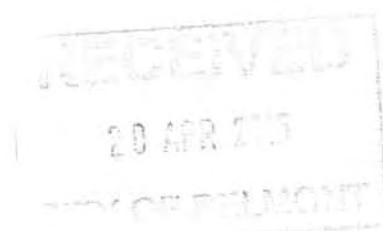
- It is expected the rubbish truck will make two visits weekly to the site and duration of the pick up is expected to be no more than five minutes each visit.
- The dimensions for the truck size provided by Donald Veal Consulting is the same used by the Acoustic consultant in his modeling of noise.

Car Stackers & Noise Attenuation

The City has requested that additional information be supplied on the operation of the car stackers with particular attention to management and noise.

A meeting was held with the City on the 3rd November 2014 to observe the operation of a car stacker at 28 Goodwood Parade, Burswood. To ensure the proposed car stackers meet environmental health standards in terms of noise, the owner has commissioned the preparation of an acoustic assessment to ensure noise generated from the operation of the car stackers is properly ameliorated. The acoustic report prepared by ND Engineering was submitted to the City in January 2015 and has undergone review which has resulted in several scenarios being modeled which includes the operation of the car stacker at the same time as refuse pick up trucks are operating on location. A copy of the final report (April 2015) and its recommendations are attached. The key recommendations from the report are outlined below:

- (1) Acoustic treatments to the concrete soffits of the 29 bay car stacker and metal roofs elsewhere including the 19 bay and relocated 23 bay car stacker, and acoustic treatments to all of the internal concrete walls of the relocated 23 bay car stacker;
- (2) Opening size to the 29 bays car stacker restricted to approximately 2100 high due to a concrete down turn beam/panel across the front of the car stackers;



- (3) Provision of a 2.4 m high boundary wall along the rear boundary to Lot 226 between the 19 bay and relocated 23 bay car stacker. See Annex C;
- (4) Relocating the 23 bay car stacker to the boundary of Lot 208 and reconfiguring it as a two level car stacker. See Annex C;
- (5) The relocated 23 bay car stacker to be preferably used for residential overflow with main usage of the car stackers to be the 19 and 29 bay car stacker especially at night time;
- (6) Car stackers are provided with rubber coated locking pins / safety hooks and electric roller doors with direct mounted (B&D Roller Door with Heavy Duty Rolling Door Opener “GDO-10v@L2 Toro” or equivalent) with all components selected to minimise noise emissions; and
- (7) The relocated 23 bay car stacker shall be fitted with a LOW speed motor to reduce noise levels.

The development plans have been amended to accord with the above recommendations.

In addition to comments made by the City at the meeting held on the 13th October 2014, elevations and plans have been modified to properly represent the car stackers on plan. A copy of the specification for the car stackers is also attached for information.

Further to the meeting on site, the City of Belmont on the 18th November 2014 has requested further clarification on the operation of the car stackers. A response to each point raised is provided below:

1. Operation of the car stackers - is a valet service viable / or supervised operation / can short-term guests operate the car stackers themselves?

Operation:

A valet service will be provided as requested by the owner. The Car Stacker supplier will induct all staff and provide all necessary training with respect to the system's operation. This will include:

- The Car Stacker supplier providing induction paperwork to ensure that inductions are performed to the satisfaction of the serviced apartment guests and the Local Council.
- Guests will not be permitted to operate the Car Stackers.

Management and Servicing:

The serviced apartment operator will enter into a service and maintenance contract with the Car Stacker supplier in much the same way a building owner enters into a similar contract with a passenger lift service company. The Car

Stacker supplier will perform bi-annual preventative maintenance and has qualified technicians available 24/7 to respond to a breakdown should it occur.

This is a fully comprehensive contract for service and maintenance to ensure ongoing reliability and quick response times to any breakdown should it occur.

Empty Bay:

An empty space is required within the system to allow all bays to shift to the entrance level if the bay is not already located at the entrance level. The system does not have a spare 'bay' per se, but rather one bay does not have a pallet at all to create a 'void'. It is this void that allows the bays/pallets to shift vertically and horizontally.

For assessment purposes the City should refer to the data sheet and the animation attached for a further understanding of how this system works.

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2. Car stacker – min height on plans in part 2050mm to 2350mm and confirm width of bay - you need to explain what vehicles this allows for. Brochure identifies need 2.1m to cater for vans/SUV that appears to be more the vehicle of the ‘traveling’ guest.

The following Car Stacker models have been selected for the proposed development:

- Combilift 542-2,6 - Comfort type, 2600kg (ONE Storey Car Stacker) and;
- Combilift 543-2,6 - Comfort type, 2600kg (TWO Storey Car Stacker).

2050mm + 250mm slab = 2300mm for the pit depth required for both models. 2350mm is the minimum height for the ONE storey car stacker, and 4350mm is the minimum height for the TWO storey car stacker. This height allows almost all passenger and commercial vehicles to use the system. In fact, this height exceeds the 99th percentile vehicle size and therefore covers the vast majority of vehicles on our roads. Both models allow for any standard SUV up to 2600kg.

3. How are you dealing with not having Wheel stops?

The valet service can set up vehicle wheel stops to fit.

4. Confirm use of (flat) rubber mats on each car bay and what this means in terms of pedestrian accessibility.

This was discussed during the meeting on site with the City where a demonstration was given on the operation of the car stacker. Walking mats would be provided for each bay as part of the Car Stacker supply contract. This will provide a flat surface for users/ valet to walk on when using the car stacker.

5. Address the logistic of loading/unloading suitcases/traveling baggage with the car stackers.

There are a few ways in which this can be done as detailed below:

- The first option involves the valet service loading/ unloading suitcases at the apartment entrance much like a hotel.
- The second option entails the guest loading/unloading their vehicle when parked in the car stacker. This will prevent others from using the stacker until they have finished packing/unpacking.
- The third option is to provide a waiting bay in a conventional bay within the car park that is issued when guests are unloading/loading their vehicle.

6. Colourbond roofing on plan over car stacker – does not attain the solid ceiling kg/m² to deal with noise in brochure.

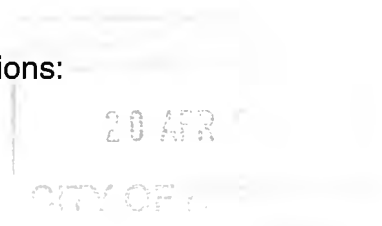
A solid concrete ceiling is not structurally required. See acoustic report for recommendations (section C4 a (2)).

7. The brochure is for car stackers for 'permanent use only'. Your proposal is not permanent residential – you need to explain? Brochure says hotel garage requires special planning and construction – what is it?

The special request for hotels are:

- Same car height at each parking level
- Supplier recommends Premium type with 2,6t loading capacity. This is provided for with the selected car stacking model.
- Operation only with a RFID chip which have to be hand over at the reception to the client/ valet.
- Only electrical sliding doors

In addition the owner is recommending the following inclusions:



- Video control of the garage
- Intercom system at the entrance and at the operating panel
- Vehicle height bar at car park entrance in line with the car stacker maximum vehicle height
- Good lightning inside the garage and as well of the places inside the system.
- Walking mats for more comfort
- Additional signs with a pictogram which shows the correct positioning of the car, car length and car height
- Additional operating tableau at the reception, so that the staff of the short stay apartments can operate the system. Door closing only in front of the system.

8. Detail the manufacturers/installers management/installation – servicing instructions to ensure users (guest? Valet? Management?) knows how to use the car stackers.

Please see first point above - 'Operation' and 'Management and Servicing' which covers this point.

9. Colorbond roofing on plan over car stacker – does not attain the solid ceiling kg/m2 to deal with noise in brochure.

According to the car stacker supplier, a concrete roof is not structurally necessary. An acoustic assessment is being carried out and will make the appropriate recommendations. Acoustic insulation as per ND Engineering Acoustic Report, C4 a. (3), page 15-16 states the following: "Metal roofs to the 19 bay car stacker and all other areas including driveway areas comprising nominal 50mm anti-condensation insulation with a Noise Reduction Coefficient (NRC) of 0.65 such as CSR Anticon 55 (R1.3) or equivalent".

10. Car stacker roof overhang

Since we are planning to install car stackers that would usually be used indoors, we have provided sun and weather protection in the form of an

overhanging roof and sliding doors. The Car Stacker supplier has confirmed the suitability of the proposed measures for the development

Further information on the car stackers forms attachment 7.3 to this document.

Traffic Assessment

The City of Belmont requires a Transport Impact Statement (TIS) to demonstrate the site and surrounding road networks are capable of accommodating the planned use. The owner has commissioned Donald Veal Consultants (DVC) who has prepared the TIS in accordance with the Western Australia Planning Commission (WAPC) guidelines. The report includes the following:

- Description of the development;
- Consideration of existing traffic conditions;
- Forecasting of traffic generated by the planned development;
- Consideration of expected operation of the road network at the design year; and
- Consideration of parking and facilities for pedestrians, cyclists and public transport users.

The report and the subsequent development drawings have been updated to include the following information requested by the City following preliminary assessment:

- Truck movement plan.
- Accurate numbering of car bays.
- Location of taxi / shuttle drop off area.
- Directional signage for vehicle movement.
- Details of driveway / car bay width

A copy of the updated Traffic Report and development plans outlining the above changes are attached. Also attached is the enlarged truck movement plan requested by the City in its email dated 18th November 2014 (see attachments 7.2 and 7.4).



The report by Donald Veal Consultants also confirms that the truck measurements used in the turning radii is the same as the truck dimensions used in the acoustic report.

Health Requirements

In response to the City's classification of the development as a 'lodging house' and following a discussion with the City's Senior Planner on the 4th February 2015, the plans have been amended to accommodate the minimum number of washing machines, dryers and laundry sinks. In respect to the City's request for 6 dryers the plans have been updated to include this (see below):

- Located on 2nd Floor: 3 Washers, 2 Laundry Basins, 2 Dryers provided.
- Located on 3rd Floor: 3 Washers, 2 Laundry Basins, 2 Dryers provided (will be added to amended plans)
- Located on 4th Floor: 3 Washers, 2 Laundry Basins, 2 Dryers provided.

Building Materials

In an email dated 24th February 2015 the City requested justification for the use of alucobond as a façade material. Specifically the City advised that the revised plans show a new building material proposed in 'alucobond' and the Town Planning Scheme requires" the following:

"5.12.4 Building Facades

(1) The primary street frontage of all buildings must have a facade predominantly constructed of brick, concrete, glass or steel or a combination of these materials acceptable to the City. Where a proposed structure is to extend from one street frontage to another, as distinct from the double street frontage of a corner lot, there must be a full height facade to both street frontages of the above materials or similar materials acceptable to the City." – Local Planning Scheme No. 15"

The points below detail the chosen construction materials and justification:

- The façade is broken up into smaller section including varying materials to reduce the overall bulk and scale of the development. Whilst the building will include brick as a construction material, visible brickwork will not form a component of the building's façade.
- Glass will form a very large component of the building's exterior. The material will be featured in large-format glazing to the Ground Floor restaurant and Lobby, providing transparency and a welcoming atmosphere. In addition, it will also make up a large part of the buildings' exterior to the top floors. Nearly full-height glazing and sliding doors provide all units with excellent natural light and ventilation.
- Steel-framed, glazed balustrades form an equally important component of the building elevations. Nearly all balcony balustrades will be glazed, adding transparency and maximizing natural light to the units. Dark grey painted PFC profiles are also mounted to nearly all balcony edges.
- Alucobond, an aluminum façade cladding material, will further enhance the building's exterior by adding a sleek aesthetic, while breaking up the overall visual bulk of the volume. While the material is aluminum, it is virtually indistinguishable from many common zinc or steel cladding panels, and is paired with the steel and glazed elements of the façades to create a cohesive whole.
- Anodized aluminum battens to the exterior will add a vertical element, provide shading to balconies, and further break up the building mass, reducing its impact on the streetscape.
- Horizontally mounted, dark grey finished aluminum shading blades provide necessary shading for north-east facing units (street-facing). These elements, along with the anodized vertically mounted battens, have been paired with the Alucobond cladding and steel PFC profiles

to form a colour and material palette that will provide visual interest from the street.

- As with many large developments of similar size, a large proportion of its exterior will be rendered. These clean, crisp surfaces will create contrast, allowing other featured façade materials to be emphasized. The Ground Floor exterior walls will be rendered in dark grey, with a small portion of the façade rendered yellow. The remaining will be rendered white.
- Timber Tile cladding to tapered balcony partitions, as well as other façade surfaces will provide warmth and material contrast to the façade. Considerable effort has been placed on proposing a development that incorporates materials that we believe will enhance and diversify, and provide visual interest to Armadale Road's streetscape.

Fire Exit

The City of Belmont has identified a need for to improve the fire exit strategy for the building. The City's Building Surveyor has indicated that the (fire) exit travel distances do not comply with the 'deemed to satisfy' provisions of the BCA and this could necessitate an additional fire isolated stairway. The City on the 4th February 2015 suggested that this could be addressed a number of ways:

- Increase the floor area of the building to accommodate the additional stairway;
- Reduce the numbers of dwellings to improve location of the stairway into a compliant position.
- Engage a Private Building Certifier to investigate the option to consider options under the performance criteria of the BCA to address this under a Fire Engineering Solution.

The owner has indicated to the City that a suitably qualified Fire Engineer will be appointed to consider an alternative 'performance based' solution. This will be addressed at the time of building license application.

5.0 Project Variations & Justifications

5.1 Town Planning Scheme No.15

The proposed development has been assessed against the criteria of 'Mixed Use' zone under the City of Belmont Town Planning Scheme no.15 and the proposal generally complies with the intent of development in this zone. A number of variations have been identified below with corresponding justification:

5.1.1 Car Parking

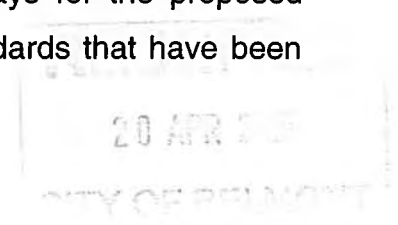
Under Town Planning Scheme No.15 car parking standards are not specified for Serviced Apartments however the City has adopted standards applicable for multiple dwellings under the Residential Design Codes as stipulated previously in this report. In accordance with these standards the following parking standards are required:

Table 2 – Car Parking Requirements

Dwellings	Parking Standard	No. Required	No. Provided	Shortfall
100 Dwellings	0.75 bays per dwelling < 75m ² * 1 dwelling - 75-110m ²	75 car bays	75 car bays	0 car bays
Visitor Bays	Visitors = 0.25 per dwelling	25 car bays	7 provided	18 car bays
Employment Parking	No specified requirement. Assumed 1 per employee.	6 car bays	6 provided	0 car bays
Service Parking	No standard. Assumed 1 required for service vehicle	1 car bay	1 provided	0 car bays
Disabled Parking	No standard. Assumed 1 bay required.	1 car bay	1 provided	0 car bays
			91 bays in total	18 car bays

*All apartments are less than 75m² in area.

The proposed development will fall short of 18 car bays for the proposed development, however it should be noted that the standards that have been



applied, are more akin to dwellings with permanent residence which differ substantially to the type of patrons that will be visiting the short stay serviced apartments. A variation is sought to the proposed shortfall on the following grounds:

- Apartment occupancy – Serviced apartments are seldom full and in most instances it is anticipated that a 75% occupancy rate will apply. In a practical sense this will result in a reduced need for car parking to approximately 57 bays for the people staying at the apartments if the above rate of 0.75 bays applies (assumes 0.75 applies to 75 apartments assuming this is the utilisation rate). This would reduce the need for parking by 18 bays bringing the development within the level of parking that is practically required for the development.
- Public & Alternative Transport – The proposed development is located in close proximity to Great Eastern Highway which is a significant main road distributing traffic from the eastern suburbs to Perth including the domestic and international Perth. The highway is a major public transport link for the eastern suburbs to Perth and the proposed development site is well serviced by this link with several bus stops located in close proximity to the site. It is anticipated that many of the person who would stay at the serviced apartments would be overseas visitors coming directly from the domestic and international airports. Most will be without motor vehicles and would rely on taxi and public transport. In some instances it is expected that a hire car would be used however there is adequate parking bays provided on site for this to occur. There is also a concierge for taxi's and buses to enter the site and drop off visitors at the front of the building.
- General No. Parking - The proposed development provides adequate off-street parking for service vehicles (1 bay provided and dedicated for linen/services) and 6 bays for employees (1 for each and also dedicated parking). A bay is also dedicated to disabled access. This will leave at any one time approximately 83 bays for people staying at the short stay apartment and for visitors which is considered more than adequate given the nature of the use proposed and the proximity of

proposed development to Great Eastern Highway which is well serviced by public transport and taxi services.

5.1.2 Bicycle Stands

Under Town Planning Scheme No.15 bicycle stands are not specified for Serviced Apartments however the City has adopted standards applicable for multiple dwellings under the Residential Design Codes as stipulated previously in this report. In accordance with these standards a total of 43 bicycle stands are required. This is derived from 1 stand for every 3 apartments (33) and 1 stand for every 10 apartments for visitors (10). It should be noted that this standard is more akin to permanent residential accommodation and not short term accommodation as proposed. The provision of 16 bicycle stands is more than adequate given that the majority of visitor staying on location will only stay for 2 to 3 days and are likely to use public transport or motor vehicle (taxi or hire vehicle) to move around.

5.1.3 End of trip facilities

In the revised development proposal end of trip facilities have been provided on the first floor. This includes a separate room equipped with a toilet, shower and basin for male and female.

5.1.4 Plot ratio and Building Heights

As mentioned previously and articulated in Table 2, the proposed development has been reduced in both scale and size and has had additional land area from the acquisition of the adjoining Lot 207 which has significantly reduced the plot ratio area to below 2.0 (currently 1.49). In respect to building height the previous scheme of 7 storeys has been reduced to 6 storeys with setbacks to adjoining properties increased. Whilst TPS15 does not specify building heights for serviced apartments the following justification is outlined in support of the proposed development:

- Surrounding Development – The area immediately adjacent to and surrounding the subject development site is in transition with the mixed use precinct promoting a significantly high number of commercial and residential uses including short stay apartments, office, and retail and

apartment type developments. This transition leverages off the accessibility of the mixed use site to Great Eastern Highway which is the gateway to major land uses and nearby centres such as the Central Business District of Perth, Burswood Casino and Entertainment Precinct, Belmont Industrial Precinct and the Perth Domestic and International airports. In recent times there has been several new developments along Great Eastern Highway including the 'Springs' Development and the Leighton office and apartment developments all of which propose significant scale and building height. Immediately opposite the subject development site is a 6 storey apartment site with a bulk and scale significantly greater than the proposed development. The proposed development is in keeping with the scale of development that exists and is emerging in the mixed use area.

- Overshadowing / Privacy – The proposed development has been carefully positioned to ensure overshadowing and privacy of the adjoining properties is within the acceptable development requirements of the Residential Design Codes (refer to shadow diagram and cone of vision plans attached).
- Side Setbacks – The proposed development has been designed to comply with setbacks to all side and rear boundaries as required by the Residential Design Codes.

5.1.5 – Front Setback

In accordance with Town Planning Scheme No.15, a 15m setback is required to the front boundary. For the most part an 8.6m setback is achieved with the exception of a front façade that is joined to a concierge which expands for approximately 1/3 of the front boundary and is located on a zero setback line.

The following justification is provided for the reduced setback:

- The development proposes to relocate parking to the side and rear of the development reserving the front to accommodate taxi and drop off movement. This makes the large front setback unnecessary.
- The setback of the proposed development is consistent with new apartment / mixed use development that is being developed in the

area. This type of development favours a more reduced setback and a greater street presence for the building.

- The front façade structure provides a dual function of supporting a covered area for the concierge and also providing a decorative element to the streetscape. This will enhance the positive interface between the building and the street.
- A increased rear setback will reduce overshadowing to neighbouring lots.

5.1.6 – Front landscaping

In accordance with Town Planning Scheme No.15, a 3m landscaping strip is required along the entire front of the boundary. For the most part a landscape strip of between 1.25m and 2.45m is proposed. The landscape strip however is positioned alongside a relatively wide verge area which provides significant greenery to complement the 'urban' nature of the proposed use. The landowner is willing to consider further planning of trees and other improvements to the verge to compensate for the reduced landscape strip on site.

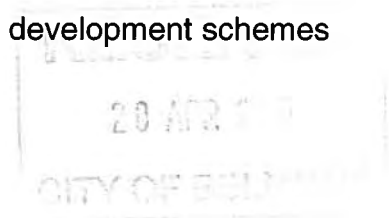
5.1.7 Public Art

The proposed development is required to provide public art that is equal to the value of 1% of the total construction cost for the development. The developer will be looking to work with the City to appoint an artist to incorporate public art within the development site. If this is not possible, the owner will consider providing a 1% contribution to the City of Belmont in lieu of providing public art on site.

6.0 Conclusion

Great care has been taken to ensure the proposed development complies as best as possible with the City of Canning Town Planning Scheme No.15 and that suitable justification is provided for the variations sought with both the Scheme and RCodes.

The development has been scaled down from previous development schemes



but still presents as an 'urban' proposal that will fit in with the 'City Centre' feel that is being promoted for the area and has also responded to comments received from the City of Belmont following the various meetings, that have taken place in October last year and between February and April this year.

The project teams response to the 'urban design principles' set out in this report are articulated in the plans attached to the site analysis report and will serve to help guide the Design Review Panel in their assessment of the proposed development. The proposed development is also supported by a favorable TIS report prepared by Donald Veal Consulting which has been prepared in accordance with Western Australian Planning Commission Guidelines and consideration of the surrounding context and land use that is proposed.

ATTACHMENT 3 – Submissions Table

Lot 204 (2), Lot 205 (4), Lot 206 (6) and Lot 207 (8) Armadale Road, Rivervale

LG Reference: 533/2014

DAP Reference: DAP/14/00602

**CITY OF BELMONT
SCHEDULE OF SUBMISSIONS
PLANNING APPLICATION 533/2014/DAP: 101 SERVICED APARTMENTS, RESTAURANT
LOTS 204, 205, 206, 207 (2, 4, 6, 8) ARMADALE ROAD, RIVERVALE**

No.	Name and Address	Resume of Submission	Officer Comment
1.	<p>L Chen 12 Olsen Bend Harrisdale WA 6103</p> <p>(Owner – Unit 27/1 Fitzroy Road, Rivervale)</p>	<p>Objection.</p> <p>a) Detrimental impact on residential amenity</p> <ul style="list-style-type: none"> - Not enough space between new building and old buildings to maintain privacy/amenity. - Proposal doubles density of adjoining developments and plot size of development does not fit in with neighbouring street pattern. - Density and six storey height is out of proportion to neighbouring two storey flats and houses. - Adversely harms local residents' amenity of safe/available on road parking, green space, privacy, quiet and safe residential area. <p>b) Traffic Congestion - 100 units/92 car bays will mean significant increase in traffic congestion and traffic on local streets.</p> <p>c) Lack of Car parking – proposal and size of plot size contributes to more cars onsite, significant increase in local traffic, loss of on-road parking.</p> <p>d) Out of Character – proposal should respect surrounding character, street landscaping and neighbouring properties. Proposed scale/proportions does not respect spacious two storey scale of development (at No. 1-5 Fitzroy Rd)</p> <p>e) Overshadowing – building is close to my backyard, bedroom and will overshadow my/other properties. Will not get sun after 2pm.</p> <p>f) Loss of Privacy/overlooking – building overlooks my backyard and bedroom. Loss of open space and privacy within my dwelling.</p> <p>g) Loss of view – 6 storey proposal will block our view to sky and city view.</p> <p>h) Noise increase – new additional noise as 100+ residents in close proximity.</p> <p>i) Not comfortable to give access to developer to use our power/utilities.</p>	<p>a) The Mixed Use (MU) zone does not specify side and rear setbacks. The development could seek lesser building setbacks than currently proposed. Proposal generally observes RCodes building setbacks although no statutory requirement to do so. Proposal observes all RCode privacy setbacks. The MU zone does not specify height controls and height/density controls do not apply to serviced apartments (a non residential land use) in either the MU zone or the Residential zone. Building observes Westralia Airport Corporation height controls. It is acknowledged that height/density contrasts with surrounding low level residential land uses/buildings, however the height/number of units is compatible with the 5-6 storey Great Eastern Hwy motor lodge opposite the site, the scale of development intended for the Mixed Use zone abutting/close to GEHway.</p> <p>b) Applicant has provided a Traffic Impact Assessment (TIA) demonstrating that the road network is capable of accommodating the additional traffic generated by the proposed development. This is considered acceptable by the City's Manager Projects and Development</p> <p>c) The TIA assesses the parking demand for the development and considers that the supply of car bays on site is adequate for the proposal. The City's Planning Service parking assessment of the development identifies the onsite parking bay numbers is considered acceptable, assuming that the car stacker configuration is accepted.</p> <p>d) Refer comment in a) above with regard character, scale of development and adjoining/surrounding properties. A reduction in the onsite landscape strip is proposed, which is offset by upgrading the verge with landscape/planting.</p> <p>(Note: The objector (Unit 27 owner) is not a resident of the site and has mistaken the proposed development site for the vacant land at Pt Lot 41 Great Eastern Hwy that is located abutting the north west rear boundary and rear yard of Unit 27. Unit 27 owner's comment with regard overshadowing, privacy, views affecting U27 is made in this context. The comments are not applicable to the current proposal.)</p> <p>e) Overshadowing - Unit 27 is located approx. 35m north west of the subject site and overshadowing (in the afternoon) from the development proposal will not occur.</p> <p>f) Unit 27 is located approx. 35m north west of the subject site and the rear yard/bedroom of U27 is orientated towards Great Eastern Hwy. Overlooking from the development proposal will not occur into U27. In general a multi storey building can view towards into/towards other properties. The multiple dwellings at No. 1 Fitzroy Rd (formerly motel units - change of use approved under appeal) are located in a MU zone and therefore will be subject to a predominantly 'non residential' amenity surrounding their site. There are no specific requirements for non residential buildings/serviced apartments to observe privacy/overlooking. Notwithstanding the proposal observes all RCode privacy setbacks and also</p>

			<p>has larger building setbacks than might be expected of (say) an office building onsite.</p> <p>g) Views – Unit 27 is located approx. 35m north west of the subject site and the rear of the ground floor unit (U27) is orientated towards Great Eastern Hwy. The subject development site is located south east of U27 and views of the city do not exist in this direction.</p> <p>h) Compared with the current vacant site, noise will increase. Noise from vehicles, people movement/talking is expected for any development. The major potential noise generators relate to the car stacker operations, service vehicle/bin area. An Acoustic report is provided to demonstrate that noise emissions will be compliant with the <i>Environmental Protection (Noise) Regulations 1997</i>.</p> <p>i) Use of services/discussion between strata owners is not a planning issue for consideration</p>
2.	<p>E Muzjezinovic and M Burford Unit 20/1 Fitzroy Road Rivervale WA 6103</p> <p>(Owner/occupier)</p>	<p>Objection.</p> <p>a) Building and density (100 dwellings) is too big for land. Not sufficient area for landscaping. No trees will grow 6 storeys high to give privacy for Fitzroy residents.</p> <p>b) Our unit directly overlooks the development on the fence line.</p> <p>c) Rubbish bin area is located near our balcony and will deter our use due to rubbish/smell.</p> <p>d) Character of area is changed by 6 storey bulky building on small lot. Fitzroy blocks have unique low storey architecture, space for storage, car parks, walkways.</p> <p>e) Overshadowing – Building height, bulk and closeness to fence line means enormous overshadowing and significant reduction of daylight/sunlight into our unit.</p> <p>f) Overlooking – Building height, architecture overlooks our unit. All Fitzroy blocks (at No. 1 Fitzroy Rd) are 2 storeys with balconies facing street rather than each other – the development breaks this pattern.</p> <p>g) 100 units on small block with induce noise and overcrowding compared with 40 units over 5 (building) blocks over large area (at No. 1 Fitzroy Rd) so noise/crowding kept to minimum.</p> <p>h) Would not object to low level residential/business building matching character of area.</p>	<p>(Note: Reference to the 'Fitzroy blocks' in the submission appears to refer to the 5 buildings that form the group of multiple dwellings at No. 1 Fitzroy Rd. Unit 20 is an upper level unit, near the south east boundary of No. 1 Fitzroy St. Unit 20 (windows/balcony) is located opposite the rear boundary of the development site.)</p> <p>a) Refer comments in a), d), f) above.</p> <p>b) Noted. A balcony and windows are located on the north east side of Unit 20, which is situated approximately 6m for the common rear boundary of the development. The dwelling windows/balcony will overlook the roof of the proposed rear car stacker.</p> <p>c) The rubbish/bin store is proposed to be located approximately 25m diagonally east of Unit 20. It is likely that the bin store will be visible from Unit 20 windows/balcony. Individual bins require a lid/cover and this should reduce/prevent any odours and/or windblown rubbish from the bin/s. A submission of a waste management plan is applied as a condition of planning approval that will document the operator's appropriate management of the bin area/service collection.</p> <p>d) Refer comments in a), d), f) above</p> <p>e) Noted. The proposed building will overshadow 100% of Unit 20. However the assessment based on the total (parent) Lot 400, within which Unit 20 is located has a complying overshadowing amount (5.99%) having regard for RCode overshadowing considerations.</p> <p>f) Major openings and balconies will view towards Unit 20. There are no specific requirements for non residential buildings/serviced apartments to observe privacy/overlooking setbacks. Notwithstanding the proposal does observe all RCode privacy setbacks and also has larger building setbacks than might be expected of (say) an office building onsite and provides a greater level of privacy for dwellings at No.1 Fitzroy St. Refer Submission 1 comments in a) with regard height.</p> <p>g) Refer Submission 1 comment h) above.</p> <p>h) Noted.</p>
3.	<p>K Robson Unit 15/1 Fitzroy Road Rivervale WA 6103</p> <p>(Owner/occupier)</p>	<p>Objection</p> <p>a) Object to building 6 storey height – too high, will overwhelm adjoining one/two storey residential.</p> <p>b) Overshadowing – will occur over my property, reduce light and sunlight over outdoor area, greater use of electric lighting, heating, reduced comfort, ambience.</p> <p>c) Car parking – 92 car bays are not all occupants bays so shortage of</p>	<p>(Note: Unit 15 is a ground floor unit with a courtyard abutting the south east boundary of No. 1 Fitzroy St. Unit 15 is located diagonally below Unit 20.)</p> <p>a) Refer Submission 1 comment a) above.</p> <p>b) Noted. The proposed building will overshadow approximately 50% (12m2) of Unit 15 rear courtyard. However the assessment based on the total (parent) Lot 400, within which Unit 15 is located, has a complying overshadowing amount (5.99%) having regard for RCode overshadowing</p>

		<p>onsite parking will create parking and traffic problems on street.</p> <p>d) Car stackers are open, take 3 minutes to complete stack, with warning alarm and sound will travel day and night.</p> <p>e) Windows and balconies will overlook my private courtyard and the common property of my residential complex.</p> <p>f) No. 8 Armadale should not have its zoning changed from residential to mixed use. There is enough commercial in this area.</p>	<p>considerations.</p> <p>c) Refer Submission 1 comments b) and c) above.</p> <p>d) The stackers are screened with a decorative powder coated door at ground level and concrete facade at the upper level screen the cars/stacker. The City's Officers' viewed the operation of a similar car stacker no warning alarms operate during operation. The duration of operation varies with the size/number of bays. An Acoustic Report demonstrates that the noise emissions are compliant with the relevant legislation.</p> <p>e) Major openings and balconies will view towards Unit 15 courtyard. There are no specific requirements for non residential buildings/serviced apartments to observe privacy/overlooking setbacks. Notwithstanding the balconies observe a setback of 19m for the portion of the building adjacent to Unit 15. There is a total distance of approx. 33m between the proposed balconies and Unit 15 courtyard. All RCode privacy setbacks (7.5m) are observed. The proposal also has larger building setback than might be expected of (say) an office building onsite and provides a greater level of privacy for dwellings at No.1 Fitzroy St.</p> <p>f) No.8 Armadale does not require a rezoning to allow serviced apartments or a carpark. These land uses are ('D) discretionary land uses within a Residential zone.</p>
4.	<p>X Yang Wu and P Yang 7 Fitzroy Road Rivervale WA 6103</p> <p>(Owner/occupier)</p>	<p>Objection.</p> <p>a) Overshadow covers full (100%) of north opening boundary of property and to a depth of about 4metres. RCodes say development should not seriously affect solar access for neighbours. There is a maximum allowable into north facing opening of properties. Design is against RCodes, not good and plan should be changed.</p> <p>b) About 1.5m of the building has no setback to our north boundary – may need modifying.</p> <p>c) Backyards of adjoining properties are exposed to (views) from some balconies of the proposed building.</p>	<p>a) The development is not a residential development that necessitates an overshadowing assessment, however the City is required to have consideration for clause 10.2 (o) of the Scheme (“.....<i>the relationship of the proposal to development on adjoining land or on land in the locality.....</i>”) and an overshadow assessment is commonly requested where a multi storey building may affect adjoining residential landuse. It is acknowledged that overshadowing (midday 21 June) affects 11% of the residential R20 site - Lot 226 (No. 7) Fitzroy Street - which adjoins the sthwest boundary of the subject site. Overshadowing covers the full width (15.1m) of the lot and to a depth of 5.3m into the rear area of the lot where trees, garden, lawn area exists. In addition, a 2m wide/16m long shadow extends along the nthwest side of Lot 226 and up to the rear of the dwelling on site. The 11% overshadowing remains within the RCodes 'deemed to comply' 25% provisions over an R20 site.</p> <p>b) A 1.5m length/2.4m high parapet wall associated with the car stacker at the rear of the site abuts the common boundary with Lot 226. The parapet complies with the provision for a parapet wall within an R20 code for Lot 226 being a maximum length 9m, height 3.5m max/3m average.</p> <p>c) Refer Submission 1, comment f) above.</p>
5.	<p>V Palladino 15 Fitzroy Road Rivervale WA 6103</p> <p>(Owner/occupier)</p>	<p>Objection</p> <p>a) Object to building 6 storey height – too high in residential area.</p> <p>b) 100 apartments will increase traffic down local residential streets now that can only turn left into Great Eastern Highway.</p> <p>c) Current reduced privacy from other Lodge (Great Eastern Motor Lodge – No. 73 GEHway, cnr Armadale Rd, Toorak Rd), so another 6 storey building will cause more loss of privacy.</p> <p>d) Do not object to progress, but should be limit on height and size in residential areas.</p>	<p>a) Refer Submission 1 comment a) above.</p> <p>b) Refer Submission 1 comment b) above and Submission 5 comment e) below.</p> <p>c) Refer Submission 1 comment f) above.</p> <p>d) Refer Submission 1 comment a) above with respect to height.</p>
6.	B and M Killigrew	General Support for significant residential density near major transit corridors,	In part the submission misinterprets the proposal as permanent residential land

	<p>11 Fitzroy Road Rivervale WA 6103</p> <p>(Owner/occupier)</p>	<p>but have a number of concerns about proposal.</p> <p>a) Height/bulk is compatible with proximity to transit corridors and Mixed Use zone, but scheme has nil consideration for surrounding uses/zones, which leads to 6 storey building beside R20 single residential homes. City should have 'precinct plan' or 'tailing down'/hierachy of height/density from the highway to the lower density areas further away/near Newey Street. Should occur immediately. This would alleviate concerns.</p> <p>b) Serviced apartments more suited to a site abutting GEHway. Sites further removed are more appropriate for permanent residential dwellings due to higher amenity location/reduced traffic noise/closer to single residential.</p> <p>c) Size of apartments are small – appear 20m2-25m2 – like transient workers mining accommodation. Permanent residential dwellings size/design should be higher standard.</p> <p>d) Carstacker – no information about this equipment and no clear elevation available. Equipment will have a finite life and high maintenance expected to ensure limit to noise and vibration. Noise/vibration increase will affect amenity of neighbours.</p> <p>e) Traffic movements have increased through residential streets due to restricted left in/left out turns only at Great Eastern Hway and Armadale Rd. To proceed eastwards along Great Eastern Hway it is necessary to move through local street – Armadale, Newey, Kooyong – to traffic lights at Great Eastern Hway/Kooyong intersection or alternatively a more indirect route through to Belmont Ave. The increase in traffic volumes/movement along these streets increases the difficulty in crossing Kooyong Rd and presents safety concerns for pedestrians/children walking towards St Augustine school in Gladstone St. An increase in developments such as the proposed will exacerbate the issues. The City should consider broader traffic management strategies for this area.</p>	<p>use rather than proposed Service Apartment (short stay accommodation).</p> <p>a) Noted. However, a 'tailoring' of building height has not been considered between the interface of development on/close to GEHway in the Mixed Use zone and abutting/nearby low density residential land.</p> <p>b) The Mixed Use zone and the ability to consider serviced apartments on this site have existed since 1999 under the former Town Planning Scheme No. 14. The site is only 36m from GEHway, is directly opposite GEHway Motor Lodge which extends 134m down Armadale Rd. The subject site is not fully within a residential locality/amenity.</p> <p>c) Serviced apartments are not permanent residential dwellings and are not subject to the 40m2 minimum plot ratio floor area of a multiple residential dwelling. Notwithstanding, the development is required to comply with 'Lodging House' regulations, which includes minimum m2 for varying rooms/facilities. The Manager Environmental Health confirms the apartment room sizes/layout complies.</p> <p>d) Current plans demonstrate the south east external facade of the car stacker. A decorative powder coated door at ground level and concrete facade at the upper level screen the cars/stacker. A condition of planning approval requires the applicant / owner to provide a management and maintenance plan to the satisfaction of the City.</p> <p>e) The Great Eastern Hway left in/left out will cause some traffic to move through local roads, however 'U' turns for car movements is available at Great Eastern Hway/Kooyong traffic intersection will also assist traffic movement seeking an eastward direction (from the subject site) rather than traversing local roads. Due to the nature of serviced apartments (guests on holidays, business trips/conferences etc) their traffic movements are unlikely to all coincide with the peak hour/school times that the submission refers. The TIA assesses a very low entry/exit of vehicles from the development site during peak hours. The capacity of local roads is considered capable of accommodating increased traffic movement from the serviced apartments. There is no strategic traffic study being undertaken in this area.</p>
7.	<p>D Aitken Unit 14/1 Fitzroy Road Rivervale WA 6103</p> <p>(Owner)</p>	<p>Comment only as an adjoining owner of a strata development.</p> <p>a) Please add 'advice note' for DAP to require developer/builder to undertake a 'dilapidation report' of immediate adjoining buildings (i.e. 1-5 Fitzroy Rd) prior to any works on site and post completion of all works.</p>	<p>Noted.</p> <p>a) There is no mandatory requirement under Building legislation for the builder to undertake a dilapidation survey of surrounding properties/buildings to monitor pre and post work conditions of the surrounding buildings. However, a Footnote will be added to the planning approval.</p>
8.	<p>C and J Lewis P.M.B 3 Port Hedland WA 6721</p> <p>(Owner – Unit 29 and 30/1 Fitzroy Road, Rivervale)</p>	<p>Support proposal.</p>	<p>Noted.</p>

ATTACHMENT 4 – Acoustic Assessment (Revision 3; 20 April 2015)

Lot 204 (2), Lot 205 (4), Lot 206 (6) and Lot 207 (8) Armadale Road, Rivervale

LG Reference: 533/2014
DAP Reference: DAP/14/00602

ACOUSTIC ASSESSMENT

RIVERVALE APARTMENTS

LOTS 204, 205, 206 & 207 - #2, 4, 6 & 8
ARMADALE RD RIVERVALE WA 6103



prepared for

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C. CAR PARKING.
M. MECHANICAL SERVICES.
N. NOISE REGULATIONS.
R. RESTAURANT LOBBY LOUNGE.
S. SERVICE VEHICLES.
T. TRANSPORT NOISE.
W. WIND ROSES.

Appendices:

C1 CAR STACKER L_{Amax}:
C2 CAR STACKER LA01:
C3 CAR STACKER LA10:

S1 BIN TRUCK L_{Amax}.
S2 BIN TRUCK LA01.
S3 BIN TRUCK LA10.
S4 BIN TRUCK.

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REFERENCES

- A. Building Code of Australia 2014 Volume 1.
- B. Environmental Protection (Noise) Regulations 1997.
- C. Australian Standard 2107 - 2000 'Acoustics - Recommended design sound levels and reverberant times for building interiors'.
- D. OMNI Design Australia Revision K drawings as at 07 November 2014 (received 18 NOV 14).
- E. State Planning Policy 5.4 '*ROAD AND RAIL TRANSPORT NOISE AND FREIGHT CONSIDERATIONS IN LAND USE PLANNING*', gazetted 22 SEP 2009 Gazette No 169 Special; and Attachment 2 *IMPLEMENTATION GUIDELINES* May 2009 for SPP 5.4 'Road and Rail Transport Noise and Freight Considerations in Land Use Planning'

REVISIONS

Revisions to the report compared to the previous report, if any, are contained in italics for the paper copy and in red italics text for the PDF copy of the report.

Revision N°:	Date:	Comment	Status
0	23 JAN 15	Development Approval	Superseded
1	23 JAN 15	Development Approval	
2	9 MAR 15	Development Approval	
2.1	16 MAR 15	Development Approval (DA)	
3	16 MAR 15	<i>Development Approval (DA)</i> <i>With Relocated 23 bay car stacker</i>	<i>Current</i>



SUMMARY

- 0.0 This section provides a summary of the essential components of the report.
- 0.1 All conclusions, opinions and recommendations are subject to the assumptions, limitations and recommendations contained within the report.
- 0.2 The detailed assessment are contained as follows:
- Section 4.1 and Annex C Car Parking.
 - Section 4.2 and Annex M Mechanical Services.
 - Section 4.3 and Annex R Restaurant Lobby Lounge.
 - Section 4.4 and Annex S Service Vehicles.
 - Section 4.5 and Annex T Transport Noise.
- 0.3.1 The following key conclusions, opinions and recommendations are noted:
- a. **Car Parking:** ND Engineering's opinion is that car parking, *based on the relocated 23 bay car stacker*, would comply with Reference B, the Noise Regulations, at all times subject to various recommendations including:
- (1) *Acoustic treatments to the concrete soffits of the 29 bay car stacker and metal roofs elsewhere including the 19 bay and relocated 23 bay car stacker, and acoustic treatments to all of the internal concrete walls of the relocated 23 bay car stacker; and*
 - (2) *Opening size to the 29 bays car stacker restricted to about 2100 high due to a concrete down turn beam/panel across the front of the car stackers; and*
 - (3) *Provision of a 2.4 m high boundary wall along the rear boundary to Lot 226 between the 19 bay and relocated 23 bay car stacker. See Annex C; and*
 - (4) *Relocating the 23 bay car stacker to the boundary of Lot 208 and reconfiguring it as a two level car stacker. See Annex C; and*
 - (5) The *relocated 23 bay car stacker* to be preferably used for residential overflow with main usage of the car stackers to be the 19 and 29 bay car stacker especially at night time.
 - (6) Car stackers are provided with rubber coated locking pins / safety hooks and electric roller doors with direct mounted (B&D Roller Door with Heavy Duty Rolling Door Opener "GDO-10v@L2 Toro" or equivalent) with all components selected to minimise noise emissions; and
 - (7) *The relocated 23 bay car stacker shall be fitted with a LOW speed motor to reduce noise levels; and*
- b. **Mechanical Services** are required to be fully designed and reassessed under a separate acoustic report at Building Permit Application stage;
- c. **Restaurant Lobby Lounge** areas are subject to a Noise Management Plan.
- d. **Service vehicles** are all subject to a Noise Management Plan with the following points noted:

- (1) ND Engineering's opinion is that general small service vehicles utilising car bay #70 near the kitchen would comply with Reference B subject to the assumptions, limitations and recommendations contained within the report for:
 - Daytime and Evening usage from 7am to 10pm Monday to Saturday; and
 - Daytime and Evening usage from 9am to 10pm Sunday and
 - Public Holidays; and
- (2) Rubbish bin trucks are assumed to come on site once or twice a week, between 7am to 7pm Monday to Saturday, to clear one or two large bins with an anticipated total time on site of three to four minutes with the following outcomes with regards to Reference B:

- (a) Provision of a 2.4 m high boundary wall along the rear boundary to Lot 400 and side boundary to Lot 400.

Relocation of the bin store to car bays 33 & 34 (including provision of a metal roof to the bin store and extending the vegetation buffer from the rear of the stair case to the rear of the bin store)

See **Annex S**.

See also **FIGURE 0.3A – SITE LAYOUT** and **FIGURE 0.3B – SCREEN WALL**.

The preceding for the rubbish bin trucks is all subject to the following assumptions and limitations:

- Rear lift bin truck motor nominally 200 \pm 20 kW generally as per Annex S Appendix S1; and
- Truck front axle on Grid C in marked out truck bay nominally 2.5m Wide x 8m Length on centre line of left hand lane outgoing lane; and
- No reversing permitted the truck is to go straight to the marked out bay; and
- Bin sizes nominally 1100 litres as per Annex S Appendix S1 in order to minimise the number of lifts and subsequently time on site; and
- Bin store is to be lined with the driveway in particular the marked out bay; and
- Bins to be manually moved to the truck for lifting.

e. **Transport Noise** affecting the building envelope glazing requires the following

- (1) Residential Units NW facing GEH & NE facing Armidale Rd to have Rw 36 Laminated glass being either: 10.38 Laminated glass; or 6.5 Laminated Viridian Hush glass; and
- (2) All other residential units SW & SE facing and non-residential to have Rw 33 Laminated glass being 6.38 mm laminated glass.

0.3.2 The following figures are provided: **FIGURE 0.3A – SITE LAYOUT.**

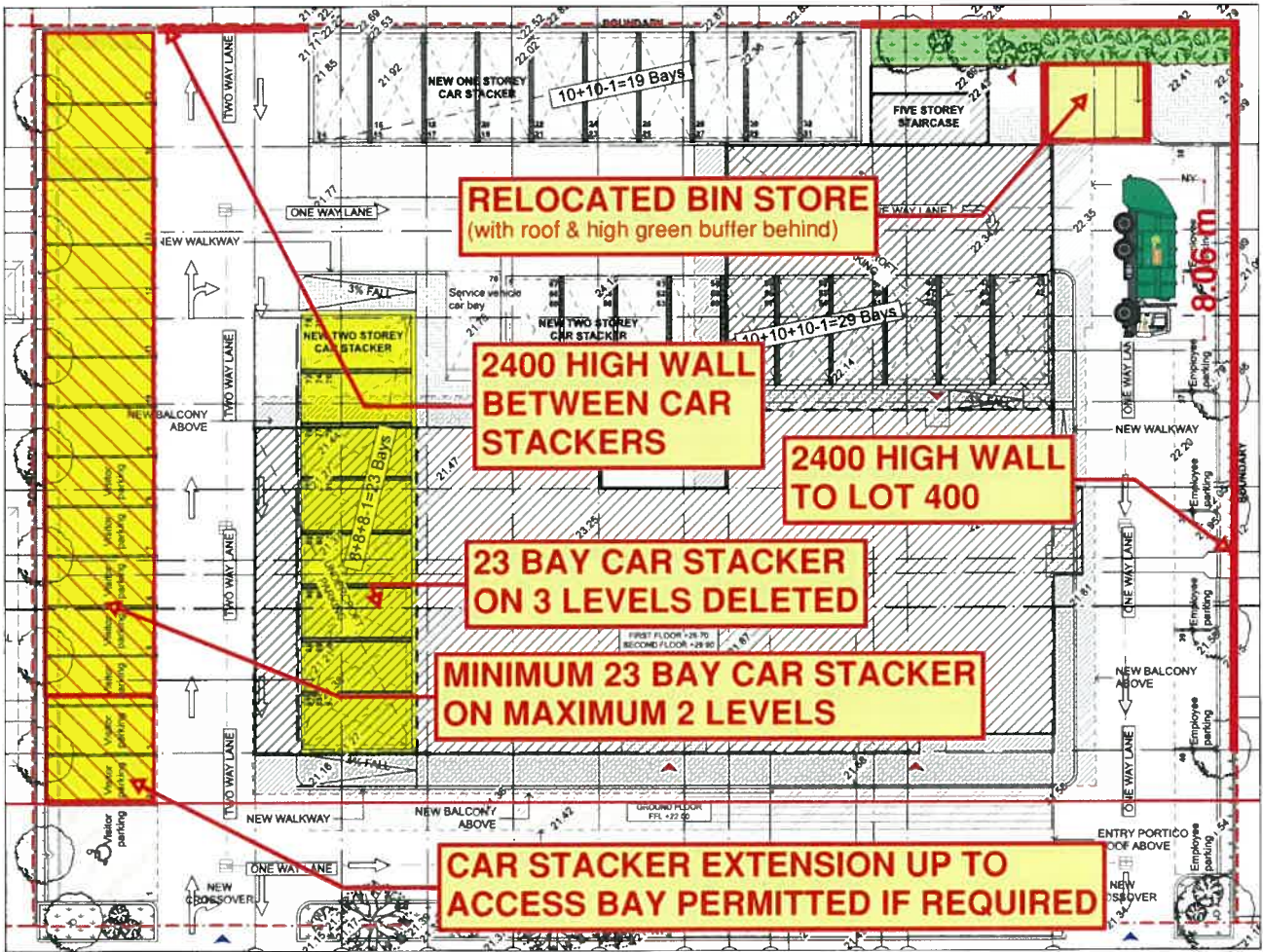


FIGURE 0.3A – SITE LAYOUT

INTRODUCTION

- 1.1 This report for the Development Approval stage covers:
- a. Environmental Protection (Noise) Regulations 1997:
 - Mechanical services noise emissions due to air-conditioning, ventilation fans and refrigeration equipment, car stacker; and
 - Function, lounge and alfresco areas noise emissions primarily due to patrons and music including a preliminary noise management plan; and
 - Service area and Rubbish Loading dock emissions including a noise management plan.
 - b. Environmental noise ingress primarily via the glazing due to traffic; and
 - e. Recommendations which may need further detailed design development by others for the Building Permit Application (BPA) / Building Licence (BL) stage
- 1.2 All conclusions, opinions and recommendations are subject to the assumptions and limitations contained within the report.

ASSUMPTIONS & LIMITATIONS

- 2.1 The following general assumptions and known general limitations are made:
- a. Noise levels, as recommended by Reference C (AS 2107), within the SOU's are excluded from this report as a result of the mechanical services as it is the responsibility of the mechanical services contractor to control air handling noise in their ductwork design and equipment selection; and
 - b. Noise emissions generated by any mechanical equipment is assumed to comply with Reference B (Noise Regulations 1997); and
 - c. Validation of noise levels and/or reverberation times shall be carried out in accordance with the relevant Australian Standard or Regulation including References B (Noise Regulations 1997) and Reference C (AS 2107) and as further detailed:
 - (1) Noise levels measured shall be LAeq based on a representative measurement period of 9 hours for night time from 2200 to 0700 hours and 15 hours for daytime from 0700 to 2200 hours; and
 - (2) Noise levels shall be measured internally in the centre of the room with all windows and doors shut and the room fully furnished for normal occupation. The rooms shall be complete and fitted out for normal use with a reverberation time not greater than 0.5 seconds for bedrooms and 1.0 seconds for all other habitable rooms; and
 - (3) Equipment used for measurements including the sound level meter and calibrator shall comply with Reference B including having a current certificate of calibration in accordance with Reference B; and
 - (4) The residence/apartment shall have been occupied continuously by the same person for a minimum of three months; and
 - d. Internal noise due to any external or internal entertainment activities and/or home theatre rooms associated with the occupants of the SOUs, including their guests/visitors, is excluded as this is a behaviour issue and is dealt with under Reference B (Noise Regulations 1997); and
 - e. External noise generated:

- (1) Is a result of lawful activities; and
 - (2) Complies with Reference B (Noise Regulations 1997).
- f. External noise generated from the following sources are excluded:
- (1) Emergency services vehicles; and
 - (2) Security system alarms; and
 - (3) Aircraft and/or trains; and
 - (4) Construction activities including construction vehicles; and
 - (5) Noise arising from entertainment venues and associated activities; and
- g. The building is correctly constructed for acoustic purposes in accordance with this report and the Building Code of Australia (BCA) and State Regulations, and that building components are fabricated and installed in accordance with suppliers and/or manufacturer's requirements. This includes the correct installation of windows and doors including acoustic sealing and bedding of frames to walls/floors; and
- h. The building is maintained in good condition in particular all doors and windows including moving parts and acoustic seals; and
- i. It is impossible to sound proof this development or any other development. There always will be some degree of audibility as inaudibility is not achievable; and
- j. Noise rating emissions associated with appliances such as washing machines, clothes dryers and refrigerators are excluded from this assessment; and
- k. Noise levels within the residence as a result of the mechanical services as it is the responsibility of the mechanical services contractor to control air handling noise in their ductwork design and equipment selection; and
- l. Equipment, machinery and plant shall be:
- (1) Operated in a lawful manner at all times; and
 - (2) Operated in accordance with manufacturer's recommended operating procedures; and
 - (3) Maintained in good working order in accordance with the manufacturer's recommended maintenance procedure including periodic maintenance intervals.
- 2.2 The following specific assumptions and specific limitations are made:
- a. Reference A covering 'Building Code of Australia' requirements does not form part of this report and will be addressed in a later report at the time of Building Permit Application (Building Licence); and
 - b. Refer elsewhere in the report including summary, annexes and appendices for specific assumptions and limitations.

SITE AND NOISE DESCRIPTION

- 3.1 The proposed development, as per the drawings at Reference D, essentially comprises:
- a. Ground floor:
 - (1) External Parking including three car stackers (Class 7a);
 - (2) Internal Restaurant, Reception, Foyer, Lounge, Internet Room and Office;
 - b. 1st to 5th floor apartments;
 - c. Roof top central plant area.
- 3.2 The site is at Armadale Road located between 50 to 125 metres South of Great Eastern Highway (GEH).

The site is within an area designated by the City of Belmont's Local Planning Scheme 15 (CoB LPS 15) being zoned residential for Lot 207 located furthestmost from GEH with the remainder of the site zoned Mixed Use . See Figure 3.1 below.



FIGURE 3.1 – AERIAL PHOTO

- 3.3.1 The only significant noise source affecting the site is GEH.
- 3.3.2 The following are noted regarding other noise sources that do not affect the site:
- a. Acceleration and braking noises are insignificant as there are no traffic lights within 150 metres and no bus stops within 50 metres;
 - c. The site is below the Ultimate Capacity ANEF 20 contour for Perth Airport.

ASSESSMENT

4.0.1 The assessment section contains the following subsections:

- 4.1 Car Parking
- 4.2 Mechanical Services.
- 4.3 Restaurant Lobby Lounge
- 4.4 Service Vehicles.
- 4.5 Transport Noise

4.0.2 Reference A covering 'Building Code of Australia' requirements does not form part of this report and will be addressed in a later report at the time of Building Permit Application (Building Licence).

4.0.3 All conclusions, opinions and recommendations are subject to the assumptions and limitations contained within the report.

CAR PARKING – Assessment

4.1.1 The relevant Reference for this part of the assessment is Reference B the Noise Regulations with the relevant assigned noise levels criteria detailed in Annex N '*Noise Regulations*'.

4.1.2 The detailed assessment is contained in Annex C '*Car Parking*'.

MECHANICAL SERVICES PARKING – Assessment

4.2.1 The relevant Reference for this part of the assessment is Reference B the Noise Regulations with the relevant assigned noise levels criteria detailed in Annex N '*Noise Regulations*'.

4.2.2 The detailed assessment is contained in Annex M '*Mechanical Services*'.

RESTAURANT LOBBY LOUNGE – Assessment

4.3.1 The relevant Reference for this part of the assessment is Reference B the Noise Regulations with the relevant assigned noise levels criteria detailed in Annex N '*Noise Regulations*'.

4.3.2 The detailed assessment is contained in Annex R '*Restaurant Lobby Lounge*'.

SERVICE VEHICLES – Assessment

4.4.1 The relevant Reference for this part of the assessment is Reference B the Noise Regulations with the relevant assigned noise levels criteria detailed in Annex N '*Noise Regulations*'.

4.4.2 The detailed assessment is contained in Annex S '*Service Vehicles*'.

TRANSPORT NOISE – Assessment

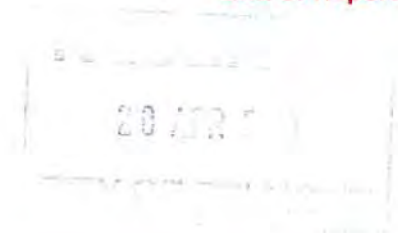
4.5.1 The relevant Reference for this part of the assessment is Reference E being SPP 5.4 and Reference C being AS 2107.

4.5.2 The detailed assessment is contained in Annex T '*Transport Noise*'.

RECOMMENDATIONS

- 5.1 The recommendations presented in this report are in outline format only and require:
- a. Detailed final design of components by appropriately experienced persons in accordance with the current relevant editions of Australian Standards, Regulations, Gas Installation Code/s and the Building Code of Australia.
 - b. Completion of minor details, including acoustic/vibration details, on site by competent and qualified tradesmen and technicians.
 - c. New materials and equipment shall be installed in accordance with the manufacturer's and/or supplier's instructions. New materials and equipment shall also comply with, and be installed in accordance with, the Building Code of Australia.
 - d. Installer of materials and/or equipment shall comply with:
 - (1) Regulatory safety requirements.
 - (2) The safety procedures on the relevant Materials Safety Data Sheets (MSDS).
 - (3) The site safety requirements including the wearing of protective clothing such as safety boots, safety glasses, safety goggles and hard hats.
 - e. Any person utilising this report, including the Builder, shall conduct a site inspection to fully determine the extent of their work and the nature of the site.
 - f. Relocated materials and equipment shall be installed in accordance with the manufacturer's and/or supplier's instructions.
 - g. A professional Structural Engineer shall be engaged to provide structural advice on any recommendations that impose additional loads on the building structure.
 - h. A Building Designer shall be engaged to provide a detailed design and specification on all recommendations.
 - i. A Building Designer and/or Builder shall be engaged to arrange for development application, building licence and any other submissions required by the local government authority.
 - j. The recommendations contain minimum acoustic requirements. Where the BCA requires a higher level of construction then that higher level of construction shall apply including fire resistance levels, wind loadings and safety glass.
- 5.2 All conclusions, opinions and recommendations are subject to the assumptions and limitations contained within the report.
- 5.3 Implement the recommendations contained both in the:
- a. Assessment sections of this report; and
 - b. Annexes to this report.

End of Report



ANNEXES:

- C. CAR PARKING.
- M. MECHANICAL SERVICES.
- N. NOISE REGULATIONS.
- R. RESTAURANT LOBBY LOUNGE.
- S. SERVICE VEHICLES.
- T. TRANSPORT NOISE ASSESSMENT.
- W. WIND ROSES.

APPENDICES:

- C1 CAR STACKER L_{Amax}.
- C2 CAR STACKER LA01.
- C3 CAR STACKER LA10..*

- S1 BIN TRUCK L_{Amax}.
- S2 BIN TRUCK LA01.
- S3 BIN TRUCK LA10.
- S4 BIN TRUCK.

ANNEX C – CAR PARKING

C1.1 The relevant Reference for this part of the assessment is Reference B the Noise Regulations with the relevant assigned noise levels criteria detailed in Annex N 'Noise Regulations'.

C1.2 The assessment is carried out in the following figures:

a. Appendix C1 – CAR STACKER L_{Amax}:

FIGURE C1.1 – DAY L_{Amax} 1800 mm Wall
FIGURE C1.2 – EVENING & NIGHT L_{Amax} 1800 mm Wall

b. Appendix C2 – CAR STACKER L_{A01}:

FIGURE C2.1 – MONDAY TO SATURDAY LA₀₁ 1800 mm Wall
FIGURE C2.2 – SUNDAY & PUBLIC HOLIDAYS LA₀₁ 1800 mm Wall
FIGURE C2.3 – EVENING LA₀₁ 1800 mm Wall
FIGURE C2.4 – NIGHT LA₀₁ 1800 mm Wall.

c. *Appendix C3 – CAR STACKER L_{A10}:*

FIGURE C3.1 – MONDAY TO SATURDAY LA₁₀
FIGURE C3.2 – SUNDAY & PUBLIC HOLIDAYS LA₁₀
FIGURE C3.3 – EVENING LA₁₀
FIGURE C3.4 – NIGHT LA₁₀.

C1.2.1 The following modified assigned noise levels table for the residential units (R) taken from Annex N, cross references the various Figures within this Annex with the assigned noise levels..

TABLE N5 – ASSIGNED NOISE LEVELS				
For noise sensitive premises at locations within 15 m of a building directly associated with a noise sensitive use.				
Time of day		Assigned Noise Levels dB(A) - IF6 / IF2		
		LA10	LA1	L _{Amax}
Day	0700-1900 hrs Monday to Saturday	51 / 47	61 / 57	71 / 67
	0900-1900 hrs Sunday & Public holidays	Figure C3.1	Figure C2.1	Figure C1.1
Evenings	1900-2200 hrs all days	Figure C3.2 Figure C3.3	Figure C2.2 Figure C2.3	61 / 57
Night	2200-0700 hrs Monday to Saturday	41 / 37	51 / 47	Figure C1.2
	2200-0900 hrs Sunday, Public holidays	Figure C3.4	Figure C2.4	

The various criteria are essentially defined as follows based on a representative measurement period:
- L_{Amax} is the maximum noise level measured;
- LA₀₁ is the highest 1% noise level measured;
- LA₁₀ is the highest 10% noise level measured (also known as the average maximum noise level).
Representative measurement period varies from 15 minutes to 4 hours under Reference B.

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C1.2.2 The typical weekday hourly ambient noise levels LAeq1hr at the Northern corner of the site, Lot 204 and Lot 400 road boundaries is shown in Figure C1.2A and should be compared with the LA10 assigned noise levels for IF6 in Table N5 extract.

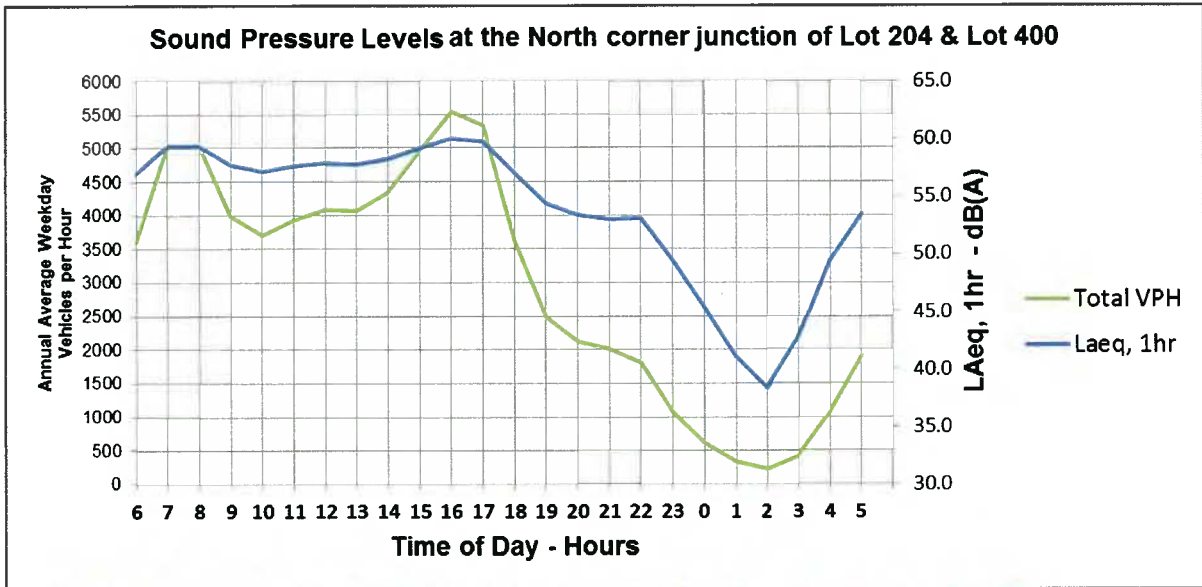


FIGURE C1.2A – Sound Pressure Levels at the Northern corner junction (IF6)

C1.2.3 The typical weekday hourly ambient noise levels LAeq1hr at the Eastern corner of the site, Lot 207 and Lot 208 (#10) road boundaries is shown in Figure C1.2B and should be compared with the LA10 assigned noise levels for IF2 in Table N5 extract.

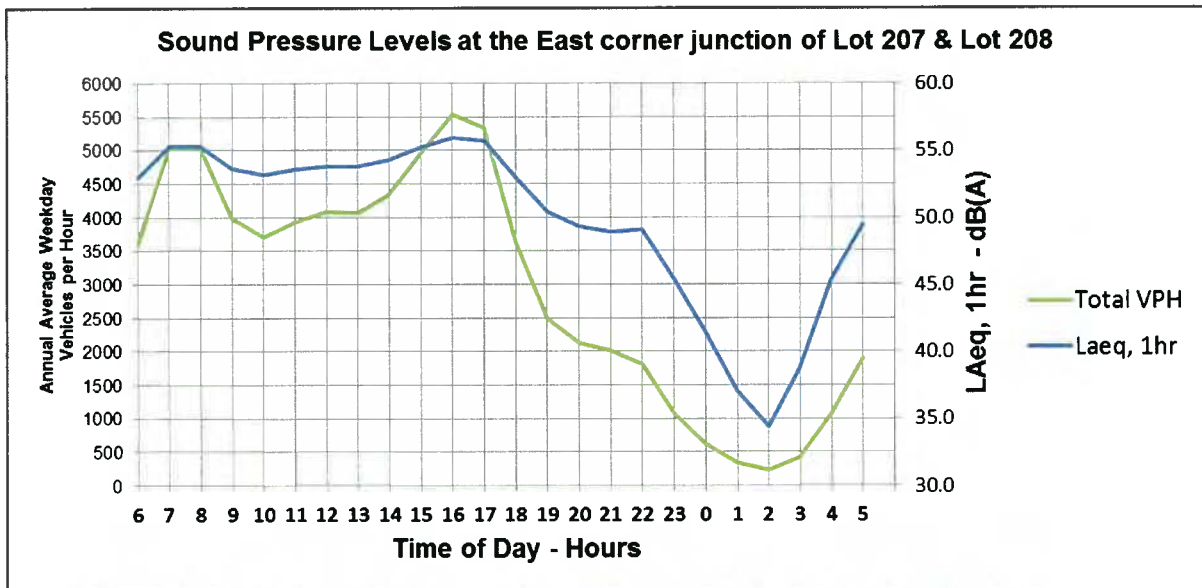


FIGURE C1.2B – Sound Pressure Levels at the Eastern corner junction (IF2)

C2.2 Some of the assessments are subject to a wind speed sensitivity analysis of comparing the calm conditions with the CONCAWE requirements for wind speeds of 4 m/s for daytime 7am to 7pm and 3 m/s for night time 7pm to 7am. The sensitivity analysis was conducted following a review of the annual wind roses (see Annex W) which showed that there were substantial periods of low wind speeds. Wind speeds greater than 5 m/s (18 kmh) generally result in ambient noise levels higher than 45 dB(A) and are thus not considered in the noise assessments.

- C2.3 Comments on the outcomes of each assessment contained in the various Figures is found in the caption below the Figures.
- C2.4 The car stacker noise modelling contained in the Figures is based on using the SoundPlan software with the following assumptions and limitations noted:
- a. Sound Pressure Level (SPL or Lp) noise data for LAmax, LA01 and LA10 were collected from a similar car stacking system located in Goodwood Parade Burswood at about 10pm in order to minimise other noise sources; and
 - b. Sound Power Level (SWL or Lw) data derived from the measured data used in the modelling was LAmax = 84.2 dB(A), LA01 = 75.1 dB(A) and LA10 = 70.3 dB(A); and
 - c. Modelling corrections for special noise characteristics are applied with the:
 - (1) LAmax and LA01 assessed as being non impulsive due to the use of rubber coated locking pins and roller doors; and
 - (2) LA10 being assessed as tonal.
 - d. There are three car stackers for this proposed site totalling 71 bays (23* + 19 + 29) with anticipated peak one hour movements of about 21 cars (6.9* + 5.7 + 8.7) noting that at any time only one car can be moved per car stacker with the anticipated peak hour occurring around GEH morning peak hour traffic for sightseeing or check out time around 10 am or check in time around 2pm; and
 - e. Modelling was carried out with a worst case car stacking cycle time of about 90 seconds with the noise sources placed about 1.0 m Above Finished Ground Level (AFGL) and at a point closest to the nearest residential noise sensitive premises to each car stacker with three cars being moved at the same time;
 - f. Modelling was carried out with various boundary fence heights and at 1.8 m AFGL which essentially covers 95% of the adult male ear height;
- C2.5 All conclusions, opinions and recommendations are subject to the assumptions and limitations contained within the report.
- C3 ND Engineering's conclusion is that:
- a. The residence at Lot 208, 10 Armadale Road* is the noise sensitive premises of interest;
 - b. ND Engineering's opinion is that car parking, *based on the relocated 23 bay car stacker*, would comply with Reference B, the Noise Regulations, at all times subject to various recommendations being implemented.
- C4 ND Engineering's Car Parking recommendations are:
- a. Apply acoustic treatments to the:
 - (1) *Acoustic treatments to the concrete soffits of the 29 bay car stacker and metal roofs elsewhere including the 19 bay and relocated 23 bay car stacker, and acoustic treatments to all of the internal concrete walls of the relocated 23 bay car stacker; and*

Internal concrete walls insulation comprising nominal 50 mm perforated foil faced insulation with a Noise Reduction Coefficient (NRC) of 0.85 such as CSR Glasswool Building Blanket (R1.3) with Thermofoil HD Perforated foil facing or equivalent.

Metal roofs to car stackers and including driveway areas comprising nominal 50 mm anti-condensation insulation with a Noise Reduction Coefficient (NRC) of 0.65 such as CSR Anticon 55 (R1.3) or equivalent; and

- b. *Opening size to the 29 bay car stacker restricted to about 2100 high due to a concrete down turn beam/panel across the front of the car stackers; and*
- c. *Provision of a 2.4 m high boundary wall along the rear boundary to Lot 226 between the 19 bay and relocated 23 bay car stacker. See Annex C; and*
- d. *Relocating the 23 bay car stacker to the boundary of Lot 208 and reconfiguring it as a two level car stacker. See Annex C;*
- e. The *relocated 23 bay car stacker* to be preferably used for residential overflow with main usage of the car stackers to be the 19 and 29 bay car stacker especially at night time.
- f. Car stackers are provided with rubber coated locking pins / safety hooks and electric roller doors with direct mounted (B&D Roller Door with Heavy Duty Rolling Door Opener "GDO-10v@L2 Toro" or equivalent) with all components selected to minimise noise emissions; and
- g. *The relocated 23 bay car stacker shall be fitted with a LOW speed motor to reduce noise levels; and*
- h. As per the following figures provided:
 - (1). FIGURE 0.3A – SITE LAYOUT.
 - (2). FIGURE 0.3B – SCREEN WALL.

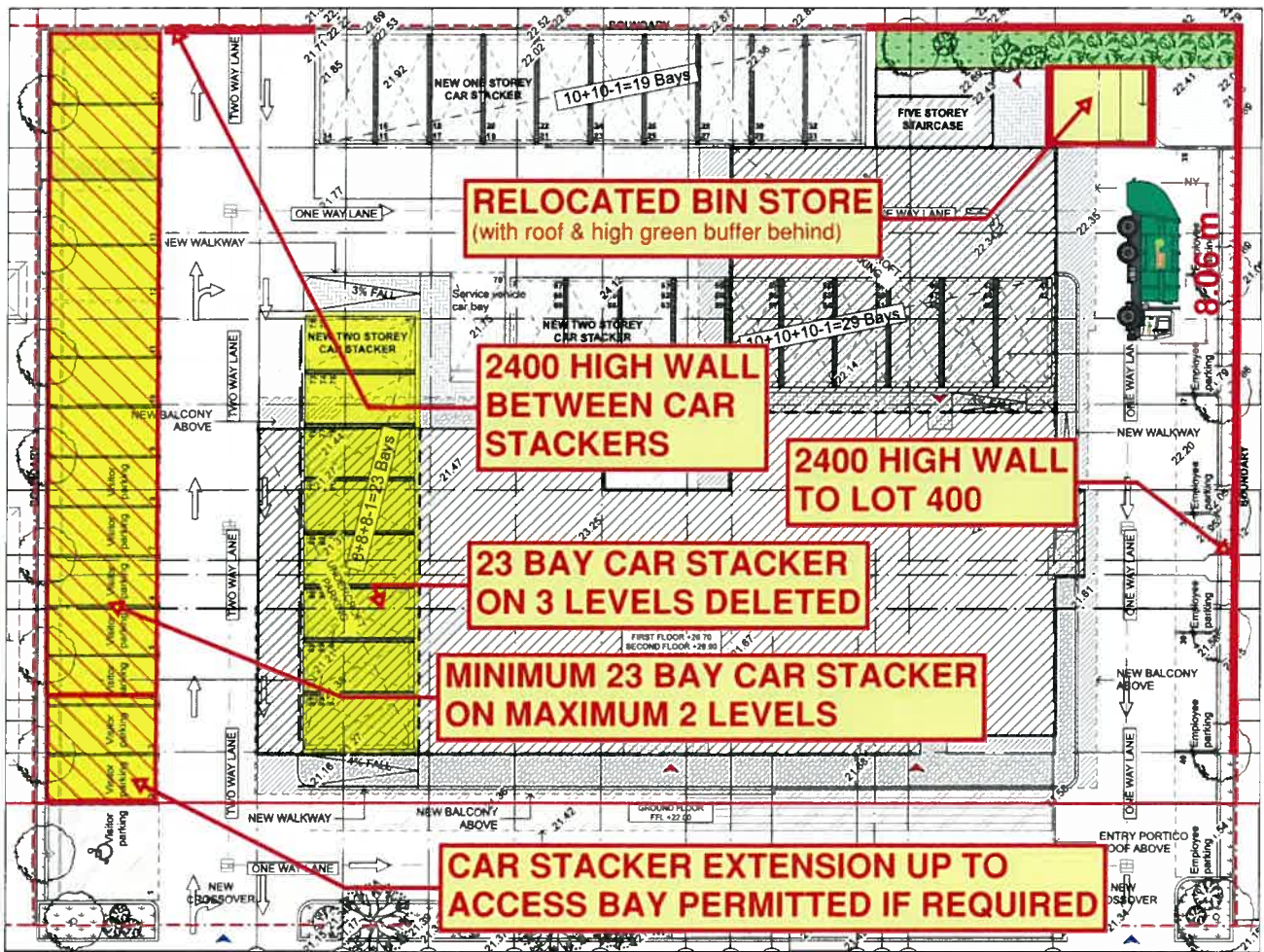


FIGURE 0.3 – SITE LAYOUT

20 APR 2017
 CITY OF PERTH

Appendix C1 – CAR STACKER LAMax

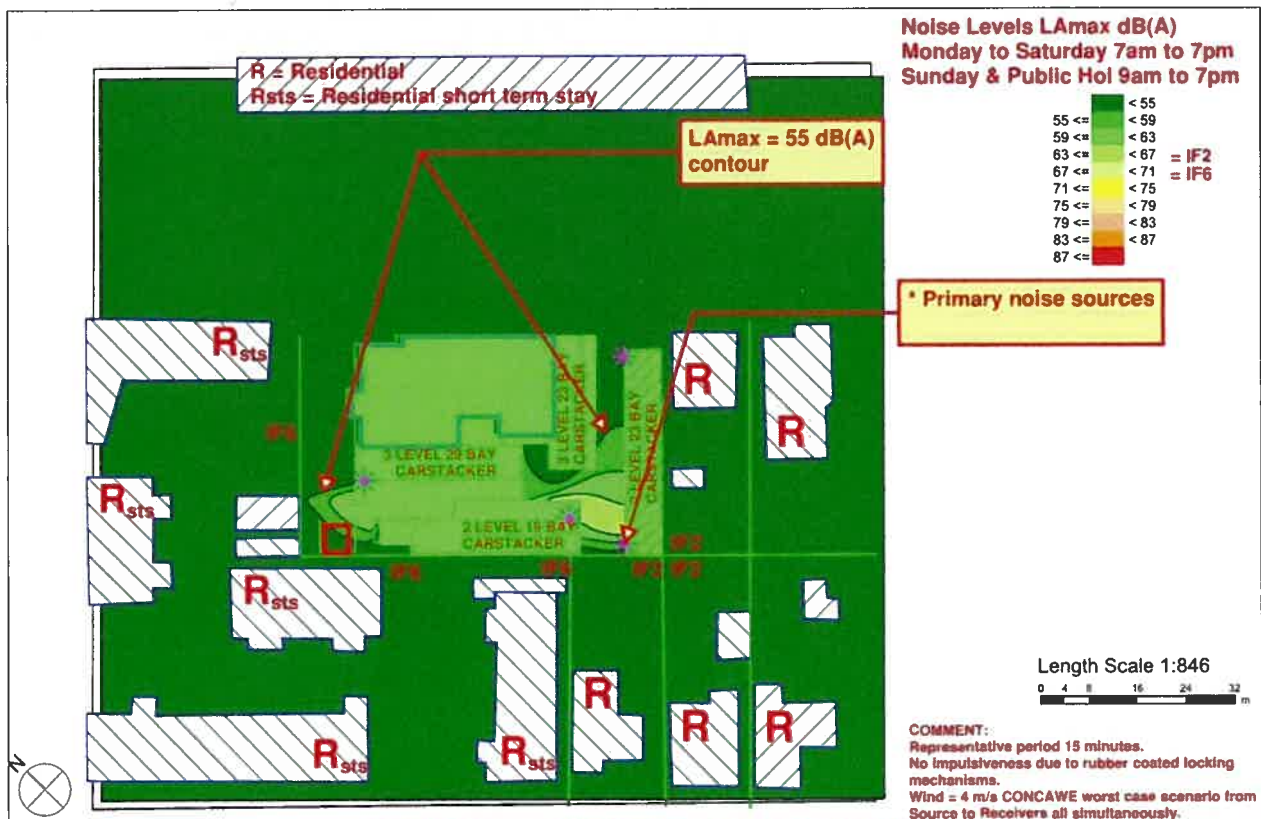
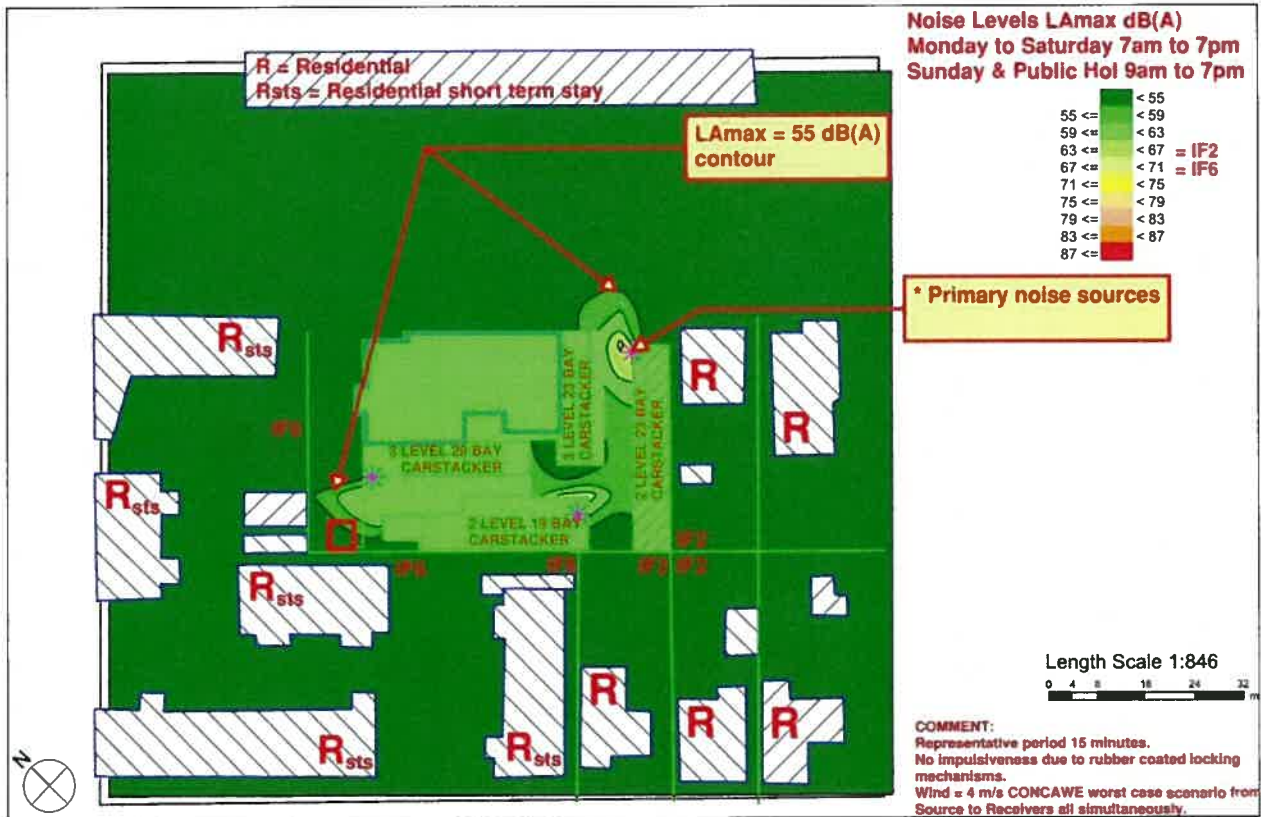


FIGURE C1.1 – DAY LAMax 1800 mm WALL

ND Engineering's opinion is that the LAMax would Comply with the Noise Regulations with CONCAWE $V_{day} = 4m/s$.

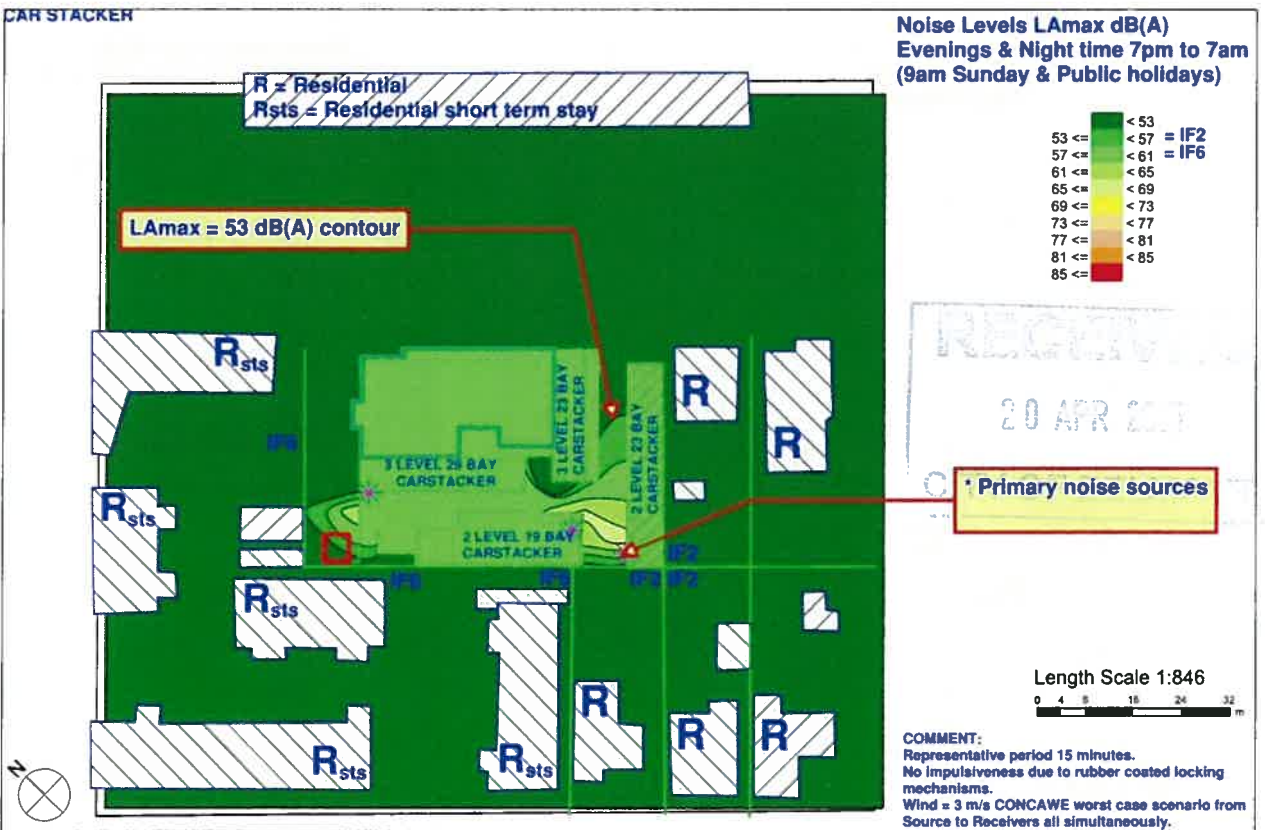
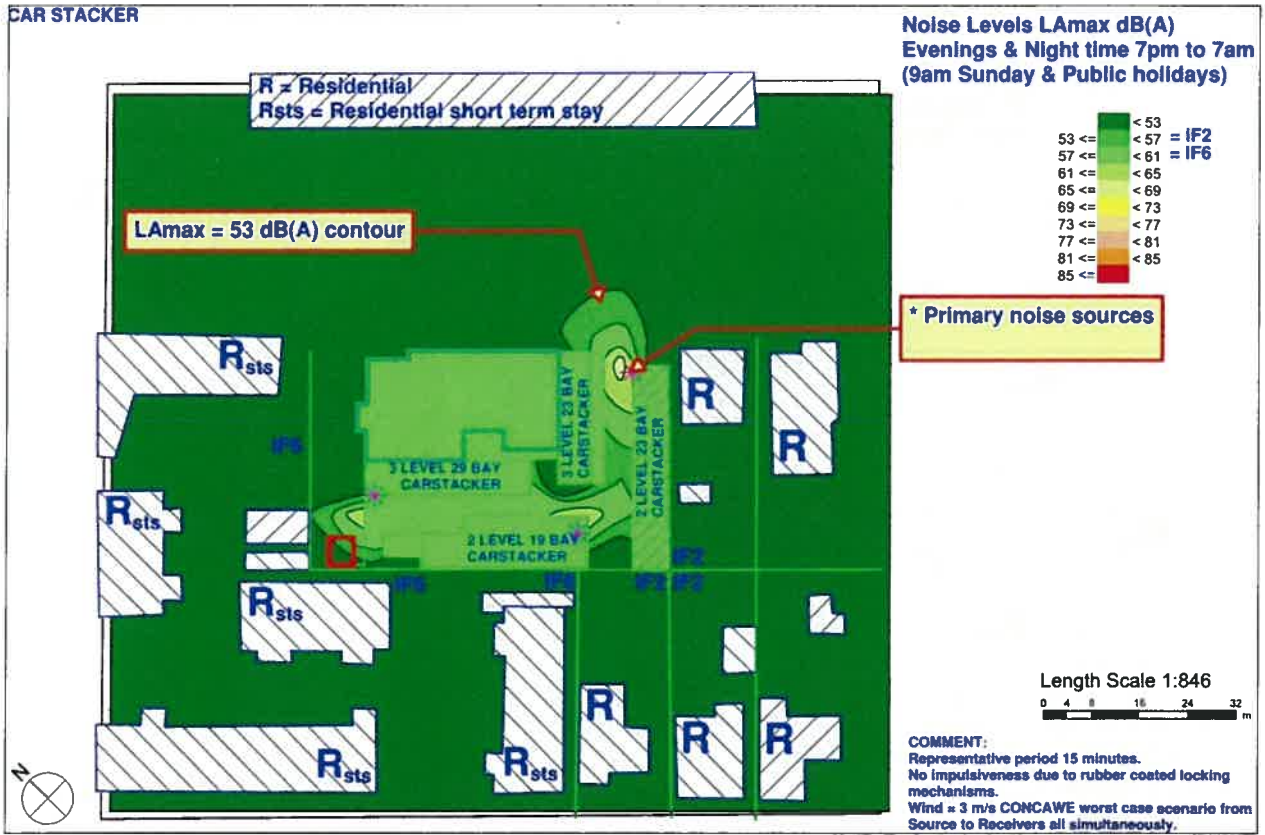


FIGURE C1.2 – EVENING & NIGHT L_{Amax} 1800 mm Wall

ND Engineering's opinion is that the L_{Amax} would Comply with the Noise Regulations with CONCAWE V_{day} = 3m/s.

Appendix C2 – CAR STACKER LA01

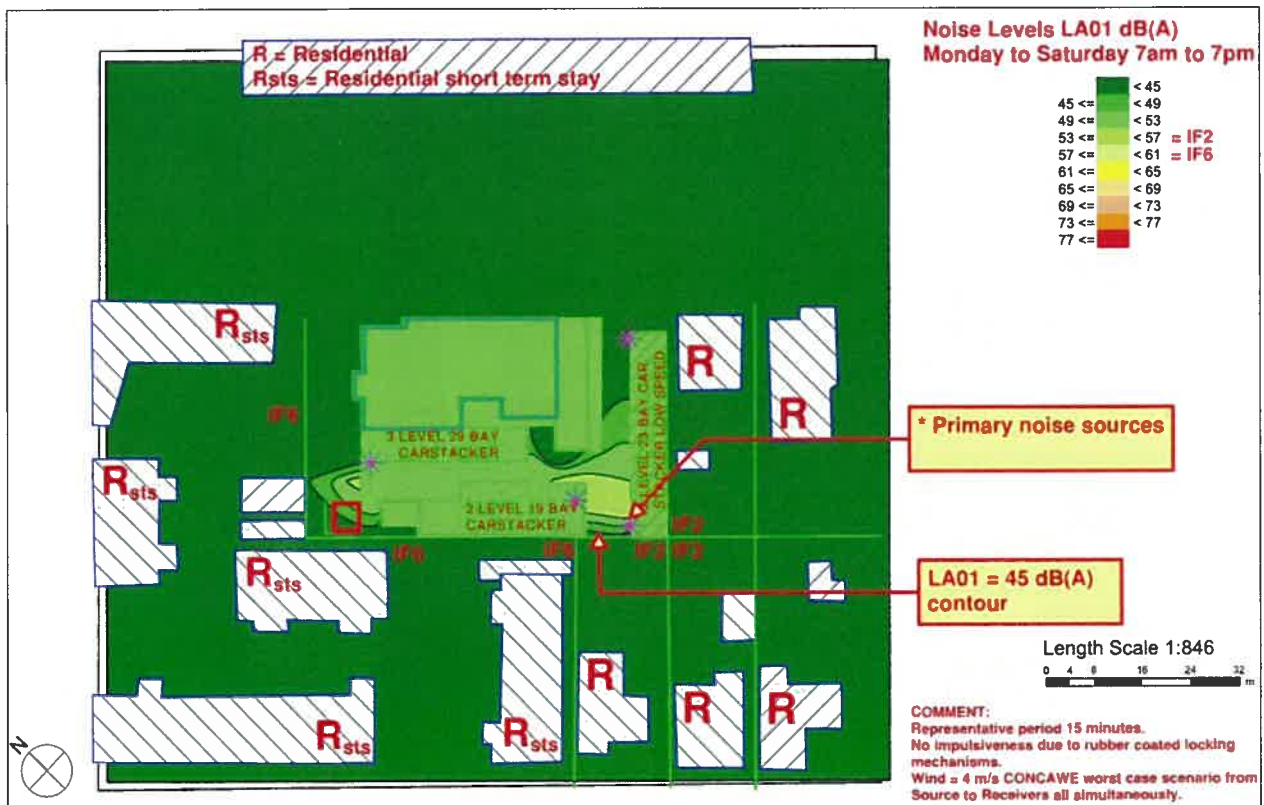
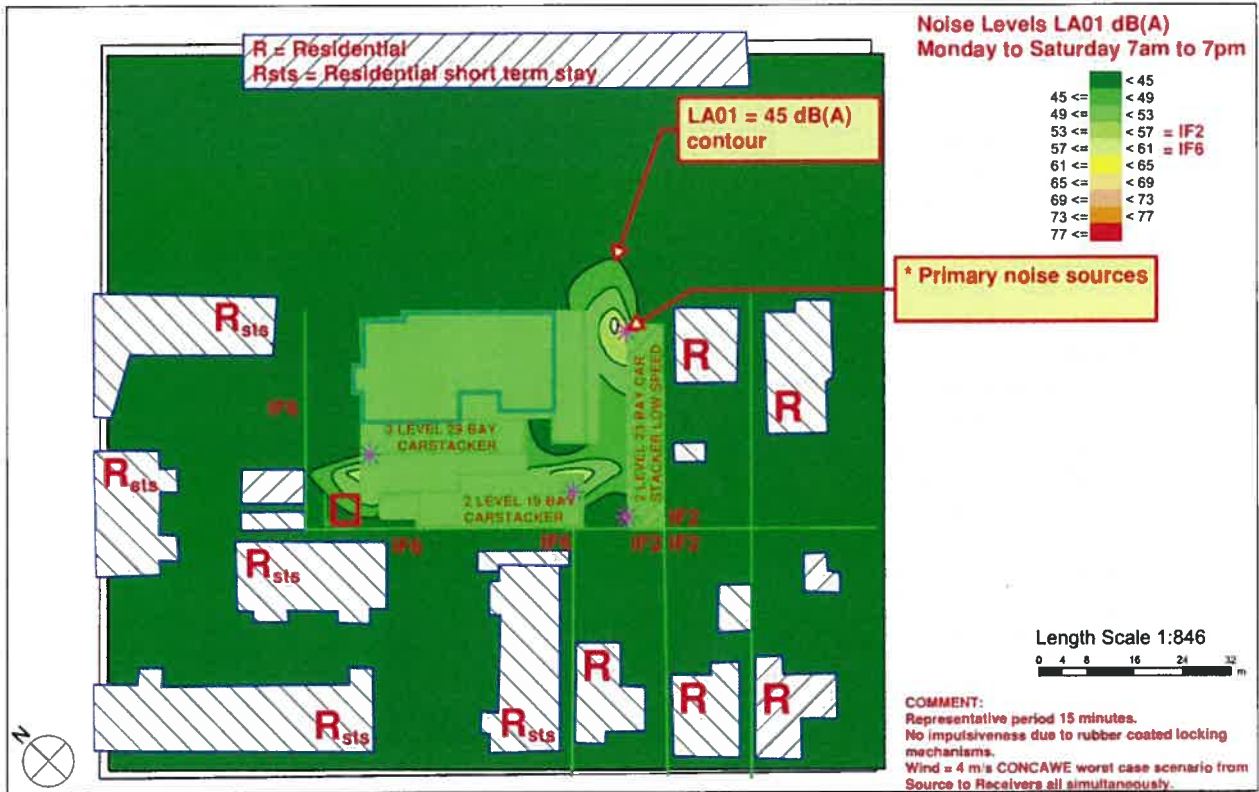


FIGURE C2.1 – MONDAY TO SATURDAY LA01 1800 mm Wall

ND Engineering's opinion is that the LA01 would Comply with the Noise Regulations with CONCAWE $V_{day} = 4m/s$.

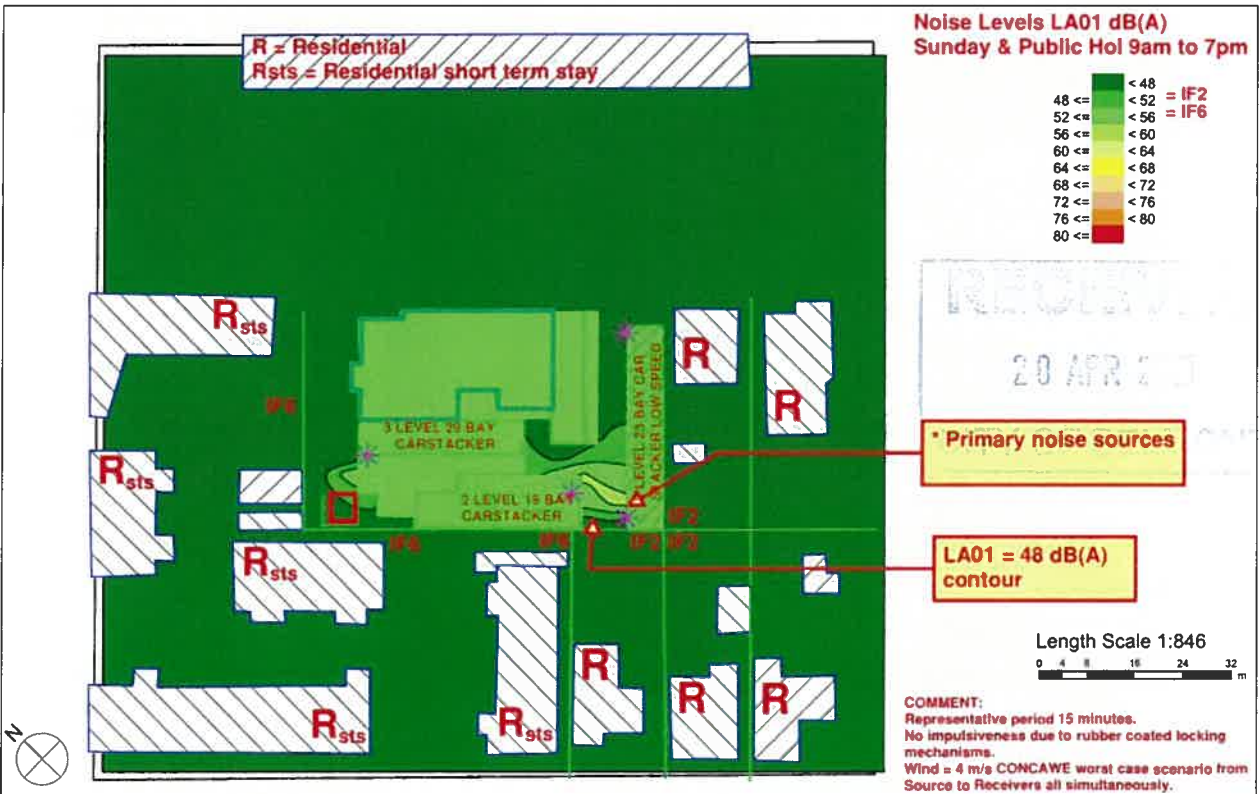
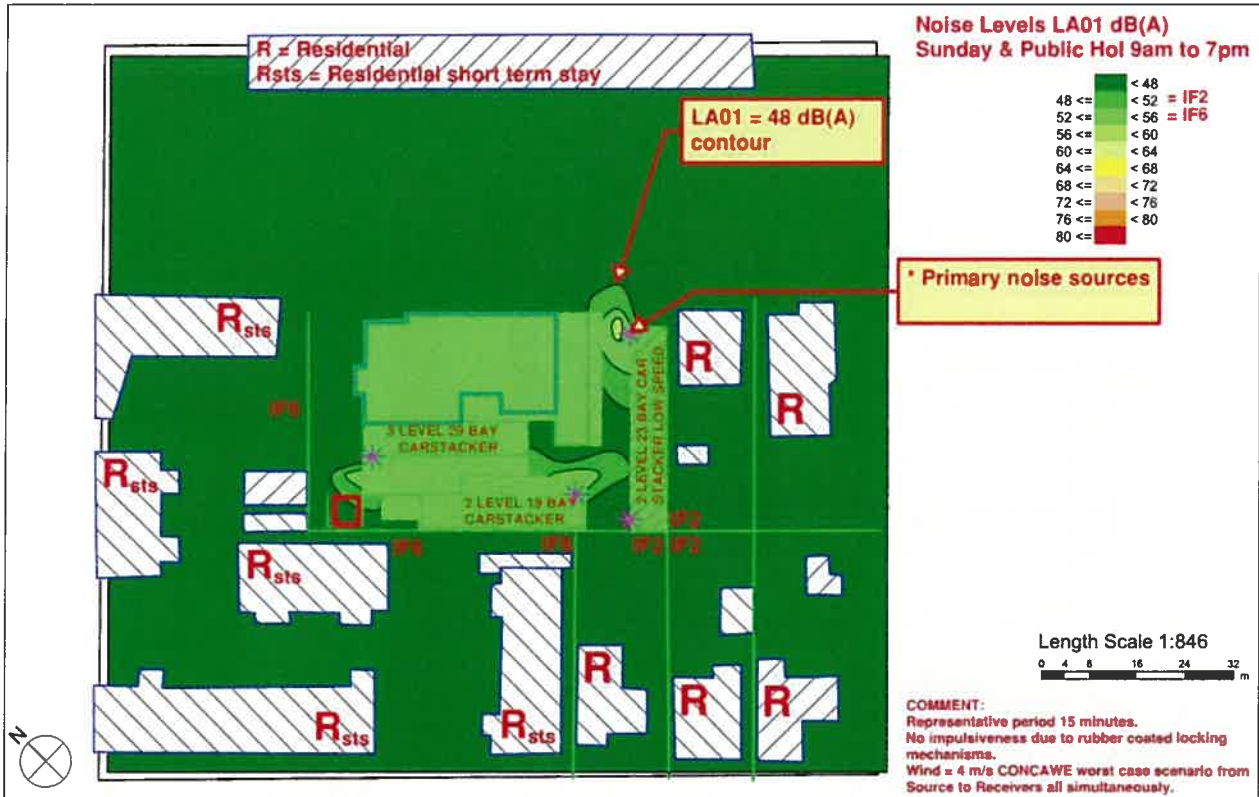


FIGURE C2.2 – SUNDAY & PUBLIC HOLIDAYS LA01 1800 mm Wall

ND Engineering's opinion is that the LA01 would Comply with 1800 mm high wall for Noise Regulations with CONCAWE $V_{day} = 4m/s$. No further LA01 analysis required for wall heights or wind sensitivity.

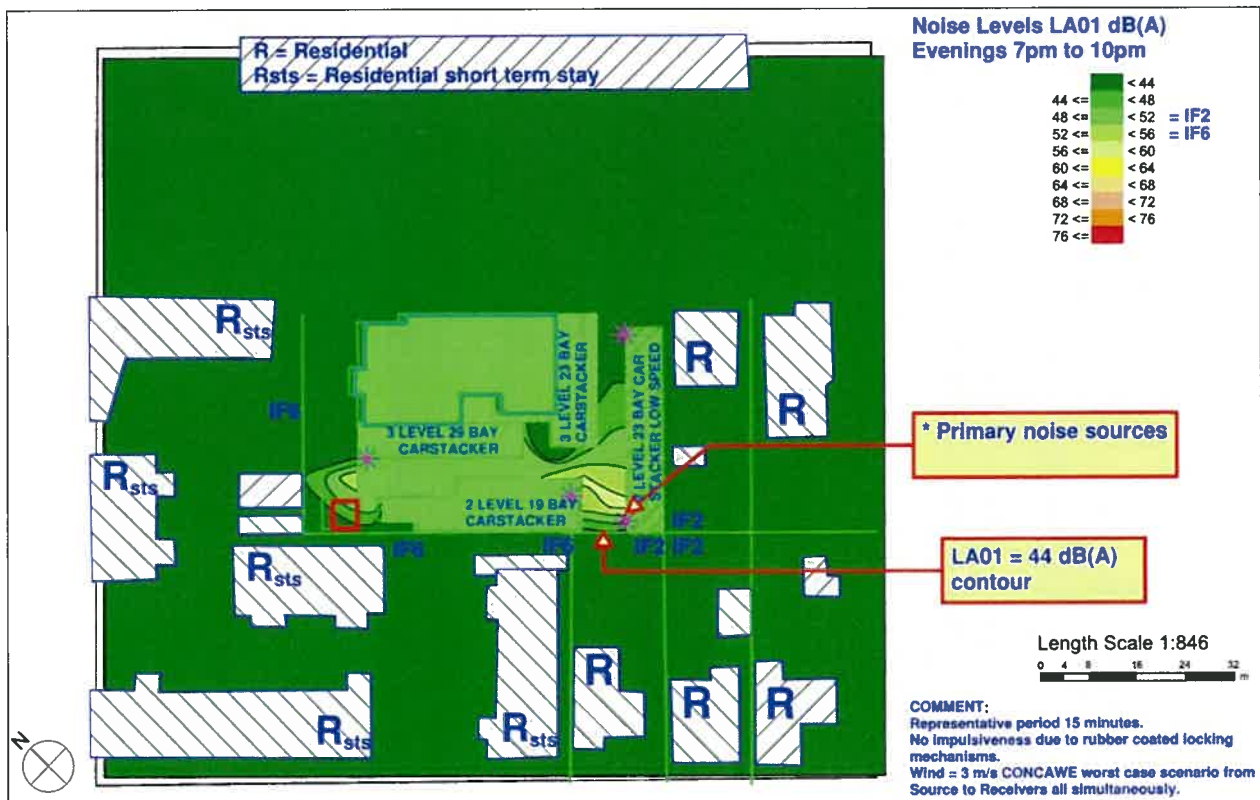
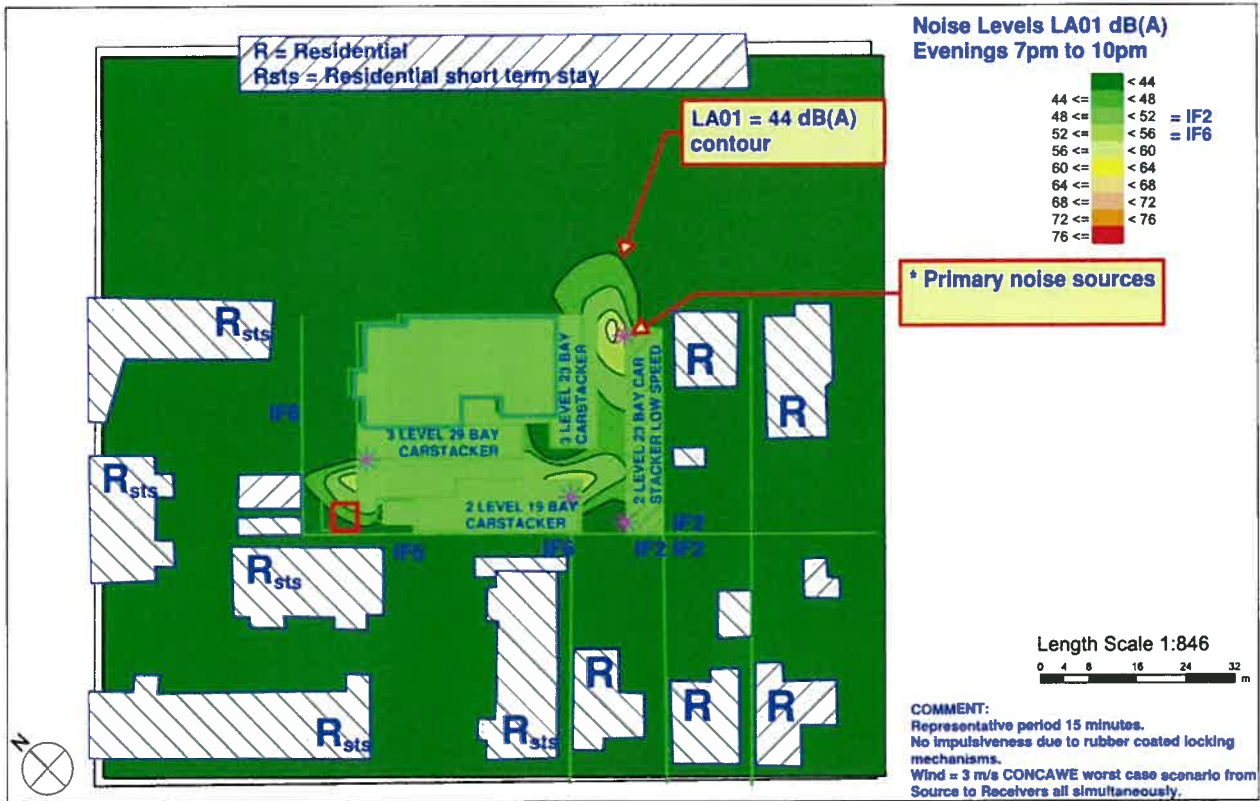


FIGURE C2.3 – EVENING LA01 1800 mm Wall

ND Engineering's opinion is that the LA01 would Comply with the Noise Regulations with CONCAWE $V_{day} = 3m/s$.

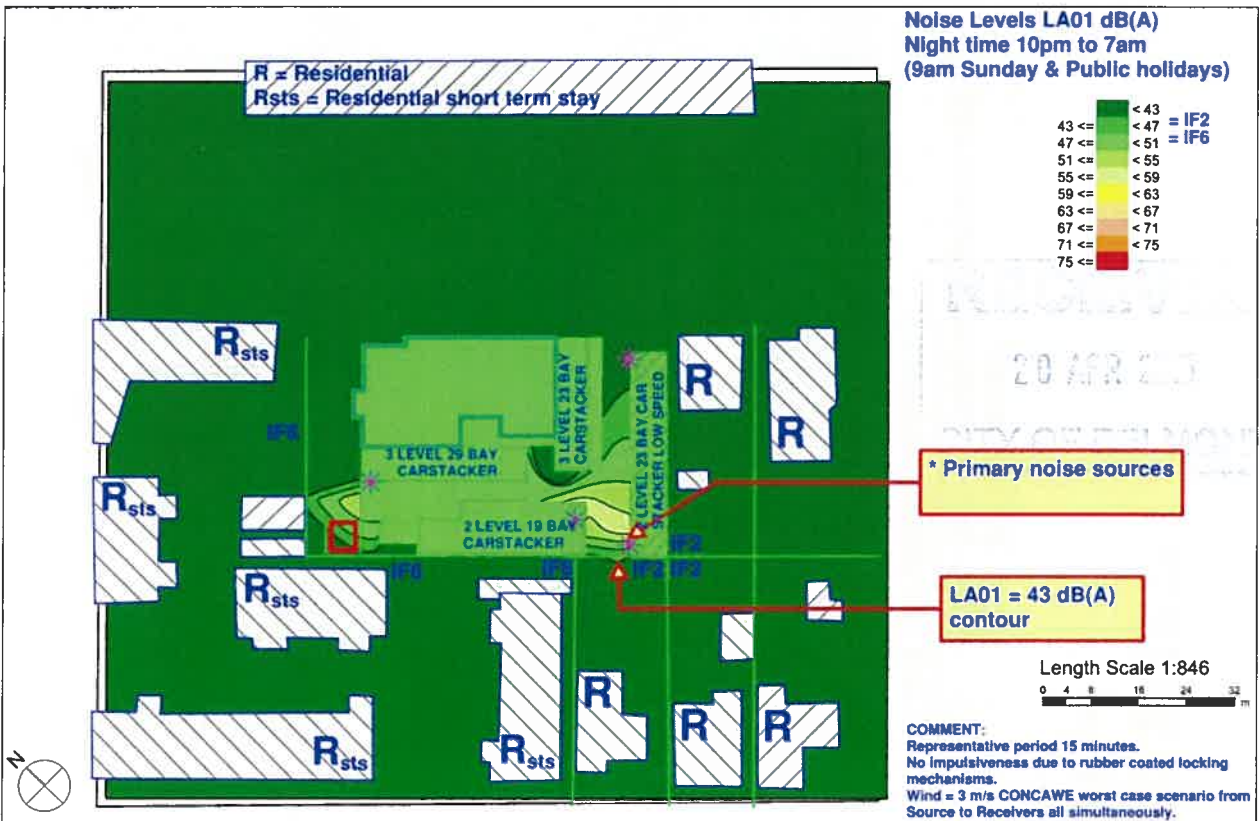
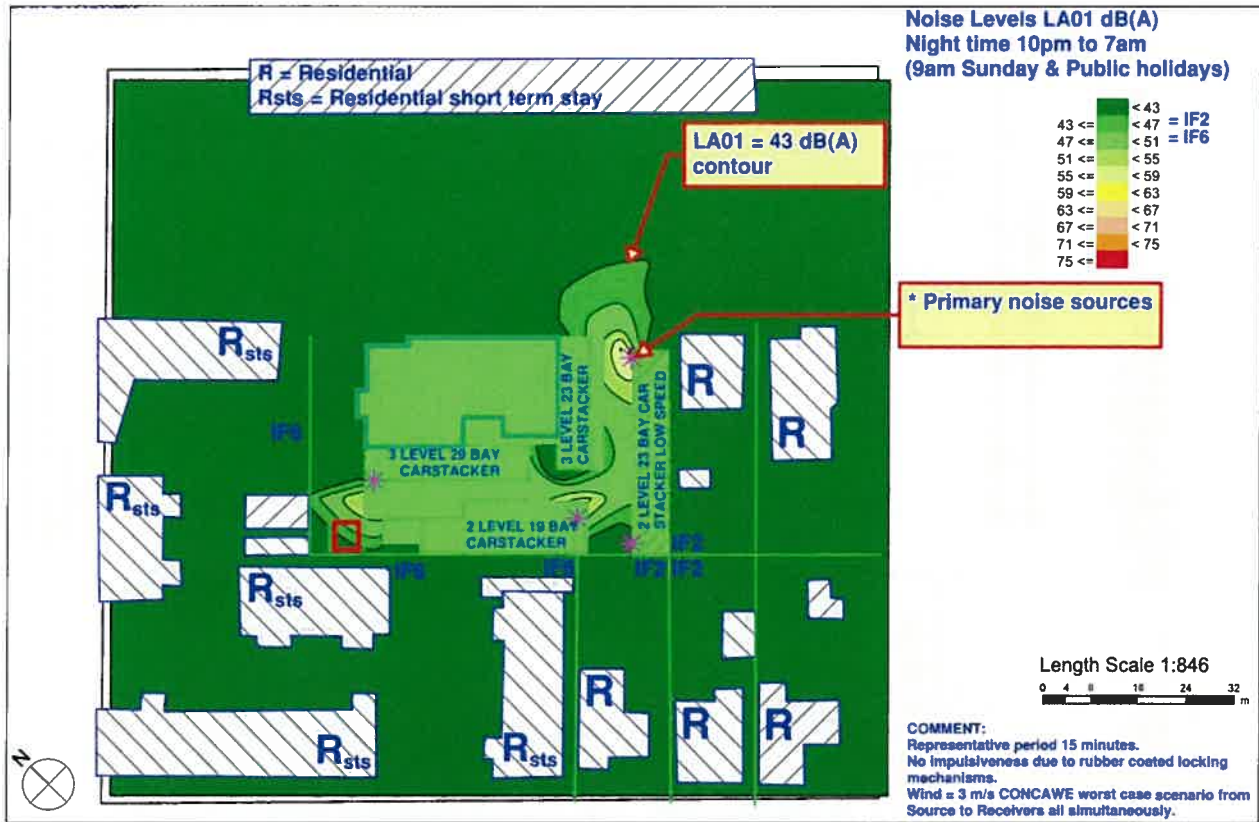


FIGURE C2.4 – NIGHT LA01 1800 mm Wall

ND Engineering's opinion is that the LA01 would Comply with the Noise Regulations with CONCAWE $V_{day} = 3m/s$.

Appendix C3 – CAR STACKER LA10

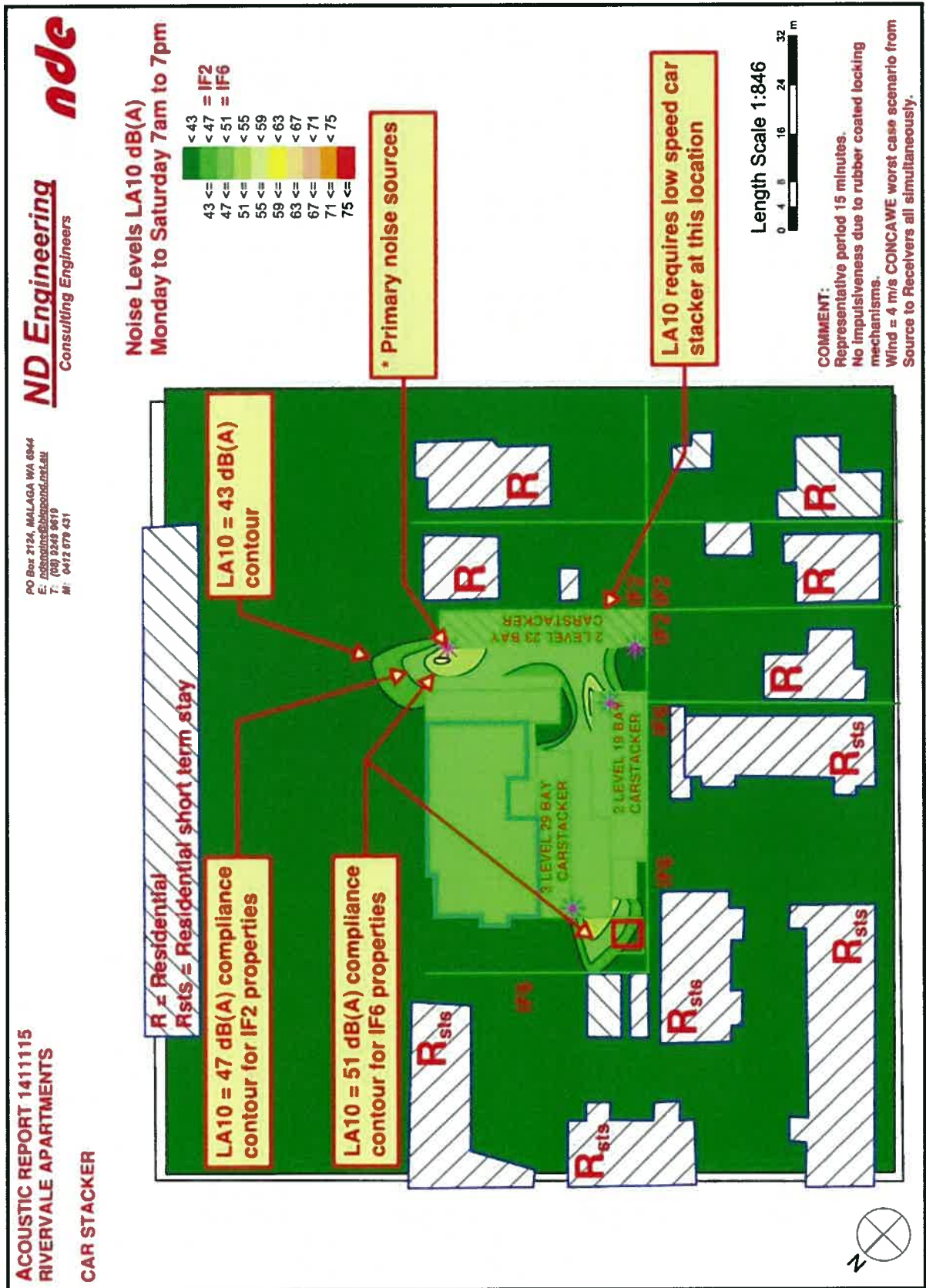


FIGURE C3.1b – MONDAY to SATURDAY LA10

ND Engineering's opinion is that the LA10 would Comply with the Noise Regulations with CONCAWE $V_{day} = 4m/s$.

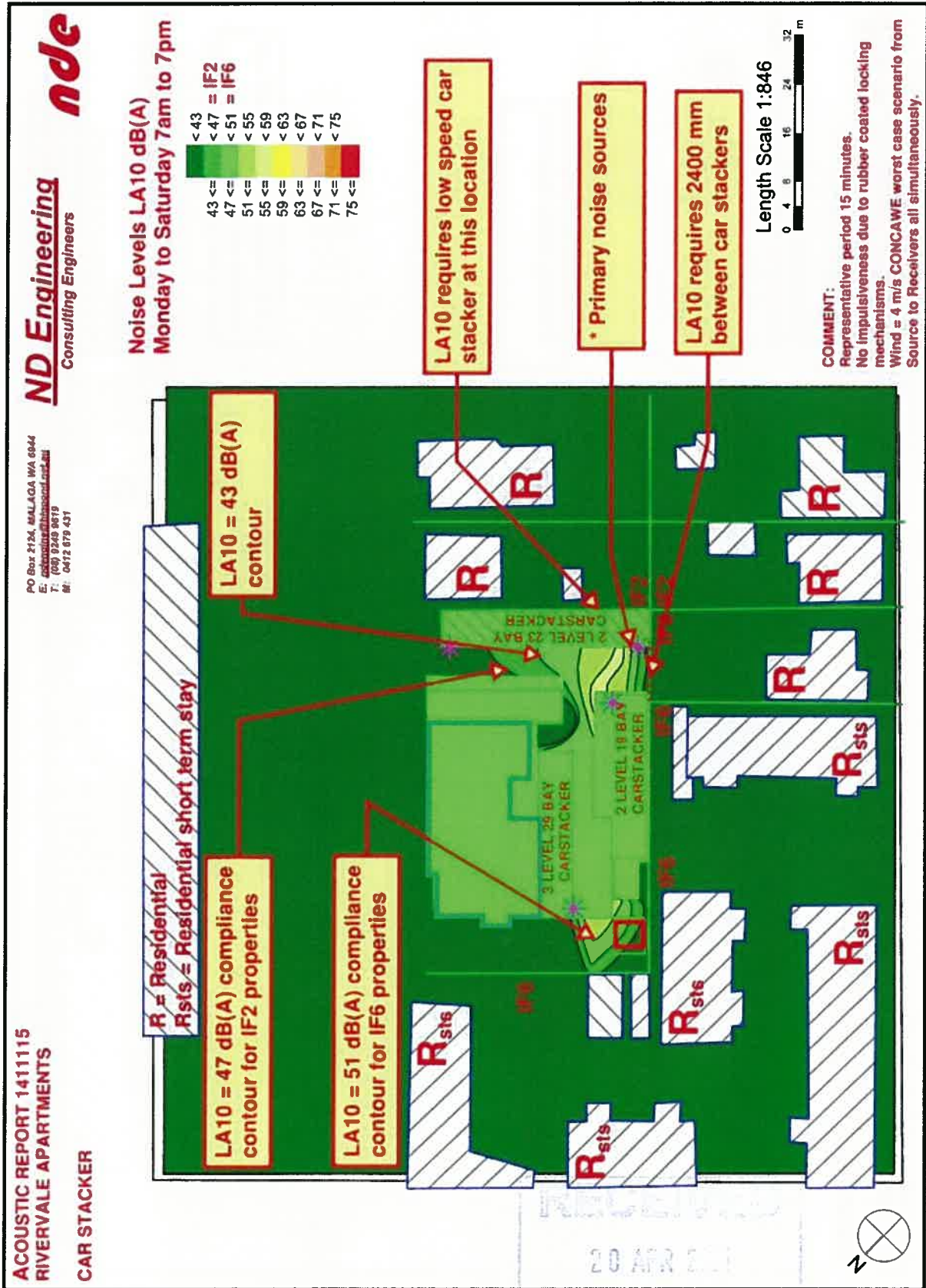


FIGURE C3.1b – MONDAY to SATURDAY LA10

ND Engineering's opinion is that the LA10 would Comply with the Noise Regulations with CONCAWE $V_{day} = 4m/s$.

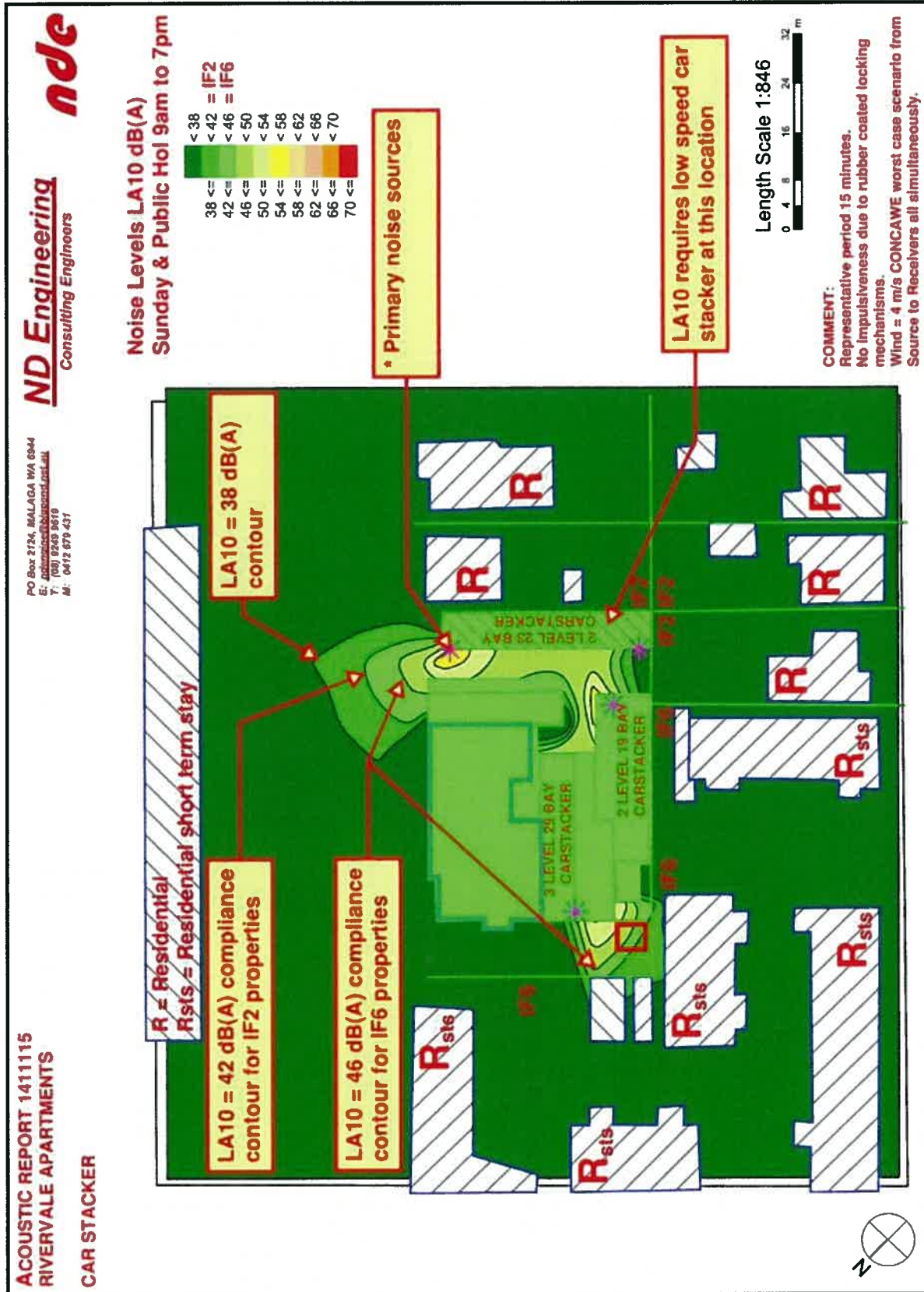


FIGURE C3.2a – SUNDAY & PUBLIC HOLIDAYS LA10

ND Engineering's opinion is that the LA10 would Comply with the Noise Regulations with CONCAWE $V_{day} = 4m/s$.

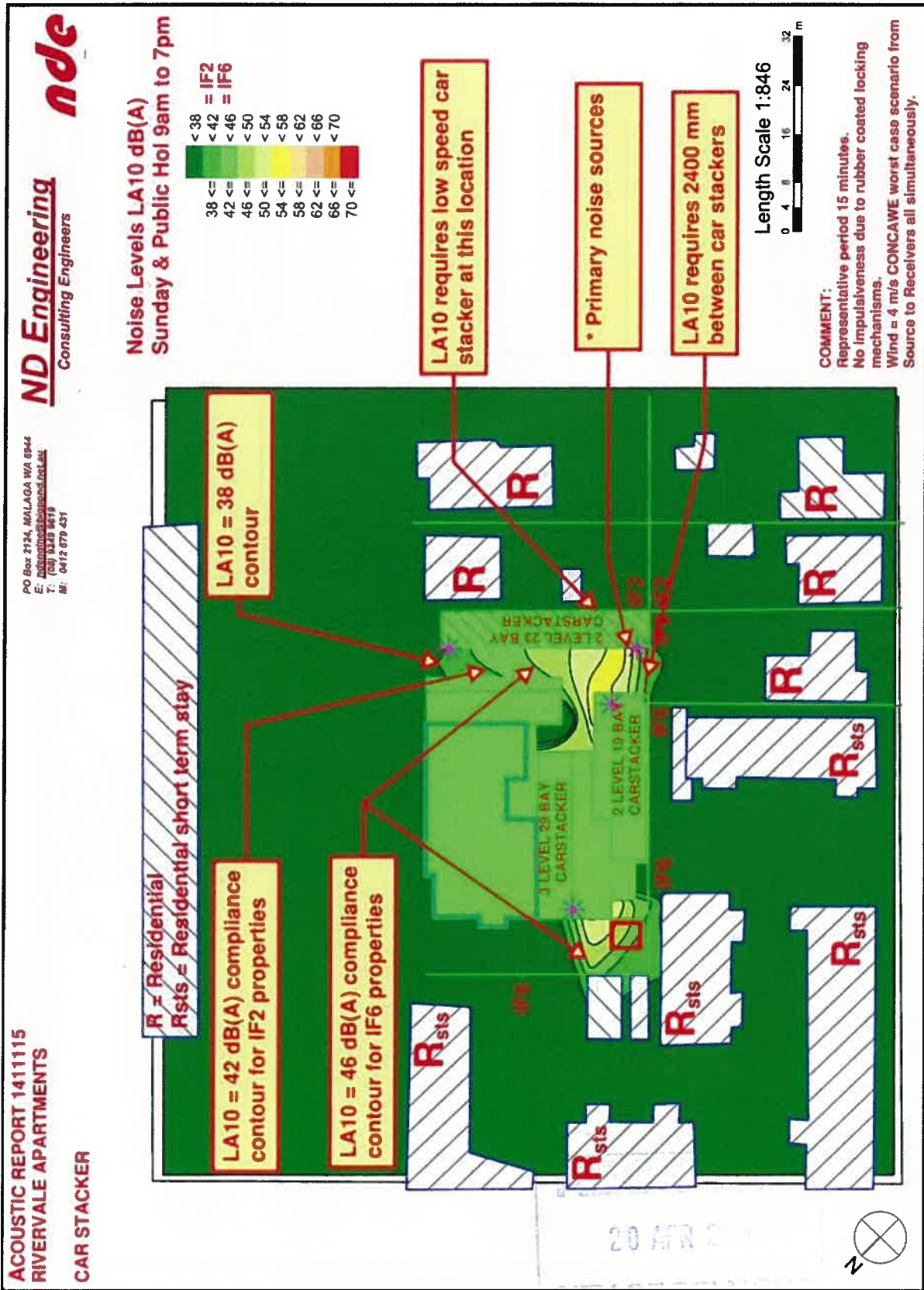


FIGURE C3.2b – SUNDAY & PUBLIC HOLIDAYS LA10

ND Engineering's opinion is that the LA10 would Comply with the Noise Regulations with CONCAWE $V_{day} = 4m/s$.

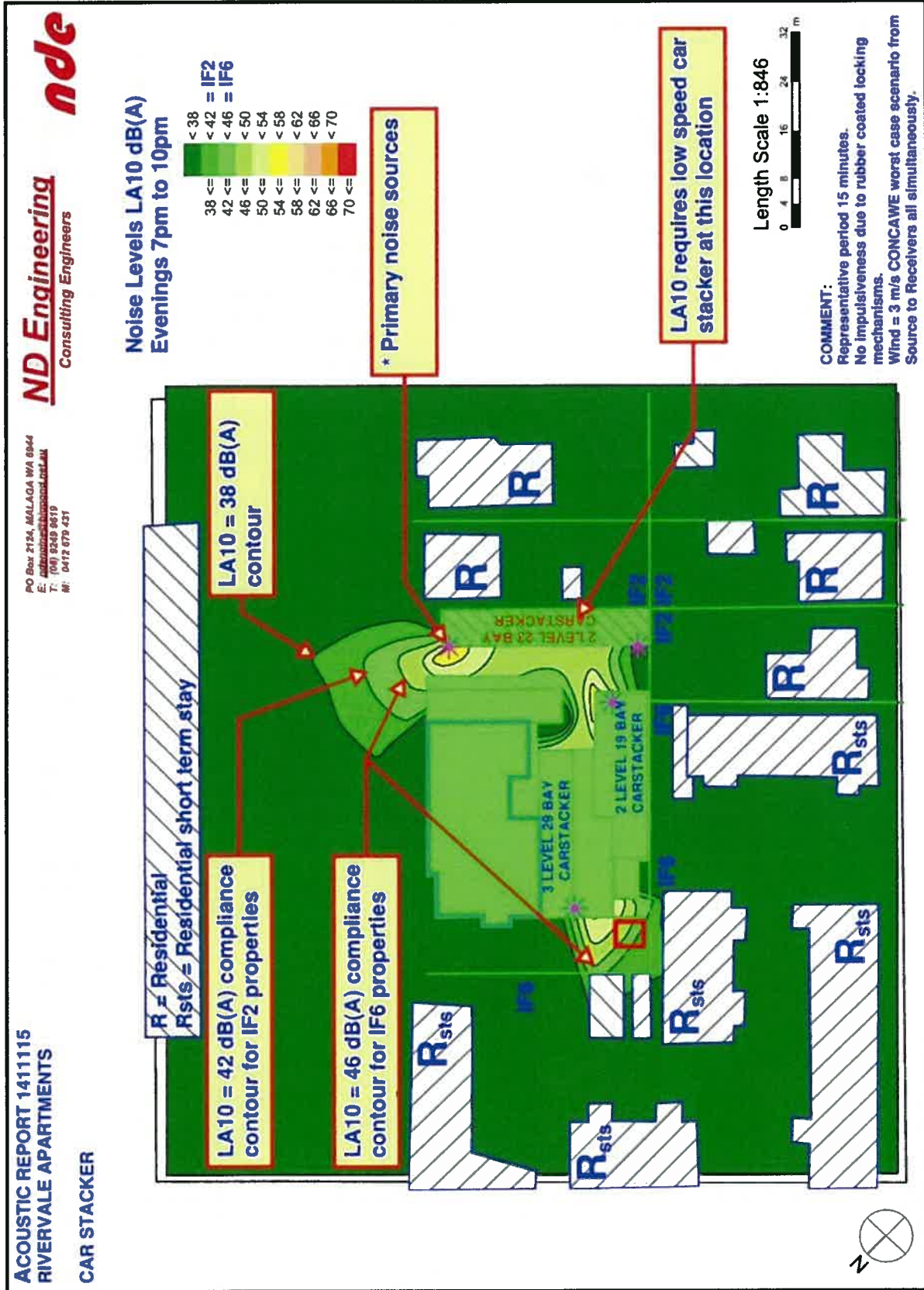


FIGURE C3.3a – EVENING LA10

ND Engineering's opinion is that the LA10 would Comply with the Noise Regulations with CONCAWE $V_{day} = 3m/s$.

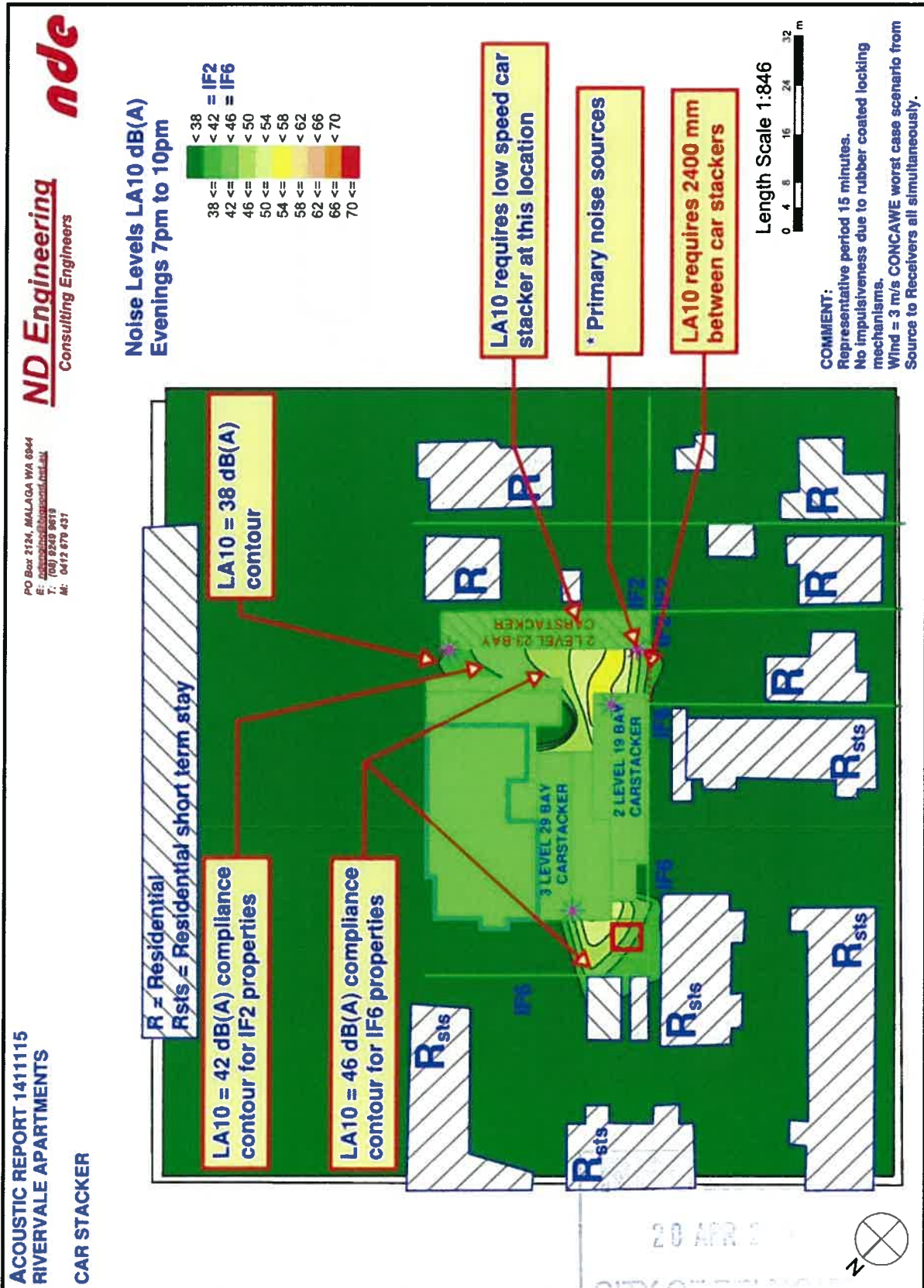


FIGURE C3.3b – EVENING LA10

ND Engineering's opinion is that the LA10 would Comply with the Noise Regulations with CONCAWE $V_{day} = 3m/s$.

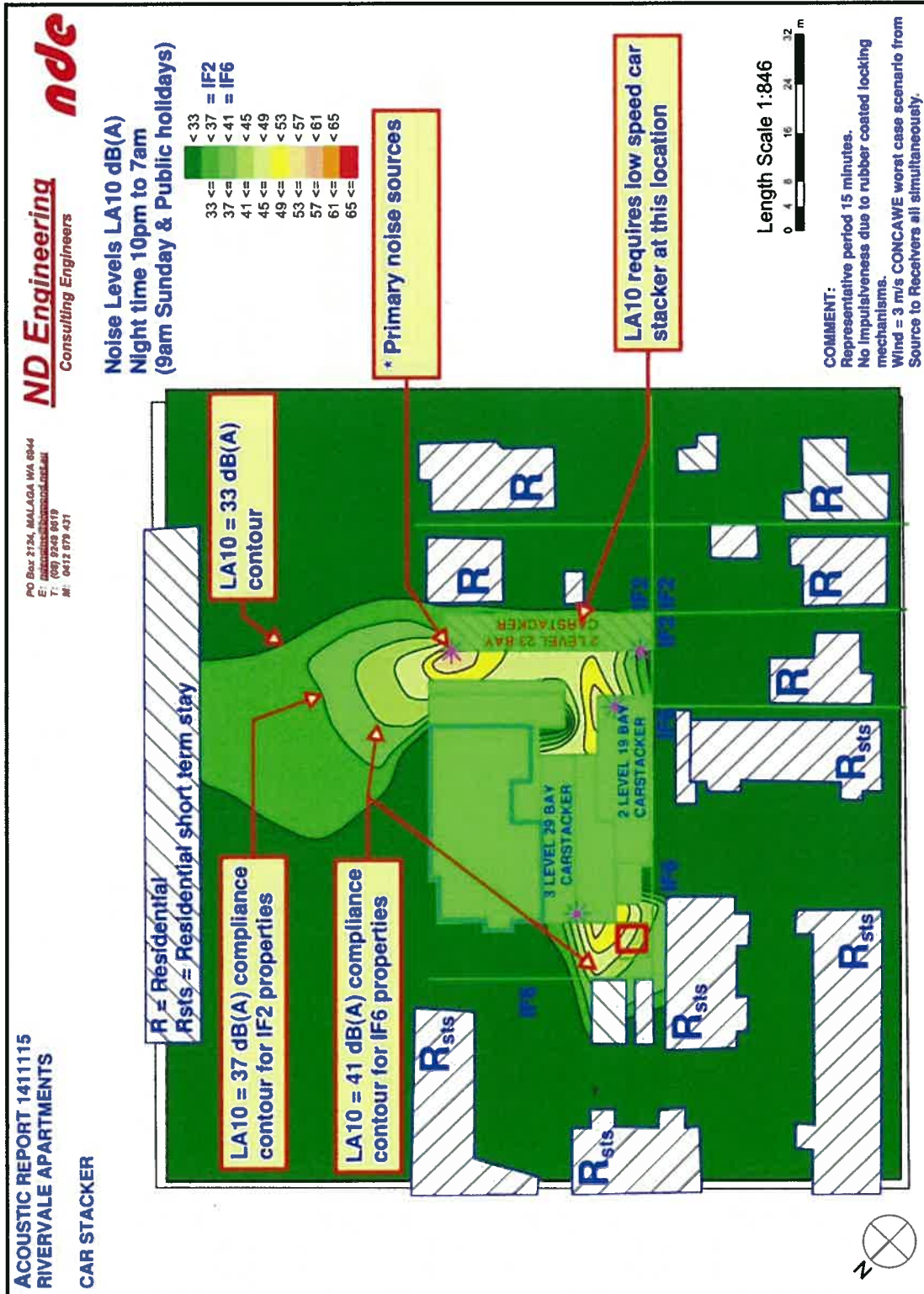


FIGURE C3.4a – NIGHT LA10

ND Engineering's opinion is that the LA10 would Comply with the Noise Regulations with CONCAWE $V_{day} = 3$ m/s.

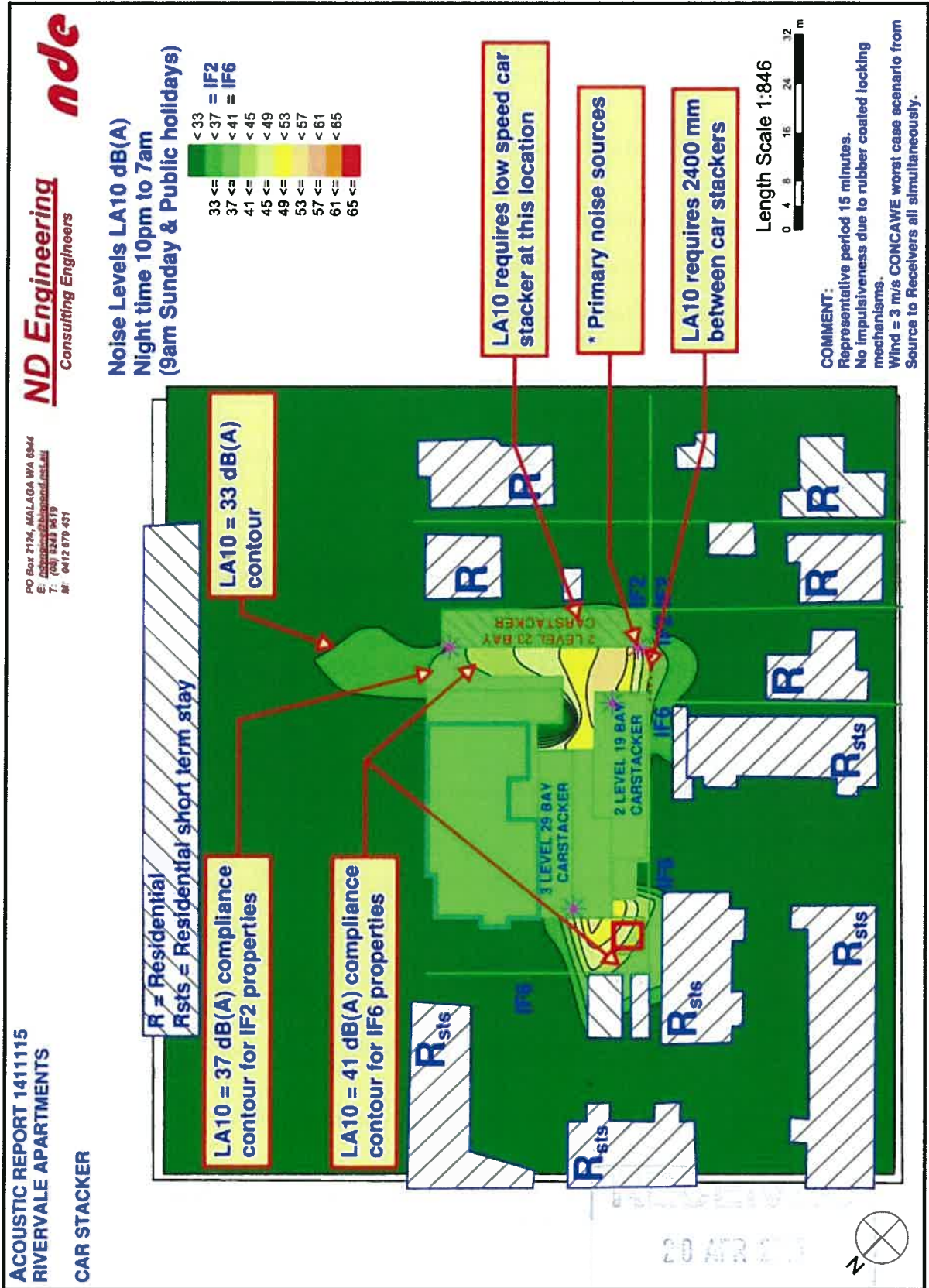


FIGURE C3.4b – NIGHT LA10a

ND Engineering's opinion is that the LA10 would Comply with the Noise Regulations with CONCAWE $V_{day} = 3$ m/s.

End of Annex C

ANNEX M - MECHANICAL SERVICES

- M1 Relevant Reference for this part of the assessment is Reference B (Noise Regulations 1997) with the assigned noise levels contained in Annex N '*Noise Regulations*'.
- M2 This annex deals with the noise associated with the mechanical services which typically comprise the following:
- Minor air-conditioning for residential areas;
 - Major air-conditioning for ground floor areas;
 - Minor ventilation systems for residential areas comprising bath, ensuite, kitchen canopy, laundry, toilet;
 - Major ventilation of carparks, commercial kitchen canopies
- M3 The design of the mechanical services has not been finalised at this stage however once the mechanical services layout has been finalised they would require a separate acoustic report at Building Permit Application stage to confirm compliance with Reference B the Noise Regulations.
- M4 Noise levels shall be designed by the Mechanical Services Contractor to comply with both:
- Reference C (AS 2107 for internal noise); and
 - Reference B (Environmental Protection (Noise) Regulations for external noise).
The assigned noise levels contained in Annex N '*Noise Regulations*'.
- M5 **Air-Conditioning:** The recommendations made in this section are provided as a guide only. The following air conditioning recommendations are made:
- General:**
Air conditioning systems shall all be of an 'INVERTER' type of unit with night time 'silent' mode..
 - Ducted Fan Coil Units:**
Fan coil units shall be resiliently mounted from the building structure to minimise the ingress of noise and vibration into the building structure.

Position fan coil units, away from bedrooms and living areas, above corridors or service areas or wet areas.

Utilise acoustic type flexible ductwork with minimum 50 mm thick insulation. Internally insulate all supply and return air duct work.

Size ductwork with airway velocities not exceeding the following maximum velocities:
- bedrooms, 4 ms⁻¹ for supply air ducts and 3 ms⁻¹ for return air ducts;
- living and work areas, 5 ms⁻¹ for supply air ducts and 4 ms⁻¹ for return air ducts;
- commercial areas, 6 ms⁻¹ for supply air ducts and 5 ms⁻¹ for return air ducts.
 - Wall Mounted Fan Coil Units:**
Fan coil units shall be resiliently wall mounted from the building structure to minimise the ingress of noise and vibration into the building structure.

Fan coil units shall not be mounted on common walls between SOU's unless the wall is of discontinuous construction.

d. **Condenser Units:**

Condensing units shall be resiliently mounted from the building structure to minimise the ingress of noise and vibration into the building structure and:

- shall not be mounted on common or boundary walls; and
- shall be mounted well away from common or boundary walls.

Utilise proprietary rubber single or double deflection mounts/hangars, as appropriate to the condensing unit model, under all condensing units in order to achieve a minimum of 95% isolation efficiency at the lowest operating speed. The lowest operating speed is typically around 30% of the lower maximum speed of either the compressor or condenser fan/s. The use of waffle pads is not permitted.

Residential condensing units shall be fitted with a night time quiet operation mode allowing the noise levels to be lowered during the night time period from 1900 to 0900 hours all days by operating with lower condenser fan/s and compressor/s speeds.

Residential air-conditioning condenser may be balcony mounted.

Commercial and ground floor air-conditioning condenser shall be located on the roof top plant area.

e. **Refrigerant Pipe work:**

Refrigerant pipework passing through another SOU's ceiling space shall be acoustically wrapped with a minimum 4 kg/m² vinyl wrap with a minimum 25 mm acoustic foam inner lining such as proprietary items *Acoustilag 45* or *Pyrotek 4525*. Wrapping of refrigerant pipework in pairs is acceptable.

Refrigerant pipe work shall be resiliently mounted from the building floor/wall/roof to minimise the ingress of noise and vibration into the building structure. The use of saddle brackets is not permitted.

The pipe work shall not be mounted on common or boundary walls, unless the wall is of discontinuous construction, in order to minimise the ingress of noise and vibration into the building structure and subsequently adjoining allotments.

Piping penetrations through walls shall be sleeved and insulated to prevent contact between the pipe and wall. Piping penetrations through common walls shall be fire isolated.

- f. **Fixing:** Fixing into the building structure shall be by RUBBER NUT type anchors in order to minimise the transmission of vibration/noise into the building structure.

M6 **Minor Ventilation:** The following general ventilation recommendations are made:

- a. Where exhaust systems for the WC's, disabled WC's, laundries, baths and ensuites are expected to be wall or window mounted, provide exhaust fans or ceiling exhaust fans discharging horizontally.

Where wall or window fans are utilised they shall be fitted with slow opening shutters, motorised or wax driven, to prevent the classic 'bang' noise when the shutters open/close.

- b. Where exhaust systems for the WC's, disabled WC's, laundries, baths and ensuites are expected to be ducted exhaust system, including kitchen canopy booster fan:

- (1) Flexible ductwork between the fan/s and point of discharge shall preferably be acoustic flexible duct with a minimum of 25 mm insulation.
- (2) The fans shall be resiliently mounted from the building structure to minimise the ingress of noise and vibration into the building structure.
- (3) The fans shall be inline fans provided with speed controllers or multi speed settings so that the minimum speed is used to achieve the required exhaust air flow rates.

M7 Carpark Ventilation: The following carpark ventilation preliminary recommendations are made but not limited to the following:

- a. The carpark exhaust system exhaust fan/s shall be variable speed controlled via a carbon monoxide control system utilising a variable speed drive all in accordance with AS 1668.2-2012;
- b. The carpark exhaust fan shall be directly fitted with two 2Diameter long silencers to both inlet/outlet sides of the fan;
- c. The entire fan/silencer assembly shall be resiliently isolated from the building structure;
- d. The entire fan/silencer assembly shall be isolated from the inlet/outlet ductwork by flexible connections;
- e. The exhaust fan selection shall comply with BCA J5 including motor power to airflow ratios;

M8 Kitchen Ventilation: The following kitchen ventilation preliminary recommendations are made but not limited to the following:

- a. The kitchen exhaust system exhaust fan/s shall be variable speed controlled;
- b. The kitchen exhaust fan if inline type shall be directly fitted with two 2Diameter long silencers to both inlet/outlet sides of the fan otherwise located on the roof top plant area;
- c. The entire fan/silencer assembly shall be resiliently isolated from the building structure;
- d. The entire fan/silencer assembly shall be isolated from the inlet/outlet ductwork by flexible connections;
- e. The exhaust fan selection shall comply with BCA J5 including motor power to airflow ratios.

M9 Refrigeration: The following refrigeration preliminary recommendations are made but not limited to the following:

- a. The refrigeration systems shall be located on the roof top plant area;
- b. Condenser fans shall be continuously variable speed controlled via a head pressure controller;
- c. Compressors shall be non-reciprocating type each fitted with decoupled lead vinyl jackets
- e. The entire refrigeration assembly shall be resiliently isolated from the building structure.

End of Annex M

ANNEX N – NOISE REGULATIONS

- N1 Relevant Reference for this part of the assessment is Reference B.
- N2 The assigned noise level, as determined by Reference B, comprises a Base Noise Level and an Influencing Factor adjustment to take into consideration noise from nearby features such as major roads, industrial and commercial premises.
- N3 The base assigned noise levels are shown in the following table.

TABLE N3 – ASSIGNED 'BASE' NOISE LEVELS							
Noise sensitive premises at locations within 15 m of a building directly associated with a noise sensitive use.	Time of day			Assigned Noise Levels dB(A)			
				LA10	LA1	LAmx	
	Day	0700-1900 hrs Monday to Saturday			45	55	65
		0900-1900 hrs Sunday, Public holidays			40	50	
Evenings	1900-2200 hrs all days			35	45	55	
Night	2200-0700 hrs Monday to Saturday 2200-0900 hrs Sunday, Public holidays						

The various criteria are essentially defined as follows based on a representative measurement period:
 - LAmx is the maximum noise level measured;
 - LA01 is the highest 1% noise level measured;
 - LA10 is the highest 10% noise level measured (also known as the average maximum noise level).
 Representative measurement period varies from 15 minutes to 4 hours under Reference B.

- N4 The resulting Influencing Factors are calculated in the tables below.

TABLE N4.a – INFLUENCING FACTOR ASSESSMENT 1						
For properties less than 100 m from the GEH road reserve						
INFLUENCING FACTOR CRITERIA				ASSESSMENT		
	Item	Criteria	Value	Criteria	Value	Totals
Major Road in the	100 m radius inner circle	vpd > 15000	6 dB	GEH	6	6 <small>(Transport Factor ≤ 6)</small>
	450 m radius outer circle		2 dB		0	
Minor Road in the	100 m radius inner circle	15k > vpd > 6k	2 dB	-	0	
Type A - Industrial & Utility premises in the	100 m radius inner circle	1/10 x Area%	≤ 10	0 %	0	0 <small>(≤ 30)</small>
	450 m radius outer circle	1/10 x Area%	≤ 10	0 %	0	
Type B - Commercial premises in the	100 m radius inner circle	1/20 x Area%	≤ 5	0 %	0	
	450 m radius outer circle	1/20 x Area%	≤ 5	0 %	0	

INFLUENCING FACTOR = 6 dB(A)

TABLE N4.b – INFLUENCING FACTOR ASSESSMENT 2						
For properties more than 100 m from the GEH road reserve						
INFLUENCING FACTOR CRITERIA				ASSESSMENT		
	Item	Criteria	Value	Criteria	Value	Totals
Major Road in the	100 m radius inner circle	vpd > 15000	6 dB	-	0	2 <small>(Transport Factor ≤ 6)</small>
	450 m radius outer circle		2 dB		6	
Minor Road in the	100 m radius inner circle	15k > vpd > 6k	2 dB	-	0	
Type A - Industrial & Utility premises in the	100 m radius inner circle	1/10 x Area%	≤ 10	0 %	0	0 <small>(≤ 30)</small>
	450 m radius outer circle	1/10 x Area%	≤ 10	0 %	0	
Type B - Commercial premises in the	100 m radius inner circle	1/20 x Area%	≤ 5	0 %	0	
	450 m radius outer circle	1/20 x Area%	≤ 5	0 %	0	

INFLUENCING FACTOR = 2 dB(A)

N5 The following assigned noise levels tables for the residential units include the Influencing Factor.

TABLE N5.a – ASSIGNED NOISE LEVELS 1					
For properties less than 100 m from the GEH road reserve IF = 6					
Noise sensitive premises at locations within 15 m of a building directly associated with a noise sensitive use.	Time of day		Assigned Noise Levels dB(A)		
			L _{A10}	L _{A1}	L _{Amax}
	Day	0700-1900 hrs Monday to Saturday	51	61	71
		0900-1900 hrs Sunday, Public holidays	46	56	
	Evenings	1900-2200 hrs all days			61
	Night	2200-0700 hrs Monday to Saturday	41	51	
		2200-0900 hrs Sunday, Public holidays			

TABLE N5.b – ASSIGNED NOISE LEVELS 2					
For properties more than 100 m from the GEH road reserve IF = 2					
Noise sensitive premises at locations within 15 m of a building directly associated with a noise sensitive use.	Time of day		Assigned Noise Levels dB(A)		
			L _{A10}	L _{A1}	L _{Amax}
	Day	0700-1900 hrs Monday to Saturday	47	57	67
		0900-1900 hrs Sunday, Public holidays	42	52	
	Evenings	1900-2200 hrs all days			57
	Night	2200-0700 hrs Monday to Saturday	37	47	
		2200-0900 hrs Sunday, Public holidays			

End of Annex N

ANNEX R – RESTAURANT LOBBY LOUNGE

- R0 The purpose of this part of the assessment is relates to the Environmental Protection (Noise) Regulation 1997 and the potential impact of the restaurant lobby lounge areas on people:
- a. In the apartments above these areas; and
 - b. Directly opposite across Armadale Road in the event that bifold doors are introduced to open up the restaurant or lounge areas and/or an alfresco area is provided
- R1 The following recommendations are made for the future ground floor restaurant / lobby / lounge area noting that these recommendations also form part of a noise management plan for these areas which need to be provided to and incorporated by the prospective operator of these areas:
- a. **Reverberation Times:**

Provide a reverberation time to the restaurant lobby lounge on the patron side of less than 1.0 seconds in the unoccupied state with all opening closed in order to reduce amplification of patron noise by reverberation.

This reverberation time requirement would require softening of the fitout including the use of carpets, soft furnishings, soft wall hanging tapestries, wall mounted acoustic treatments and acoustic absorptive ceilings.
 - b. **Furniture:**

Do not drag tables and chairs across the floor.

Utilise a small hand operated fork lift to move stacked chairs rather than dragging and dropping the stacked chairs

Provide the feet of all chairs and tables with rubber ends.
 - c. **Sound System:**

The ground floor commercial premises sound system hours of operation shall be limited to the following times unless a separate noise assessment is undertaken by an acoustic consultant to determine specific requirements:

 - 0700 hours to 2200 hours Sunday to Thursday; and
 - 0700 hours to midnight Fridays and Saturdays.

The ground floor commercial premises shall not utilise 'live' music unless a separate noise assessment is undertaken by an acoustic consultant to determine specific requirements.

Where a sound system is required by the fitout for the purposes of background music as in a restaurant/lobby/lounge it shall comply with all of the following:

 - (1) The sound system shall be installed by a professional sound system supplier with experience in mixed use developments such as AUDEX. The sound system shall utilise a multiple array distributed speaker system.
 - (2) The sound system shall be calibrated and secured against tampering to provide a noise level inside the café not exceeding LA10 = 65 dB(A) in any location. The reference sound track for calibration purposes shall be 'Heart of Glass' by Deborah Harry & Blondie.

- (3) *The sound system shall be calibrated and secured against tampering to provide a noise level not exceeding the assigned noise level, as per Reference C, inside the Residential Unit above the commercial premises.
- (4) Where the resultant noise level inside the commercial premises as a result of (3)* above is less than LA10 = 65 dB(A) provide additional acoustic insulation to the underside of the slab.

The acoustic insulation may involve the:

- addition of a suspended ceiling; or
- if a suspended ceiling is already installed the provision of additional insulation onto the suspended ceiling.

End of Annex R

Annex S – SERVICE VEHICLES

S1.1 The following activities are exempt from Reference A:

- a. Noise emissions from vehicles on footpaths, cross overs and public roads all as defined in Section 5(1) of the Road Traffic Act 1974. Refer Reference A Regulation 3 (a).
- b. Reversing beepers on vehicles which is a warning device required by other state acts and regulations in particular those associated with Worksafe. Refer Reference B Regulation 3 (c).

S1.2 The assessment is carried out in the following figures:

a. Appendix S1 – BIN TRUCK LA_{max}:

FIGURE S1.1 – DAY LA_{max} 1800 mm Wall

b. Appendix S2 – BIN TRUCK LA₀₁:

FIGURE S2.1A – DAY LA₀₁ 1800 mm Wall
FIGURE S2.1B – DAY LA₀₁ 1800 mm Wall Calm Conditions

FIGURE S2.2A – DAY LA₀₁ 2100 mm Wall
FIGURE S2.2B – DAY LA₀₁ 2100 mm Wall Calm Conditions

FIGURE S2.3 – DAY LA₀₁ 2400 mm Wall

c. Appendix S3 – BIN TRUCK LA₁₀:

FIGURE S3.1A – DAY LA₁₀ 1800 mm Wall
FIGURE S3.1B – DAY LA₁₀ 1800 mm Wall Calm Conditions

FIGURE S3.2A – DAY LA₁₀ 2100 mm Wall
FIGURE S3.2B – DAY LA₁₀ 2100 mm Wall Calm Conditions

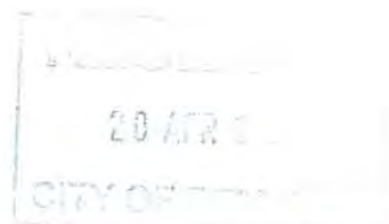
FIGURE S3.3A – DAY LA₁₀ 2400 mm Wall
FIGURE S3.3B – DAY LA₁₀ 2400 mm Wall Calm Conditions

S1.3 Some of the assessments are subject to a wind speed sensitivity analysis of comparing the calm conditions with the CONCAWE requirements for wind speeds of 4 m/s for daytime 7am to 7pm (and where applicable 3 m/s for night time 7pm to 7am).

The sensitivity analysis was conducted following a review of the annual wind roses (see Annex W) which showed that there were substantial periods of low wind speeds.

Wind speeds greater than 5 m/s (18 kmh) generally result in ambient noise levels higher than 45 dB(A) and are thus not considered in the noise assessments.

S1.4 The weekday daytime 7am to 7pm ambient noise levels LA_{eq}1hr at the Northern corner of the site, Lot 204 and Lot 400 road boundary, is about LA_{eq} ~ 58 dB(A) as per Annex T which is substantially higher than the daytime assigned noise level of LA₁₀ = 51 dB(A) for the same location . See Figure S1.4 and Table N5 extract on the following page.



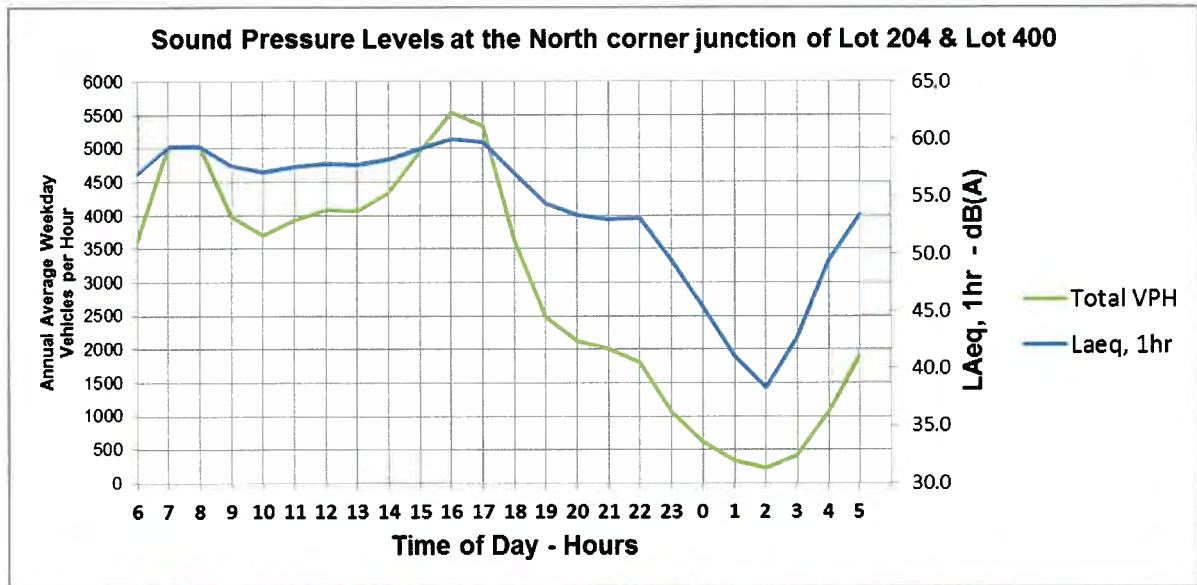


FIGURE 1.4 – Sound Pressure Levels at the Northern corner junction

S1.5 The following modified assigned noise levels table for the residential units (R) taken from Annex N, cross references the various Figures within this Annex with the assigned noise levels..

TABLE N5 – ASSIGNED NOISE LEVELS (Extract)				
For noise sensitive premises at locations within 15 m of a building directly associated with a noise sensitive use.				
Time of day		Assigned Noise Levels dB(A) IF6 / IF2		
		LA10	LA1	LAmx
Day	0700-1900 hrs Monday to Saturday	51 / 47 Figure S1.	61 / 57 Figures S2	71 / 67 Figures S3
<i>The various criteria are essentially defined as follows based on a representative measurement period:</i> - LAmx is the maximum noise level measured; - LA01 is the highest 1% noise level measured; - LA10 is the highest 10% noise level measured (also known as the average maximum noise level). Representative measurement period varies from 15 minutes to 4 hours under Reference B.				

- S.2 Service vehicles are all subject to a Noise Management Plan with the following points, including assumptions and limitations and recommendations, noted:
- a. ND Engineering's opinion is that general small service vehicles utilising car bay #70 near the kitchen would comply with Reference B all subject to assumptions, limitations and recommendations for:
 - (1) Daytime and Evening usage from 7am to 10pm Monday to Saturday; and
 - (2) Daytime and Evening usage from 9am to 10pm Sunday and Public Holidays; and
 - b. Rubbish bin trucks are assumed to come on site once or twice a week, between 7am to 10pm Monday to Saturday, to clear one or two large bins with an anticipated total time on site of three to four minutes with the following outcomes with regards to Reference B boundary walls along Lot 400 (Short Term Stay) that in ND Engineering's opinion is that in:

- (1) Using a 1.800 m high boundary wall the LA_{max} criteria only would comply;
 - (2) Using a 2.100 m high boundary wall both the LA_{max} & LA01 criteria would comply;
 - (3) Using a 2.400 m high boundary wall the LA_{max}, LA01 & LA10 criteria would comply;
 - (4) Overall a proposed 2.400 m high boundary heavy weight wall is required for all three criteria to comply however given that the noise from the rubbish truck is of very low occurrence then the City of Belmont may find the use of lower height walls may be acceptable subject to the Noise Management Plan.
- c. The preceding for the rubbish bin trucks is all subject to the following assumptions and limitations:
- Rear lift bin truck motor nominally 200 ± 20 kW generally as per Annex S Appendix S4; and
 - Truck front axle on Grid C in marked out truck bay nominally 2.5m Wide x 8m Length on centre line of left hand lane outgoing lane; and
 - No reversing permitted the truck is to go straight to the marked out bay; and
 - Bin sizes nominally 1100 litres as per Annex S Appendix S1 in order to minimise the number of lifts and subsequently time on site; and
 - Bin store is to be lined with the driveway in particular the marked out bay; and
 - Bins to be manually moved to the truck for lifting.
- d. Engines and refrigeration equipment shall be shut down during unloading; and
- e. Signage to be provided for loading dock staff and service vehicle operators advising them to take care with regards to noise events such as shouting, revving of truck engines, banging, dropping of pallets, slamming of vehicle doors, etc; and
- f. Staff and service vehicle operators shall need to be trained to take care with regards to noise events such as shouting, revving of truck engines, banging, dropping of pallets, slamming of vehicle doors, etc; and
- g. Radios and other similar devices are not permitted within the service area; and
- h. Refrigeration vehicles that are capable of operating off mains power be provided with mains power in order to minimise truck engine operating noise when in the loading dock.
- i. The metal deck roof of the driveway and service area shall have a minimum of 50 mm anticon applied to the underside of the roof, in direct contact with the metal roof.



Appendix S1 – BIN TRUCK L_{Amax}

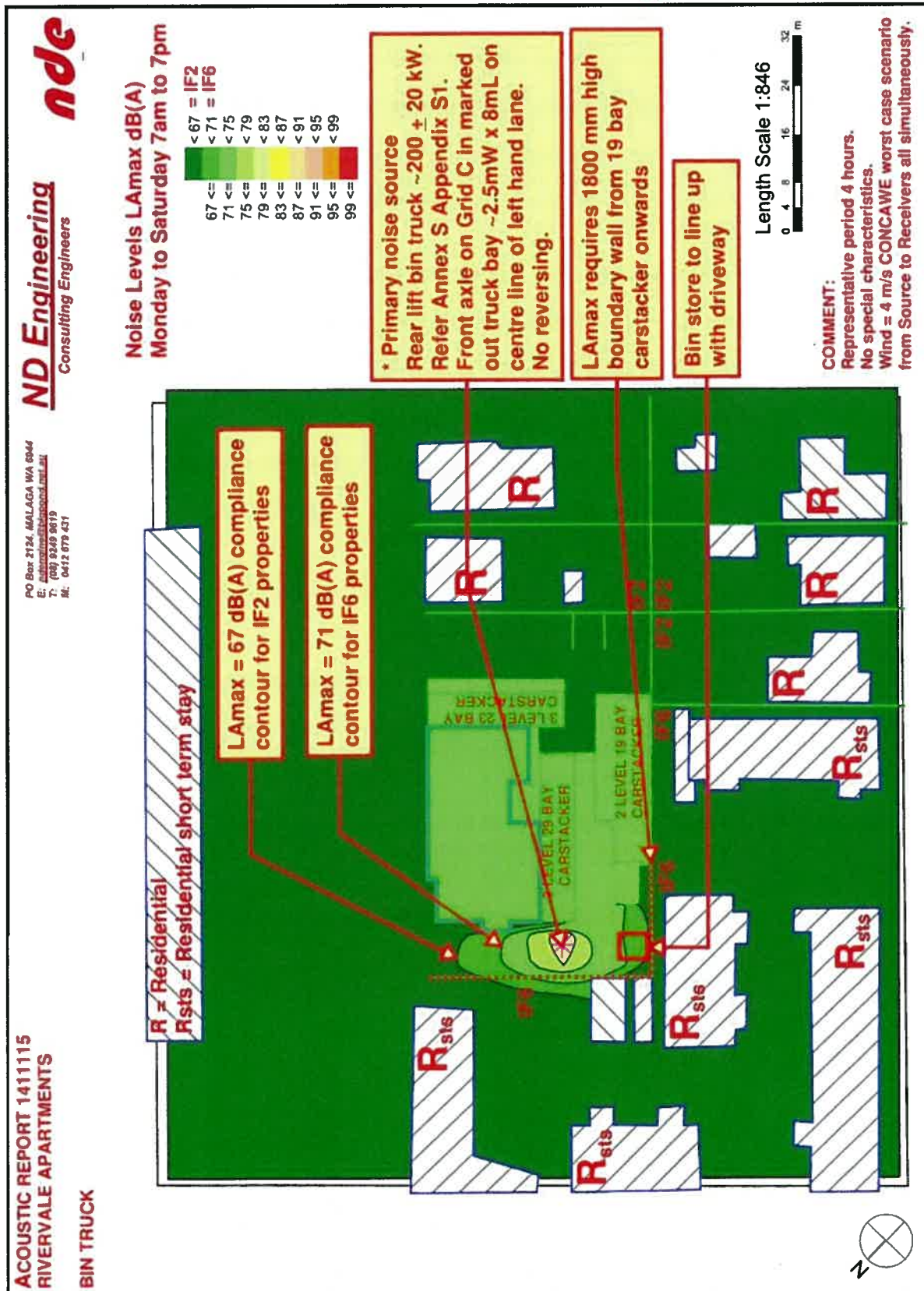


FIGURE S1.1 – DAY L_{Amax} 1800 mm Wall

ND Engineering's opinion is that the L_{Amax} would Comply with 1800 mm high wall for Noise Regulations with CONCAWE V_{day} = 4m/s. No further analysis required for wall heights or wind sensitivity.

Appendix S2 – BIN TRUCK LA01

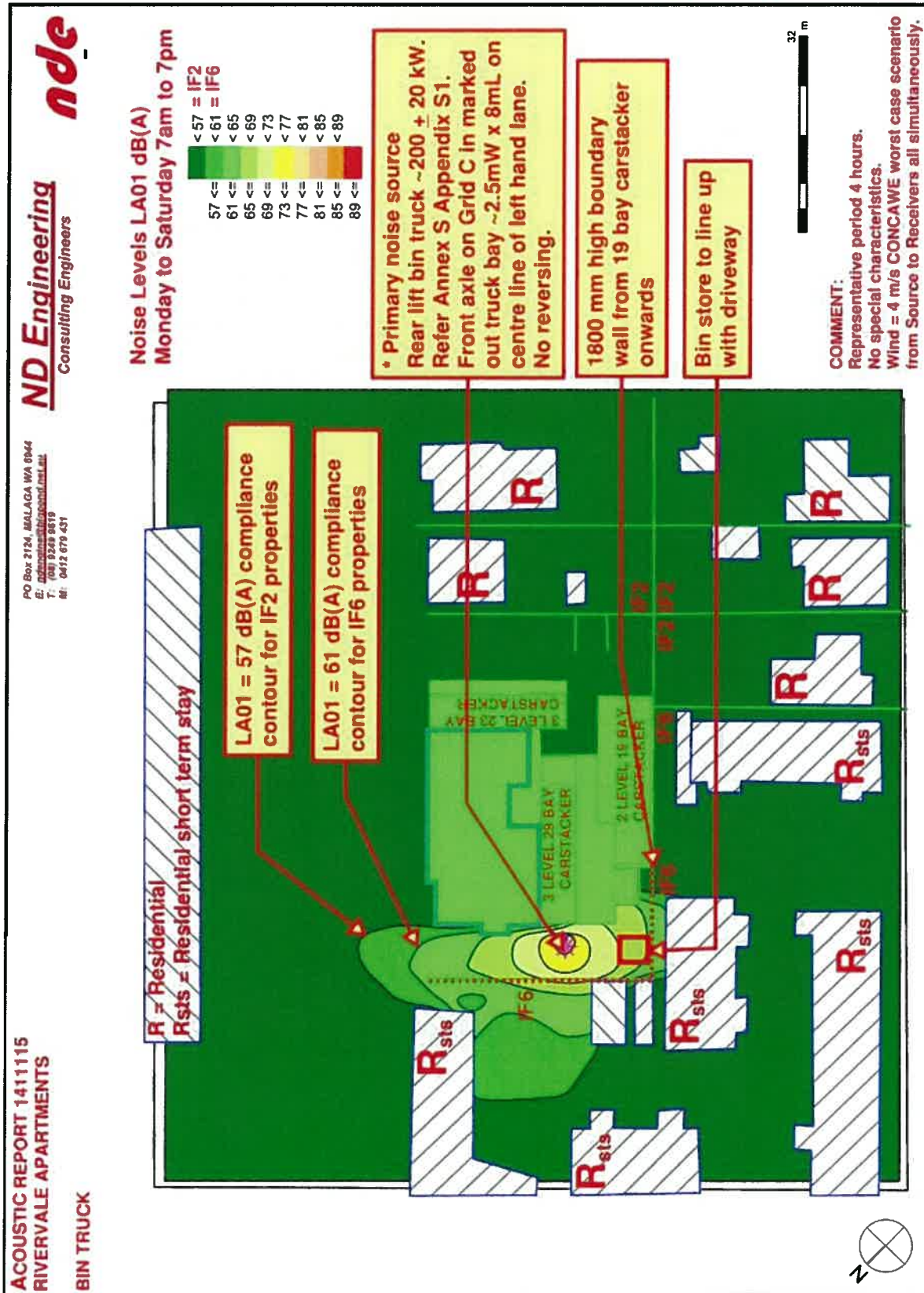


FIGURE S2.1A – DAY LA01 1800 mm Wall

ND Engineering's opinion is that the LA01 would Not Comply with 1800 mm high wall for Noise Regulations with CONCAWE $V_{day} = 4m/s$. Wind sensitivity analysis carried out in the following Figure.

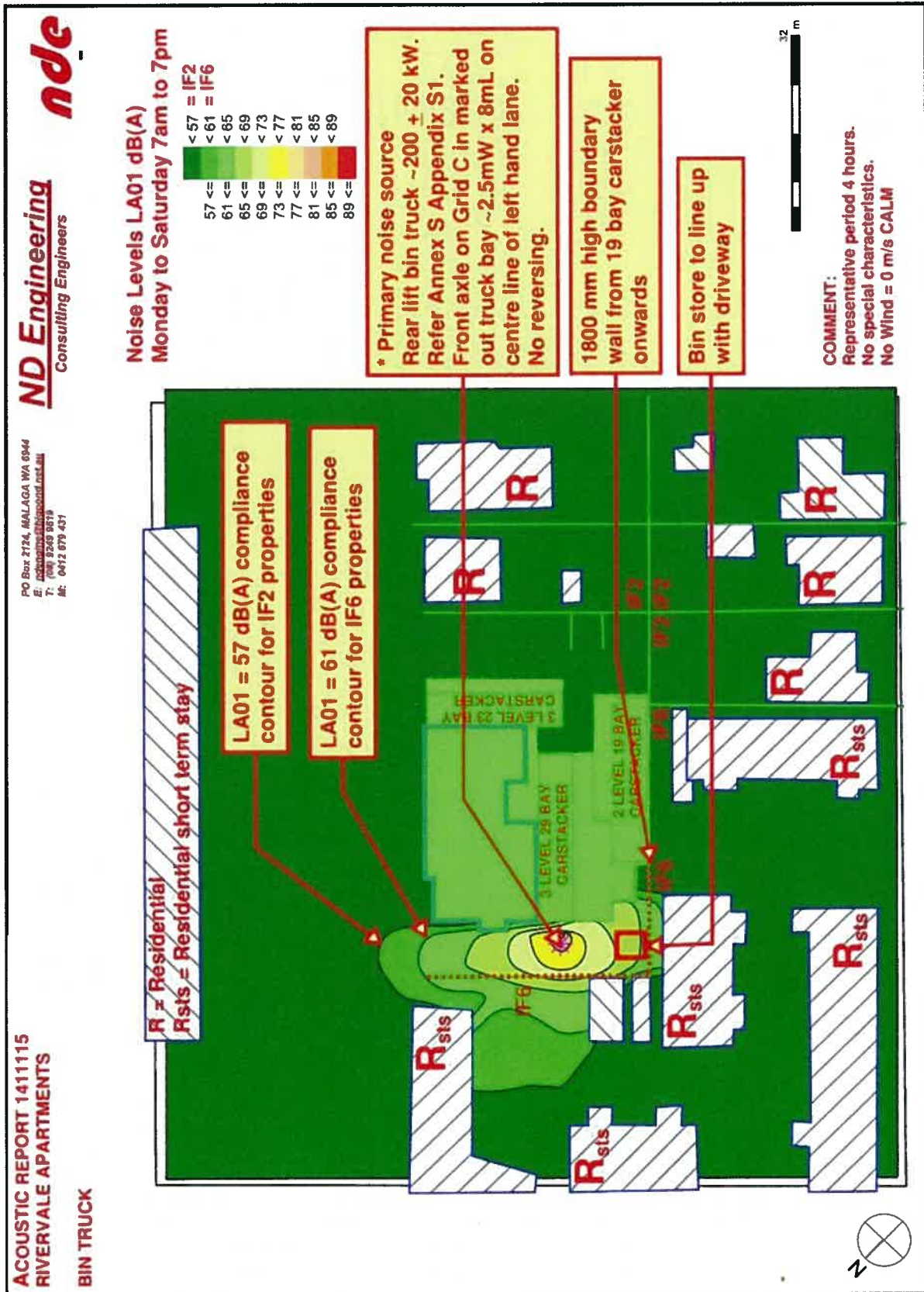


FIGURE S2.1B – DAY LA01 1800 mm Wall Calm Conditions

ND Engineering's opinion is that the LA01 would Not Comply with 1800 mm high wall for Noise Regulations with calm wind conditions

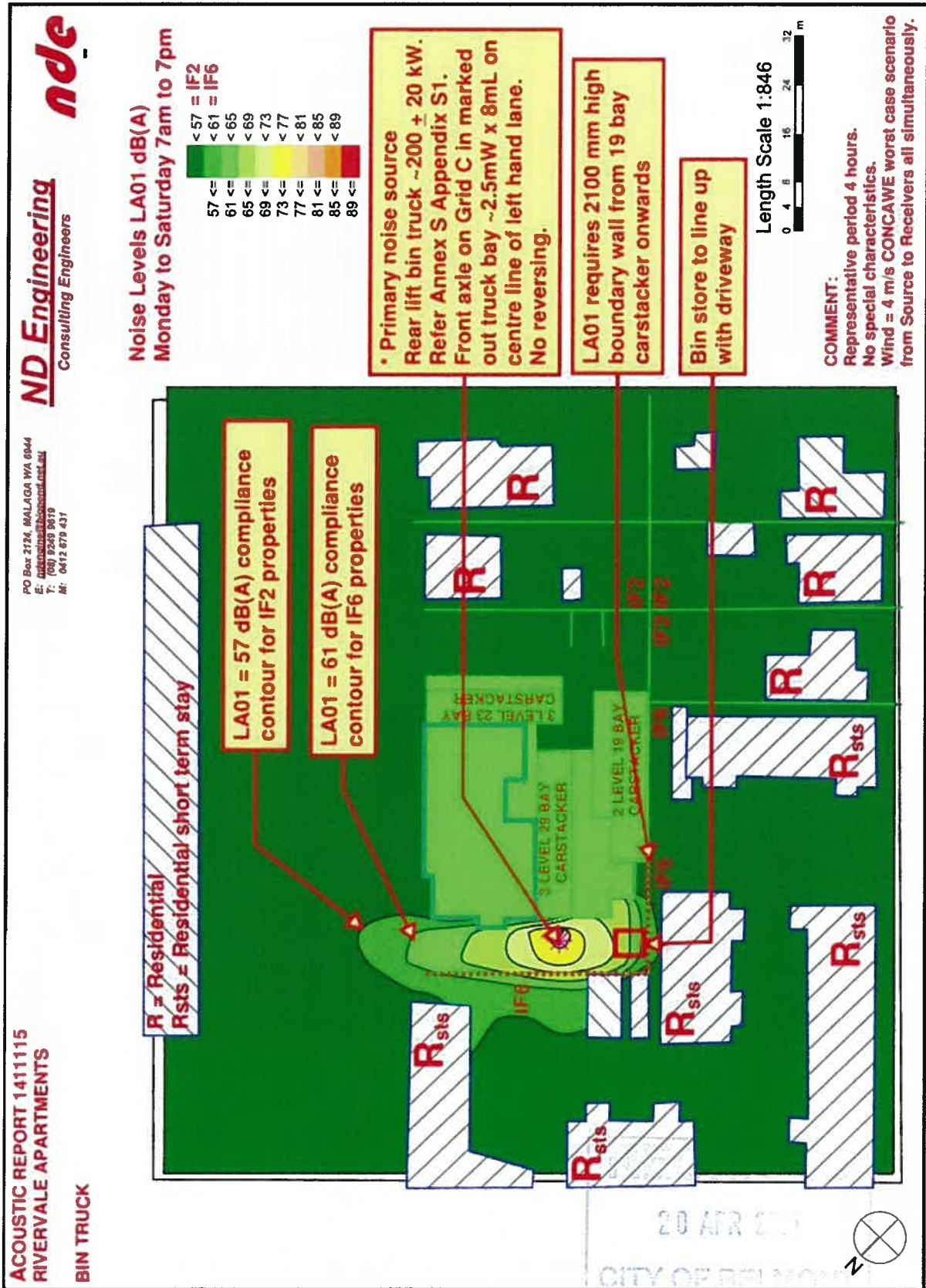


FIGURE S2.2A – DAY LA01 2100 mm Wall

ND Engineering's opinion is that the LA01 would Comply with 2100 mm high wall for Noise Regulations with CONCAWE $V_{day} = 4m/s$. Wind sensitivity analysis carried out in the following Figure.

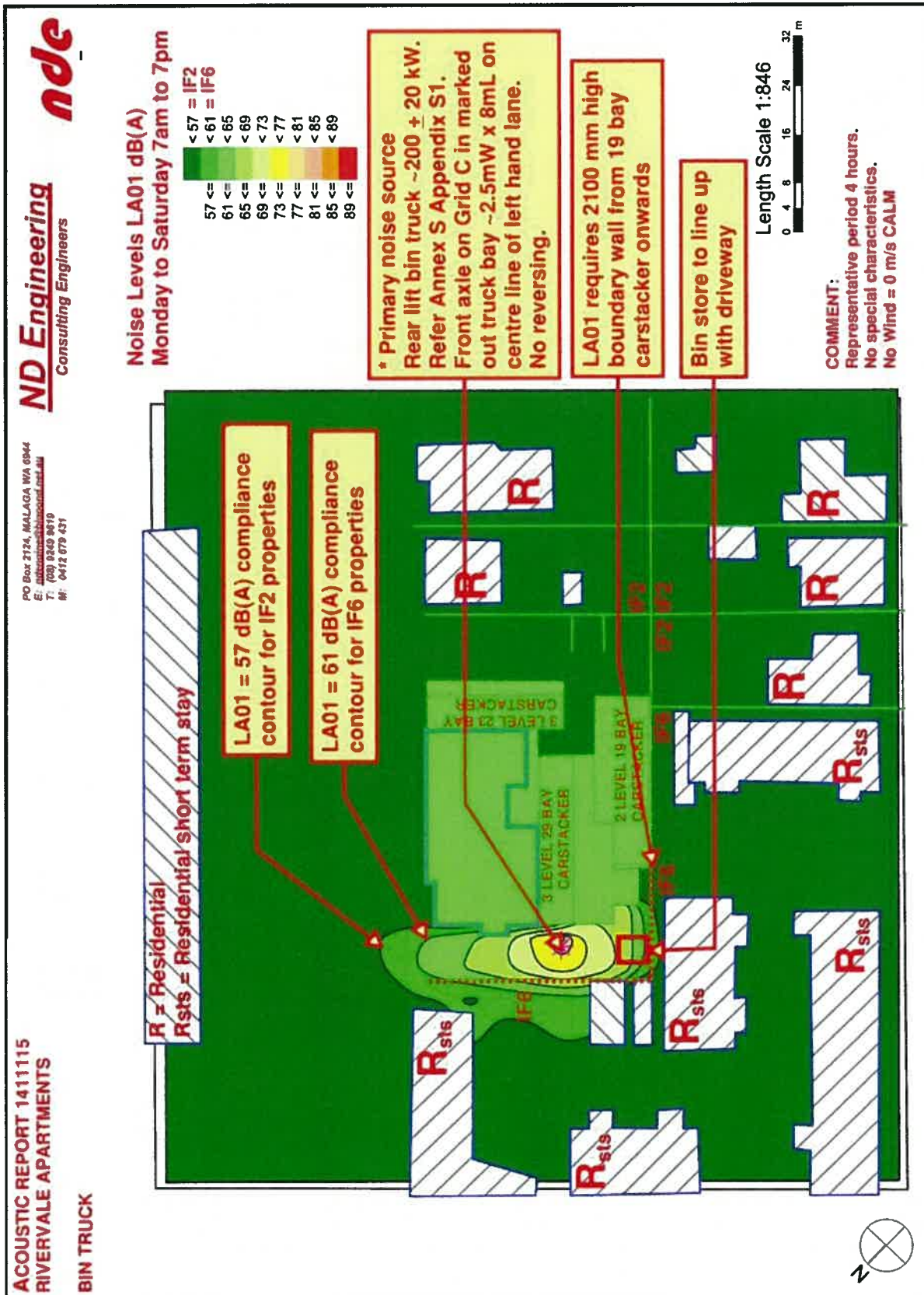


FIGURE S2.2B – DAY LA01 2100 mm Wall Calm Conditions

ND Engineering's opinion is that the LA01 would Comply with 2100 mm high wall for Noise Regulations with calm wind conditions.

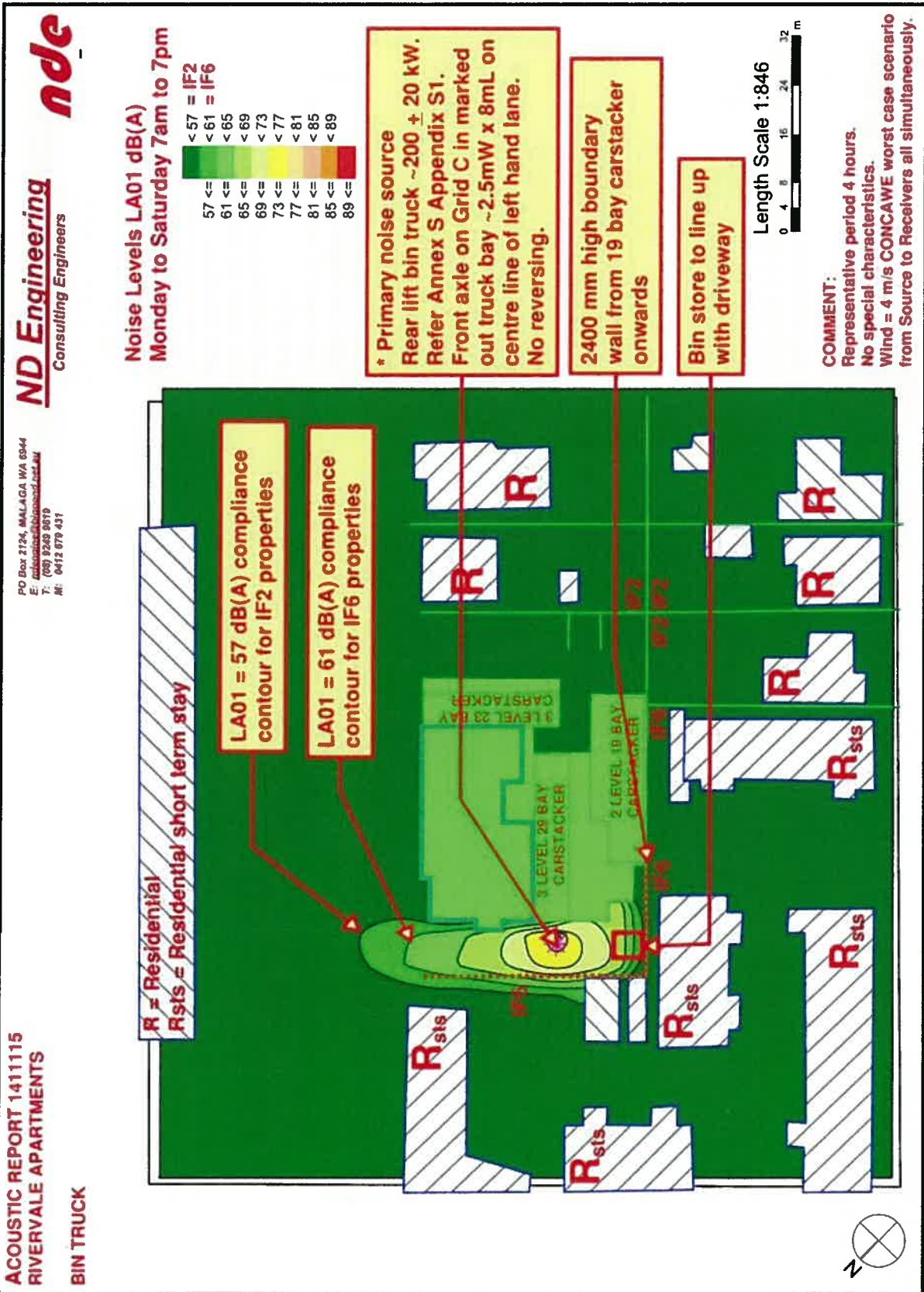


FIGURE S2.3 – DAY LA01 2400 mm Wall

ND Engineering's opinion is that the LA01 would Comply with 2400 mm high wall for Noise Regulations.

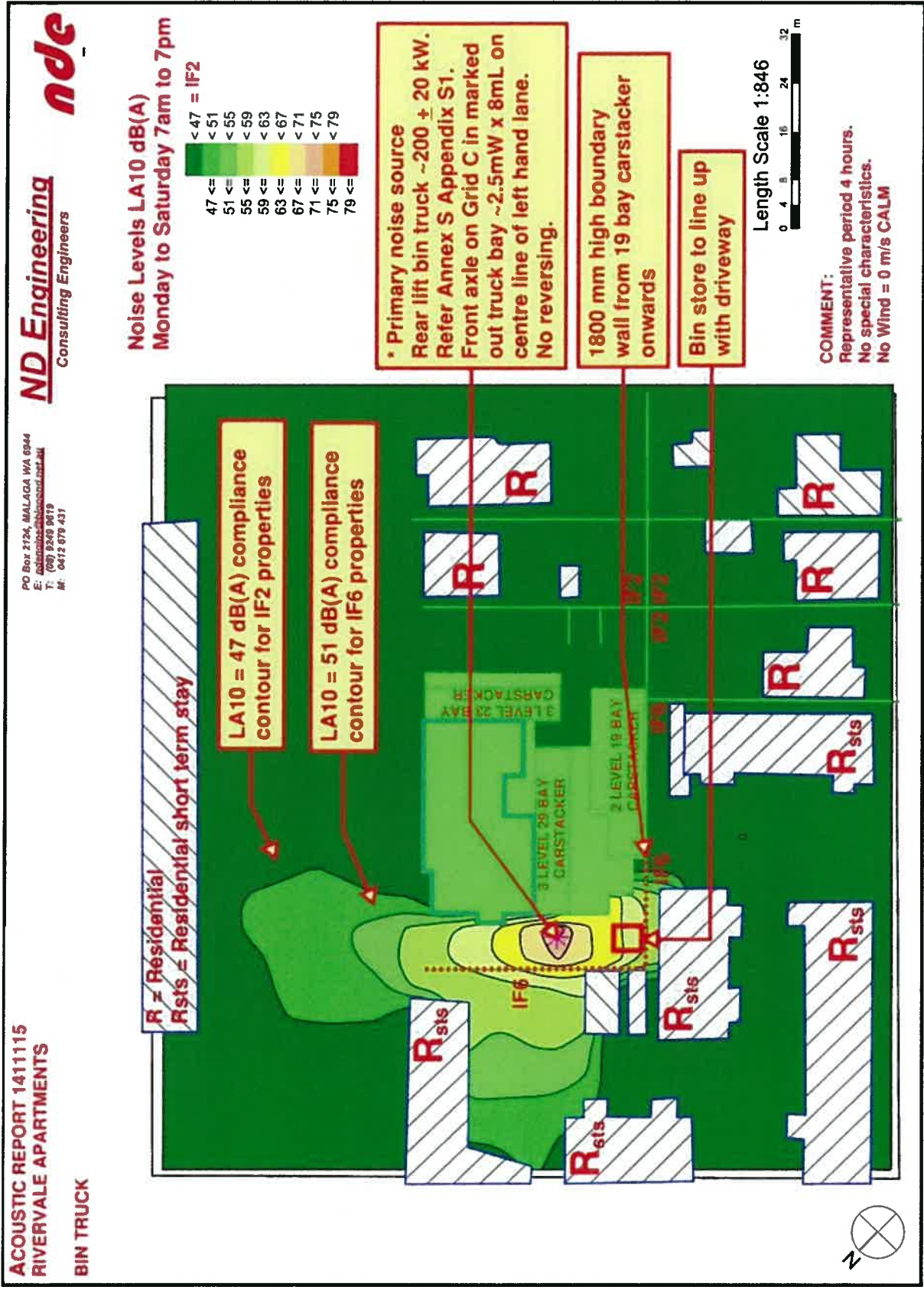


FIGURE S3.1B – DAY LA10 1800 mm Wall Calm Conditions

ND Engineering's opinion is that the LA10 would Not Comply with 1800 mm high wall for Noise Regulations with calm wind conditions.

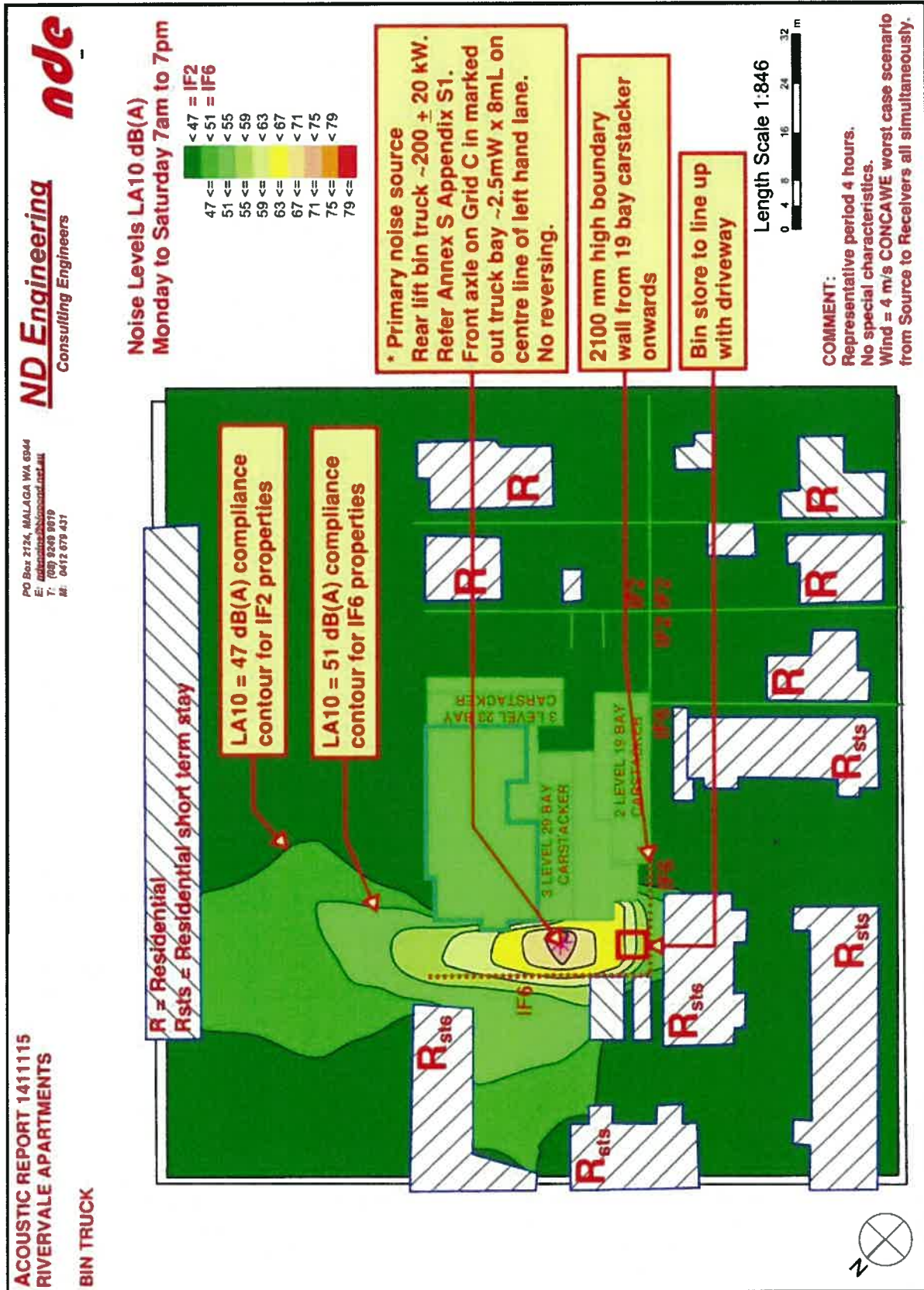


FIGURE S3.2A – DAY LA10 2100 mm Wall

ND Engineering's opinion is that the LA10 would Not Comply with 2400 mm high wall for Noise Regulations with CONCAWE $V_{day} = 4m/s$. Wind sensitivity analysis carried out in the following Figure.

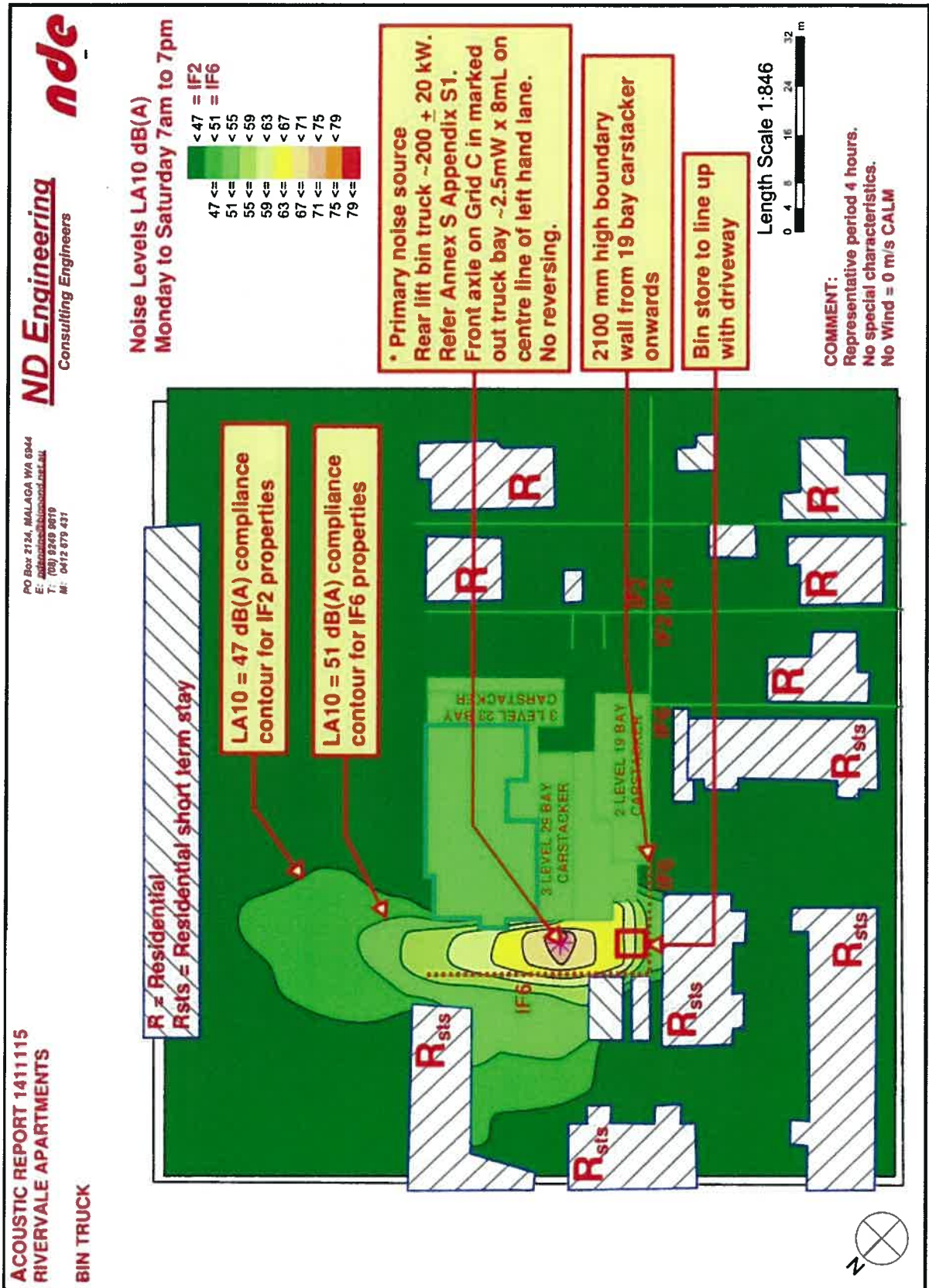


FIGURE S3.2B – DAY LA10 2100 mm Wall Calm Conditions

ND Engineering's opinion is that the LA10 would Not Comply with 2400 mm high wall for Noise Regulations with calm wind conditions.

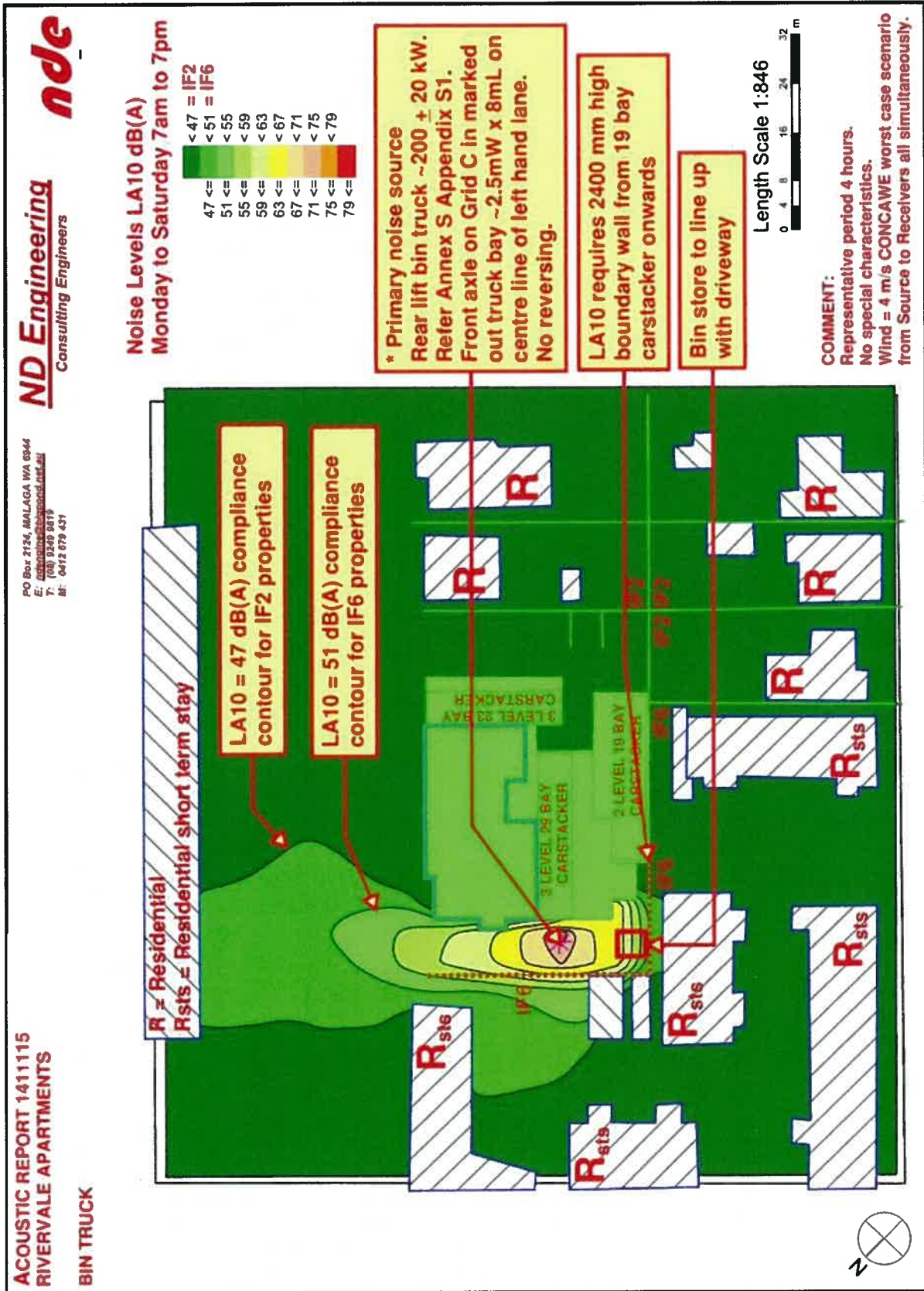


FIGURE S3.3A – DAY LA10 2400 mm Wall

ND Engineering's opinion is that the LA10 would Comply with 2400 mm high wall for Noise Regulations with CONCAWE V_{day} = 4m/s. Wind sensitivity analysis carried out in the following Figure.

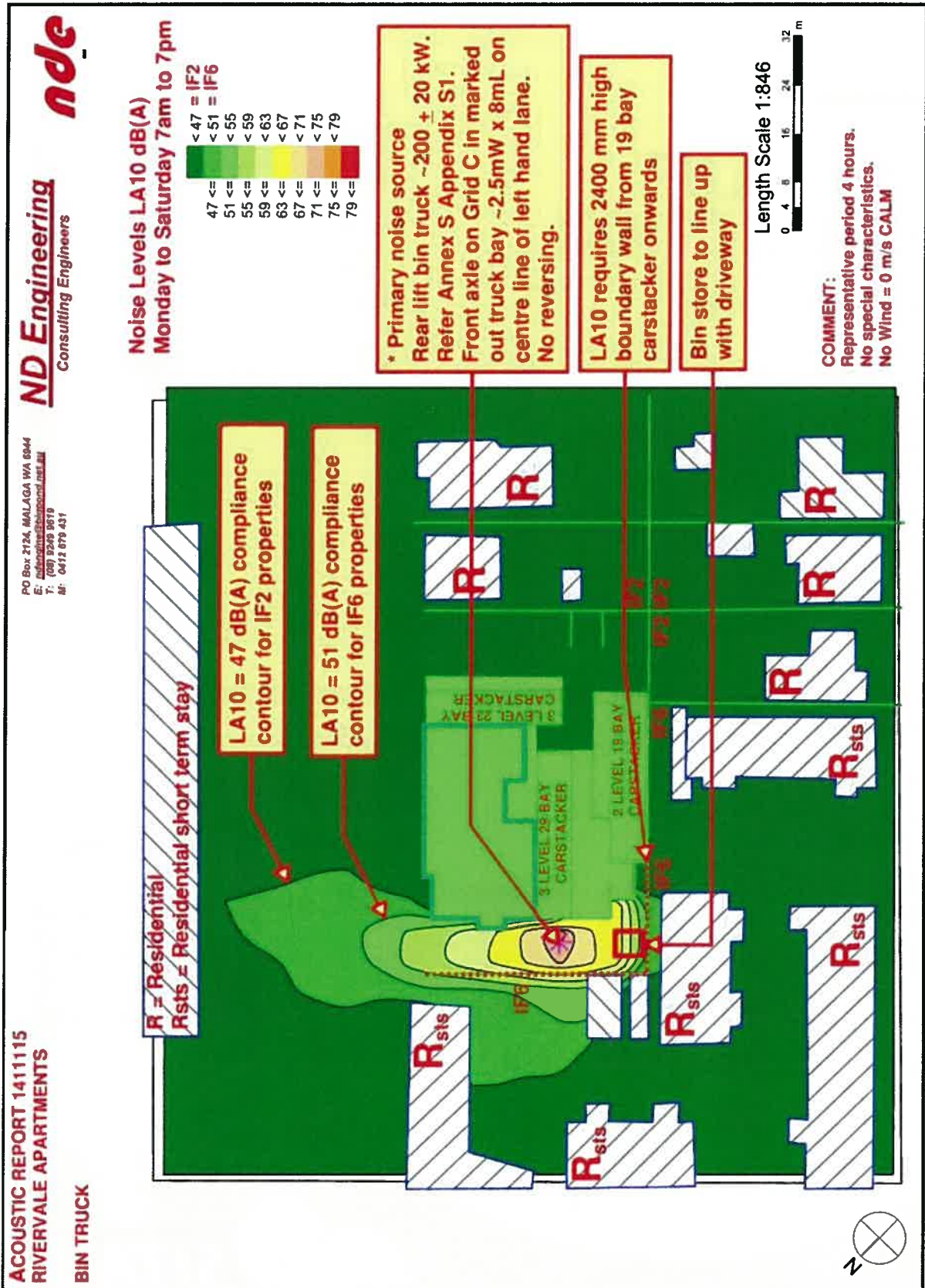


FIGURE S3.3B – DAY LA10 2400 mm Wall Calm Conditions

ND Engineering's opinion is that the LA10 would Comply with 2400 mm high wall for Noise Regulations with calm wind conditions.

20 APR 2015

Appendix S4 – BIN TRUCK

REAR LIFT COLLECTION

THE REAR LIFT COLLECTION SYSTEM IS BEST SUITED TO SITES WITH LIMITED ACCESS AND SPACE



SUPPORTED BY OUR NATIONAL NETWORK OF **SUSTAINABLE RESOURCE RECOVERY FACILITIES**, SITA AUSTRALIA'S COLLECTION SYSTEMS WILL HELP YOU SAVE ON DISPOSAL COSTS THROUGH **SERVICE EXCELLENCE AND REDUCING EXPOSURE TO LANDFILL LEVIES**.

BY ADOPTING SIMPLE AND RELIABLE COLLECTION SYSTEMS TAILORED TO THE WASTE GENERATION PROFILE OF YOUR BUSINESS, YOU CAN **IMPROVE CORPORATE RESPONSIBILITY AND BUILD ENVIRONMENTALLY SUSTAINABLE PERFORMANCE**.

OVERVIEW

- Best suited for lightweight and small to midsized waste volumes.
- Ideal for workshops, offices, restaurants and retail outlets.
- Suits businesses that generate odorous food wastes as the waste can be bagged and cleared daily.
- Perfect secondary partner for a primary Front Lift or Roll-on/Roll-off (RORO) system
- Convenient range of standard containers from 120L to 1100L capacities.
- Bins are colour-coded to Australian Standards for easy identification of waste streams.
- Reduced labour costs when bin is located close to waste generation source.
- Easily manoeuvrable due to solid rubber wheels.
- Equally suitable for indoor or outdoor use.
- Carts can be supplied in a range of sizes ensuring flexibility and total compatibility with the customer's site.

CONTAINER SPECIFICATIONS

Plastic (polyethylene)				
Capacity	120L	240L	660L	1100L
Height	0.92m	1.075m	1.235m	1.485m
Width	0.54m	0.58m	1.36m	1.36m
Length	0.62m	0.715m	0.765m	1.07m
Weight	9.5kg	13.5kg	45kg	65kg

**Availability of the complete suite of bin sizes varies across states. Sizes are approximate measurements and may vary by location.*



CONTAINER OPTIONS AND ACCESSORIES

- Foot pedal operated lid
- Wheel locking device
- Range of bin sizes
- Tow hitches
- Flip top and roll top lids
- Wheel brakes
- Liners
- Security posts
- Cart cradle
- Waste ID labels
- Bin lifters
- Padlocks and chains



THE LEADER IN RESOURCE RECOVERY



REAR LIFT COLLECTION

VEHICLE SPECIFICATIONS

Overall length	8.0m
Overall width	2.5m
Height (travel)	3.4m
Height (in operation)	3.4m
Weight (vehicle only)	13.0t
Weight (payload)	9.5t
Turning circle	25.0m

** Vehicle specifications are approximate and may vary by location



SITA's full range of collection services include:

- General waste
- Paper and cardboard
- Co-mingled recyclables (containers)
- Food and garden organics
- Electronic waste
- Batteries, globes and fluorescent tubes
- Metals
- Plastics
- Document destruction (confidential)
- Product destruction
- Untreated timber
- Construction waste
- Sanitary
- Quarantine waste
- Liquids
- Hazardous waste
- Medical/clinical waste

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 CENTRE ON 13 13 35**



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End of Annex S

ANNEX T – TRANSPORT NOISE ASSESSMENT (WAPC SPP5.4)

Assumptions & Limitations

T.1 The following assumptions and limitations are made:

- a. The speed limits remains at 60 kph for GEH and 80 kmh for GFF;

Outdoor Noise Criteria

T.1.1 Table 1 of Reference E, SPP 5.4, gives the following outdoor noise criteria.

Table T.1.1 - Outdoor noise Criteria (Reference A's Table 1)		
Time of Day	Noise Target	Noise Limit
DAY 6 am to 10 pm	$L_{Aeq(Day)} = 55 \text{ dB(A)}$	$L_{Aeq(Day)} = 60 \text{ dB(A)}$
Night 10 pm to 6 am	$L_{Aeq(Night)} = 50 \text{ dB(A)}$	$L_{Aeq(Night)} = 55 \text{ dB(A)}$

T.1.2 The guidelines associated with SPP 5.4 provide two deemed to comply noise insulation solutions for residential developments.

These two packages, Reference E's Package A Table 8 and Package E Table 9, are designed to ensure that the indoor noise standards in the policy are achieved for residential developments in areas where the outdoor noise levels are likely to be higher than the target noise levels by up to 8 dB(A).

The combination of Table 1 from Reference E and the deemed to comply packages results in the following composite table.

Table T.1.2 - Outdoor noise Criteria			
Time of Day	Noise Range		Deemed To Comply Packages for Residential Developments
DAY 6am to 10 pm	Target +5	$L_{Aeq(Day)} = 55 \text{ to } 60 \text{ dB(A)}$	Package A
	Limit +3	$L_{Aeq(Day)} = 60 \text{ to } 63 \text{ dB(A)}$	Package B
	> Limit +3	$L_{Aeq(Day)} > 63 \text{ dB(A)}$	Special assessment
Night 10 pm to 6 am	Target +5	$L_{Aeq(Night)} = 50 \text{ to } 55 \text{ dB(A)}$	Package A
	Limit +3	$L_{Aeq(Night)} = 55 \text{ to } 58 \text{ dB(A)}$	Package B
	> Limit +3	$L_{Aeq(Night)} > 58 \text{ dB(A)}$	Special assessment

See Figures T1 and T2 on the following pages.

Table 8

Area type	Orientation	Package A measures
Indoors		
Bedrooms	Facing road/rail corridor	<ul style="list-style-type: none"> • 6 mm laminated glazing • Casement or awning windows • No external doors • Closed eaves • No vents to outside walls/eaves • Mechanical ventilation/airconditioning (see 4.5.3)
	Side-on to corridor	<ul style="list-style-type: none"> • 6 mm laminated glazing • Closed eaves • Mechanical ventilation/airconditioning
	Away from corridor	No requirements
Living and work areas ⁵	Facing corridor	<ul style="list-style-type: none"> • 6 mm laminated glazing • Casement or awning windows • 35 mm (minimum) solid core external doors with acoustic seals⁶ • Sliding doors must be fitted with acoustic seals • Closed eaves • No vents to outside walls/eaves • Mechanical ventilation/airconditioning
	Side-on to corridor	<ul style="list-style-type: none"> • 6 mm glazing • Closed eaves • Mechanical ventilation/airconditioning
	Away from corridor	No requirements
Other indoor areas	Any	No requirements
Outdoors		
Outdoor living area ⁷	Facing corridor	<ul style="list-style-type: none"> • Minimum 2.0 m high solid fence (e.g. Hardifence, pinelap, or Colorbond) • Picket fences are not acceptable
	Side-on to corridor	
	Away from corridor	No requirements

⁵ These deemed-to-comply guidelines adopt the definitions of indoor spaces used in AS 2107-2000. A comparable description for bedrooms, living and work areas is that defined by the Building Guide of Australia as a "habitable room". The Building Guide of Australia may be referenced if greater clarity is needed. A living or work area can be taken to mean any "habitable room" other than a bedroom. Note that there are no noise insulation requirements for utility areas such as bathrooms. The Building Guide of Australia describes these utility spaces as "non-habitable rooms".

⁶ Glazing panels are acceptable in external doors facing the transport corridor. However these must meet the minimum glazing requirements.

⁷ The Policy requires that at least one outdoor living area be reasonably protected from transport noise. The protected area should meet the minimum space requirements for outdoor living areas, as defined in the Residential Design Codes of Western Australia.

FIGURE T.1 – PACKAGE A

Table 9

Area type	Orientation	Package B measures
Indoors		
Bedrooms	Facing road/rail corridor	<ul style="list-style-type: none"> • 10 mm laminated glazing • Casement or awning windows • No external doors • Closed eaves • No vents to outside walls/eaves • Mechanical ventilation/airconditioning (see 4.5.3)
	Side-on to corridor	<ul style="list-style-type: none"> • 6 mm laminated glazing • Casement or awning windows • Closed eaves • Mechanical ventilation/airconditioning
	Away from corridor	No requirements
Living and work areas ⁸	Facing corridor	<ul style="list-style-type: none"> • 10 mm laminated glazing • Casement or awning windows • 40 mm (minimum) solid core external doors with acoustic seals⁹ • Sliding doors must be fitted with acoustic seals • Closed eaves • No vents to outside walls/eaves • Mechanical ventilation/airconditioning
	Side-on to corridor	<ul style="list-style-type: none"> • 6 mm laminated glazing • Casement or awning windows • Closed eaves • Mechanical ventilation/airconditioning
	Away from corridor	No requirements
Other indoor areas	Any	No requirements
Outdoors		
Outdoor living area ¹⁰	Facing corridor	<ul style="list-style-type: none"> • Minimum 2.4 m solid fence (e.g. brick, limestone or Hardifence) • Colorbond and picket fences are not acceptable
	Side-on to corridor	
	Away from corridor	No requirements

4.5.3 Mechanical ventilation/airconditioning

⁸ These deemed-to-comply guidelines adopt the definitions of indoor spaces used in AS 2107-2000. A comparable description for bedrooms, living and work areas is that defined by the Building Guide of Australia as a "habitable room". The Building Guide of Australia may be referenced if greater clarity is needed. A living or work area can be taken to mean any "habitable room" other than a bedroom. Note that there are no noise insulation requirements for utility areas such as bathrooms. The Building Guide of Australia describes these utility spaces as "non-habitable rooms".

⁹ Glazing panels are acceptable in external doors facing the transport corridor. However these must meet the minimum glazing requirements.

¹⁰ The Policy requires that at least one outdoor living area be reasonably protected from transport noise. The protected area should meet the minimum space requirements for outdoor living areas, as defined in the Residential Design Codes of Western Australia.

FIGURE T.2 – PACKAGE B

Assessment

T.2 The following table summarises the noise levels assessment.

TABLE T.2 – TRAFFIC NOISE ASSESSMENT					
Annual Average Weekday Traffic Vehicles per Day		GEHwy 63020 vpd, 2008/09 MRWA site 3081		GEHwy 63020 vpd, 2008/09 MRWA site 3081	
		L _{Aeq} (Day)	L _{Aeq} (Night)	L _{Aeq} (Day)	L _{Aeq} (Night)
Measured result @ 50 m from edge of closest carriage way		57.8 dB(A)	49.2 dB(A)	-	-
Calculated result @ 125 m from edge of closest carriageway		-	-	53.8 dB(A)	45.2 dB(A)
Unadjusted façade result		57.8 dB(A)	49.2 dB(A)	53.8 dB(A)	45.2 dB(A)
15 year Traffic Correction +1.7 dB(A) using 2000 to 2014 data		59.5 dB(A)	50.9 dB(A)	55.5 dB(A)	46.9 dB(A)
Predicted Results	INDOOR	59.5 dB(A)	50.9 dB(A)	55.5 dB(A)	46.9 dB(A)
	OUTDOOR including +2.5 dB(A) façade correction	62.0 dB(A)	53.4 dB(A)	58.0 dB(A)	49.4 dB(A)

Outdoor Noise Assessment

- T.3.1 The requirements of Reference E (SPP 5.4) is that at least one outdoor living area such as an alfresco, balcony or terrace meets both the $L_{Aeq(Day)} = 55$ dB(A) and $L_{Aeq(Night)} = 50$ dB(A).
- T.3.2 The assessment for the outdoor areas in Table T.2 indicates that there are some apartments that may be above the $L_{Aeq(Day)} = 55$ dB(A) target therefore requiring a notification to be placed on the property titles for noise levels on the balconies. However it may be possible to undertake a noise measurement closer to completion to determine whether the notification is required. The affected apartments are the Western apartments.

Indoor Noise Assessment

- T.4.1 The requirements of Reference E (SPP 5.4) are to comply with the recommendations of AS 2107:2000 for residences near a MAJOR road for:
- Work areas $L_{Aeq} = 35$ to 45 dB(A);
 - Living areas $L_{Aeq} = 35$ to 45 dB(A);
 - Sleeping areas $L_{Aeq} = 30$ to 40 dB(A).
- T.4.2 Based on the assessment SPP5.4 Package B requirement for 10.38 mm laminated glass is recommended for all apartments however this has been modified by ND Engineering to suit this development in Table 4.3.

Recommendations

T.5. Recommendations are contained in **TABLE T.5 – BUILDING ENVELOPE CONSTRUCTION.**

TABLE T.5 – BUILDING ENVELOPE CONSTRUCTION		
ITEM	Location	Brief Description
Windows and glass doors	Residential Units & Apartments NW facing GEH & NE facing Armidale Rd	Rw 36 Laminated glass being either: - 10.38 Laminated glass; or - 6.5 Laminated Viridian Hush glass.
	Residential Units & Apartments SW & SE facing	Rw 33 Laminated glass being 6.38 mm laminated glass
	Non Residential Commercial	
<p>Glazing by Viridian being laminated glass with Rw acoustic rating as specified.</p> <p>NB: Other requirements including wind loading codes & energy efficiency codes may require glazing of greater thicknesses.</p> <p>General glass requirements applicable to all windows and doors unless otherwise noted Windows should (not shall) be awning type with hand operated opening/closing mechanism and complete with acoustic seals.</p> <p>Sliding windows and doors shall be sufficiently rigid to prevent bowing between the fixed and sliding portions of the windows when in the closed position under manual and wind loads. Sliding windows and doors shall be complete with acoustic seals.</p> <p>Frames shall be complete with a UPVC or rubber gasket applied to the perimeter of the glass to prevent contact between the glass and frame. Frames shall be securely bedded and sealed to walls, floor and ceiling. Commercial frames shall also have all large hollow section filled with semi rigid insulation held in place with double sided tape.</p>		
External Walls	Residential	Construction recommended to achieve at least Rw 45
Doors	Residential Entry doors	Generally - Solid core external door with acoustic seals and glass panels to match glazing requirements.
		Scenario 1 - Solid core door minimum thickness 35 mm with surface density greater than 25 kg/m ³ , when entry to

		SOU is from an <i>open</i> to ambient area, typical.
		Scenario 2 - Acoustic door (fire rated), when entry to SOU is from an <i>enclosed</i> : foyer, lobby, entrance or stair case. $R_w \geq 30$, typical
Roof	Residential to all areas	Metal roof profiled sheeting with R1.3 anticon fitted between the metal roof and roof frame. Ceilings shall comprise: <ul style="list-style-type: none"> - One layer of 10 mm Gyprock fixed to roof frame at maximum 600 mm centres; - With minimum R2.5 insulation batts in the rafter/ceiling cavity secured into place to prevent slumping (energy efficiency requirement's may be for a higher R rating).
	Box gutter/s (if any)	Flat ceilings under shall comprise two layers of 10 mm Gyprock when over a habitable room.
	Eaves.	Sealed

End of Annex T



ANNEX W – WIND ROSES

TABLE W1 – WIND SPEED AND AMBIENT NOISE SUMMARY						
BEAUFORT WIND SCALE			Wind Speed			Ambient Noise Levels dB(A)
Beaufort Number	Effects	Wind conditions	Kmh	m/s	CONCAWE m/s	
0	Smoke rises vertically	Calm less than 1 km/h	0			
1	Wind direction is shown by smoke drift but not by weather vanes	Light breeze, 1 to 5 km/h	1			
			2			
			3			
			4			
			5	1.39		9
2	Wind felt on face, leaves rustle, moves a weather vane	Light breeze, 6 to 11 km/h	6	1.67		14
			7	1.94		19
			8	2.22		23
			9	2.50		26
			10	2.78		29
			11	3.06	3.0 Night	32
			12	3.33		34
3	Leaves & twigs in constant motion, makes a flag fly	Light breeze, 12 to 19 km/h	13	3.61		36
			14	3.89	4.0 Day	38
			15	4.17		40
			16	4.44		42
			17	4.72		44
			18	5.00		45
			19	5.28		47
4	Raises dust and loose paper, flutters papers and move small tree branches	Moderate breeze, 20 to 28 km/h	20	5.56		48
			21	5.83		50
			22	6.11		51
			23	6.39		52
			24	6.67		54
			25	6.94		55
			26	7.22		56
			27	7.50		57
			28	7.78		58

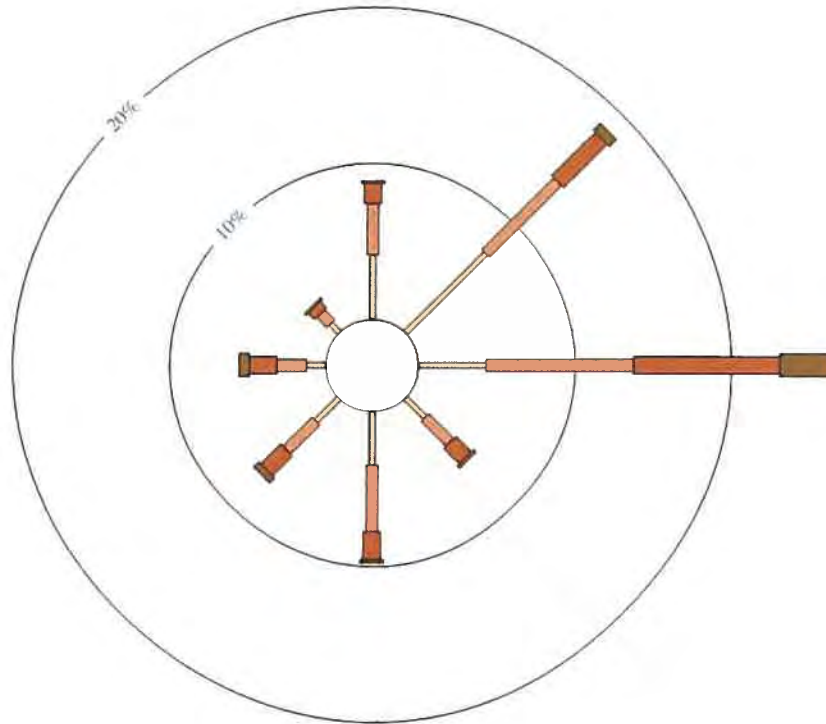
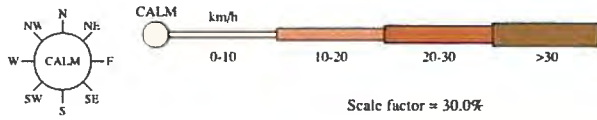
WIND FREQUENCY ANALYSIS (in km/h)

PERTH AIRPORT STATION NUMBER 009021

Latitude: -31.93 ° Longitude: 115.98 °

9 am
 21932 Total Observations (1944 to 2004)

Calm 15%



Wind directions are divided into eight compass directions. Calm has no direction.
 An asterisk (*) indicates that calm is less than 1% .
 An observed wind speed which falls precisely on the boundary between two divisions (eg 10km/h) will be included in the lower range (eg 1-10 km/h). Only quality controlled data have been used.



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[Page 1]

FIGURE W1 – 9AM WIND ROSE

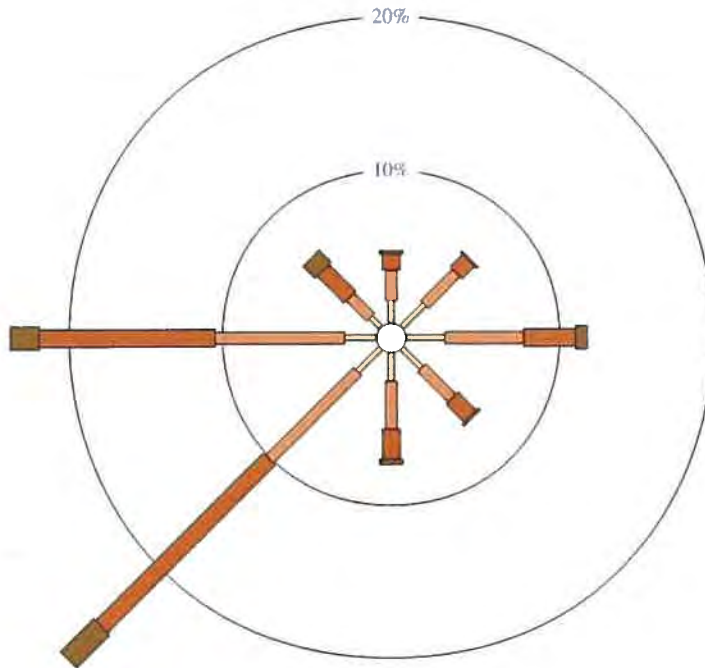
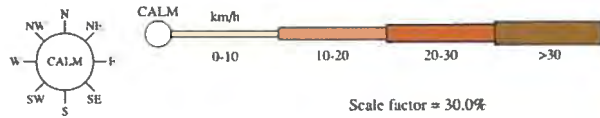
WIND FREQUENCY ANALYSIS (in km/h)

PERTH AIRPORT STATION NUMBER 009021

Latitude: -31.93 ° Longitude: 115.98 °

3 pm
 21917 Total Observations (1944 to 2004)

Calm 5%



Wind directions are divided into eight compass directions. Calm has no direction.
 An asterisk (*) indicates that calm is less than 1% .
 An observed wind speed which falls precisely on the boundary between two divisions (eg 10km/h) will be included in the lower range (eg 1-10 km/h). Only quality controlled data have been used.



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[Page 1]

FIGURE W2 – 3PM WIND ROSE

End of Annex W

ATTACHMENT 5 – Transport Impact Assessment (Final Rev 3 April 2015)

Lot 204 (2), Lot 205 (4), Lot 206 (6) and Lot 207 (8) Armadale Road, Rivervale

LG Reference: 533/2014
DAP Reference: DAP/14/00602

April 2015

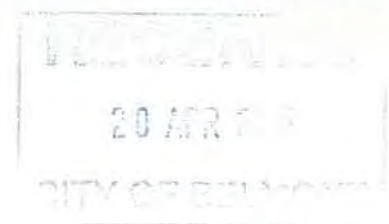
Final Revision 3

Short Stay Apartments, 2-8 Armadale Road, Rivervale

Prepared For:

Omni Design Australia Pty Ltd

Transport Impact Statement
Report



DOCUMENT ISSUE AUTHORISATION

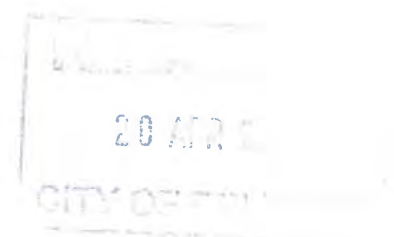
Issue	Rev	Date	Description	Prepared by	Checked by	Approved by
0	0	18/07/2014	Draft	AGP	SGY	SGY
0	1	21/07/2014	Draft Rev 1	AGP	SGY	SGY
1	0	28/07/2014	Final	AGP	SGY	SGY
1	1	03/11/2014	Final Rev 1	AGP	DNV	DNV
1	2	16/04/2015	Final Rev 2 – revised bin store and parking	AGP	DNV	DNV
1	3	17/04/2015	Final Rev 3 – 3d rendering updated	AGP	DNV	DNV

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Donald Veal Consultants Pty Ltd

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1. INTRODUCTION

1.1 Background

Omni Design Australia Pty Ltd has commissioned Donald Veal Consultants (DVC) to prepare this report to support the planning application relating to the development of 2 to 8 Armadale Road, Rivervale. The development is planned to comprise 100 “short stay” apartments.

City of Belmont requires a Transport Impact Statement (TIS) to demonstrate the site and surrounding road networks’ capability to accommodate the planned use.

1.2 Scope of this Report

The TIS has been prepared with reference to the Western Australia Planning Commission (WAPC) guidelines and includes the following items:

- Description of the development;
- Consideration of existing traffic conditions;
- Forecasting of traffic generated by the planned development;
- Consideration of expected operation of the road network at the design year; and
- Consideration of parking and facilities for pedestrians, cyclists and public transport users.

1.3 Structure of this Report

Following this section, Section 2 contains details of the existing conditions, Section 3 reports on the details of the proposed development, the traffic assessment aspects and other relevant issues and Section 4 contains the summary and conclusion.

2. EXISTING CONDITIONS

2.1 Site Location and Local Road Network

The development site is located in Rivervale, approximately 7km by road to the south-east of Perth Central Business District (CBD) and approximately 10km by road west from Perth Airport. The site location is shown in **Figure 2.1**, highlighting the strategic location of the site and the close proximity to Great Eastern Highway. The site is approximately 45m to the south of Great Eastern Highway and borders the west side of Armadale Road.

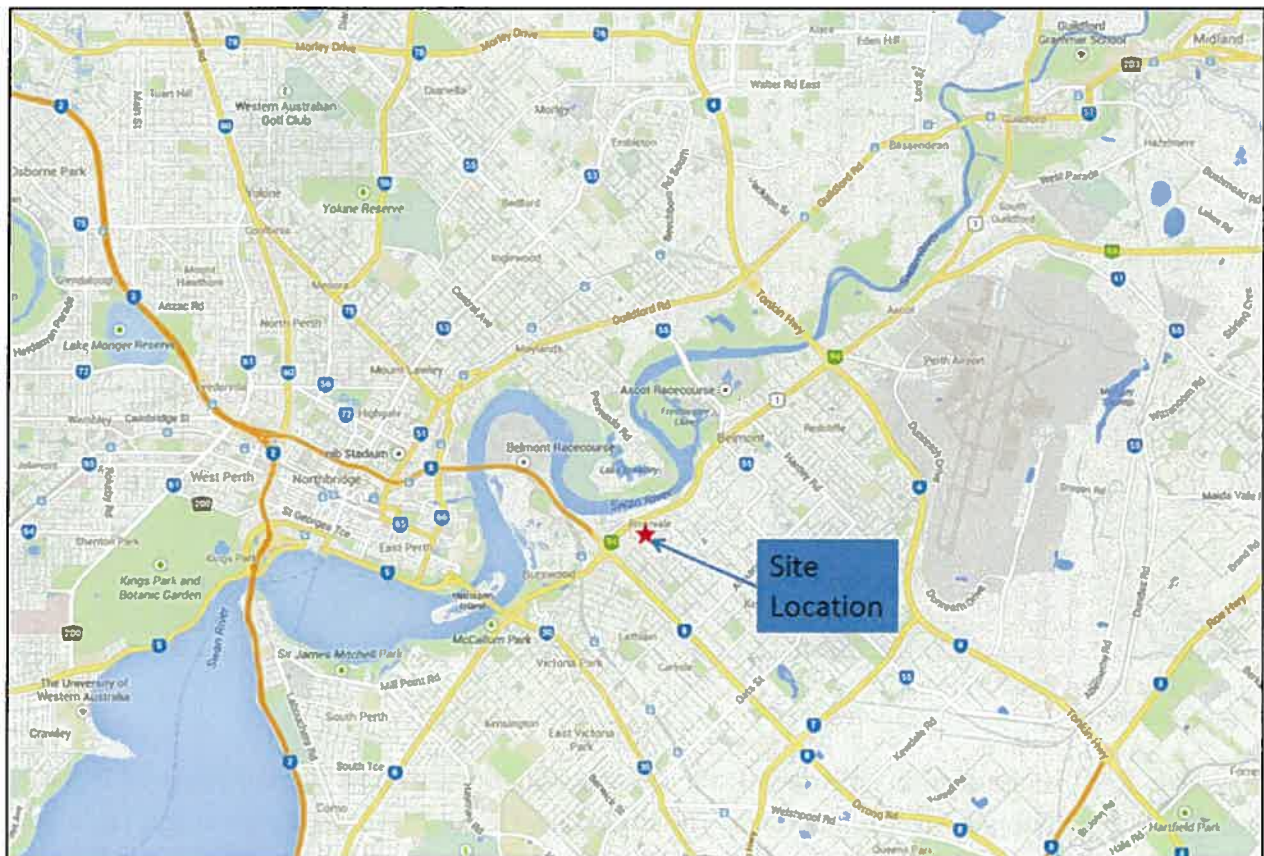


Figure 2.1: Site Location
Source: Google Maps

20 APR 2015

The local road network in the vicinity of the site is shown in **Figure 2.2**, highlighting Armadale Road, Great Eastern Highway, Orrong Road and Graham Farmer Freeway. The site has an area of 2,731.90m² and is bordered to the north and west by the existing Great Eastern Motor Lodge and to the south by existing residential.

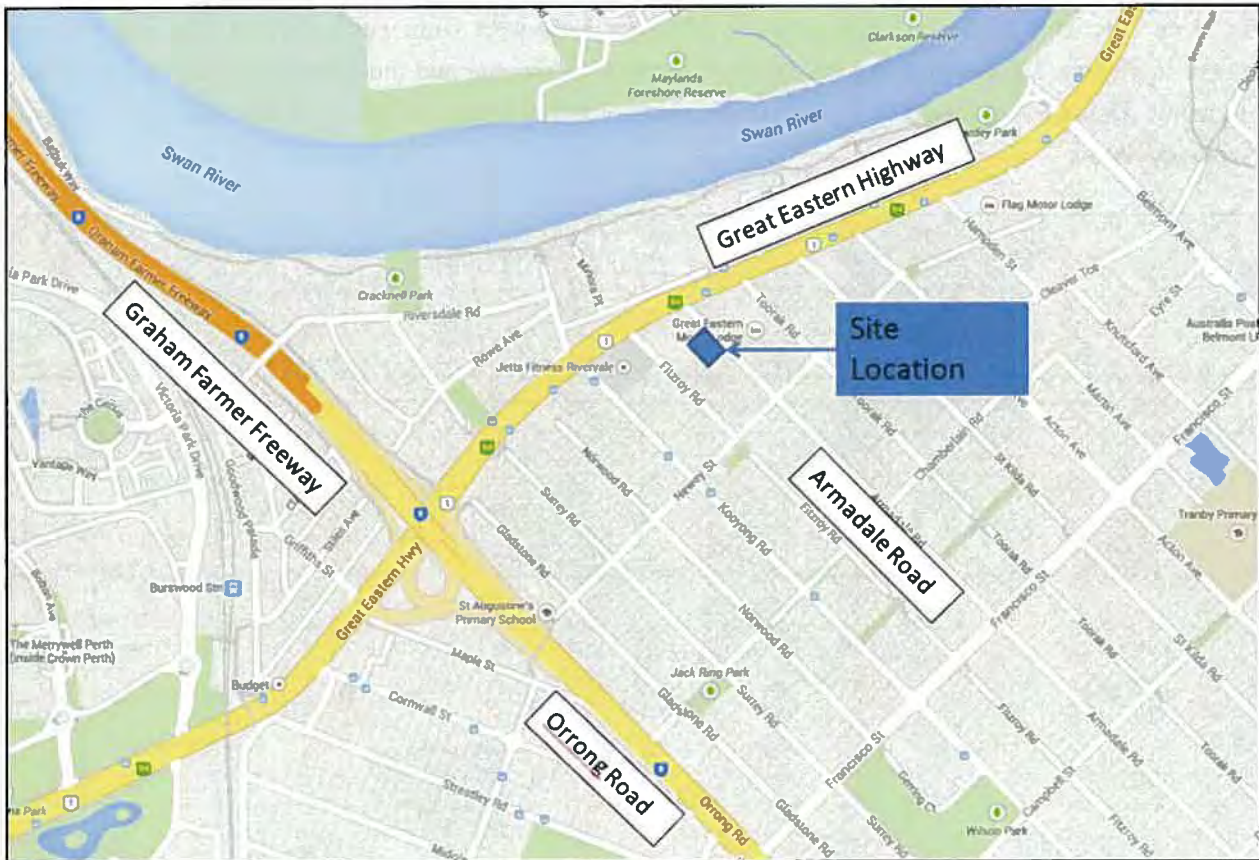


Figure 2.2: Local Road Network
Source: Google Maps

Armadale Road is classified as an Access Road and connects between Great Eastern Highway in the north and Oat Street / Gabriel Street in the south. The road comprises one lane per direction and has a general width of approximately 6.0m together with widening to approximately 12.5m in the immediate vicinity of the site. The widened section of Armadale Road extends approximately 85m from the left-in / left-out intersection with Great Eastern Highway. There is a footpath located along the west side of Armadale Road, extending along the full length of the road.

Great Eastern Highway is classified as a Primary Distributor and comprises three vehicle lanes, one bus lane and one on-street cycle lane per direction, together with a central median. The total carriageway width, including the central median, is approximately 38.0m. There are footpaths provided along both the north and south sides of the road.

Orrong Road is classified as a Primary Distributor and comprises two vehicle lanes per direction, together with a central median. The total carriageway width, including the central median, is approximately 24.0m. There are footpaths provided along both the east and west sides of the road.

Client: Omni Design Australia Pty Ltd
Project: Short Stay Apartments, 2-8 Armadale Road, Rivervale

The Main Roads Western Australia (MRWA) Road Hierarchy Classification is shown in **Figure 2.3**, highlighting Great Eastern Highway and Orrong Road as Primary Distributors and Armadale Road as an Access Road.



Figure 2.3: Road Hierarchy
Source: MRWA

2022

Great Eastern Highway has a speed limit of 60 kilometres per hour (km/h), Orrong Road has a speed limit of 70 km/h and Armadale Road has a speed limit of 50 km/h based on the available MRWA information. The published speed limit data available from MRWA on the wider road network is shown in **Figure 2.4**.



Figure 2.4: Road Speed Limit
Source: MRWA

2.2 Existing Traffic Volumes and Operation

We have reviewed the existing traffic data on the major roads in the vicinity of the development site. The data available from MRWA is shown in **Figure 2.5**. The traffic flows in the vicinity of the development are concentrated on Great Eastern Highway, Orrong Road and Graham Farmer Freeway. Traffic volumes on the access roads in the immediate proximity of the development are not available but are known to be generally low and of appropriate level for the road classification.

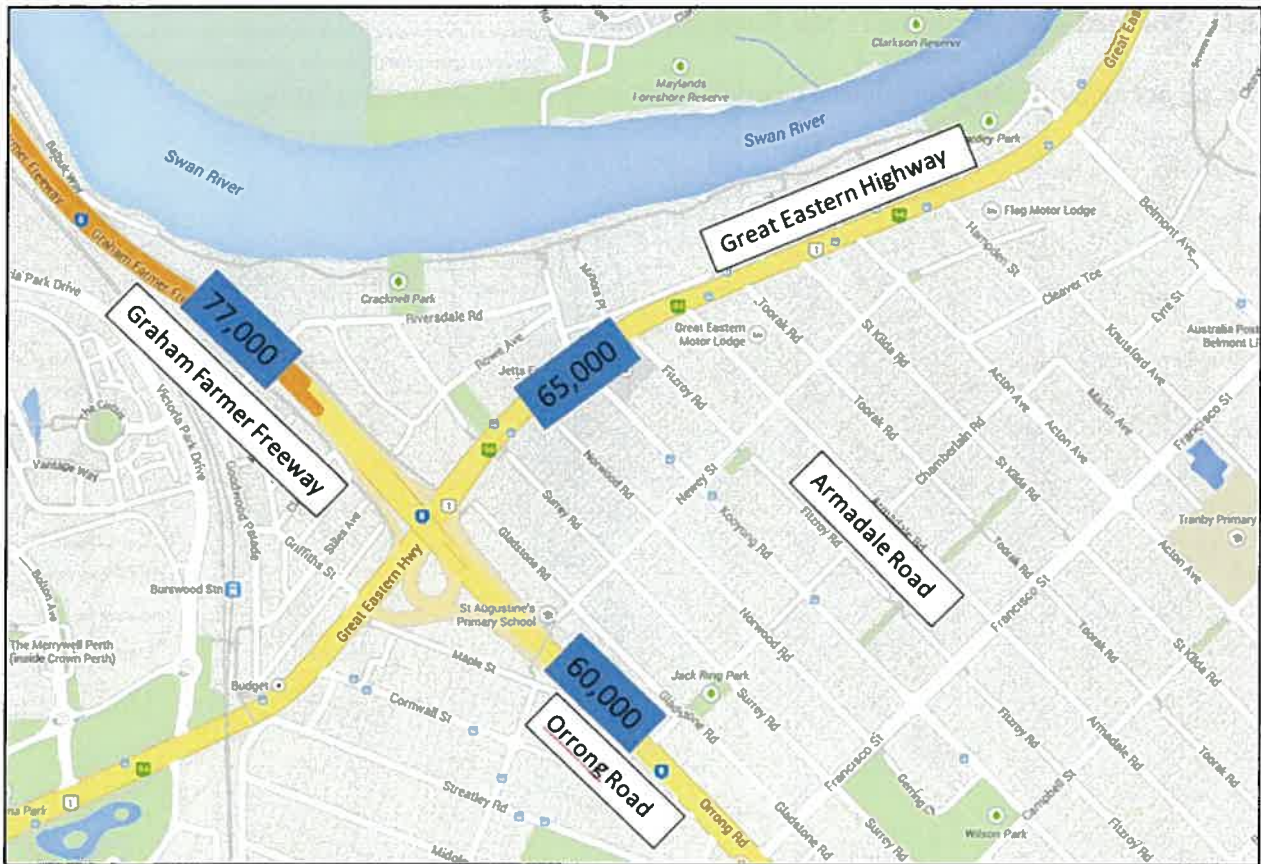


Figure 2.5: Existing Traffic Flows (veh/day)
Source: MRWA

The road network currently operates with an acceptable level of service during peak periods, with no excessive delay or congestion.

2.3 Crash History

The crash history at the intersection of Great Eastern Highway and Armadale Road has been investigated for the purpose of understanding safety. The assessment has covered the years 2009 to 2013 inclusive, and it is noted there is no particular accident trend in the locality of the development. There have been 2 accidents in proximity to the intersection, resulting in no fatalities, hospitalisation or medical treatment. It is concluded from review of the data that there are no current safety concerns with this intersection.

2.4 Planned Modifications to the Road Network

We are not aware of any future planned modifications to the study area road network.

3. PROPOSED DEVELOPMENT

3.1 Description of Proposed Development

The development is planned to comprise “short stay” apartments, with the following breakdown:

- 1 bedroom units (typically 26.8m² interior) – 90 apartments; and
- 2 bedroom units (typically 66.1m² interior) – 10 apartments.

There will be a café / breakfast area located on the ground floor and this is planned to be operated for use by residents staying at the dwellings only. There are not expected to be outside persons who would travel to the development to use the café / breakfast area.

The development is ideally situated between the airport and Perth CBD, with the trip to / from each of these locations being relatively short and straightforward. It is expected that a large proportion of users of the development will not have their own vehicle and will travel to / from the airport and surrounding locations by taxi or bus.

It is expected that the use of the apartments will be by persons who reside outside of Perth and the duration of stay will typically be for 1 to 3 days. It is expected that the maximum on-site utilisation would be 75% as a result of servicing and operational issues. The apartments are each provided with kitchens, thereby minimising the need for trips to / from the development for the purpose of eating.

The layout of the proposed development is shown in **Appendix A**.



3.2 Traffic Generation, Distribution and Assignment

The initial stage was to consider the expected mode split associated with the planned development. We have considered the location of the development, the type of development, the expected users and available transport options. We have also considered data obtained from other recent short stay apartment projects we have been involved with. The forecast mode split for the development is as shown below:

- Public transport / walk: 20%
- Cycle: 1%
- Motorcycle: 1%
- Taxi: 20%
- Private Car: 58%

The trip rates which have been adopted for this project are shown in **Table 3.1**. The trip rates have been developed considering the forecast mode split associated with this planned development and forecast peak utilisation rate. During the AM peak, the arrival trip rate is 0.07 vehicles per apartment (veh/unit) while the departure trip rate is 0.12 veh/unit.

Table 3.1: Trip Rates

Land Use	AM Peak (veh/unit)		PM Peak (veh/unit)	
	In	Out	In	Out
Short stay apartments	0.07	0.12	0.12	0.07

The forecast generated traffic based on the number of apartments and the forecast trip rates is shown in **Table 3.2**. It is seen that during the AM peak there are forecast to be 7 vehicles per hour (veh/h) arriving at the development and 12 veh/h departing.

Table 3.2: Generated Traffic

Land Use	Quantum (No.)	AM Peak (veh/h)		PM Peak (veh/h)	
		In	Out	In	Out
Short stay apartments	100	7	12	12	7

It is concluded that the forecast traffic volumes are not significant and will be satisfactorily catered for on the current road network. There is not forecast to be significant additional delay or congestion occurring as a result of the forecast generated traffic.

3.3 Driveway Access

The development is proposed to be provided with two accesses located on Armadale Road, approximately 50m and 90m from Great Eastern Highway, with the southern access being two-way and the northern access being egress only. At each access location there appears to be good visibility along the road with a clear line of sight in either direction. Based on the site plan shown in **Appendix A**, the southern access is planned to be 7.0m wide while the northern access is planned to be 5.4m wide. There are no safety or capacity issues arising from the proposed driveway accesses.

3.4 Car Parking Provision

The development is proposed to be provided with the following parking provision:

- 91 car parking bays; and
- 16 bicycle parking bays.

There has been consultation with the City of Belmont and our client has been advised that the Local Planning Scheme No. 15 does not cover our planned short stay apartments. The advice from the City of Belmont has been that the parking provision for the site should be considered with relation to the Residential Design Codes (R-Codes).

The key information on relevant parking provision contained within the R-Codes has been referred to and has provided guidance on the provision per dwelling and also the provision for visitors, as shown in **Table 3.3**. As the dwellings are each less than 75m², the parking provision has been identified as 0.75 bays per dwelling. In addition to this, there is an identified need for 0.25 bays per dwelling associated with visitors.

Table 3.3: Parking Calculation

Category	Quantum	Standard	Required Bays	Provided Bays	Bay Shortfall
Dwelling	100	0.75 bays per dwelling < 75m ²	75	76	-1
Visitor	-	0.25 bays per dwelling	25	7	18
Employee	6	No specified standard. Assume 1 per employee	6	6	0
Service bay	-	No standard. Assume 1 required for service vehicle.	1	1	0
Disabled	-	No standard. Assume 1 bay required.	1	1	0
			108	91	17

The parking for the development is required to cater for the employees at the development. It is forecast that there will be a total of 6 employees at the development, 4 of which will be associated with the kitchen and 2 associated with running the facility.

There was no specific standard for service bay or disabled bay provision, however it has been assumed that there would be a required for 1 bay for each. It is therefore seen that the overall requirement considering R-Codes and other assumptions is for 108 bays against the provision of 91 bays. However, we have subsequently undertaken further analysis of the forecast demand for parking, in particular considering the expected utilisation at the development, forecast trip making patterns and forecast travel modes.

We have considered the forecast car parking occupancy at the development, considering the daily profile of vehicles arriving and departing from the development. The analysis has also considered the expected visitor demand, which is expected to be low as the facilities on the site are not planned to be used by non-residents. The forecast parking accumulation during the day is shown in **Figure 3.1** highlighting the number of bays required throughout the day. It is seen that the peak requirement for parking bays is during the night, when there is a demand for 45 bays.

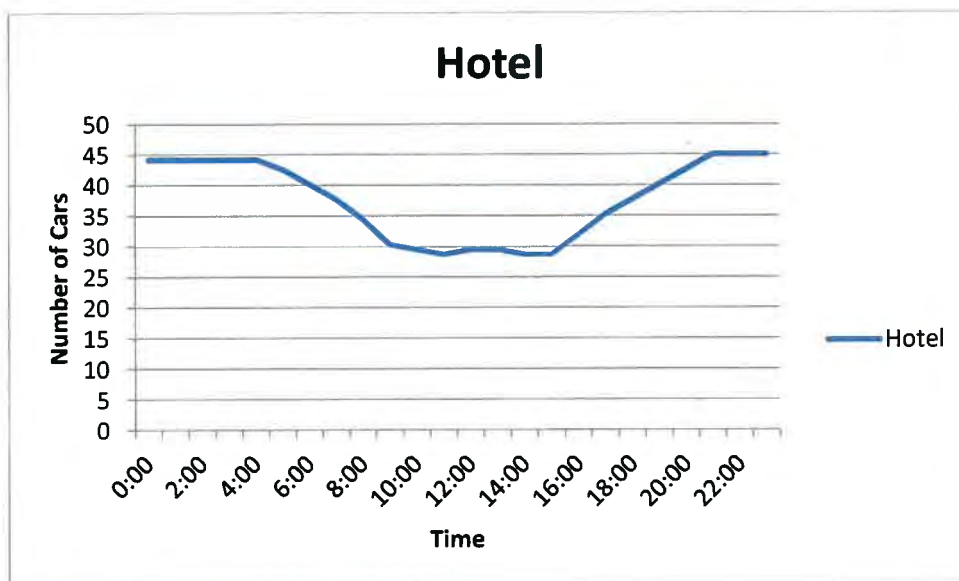


Figure 3.1: Forecast Parking Occupancy

In addition to the identified 45 bays to cater for residents and visitors, there would be an additional 8 bays associated with employees, servicing and to cater for disabled persons. This results in the requirement for a minimum of 53 parking bays catering for residents, visitors, employees, servicing and disabled persons. It is concluded that the planned parking provision associated with the site is therefore sufficient to cater for the forecast demand, considering the details of the forecast parking demand. It is noted that to provide the parking based on the calculation in **Table 3.3** would be excessive and result in over provision of parking in our opinion.

The plan of the site in **Appendix A** shows 91 car parking bays on site comprising 7 visitor bays, one disabled bay, 6 employee bays, 76 dwelling bays and one service bay.

3.5 Waste Collection

Space for waste bins to be stored on site is shown on the plan in **Appendix A**. This location allows for access so that they can be emptied by the refuse collection trucks. We have undertaken a sweptpath analysis of the manoeuvring of the refuse vehicle, based on a Medium Rigid Vehicle (8.8m in length). It is seen from **Figure 3.2** that the vehicle would be able to access the site, travel along the south and west sides of the building, access the bin store and then depart via the north access. In addition it is noted that height clearances within the development are provided at 3.71m clearance, which is sufficient for refuse vehicle access as the expected refuse vehicles which would be used to serve the site typically have an operational clearance of 3.4m.

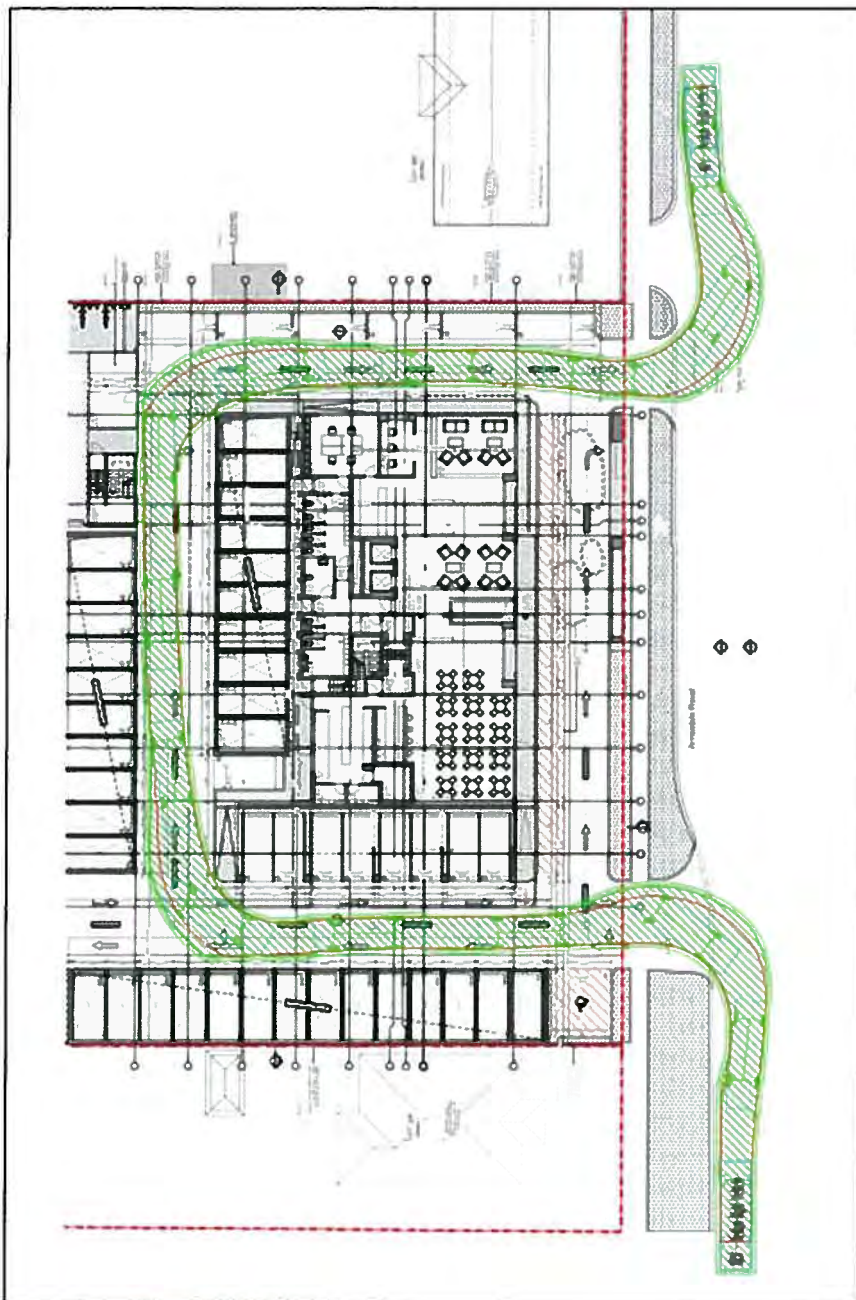


Figure 3.2: MRV Sweptpath

3.6 Pedestrians and Cyclists

There is a footpath along the west side of Armadale Road in the vicinity of the development and there are also footpaths along either side of Great Eastern Highway. The provision for pedestrians in this locality is considered extremely good, with dedicated crossing facilities provided at the signalised intersection of Great Eastern Highway with Brighton Road and Kooyong Road.

Cyclists are also extremely well catered for in the vicinity of the development, with dedicated on-street cycle lanes provided along Great Eastern Highway between Tonkin Highway and Orrong Road. This is supported by a network of off-road cycle paths along the Swan River primarily catering for recreational cycling.

3.7 Public Transport

There is one pair of bus stops on Great Eastern Highway in the locality of the development, as shown in **Figure 3.3**.



Figure 3.3: Bus Stops in Proximity to Development
Source: Public Transport Authority

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There is an extensive provision of bus services operating along Great Eastern Highway in the vicinity of the planned development. It can be seen from **Figure 3.4** that there are 8 bus services operating along Great Eastern Highway proving for convenient access to the CBD, Perth Airport and surrounding areas of Perth.

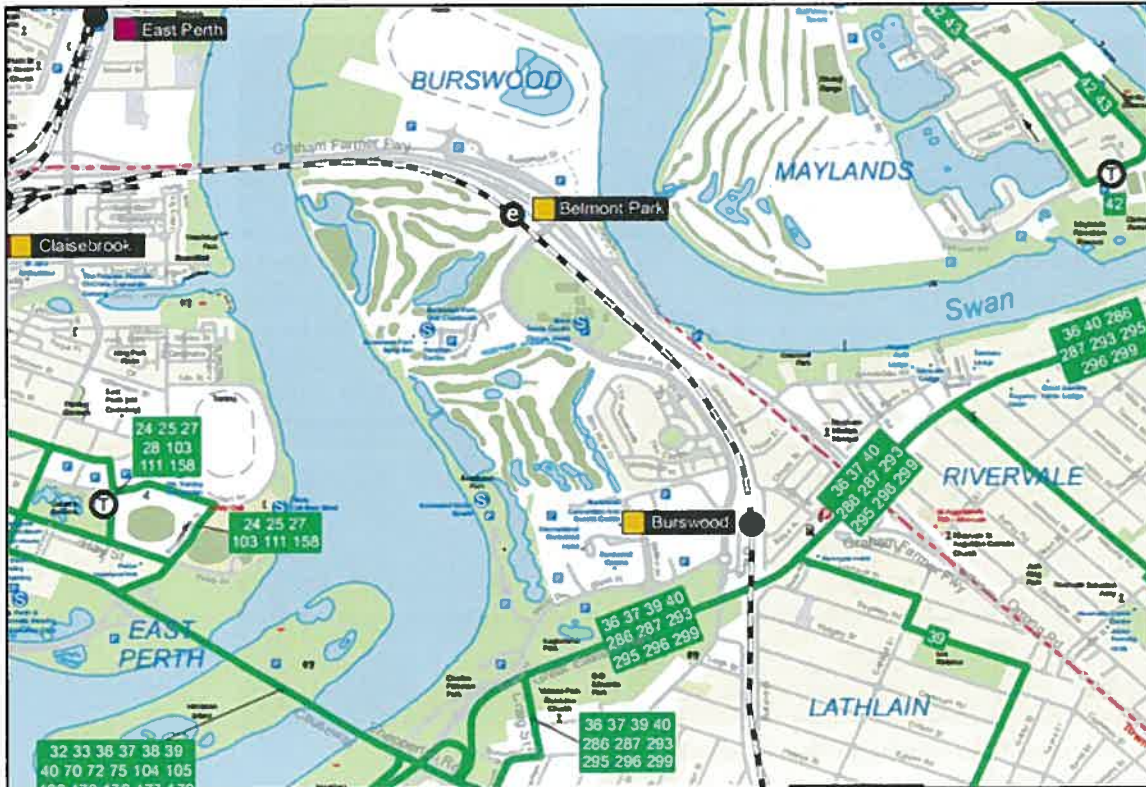


Figure 3.4: Bus Services in Proximity to Development

Source: Public Transport Authority

The public transport provision in the vicinity of the development is considered extremely good and would encourage public transport to be used rather than private vehicles.

The design of the site layout allows for convenient drop-off by taxis and other vehicles at the main frontage of the building.

4. SUMMARY AND CONCLUSION

4.1 Summary

Omni Design Australia Pty Ltd has appointed Donald Veal Consultants (DVC) to undertake a Transport Impact Statement (TIS) in association with the planned short stay apartments development located at 2 to 8 Armadale Road, Rivervale. This TIS has been provided in support of the application and addresses the following:

- Description of the development;
- Consideration of existing traffic conditions;
- Forecasting of traffic generated by the planned development;
- Consideration of expected operation of the road network at the design year; and
- Consideration of parking and facilities for pedestrians, cyclists and public transport users.

The site is located along Armadale Road, approximately 45m to the south of the intersection with Great Eastern Highway. The road network in the vicinity of the development has been assessed and currently operates within capacity with no significant queuing or delay.

The access arrangements comprise two crossovers located on Armadale Road. The crossovers have good sight lines along Armadale Road in both directions and are sufficiently separated from Great Eastern Highway / Armadale Road to ensure there will be no blocking back from the site access. The parking demand associated with the development has been forecast considering the expected use and expected mode split associated with users. It has been concluded that the proposed parking provision will be sufficient to cater for demand associated with the development.

There are pedestrian footpaths located on both Armadale Road and Great Eastern Highway. There are also dedicated on-street cycle lanes located along Great Eastern Highway. Pedestrians and cyclists are therefore well catered for.

Public transport services operate along Great Eastern Highway and there are existing bus stops located in the immediate vicinity of the planned development.

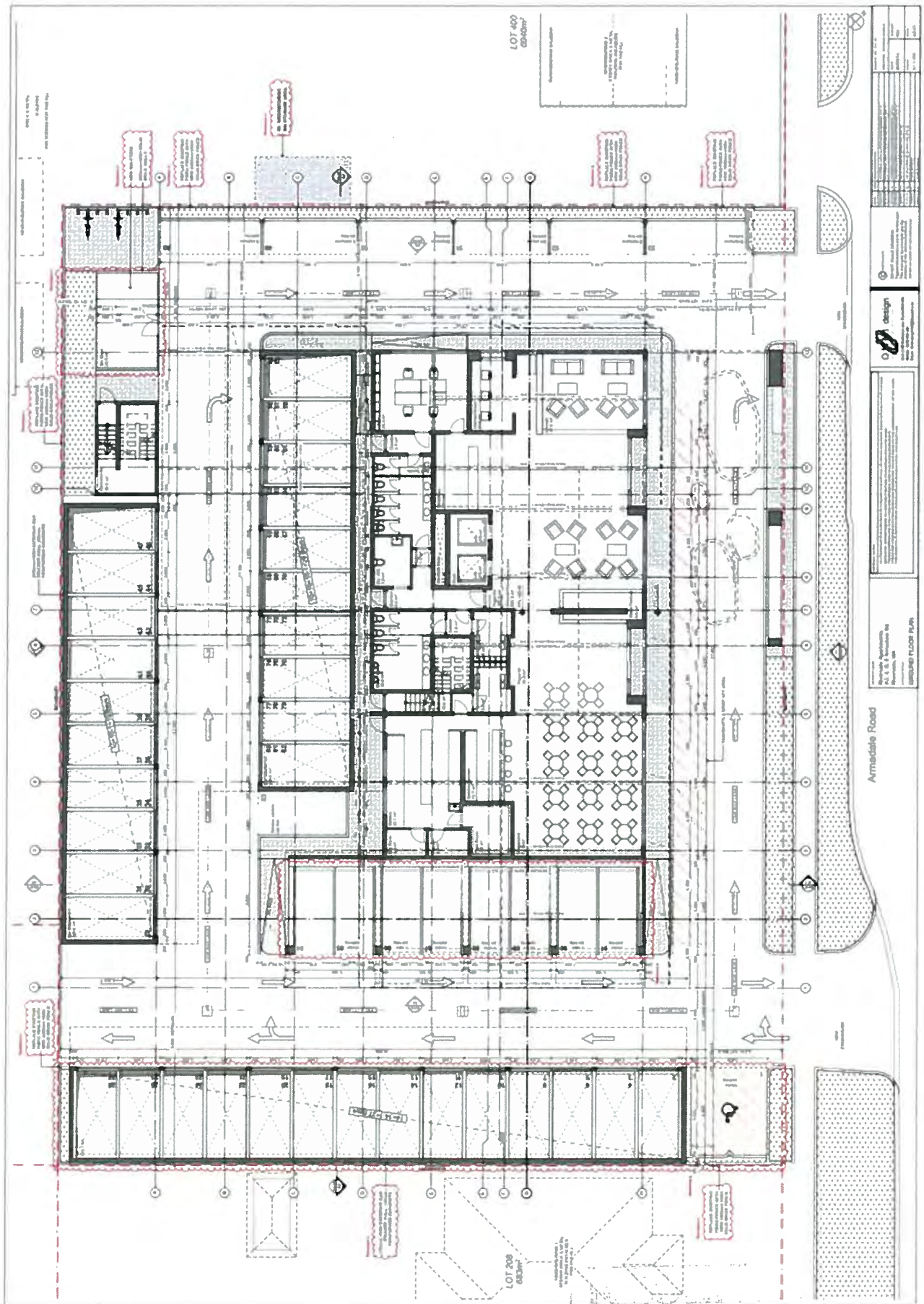
Waste collection arrangements will comprise collection from commercial waste bins located within the site and arrangements will be made for them to be regularly emptied.

4.2 Conclusion

We conclude that the development proposal has no significant adverse impact on the capacity or safety of the surrounding road network. We therefore fully support the development application in terms of its traffic and road safety impact and recommend its approval.

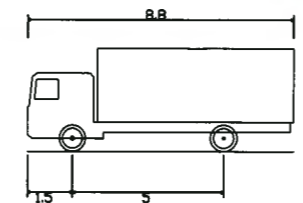
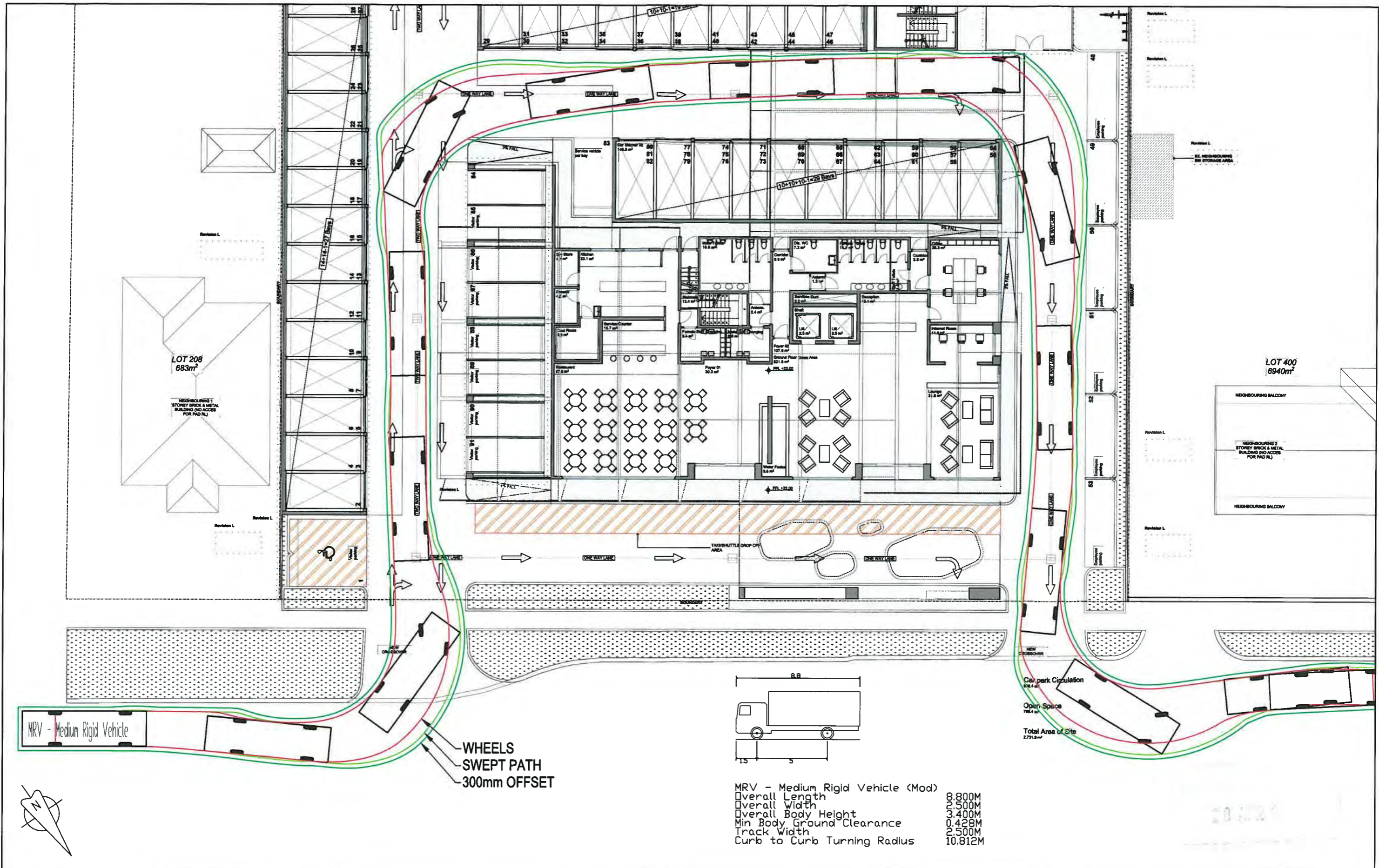
2015

APPENDIX A: SITE LAYOUT PLAN



20 APR 2015

CITY OF BIRMINGHAM



MRV - Medium Rigid Vehicle (Mod)
 Overall Length 8.800M
 Overall Width 2.500M
 Overall Body Height 3.400M
 Min Body Ground Clearance 0.428M
 Track Width 1.500M
 Curb to Curb Turning Radius 10.812M

WHEELS
 SWEEP PATH
 300mm OFFSET

Project
SHORT STAY APARTMENTS, 2-8 ARMADALE ROAD, RIVERSIDE

Title
MRV SWEEP PATH

Client
OMNI DESIGN AUSTRALIA PTY LTD

Designed	AGP	16/04/2015
Drawn	AGP	16/04/2015
Checked	AGP	16/04/2015
Approved	DNV	16/04/2015
Scale	1:250 AT A3	

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DVC DONALD VEAL CONSULTANTS

Project Number **Z378** Drawing Number **DVC-Z378-AT** Revision **1**

ATTACHMENT 6 – Product Information Sheets (Car Stackers and associated products)

Lot 204 (2), Lot 205 (4), Lot 206 (6) and Lot 207 (8) Armadale Road, Rivervale

LG Reference: 533/2014
DAP Reference: DAP/14/00602



Data Sheet Wöhr Combilift 542-2,6

Suitable for condominium and office buildings.
For permanent use only!*

* In case of short time user (e.g. for offices, hotels, a.s.o.) technical adjustments are required. Please contact WÖHR!

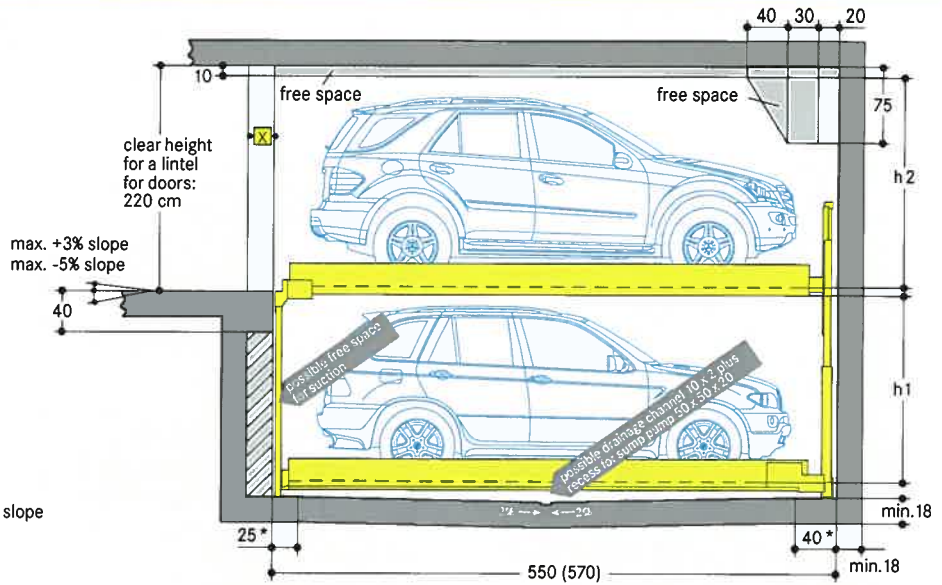
Platforms are in horizontal position to drive on.

Load per platform max. 2600 kg (load per wheel max. 650 kg)

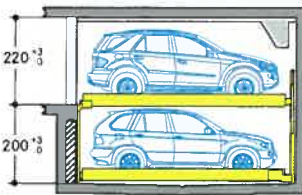
X = to be clarified with door supplier.

Dimensions in cm

* in this zone, 0% of downward/upward slope in longitudinal and cross direction

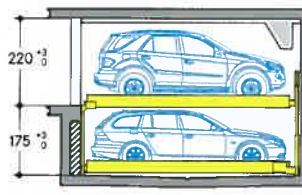


Standard type 542 · 2600 kg



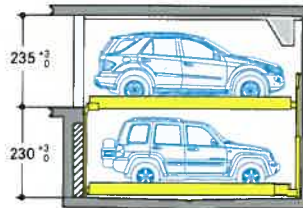
	car height	distance
EL*	Cars/Vans/SUV up to 200 cm	h2 = 205
LL*	Cars/Vans/SUV up to 175 cm	h1 = 180

Economic type 542 · 2600 kg



	car height	distance
EL	Cars/Vans/SUV up to 200 cm	h2 = 205
LL	Cars/Vans/SUV up to 150 cm	h1 = 155

Comfort type 542 · 2600 kg

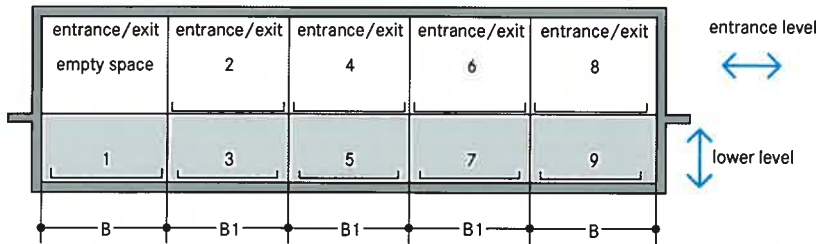


	car height	distance
EL	Cars/Vans/SUV up to 205 cm	h2 = 210
LL	Cars/Vans/SUV up to 205 cm	h1 = 210

* EL = entrance level, LL = lower level

Please attend to restricted car heights on lower platforms!

Width dimensions



Space required	gives clear platform width
B B1	250
280 270	260
290 280	270
300 290	

One entry/exit is required on entrance level for each grid.

Notes

- Pits must always be protected by a sliding shutterdoor (even in underground garages).
- Arrangements start with 2 grids for 3 cars, 3 grids for 5 cars.
- Car length max. 500 cm with an installation length of 540 cm, car width 200 cm. In case of special platform widths narrower than 250 cm respectively, the maximum vehicle width is reduced accordingly.
- For very large cars an installation length of 570 cm is recommended. This length offers larger safety distances for potential future developments or projects with short term parkers such as hotels or similar.
- The manufacturer reserves the right to modify or alter above specifications.

Doors

According EN 14010, the Combilift 542 must be closed with shutt尔多ors. The door controls are integrated in the overall system. That means:

- The doors are electro-mechanically interlocked
- The doors can only be opened when the selected parking place has reached the entry/exit position
- Any pits are closed in the entrance area

Local requirements for electrical doors in respect to technology, maintenance, revision are not subject of our supply, which are according to European standard

Door types:

Manually operated sliding shutterdoors

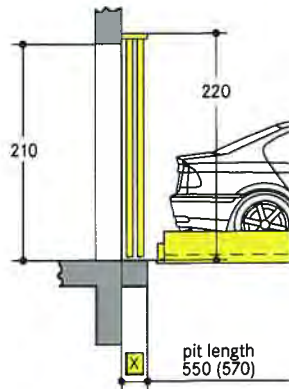
- for underground garages in galvanised steel
- above ground with powder coated metal sheets (RAL 7030)

Alternatively, sliding shutterdoors may be supplied with electrical drive.

Installation:

Behind the building pillars with door offset

Section

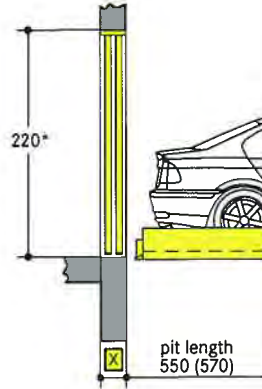


☒ = 25 cm for manually operated sliding shutterdoors

☒ = 35 cm for automatic shutterdoors

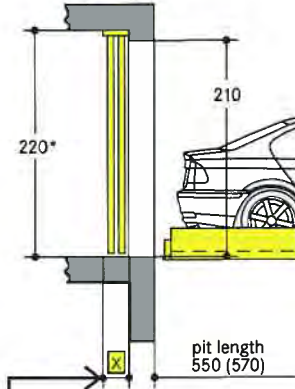
Installation:

Below the lintel between the building pillars

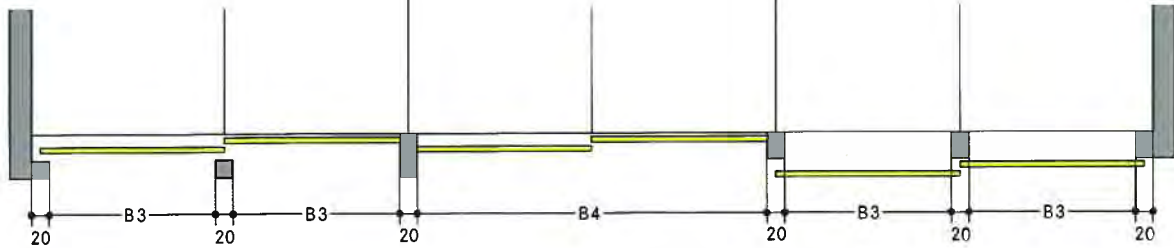


Installation:

In front of the building pillars



Ground plan



* The lintel of 220 cm is absolutely necessary. If differing heights additional fixings are required at additional charge. If no lintel is provided, the gates need to be fitted onto a steel frame (subject to surcharges).

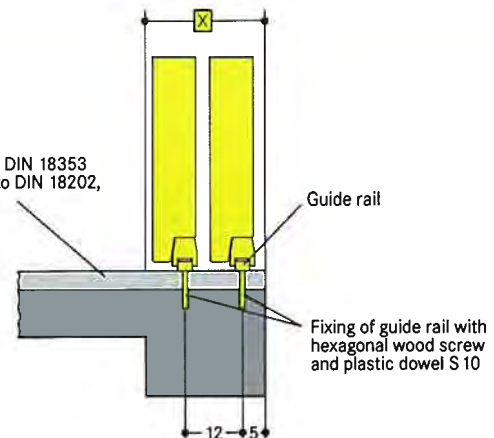
Space required		Gives clear platform width
B3	B4	
250	520	250
260	540	260
270	560	270

Floor guide for sliding shutterdoors

Floor levelness in door guide range must be conformity with DIN 18202, table 3, line 3.

Hole depth for dowels approx. 8 cm.
Remark: When screed is applied in the door area to obtain floor levelness, the hole depth should be increased by screed thickness (max. 40 mm).

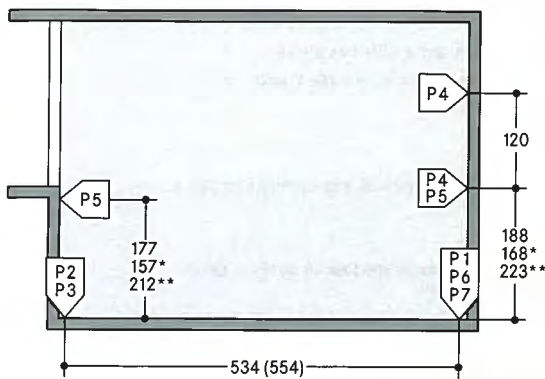
Finished floor acc. to DIN 18353
Floor levelness acc. to DIN 18202, table 3, line 3



Width dimensions and statics

All dimensions shown are minimum. Constructional tolerances must be taken into consideration. All dimensions in cm.

Section



- () dimensions in brackets for longer units
- * dimensions for economic type
- ** dimensions for comfort type

P1 = +41,0 kN¹⁾
 P2 = +46,0 kN
 P3 = +24,0 kN
 P4 = ± 5,0 kN
 P5 = ± 2,5 kN
 P6 = ± 6,0 kN
 P7 = ± 3,0 kN

¹⁾ all static loadings include the weight of the car

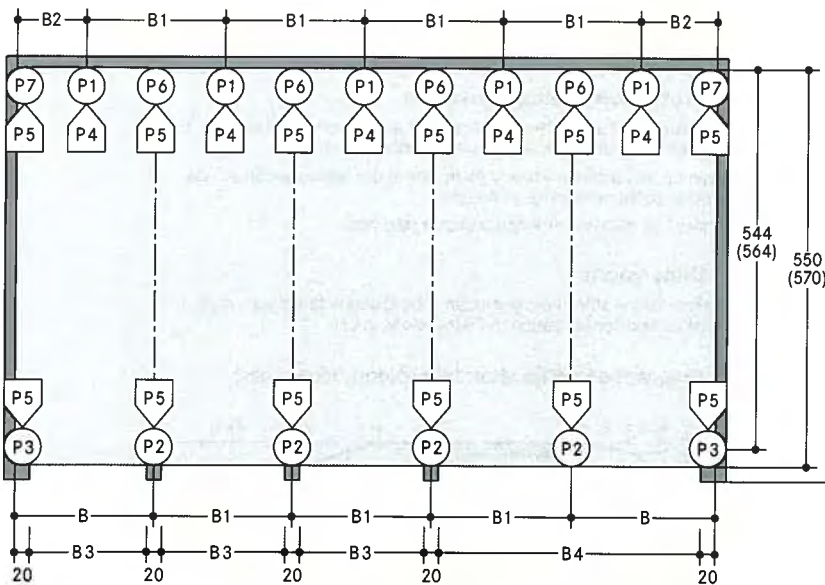
Bearing loads are transmitted by wall plates with min. 30 cm² surface and to the floor by base plates with min. 350 cm² surface.
 Wall and base plates will be fixed by heavy duty anchor bolts to a drilling depth of 10-12cm. When fixing to the waterproof concrete floors chemical anchors are employed (to be advised by Wöhr).

Base plate thickness min. 18 cm.
 Rear wall and base plate must be formed of concrete (recommended quality C20/25) and must have a flat surface without protrusions.

The specified lengths to the support points are mean values. Please contact Wöhr Agent for exact positions for any variations on the standard units.

Please contact Wöhr Agent for clarify the door widths/widths of columns. Grid width of 270 /280/290 cm must be observed.

Ground plan



B	Space required				gives clear platform width
	B1	B2	B3	B4	
280	270	145	250	520	250
290	280	150	260	540	260
300	290	155	270	560	270

Notice:

If the width of the pillars is more than 20 cm, than the width of the drive through will be reduced accordingly to the above mentioned width dimensions. In order to avoid this we recommend to extend the measures between the pillars (B3 and B4) accordingly. Please contact WÖHR.

Minimum driveway width according to local requirements

Hydraulic power packs

For the accommodation of the hydraulic power packs an additional space is required which will be determined during the verifications of the drawings,

e.g. in a wall recess.
Dimensions:
length = 100 cm
height = 140 cm
depth = 35 cm

Electrical data

Main electrical supply 230/400V, 50 Hz, 3 phase. Power consumption 3.0 kW. Fuse or automatic circuitbreaker 3 x 16A slow blow acc. to DIN VDE 0100 p. 430 and main supply line 5 x 2,5 mm² to the switch cabinet, provided by

client. In compliance with the DIN EN 60204 standard provisions, all systems must be connected directly on site with an earthed equipotential bonding. The lead-out connection must be at a 10 m distance!

Switch cabinet

1. Main switch is installed well accessible at driveway in a height of 160 cm to 190 cm.
2. The switch cabinet must be installed visible and near by the system. Area for installation has to be provided by the client. The size of the switch cabinet is 80 x 110 x 21 cm.
3. The wall opening of 15 cm diameter is required between the switch cabinet and the system itself. Please contact Wöhr Agent to clarify.
4. The control is designed to operate between +5° and +40°C. Atmospheric Humidity: 50% at +40°C. If the local circumstances differ from the above please contact Wöhr (if necessary, the switch cabinet has to be provided with a heating).
5. If the system is installed outside the switch cabinet needs to be inside a sun-/water-/wind proof box. In front of the switch cabinet an area of 100 cm is required to work.

General product information

The entrance level parking place row has one place less than the lower level. This empty space always stays on entrance floor level.
The platforms at the entrance floor level are shifted sideways by one

space so that the empty space is above the lower level platform to be raised.
This movement is initiated automatically when the desired place is selected via keyboard.

Hotel garage

If used by hotel guests, the installation requires special planning and construction. Please ask for details.

Noise protection

Basis is the German DIN 4109 "Noise protection in buildings".

With the following conditions required 30 dB (A) in rooms can be provided:

- noise protection package from our accessory
- insulation figure of the construction of min. $R'_{w} = 57$ dB
- walls which are bordering the parking systems must be done as single wall and deflection resistant with min. $m' = 300$ kg/m²
- solid ceiling above the parking systems with min. $m' = 400$ kg/m²

At differing constructional conditions additional sound absorbing measures are necessary.

The best results are reached by separated sole plates from the construction.

Increased noise protection:

If increased noise protection must be provided planning has to be confirmed on a project basis by Wöhr (further building measures are required).

Temperature

The installation is designed to operate between +5° and +40°C. Atmospheric Humidity: 50% at +40°C. If the local circumstances differ from the above please contact Wöhr.

Conformity test

All our systems are checked according to EC machinery directive 98/37/EG and EN 14010.

Numbering of the parking spaces

1. The empty space of the Combilift is always on the left in the entrance level.
2. The numbering is as follows:
EG

	2	4	6	8	
UG	1	3	5	7	9
3. The numbering for each system starts with 1 as above.
4. Different numbering of parking spaces is possible at extra cost (software changes are necessary).

Illumination

Illumination has to be considered acc. to local requirements by client.

Free spaces

Special drawings for free spaces to accommodate air ducts or other pipes can be requested at Wöhr Agent!

Railings

If walkways are arranged directly to the side or behind the systems, railings have to be provided by client acc. to local requirements, height min. 200 cm – this is applicable during the construction phase too.

Drainage

We recommend providing gutter in the pit centre and connecting the gutter either to a gully or a drainage pit 50 x 50 x 20 cm. Lateral slope only within the gutter.
To prevent hazards for the ground water, we recommend giving the

pit floor an oil-resistant coating as a means of protecting the environment.

If this is to be connected to the sewage system, it is advisable to provide oil and/or petrol separators.

Maintenance

Regular maintenance by qualified personnel can be provided by means of an Annual Service Contract.

Protection against corrosion

Independent of a maintenance workings has to be carried out acc. to Wöhr Cleaning and Maintenance Instruction regularly.

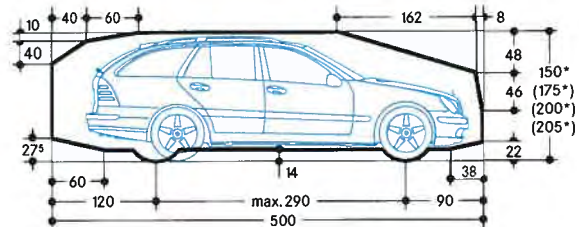
Clean up galvanized parts and platforms of dirt and road salt as well as other pollution (corrosion danger)!

Pit must be always ventilated and deaired well.

Dimensions

All dimensions shown are minimum. Construction tolerances must be taken into consideration. All dimensions in cm.

Clearance profile (standard saloon/estate car)



* The total car height includes roof rail and antenna fixture and must not exceed the mentioned max. height dimension.

Notes

We recommend providing wiring conduits leading to operating panels, particularly in above-ground garages.

The wiring conduits should be placed 120 cm above entrance level in a support in the middle of the area.



Data Sheet Wöhr Combilift 543-2,6

Suitable for condominium and office buildings.
For permanent use only!*

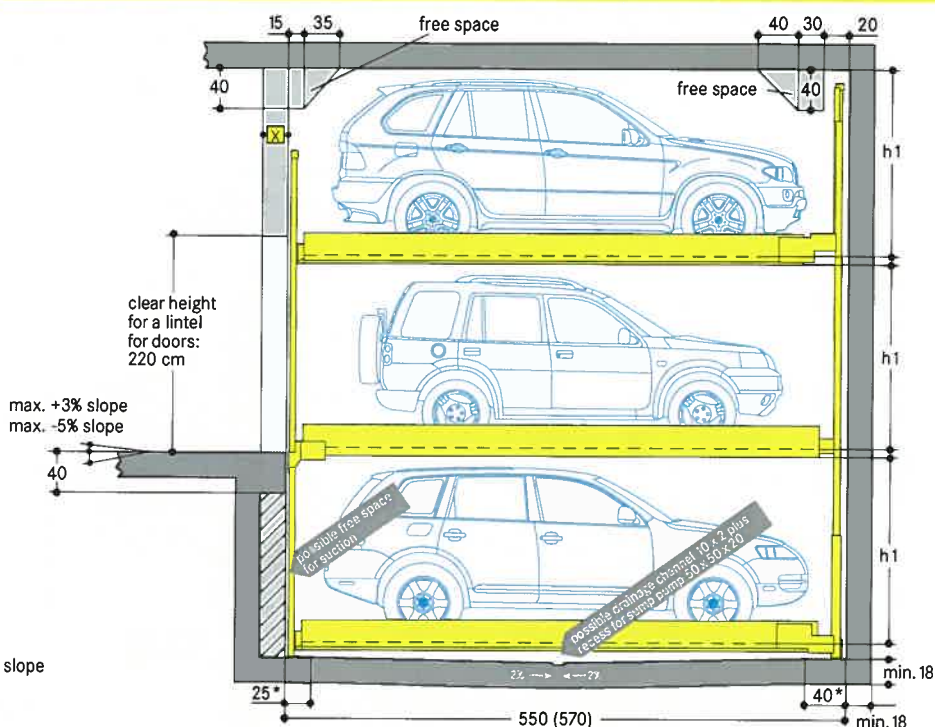
* In case of short time user (e.g. for offices, hotels, a.s.o.) technical adjustments are required. Please contact WÖHR!

Platforms are in horizontal position to drive on.

Load per platform max. 2600 kg (load per wheel max. 650 kg)

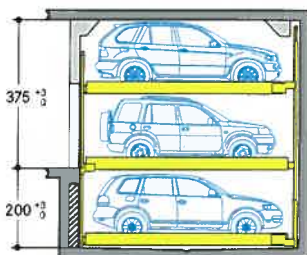
[X] = to be clarified with door supplier.

Dimensions in cm



* in this zone, 0% of downward/upward slope in longitudinal and cross direction

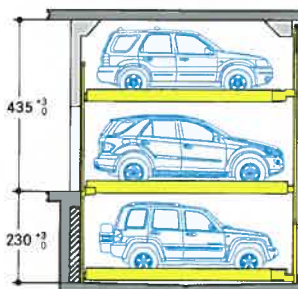
Standard type 543 · 2600 kg



	car height	distance
UL*	Cars/Vans/SUV up to 175 cm	h1 = 180
EL*	Cars/Vans/SUV up to 175 cm	h1 = 180
LL*	Cars/Vans/SUV up to 175 cm	h1 = 180

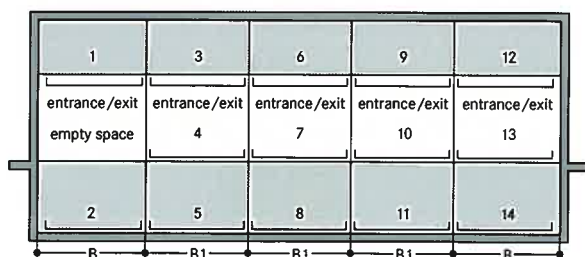
* UL = upper level
EL = entrance level
LL = lower level

Comfort type 543 · 2600 kg



	car height	distance
UL	Cars/Vans/SUV up to 205 cm	h1 = 210
EL	Cars/Vans/SUV up to 205 cm	h1 = 210
LL	Cars/Vans/SUV up to 205 cm	h1 = 210

Width dimensions



Space required	gives clear platform width
B B1	250
280 270	260
290 280	270
300 290	

One entry/exit is required on entrance level for each grid.

Notes

- Pits must always be protected by a sliding shutterdoor (even in underground garages).
- Arrangements start with 2 grids for 5 cars, 3 grids for 8 cars.
- Car length max. 500 cm with an installation length of 540 cm, car width 200 cm. In case of special platform widths narrower than 250 cm respectively, the maximum vehicle width is reduced accordingly.
- For very large cars an installation length of 570 cm is recommended. This length offers larger safety distances for potential future developments or projects with short term parkers such as hotels or similar.
- The manufacturer reserves the right to modify or alter above specifications.

Doors

According EN 14010, the Combilift 543 must be closed with shutterdoors. The door controls are integrated in the overall system. That means:

- The doors are electro-mechanically interlocked
- The doors can only be opened when the selected parking place has reached the entry/exit position
- Any pits are closed in the entrance area

Local requirements for electrical doors in respect to technology, maintenance, revision are not subject of our supply, which are according to European standard

Door types:

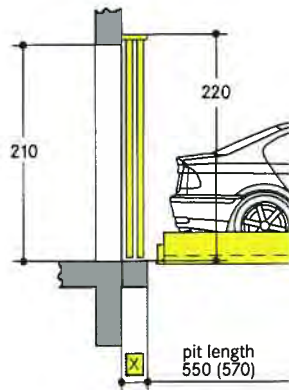
Manually operated sliding shutterdoors

- for underground garages in galvanised steel
- above ground with powder coated metal sheets (RAL 7030)

Alternatively, sliding shutterdoors may be supplied with electrical drive.

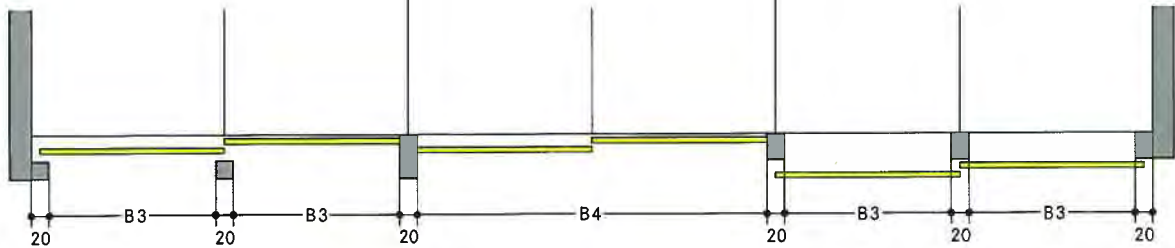
Installation:
Behind the building pillars
with door offset

Section



- X = 25 cm for manually operated sliding shutterdoors
- X = 35 cm for automatic shutterdoors

Ground plan



* The lintel of 220 cm is absolutely necessary. If differing heights additional fixings are required at additional charge. If no lintel is provided, the gates need to be fitted onto a steel frame (subject to surcharges).

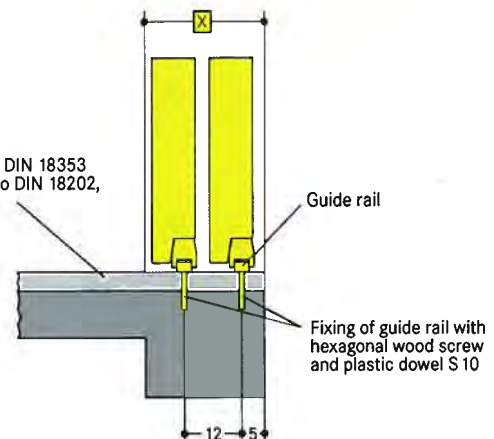
Space required		Gives clear platform width
B3	B4	
250	520	250
260	540	260
270	560	270

Floor guide for sliding shutterdoors

Floor levelness in door guide range must be conformity with DIN 18202, table 3, line 3.

Hole depth for dowels approx. 8 cm.
Remark: When screed is applied in the door area to obtain floor levelness, the hole depth should be increased by screed thickness (max. 40 mm).

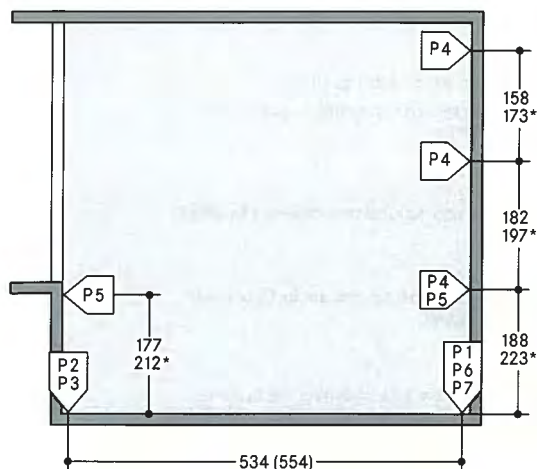
Finished floor acc. to DIN 18353
Floor levelness acc. to DIN 18202,
table 3, line 3



Width dimensions and statics

All dimensions shown are minimum. Constructional tolerances must be taken into consideration. All dimensions in cm.

Section



() dimensions in brackets for longer units
* dimensions for comfort type

P1 = +80,0 kN¹⁾
P2 = +70,0 kN
P3 = +35,0 kN
P4 = ± 5,0 kN
P5 = ± 2,5 kN
P6 = ±30,0 kN
P7 = ±15,0 kN

¹⁾ all static loadings include the weight of the car

Bearing loads are transmitted by wall plates with min. 30 cm² surface and to the floor by base plates with min. 350 cm² surface.

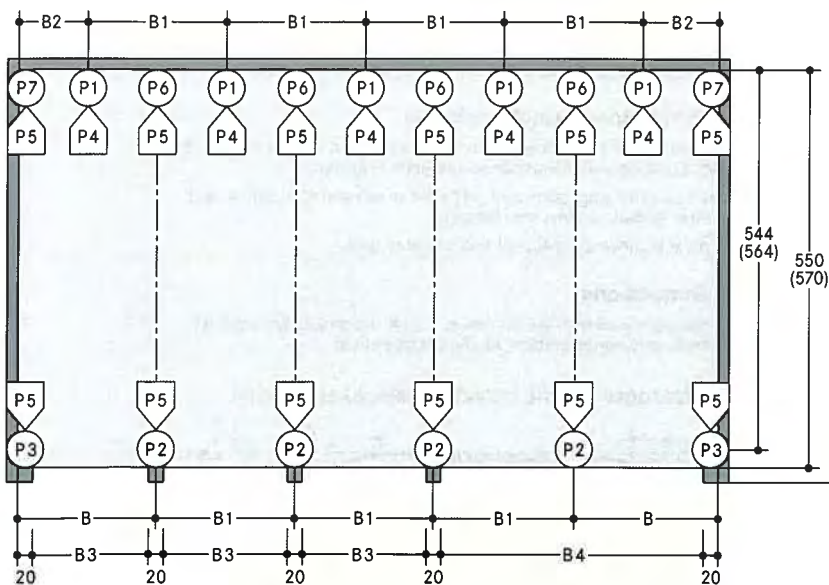
Wall and base plates will be fixed by heavy duty anchor bolts to a drilling depth of 10-12cm. When fixing to the waterproof concrete floors chemical anchors are employed (to be advised by Wöhr).

Base plate thickness minimum 18 cm. Rear wall and base plate must be formed of concrete (recommended quality C20/25) and must have a flat surface without protrusions.

The specified lengths to the support points are mean values. Please contact Wöhr Agent for exact positions for any variations on the standard units.

Please contact Wöhr Agent for clarify the door widths/widths of columns. Grid width of 270 /280/290 cm must be observed.

Ground plan



B	Space required				gives clear platform width
	B1	B2	B3	B4	
280	270	145	250	520	250
290	280	150	260	540	260
300	290	155	270	560	270

Notice:

If the width of the pillars is more than 20 cm, than the width of the drive through will be reduced accordingly to the above mentioned width dimensions. In order to avoid this we recommend to extend the measures between the pillars (B3 and B4) accordingly. Please contact WÖHR.

Minimum driveway width according to local requirements

Hydraulic power packs

For the accommodation of the hydraulic power packs an additional space is required which will be determined during the verifications of the drawings,

e.g. in a wall recess.
Dimensions:
length = 100 cm
height = 140 cm
depth = 35 cm

Electrical data

Main electrical supply 230/400V, 50 Hz, 3 phase. Power consumption 3.0 kW. Fuse or automatic circuitbreaker 3 x 16 A slow blow acc. to DIN VDE 0100 p. 430 and main supply line 5 x 2,5 mm² to the switch cabinet, provided by

client. In compliance with the DIN EN 60204 standard provisions, all systems must be connected directly on site with an earthed equipotential bonding. The lead-out connection must be at a 10 m distance!

Switch cabinet

1. Main switch is installed well accessible at driveway in a height of 160 cm to 190 cm.
2. The switch cabinet must be installed visible and near by the system. Area for installation has to be provided by the client. The size of the switch cabinet is 80 x 110 x 21 cm.
3. The wall opening of 15 cm diameter is required between the switch cabinet and the system itself. Please contact Wöhr Agent to clarify.
4. The control is designed to operate between +5° and +40°C. Atmospheric Humidity: 50% at +40°C. If the local circumstances differ from the above please contact Wöhr (if necessary, the switch cabinet has to be provided with a heating).
5. If the system is installed outside the switch cabinet needs to be inside a sun-/water-/wind proof box. In front of the switch cabinet an area of 100 cm is required to work.

General product information

The entrance level parking place row has one place less than the upper and lower level. This empty space always stays on entrance floor level.
The platforms at the entrance floor level are shifted sideways by one space so that the empty

space is above the lower level platform to be raised, or below the upper floor platform to be lowered.
This movement is initiated automatically when the desired place is selected via keyboard.

Hotel garage

If used by hotel guests, the installation requires special planning and construction. Please ask for details.

Noise protection

Basis is the German DIN 4109 "Noise protection in buildings".

With the following conditions required 30 dB (A) in rooms can be provided:

- noise protection package from our accessory
- insulation figure of the construction of min. $R'_w = 57$ dB
- walls which are bordering the parking systems must be done as single wall and deflection resistant with min. $m' = 300$ kg/m²
- solid ceiling above the parking systems with min. $m' = 400$ kg/m²

At differing constructional conditions additional sound absorbing measures are necessary.

The best results are reached by separated sole plates from the construction.

Increased noise protection:

If increased noise protection must be provided planning has to be confirmed on a project basis by Wöhr (further building measures are required).

Temperature

The installation is designed to operate between +5° and +40°C. Atmospheric Humidity: 50% at +40°C. If the local circumstances differ from the above please contact Wöhr.

Conformity test

All our systems are checked according to EC machinery directive 98/37/EG and EN 14010.

Numbering of the parking spaces

1. The empty space of the Combilift is always on the left in the entrance level.
2. The numbering is as follows:

UL	1	3	6	9	12
EL		4	7	10	13
LL	2	5	8	11	14
3. The numbering for each system starts with 1 as above.
4. Different numbering of parking spaces is possible at extra cost (software changes are necessary).

Illumination

Illumination has to be considered acc. to local requirements by client.

Free spaces

Special drawings for free spaces to accommodate air ducts or other pipes can be requested at Wöhr Agent!

Railings

If walkways are arranged directly to the side or behind the systems, railings have to be provided by client acc. to local requirements, height min. 200 cm - this is applicable during the construction phase too.

Drainage

We recommend providing gutter in the pit centre and connecting the gutter either to a gully or a drainage pit 50 x 50 x 20 cm. Lateral slope only within the gutter.
To prevent hazards for the ground water, we recommend giving the

pit floor an oil-resistant coating as a means of protecting the environment.
If this is to be connected to the sewage system, it is advisable to provide oil and/or petrol separators.

Maintenance

Regular maintenance by qualified personnel can be provided by means of an Annual Service Contract.

Protection against corrosion

Independent of a maintenance workings has to be carried out acc. to Wöhr Cleaning and Maintenance Instruction regularly.

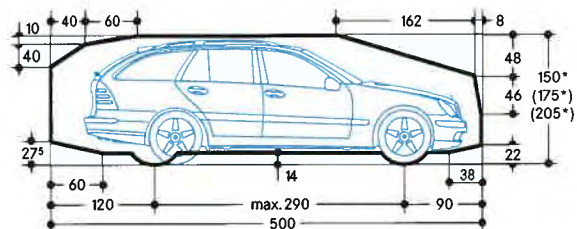
Clean up galvanized parts and platforms of dirt and road salt as well as other pollution (corrosion danger)!

Pit must be always ventilated and deaired well.

Dimensions

All dimensions shown are minimum. Construction tolerances must be taken into consideration. All dimensions in cm.

Clearance profile (standard saloon/estate car)



* The total car height includes roof rail and antenna fixture and must not exceed the mentioned max. height dimension.

Notes

We recommend providing wiring conduits leading to operating panels, particularly in above-ground garages.

The wiring conduits should be placed 120 cm above entrance level in a support in the middle of the area.

Please Read Carefully Before Use!

Abridged Operating Instructions for Combi Lift Model 543 - Comfort/Compact

Safety Regulations

- The installation is exclusively for the use of cars! Except for the entrance side, no other accesses are allowed!
- It is prohibited to enter the pit, to climb onto the raised platform and to work on the platforms.
- Ensure there are no persons or objects in the installation area.
- Before in-parking and out-parking, the platform must be fully in place at the upper or lower position!
- When walking in the installation, watch for protruding edges and unevenness to avoid tripping.
- Never In-park or Out-park at the same time as someone else. Always take it in turns.
- When In-parking or Out-parking, always switch on the garage and vehicle lights!
- Always move in forward direction when In-parking!
- Avoid collision:
 - Between the car and the facility when parking and exiting!
 - between the car and the installation/installed parts/building, when the platform is moving!
- Drive onto the platform at walking speed!
- When walking in the installation, watch for protruding edges and unevenness to avoid tripping!
- Beware: danger of slipping on the platform in wet, icy and snowy conditions!
- It is prohibited to drive passengers on the platform!
- Please make sure there are no passengers on the platform when in-parking or out-parking!
- To prevent unauthorised use, always remove key after operation!
- Watch out for children and pets, keep them away from the parking system!

Danger to Life and Limb!

Unauthorised entry into the pit is prohibited.

- Lower the system completely
- Switch OFF lockable mains switch and secure against switching ON!



- Stand under raised platforms only if these have been secured in such a way that there is no risk of their being lowered even if shaken.
- Work on hydraulic systems can only be carried out by authorised personnel!

Operating Instructions—11-19 Lithgow St, Abbotsford

Operating device



In the event of danger, press EMERGENCY STOP and switch off the coloured main switch!

The EMERGENCY STOP can be unlocked by turning clockwise.

In Parking



Before parking, pay attention to the maximum permissible car weight and car dimensions, in particular when parking for the first time and after the car has undergone modifications (wheel or tyre change, custom parts etc.) Remove any residues of snow and ice lying in front of the garage and obstructing the vehicle. Do not drive onto a platform with snow chains or spikes. Remove roof rack and ski bracket. Retract or remove antenna. Unload luggage; close boot or rear hatch door. Always position car on the platform in such a way that no parts of the car protrude beyond the platform. Place positioning aid as required according to vehicle dimensions.



When you park your car in the unit for the first time our customer service department will be pleased to adjust the positioning aid to suit the vehicle concerned and avoid any risk of damage. We need to make a charge to cover the cost of this service.



Positioning Aid
Place the front wedge centrally and directly before the front wheels.



Move into first gear, (with automatic cars, position P). Put on the handbrake, turn off the engine. Lock doors.



Drive up to the front wedge but do NOT drive over it.

Out-parking



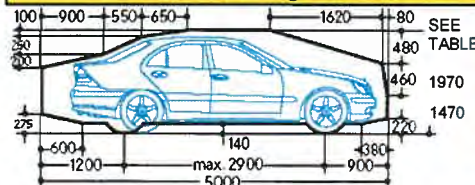
Watch for people and objects when driving into the aisle.

Ordering the platform

Make sure that there are no persons or objects in the installation area!

- With radio remote control:**
- Press button 1
 - Platform is being made ready
- With operating device:**
- Green START button lights up
 - Insert key and turn clockwise
 - Input parking place number via keyboard and confirm with the # button
 - Green START button flashes
 - Press green START button
 - Platform is being made ready
 - While platform is being made ready the green button stops flashing
- Generally:**
- Yellow DOOR button flashes
 - Door opens by itself
 - Yellow DOOR button flashes
 - In-parking or out-parking
 - Press yellow DOOR button
 - Warning: door closes automatically
 - When door is closed yellow DOOR button stops flashing
 - Green START button lights up
 - Turn key anti-clockwise and remove

Car Data For Parking Place Width of 2.40 m (Grid 1, Spaces #1-23)



Max. Length	5000 mm
Max. Width (with outside mirrors)	2400 mm
(with parking place width of 2000 mm)	
Max. Height (upper level)	SEE TABLE
Max. Height (entrance level)	1970 mm
Max. Height (lower level)	1470 mm
Maximum weight	2000 Kg
Maximum wheel load	500 Kg
See load bearing sign on the platform	

Vehicles with a height of more than x.xx m must NOT be parked on the upper level. Vehicles up to x.xx m can be parked on the entrance level. Vehicles up to x.xx m high can be parked on the lower level. (Vehicle height includes roof rack & antenna)

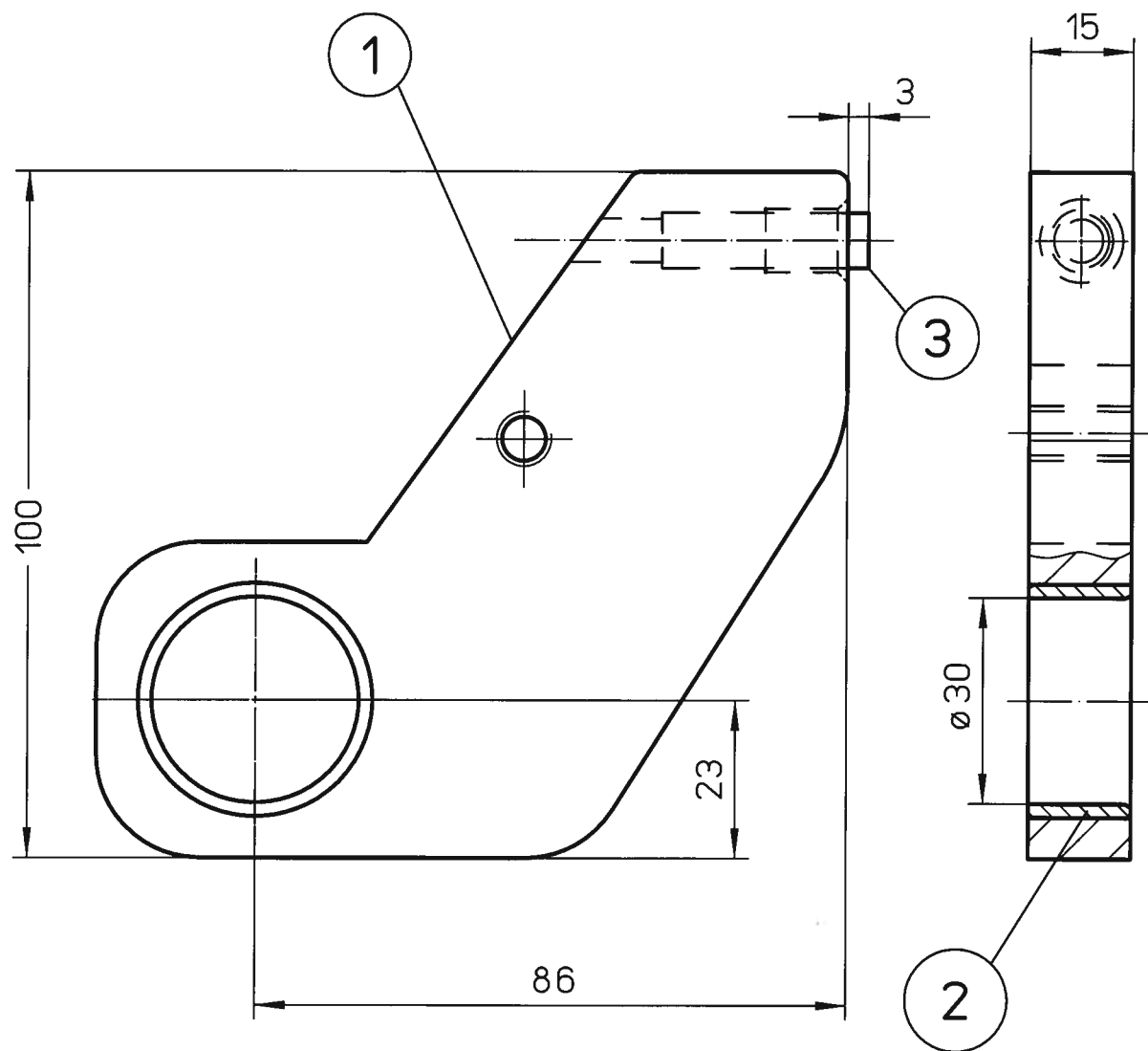


Low slung vehicles with front spoilers may be parked only at driver's own risk. Vehicles that exceed the clearance profiles may suffer damage during parking or movement of the platform.

Car Parking Solutions



Head Office: 19 Koornang Road, Scoresby, Victoria, 3179 Australia
Phone: +61 3 9763 5899 Fax: +61 3 9763 0058



20 APR 2006
CITY OF BELMONT

					Zeichnung unterliegt nicht dem Änderungsdienst	Allgemeintoleranz ISO 2768-mK Form- und Lagetolerierung ISO 1101 Oberflächenangaben ISO 1302 Ra - Reihe 2
					W Ö H R AUTO PARKSYSTEME Leonberger Str.77 D-71292 Fritolzhelm Telefon 07044/46-0	Gewicht in kg : 0,7
Name	Datum	Änderung	V	Ä.Nr.		

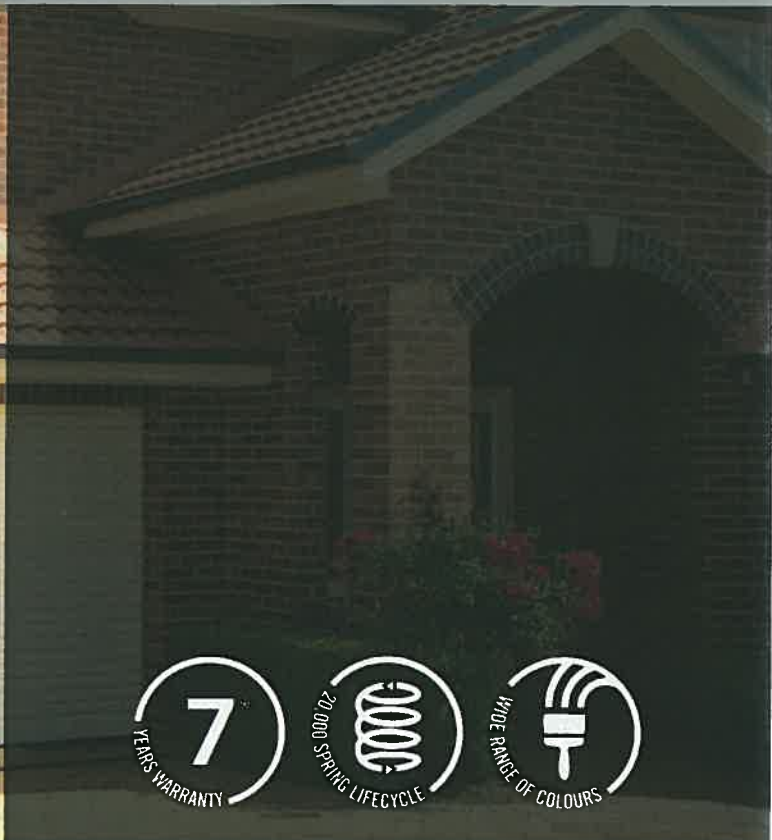
Zeichnung darf ohne unsere Einwilligung weder dritten Personen noch Konkurrenzfirmen mitgeteilt werden §51 und 11 des Gesetzes vom 19.Juni 1901 und § 623 ff. BGB

			Maßstab	Aufsetzriegel mont. für Ständer vorne 2.6to.	357-3015-04
mj	26.05.06	Genehmigt	1:1		
pop	21.03.06	Erstellt	()		
Name	Datum				Blatt: 1 von: 1

PREMIUM COLLECTION

Roll-A-Door®

AUSTRALIA'S PREMIUM STEEL
ROLLING GARAGE DOOR



The garage door is an integral part of the design, architecture and security of your home.

No matter what sort of garage style or house design you have, there is a B&D Roll-A-Door® that will be the perfect size and fit for your home, and in a colour that complements the rest of your décor.

When you buy a B&D Roll-A-Door, you're buying an Australian icon. Australia's most popular garage door includes the top of the line in design, styling and features.

NYLOFELT™ RUNNING STRIPS

SMOOTH, QUIET & EFFORTLESS
ROLLING ACTION

RUBBER COATED STEEL DOOR STOPS

SUPERIOR BALANCE

BOTTOM WEATHERSEAL



Doors & Openers®

THERE'S SO MUCH MORE BEHIND A B&D DOOR

Call 13 62 63 or visit www.bnd.com.au for further information

Roll-A-Door®



Squareline Wideline

IT'S THE DOOR OTHERS TRY
TO COPY, SO BEWARE OF
IMITATIONS. THERE'S ONLY
ONE B&D ROLL-A-DOOR®.

When building or renovating your home, don't overlook the importance of the garage door. It can take up to 40% of your home's frontage, and will have a large impact on the overall appearance of the house. B&D invented the Roll-A-Door® in 1956 and the B&D name was etched into Australian history. B&D was proud to have the Roll-A-Door recognised as an Australia icon in 2004.

The B&D Roll-A-Door stands out from the competition, and will enhance the appearance of your home with its quality finish. With two styles to choose from, the B&D Roll-A-Door is sure to suit your home perfectly. We all know colour is important. That's why we have an extensive range of colours available. There are some other things that make a door look good, which you may not have considered. The little things that B&D includes in our Roll-A-Door range, to ensure you get the best door.

We tailor make your door to suit your garage opening perfectly. At B&D, your garage door is made for your home. Each door features a stylishly designed centre lift lock, which not only looks good, but makes locking and unlocking easier. We also understand that you want your door to look good for years to come. That's why a mini groove top sheet is included in the Squareline Deluxe range, to prevent scuffing and rubbing whilst in use. And it's easy to tell if it's an original B&D Roll-A-Door, they feature a wider bottom profile for identification. Now that B&D has done all the hard work ensuring your door will look great and operate reliably, all you have to do is pick which style and colour fits perfectly with your home...





Roll-A-Door®



Mini groove top sheet reduces paint scuffing



Nylofelt for smooth, greaseless operation



Lifting handle for convenient opening/closing



Safety assured with steel door stops

SAFETY FOR YOUR FAMILY

Safety should be a key consideration when selecting your garage door, as door failures can cause serious injury. The following safety features have been built into your B&D Roll-A-Door:

- Steel door stops, not plastic like some brands.
- Locking bar end covers to prevent injury to fingers.

SMOOTH, QUIET OPERATION

Your home should be a quiet, peaceful place, and you don't want a noisy garage door disturbing you. B&D Roll-A-Door garage doors will provide you with quiet, smooth, greaseless operation. Features include:

- Nylofelt® running strips to provide greaseless operation.
- Roll-A-Guides and mini groove top sheet on the Squareline Deluxe to help reduce chances of paint scuffing during door operation.
- Rubber coated guide stops to prevent metal on metal contact.
- Guide block and roller for smooth, quiet operation.

Partner your Roll-A-Door with one of the B&D Controll-A-Door openers and you will have one of the quietest automatic doors available.

EASY OPERATION

Your B&D Roll-A-Door will continue to be easy to open and close, with features such as:

- Castellated drum wheels.
- Combination of drum and precision springing ensuring consistent balance, and allowing you to stop the door where you want it, and it will stay there.
- Nylofelt® running strips (and Roll-A-Guides) for effortless rolling action.
- New, sleek D shaped lifting handle, conveniently located to assist you with opening and closing.
- Finger friendly internal lock snib for easier use of the internal lock.

DURABILITY

Your B&D Roll-A-Door will continue to operate like new*, with features such as:

- Springs designed to exceed the Australian Standard for garage doors - 20,000 cycles.
- Squareline Deluxe and Squareline Wideline pressed square-line panels reduce the deflection in the door curtain and the visible effect of seaming joints.
- Traditional Wideline curtain with deeper, rounded curtain shape providing a stronger door with a more rigid steel curtain, and comes standard with heavy duty springs and drums.
- Soft, pliable bottom weatherseal to help stop leaves and rain coming in under the door.

*As with all types of garage doors, for optimal trouble free performance and safety, we recommend you have your door serviced annually.

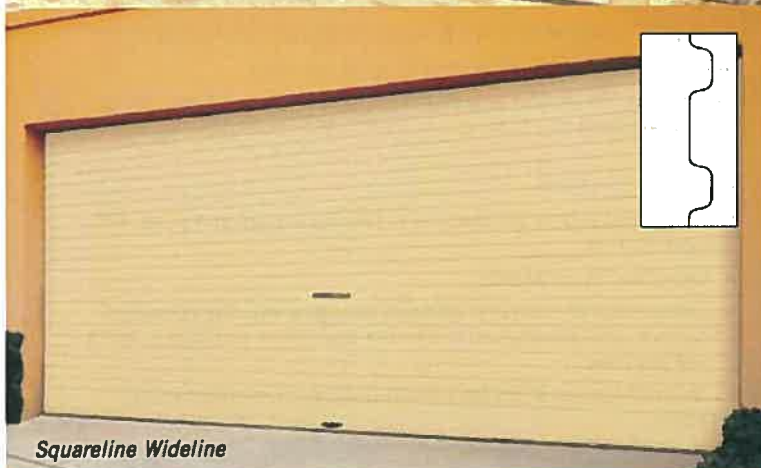


THERE'S SO MUCH MORE BEHIND A DOOR

ADDED FEATURES MAKE ROLL-A-DOOR ONE OF THE MOST TECHNOLOGICALLY ADVANCED DOORS AVAILABLE.



Squareline Deluxe



Squareline Wideline



Traditional Wideline

SQUARELINE DELUXE

The Squareline™ Deluxe will perform reliably over many years. Fitted with the unique mini groove top sheet, the door's finish is protected from scuffing, ensuring it will continue to look good. This single size door is available up to 3000mm high and 3140mm wide. For wider openings we have the Squareline Wideline range.

SQUARELINE WIDELINE

The Squareline™ Wideline™ has a curtain shape similar to the Squareline Deluxe, making this range perfect for homes that need both a single and double garage door. The Squareline Wideline is available in sizes from 1200mm to 3000mm high and 2500mm to 5500mm wide.

TRADITIONAL WIDELINE

Featuring a deeper, rounded curtain shape, the Traditional Wideline™ has a more rigid steel curtain and heavy-duty spring and drums for the lifting mechanism, making this door perfect for higher usage applications, or if an extra strong door is required. Available in sizes from 1250mm to 3000mm high and 2500mm to 5500mm wide.

SERIES 2 LOW PROFILE

The Roll-A-Door Low Profile has a lighter operation than that of the Roll-A-Door Traditional Wideline™ and industrial doors. Deeper guides and a more rigid curtain ensure smoother, quieter operation while the door is in motion. Available in 2400mm high and 2000mm to 5500mm wide.

WARRANTY

7 year warranty for steel door curtain, covering steel cracking and lock seam failure, and associated labour in domestic / residential applications, 12 months on surface coating, locking mechanism and all other components and all associated labour (excludes salt corrosion).

12 months for all components and labour in industrial / commercial applications.

P R E M I U M C O L L E C T I O N



ENJOY LONG LASTING AESTHETIC APPEAL

THANKS TO ROLL-A-DOOR'S MINI GROOVE TOP SHEET TO ELIMINATE PAINT SCUFFING.



CONTINUE TO ENJOY PEACE & QUIET

IN YOUR HOME, THANKS TO ROLL-A-DOOR'S NYLOFELT RUNNING STRIPS, RUBBER COATED GUIDE STOPS AND GUIDE BLOCK AND ROLLER, MAKING OPERATION SMOOTH AND QUIET.



SPEND FREE TIME WITH YOUR FAMILY

THANKS TO ROLL-A-DOOR'S SPRINGS EXCEEDING AUSTRALIAN STANDARDS MEANING MINIMAL DOOR MAINTENANCE.

SECURITY FEATURES

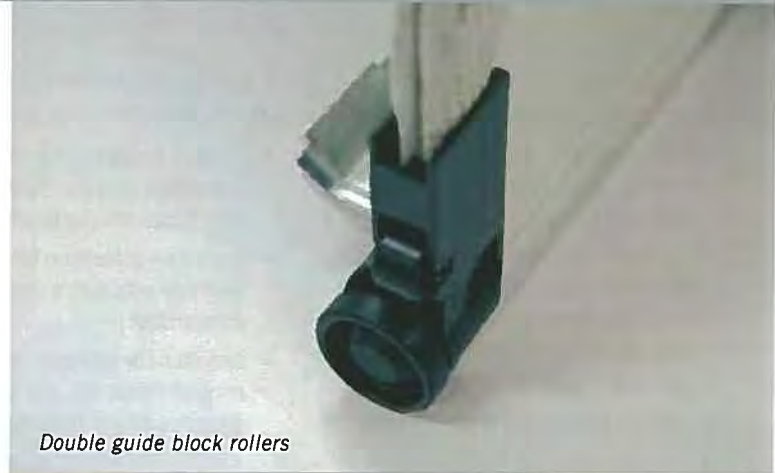
We believe that every Australian's home is their castle, and we know protecting your home from unwanted intrusion is a priority. Every Roll-A-Door comes with numerous added features to improve the overall security of your door.

Stylishly designed, die cast centre lift lock located at waist height	Easy to use. Die cast construction offers extra strength and security to deter would be intruders.
New 6 wafer lock barrel design	Features a much sturdier locking mechanism that is highly pick resistant.
Double guide blocks	The guide blocks also aid the door by rolling in the guides, making overall operation even smoother.
New D shaped handle	New design provides a much sleeker appearance, and the unique shape prevents intruders using the handle to pull the curtain out of the guides.

OPTIONAL EXTRAS

If you are looking for even more security, choose from our optional extras, including:

Emb-A-Seals™	Now you can have the choice of added protection with seals that restrict the entry of embers in fire prone areas. These seals fill the gaps around the door, greatly impeding the progress of ashes into the garage. These seals also act as an effective barrier against dust. This is particularly important given the usage of the garage as a living area.
Deep guides	Deeper guides firmly capture the Nylofelt which in turn ensures that it is far more difficult for the curtain to slip out. This increases the overall wind and unwanted intruder resistance of the Roll-A-Door.



Double guide block rollers



Sturdy locking mechanism



Emb-A-Seals for protection from bush fires

20 APR 2015
CITY OF BELMONT



B&D 4 Button Hand Transmitter



Controll-A-Door[®]
Diamond PD -
Power Drive



Limited headroom is no
problem for a Flex-A-Door



Roll-A-Door[®]

B&D have a range of accessories to increase the functionality of your B&D door or opener.
Call us on **13 62 63** or visit www.bnd.com.au for the complete range of B&D products and accessories.

ENJOY THE CONVENIENCE

For easier operation of your Roll-A-Door, add a B&D Controll-A-Door automatic garage door opener. Designed to perfectly suit your door, the Controll-A-Door provides:

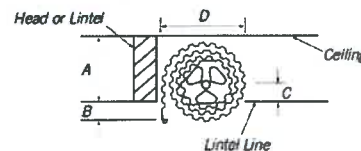
- Convenience – one push of the remote button and you drive straight into your garage.
- Tri-Tran™ technology – for greater reliability and minimal interference. When you push your transmitter button, you can trust your door will opener.
- Comfort – no more lifting heavy doors.
- Value – adds value to your home.
- Safety – forget getting out of the car on those dark or rainy nights. The courtesy light also allows you to see inside the garage.
- Security – protection for yourself and your property with a positively locked garage door.
- Low standby wattage – saving you money on your power bill, and reducing greenhouse gas emissions.

LIMITED HEADROOM

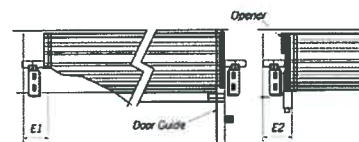
Do you want all the benefits of a B&D door, but don't have the headroom for a normal garage door? Try a B&D Flex-A-Door[®]. It's the perfect alternative when you are looking to replace your existing tilt door, or in situations where you have restricted headroom in your garage or carport. For more information visit www.bnd.com.au.

INSTALLATION CLEARANCES									
HEIGHTS	HEADROOM						SIDEROOM		
	RECOMMENDED				RESTRICTED		E1	E2	
	A	B	C	D	A	C		LH	RH
SQUARELINE WIDELINE									
Up to 2100mm	420mm	85mm	150mm	510mm	360mm	90mm	135mm	170mm	185mm
2101-3000mm	450mm	85mm	150mm	540mm	420mm	120mm	135mm	170mm	185mm
TRADITIONAL WIDELINE									
Up to 2100mm	540mm	65mm	245mm	555mm	475mm	180mm	135mm	195mm	185mm
2101-3000mm	620mm	65mm	310mm	565mm	555mm	245mm	135mm	195mm	185mm
SQUARELINE DELUXE									
Up to 2200mm	350mm	80mm	120mm	460mm	315mm	85mm	100mm	140mm	155mm
2201-3000mm	370mm	80mm	120mm	480mm	335mm	100mm	100mm	140mm	155mm

Remote control operation is not recommended for low headroom applications.

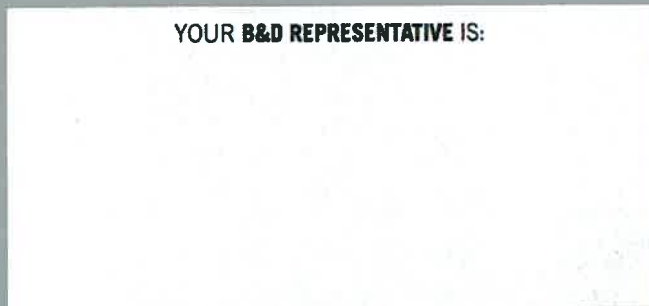


Door Roll Obtrusion



(Drawings not to scale)

YOUR B&D REPRESENTATIVE IS:



International Customers call +61 2 9722 5555
fax +61 2 9771 6385 or email bndint@bnd.com.au



Doors & Openers[®]

THERE'S SO MUCH MORE BEHIND A B&D DOOR

B&D Doors has offices servicing all states.
For more details on this product or our other ranges,
call **13 62 63** or visit www.bnd.com.au

- *Roll-A-Door doors, in normal residential use, are covered by a 7 year warranty for steel door curtain, covering steel cracking and lock seam failure and associated labour, 12 months on surface coating, locking mechanism and all other components and all associated labour (excludes salt corrosion), conditional on proper care, as recommended in the door's handbook. Full details of the warranty are available from www.bnd.com.au. Warranty only applies to doors purchased and installed in Australia or New Zealand. Warranty only valid if warranty conditions are met.
- For areas within one kilometre of a corrosive environment eg. salt air or industrial fallout, special care and maintenance are generally required for metal products. Consult B&D or your B&D Accredited Dealer for advice.
- The company reserves the right to make changes or improvements to the products or accessories without notice and without incurring any obligation to make similar changes or improvements to goods previously ordered. Specifications subject to change without notice.
- Prefixed Trademarks are trademarks of B&D Australia Pty Ltd.
- B&D products have many patents and registered designs applicable.
- While BlueScope Steel Limited is our preferred supplier, steel products from other sources may also be used.
- Details correct at date of publication.

02/12

an **alesco** company

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Heavy Duty Rolling Door Opener

GDO-10v2L2 Toro™

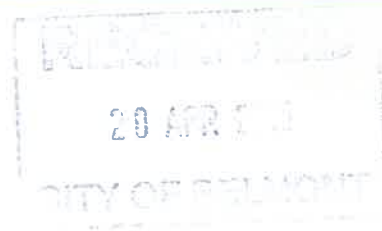


 **3** Featuring
TrioCode™
Technology

automatic
TECHNOLOGY

smart | simple | secure

Distributed by:



smart | simple | secure.

At **Automatic Technology** our every innovation, product and success is driven by those three words.

As we have done for the past quarter of a century, we continually strive to simplify your life by providing smarter access solutions.

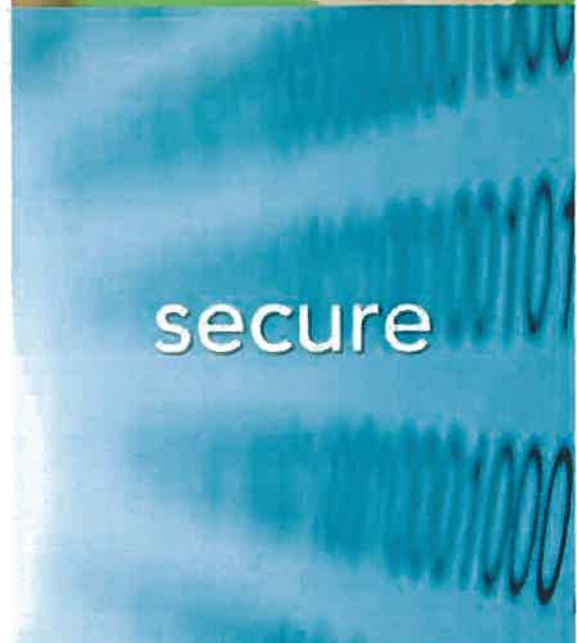
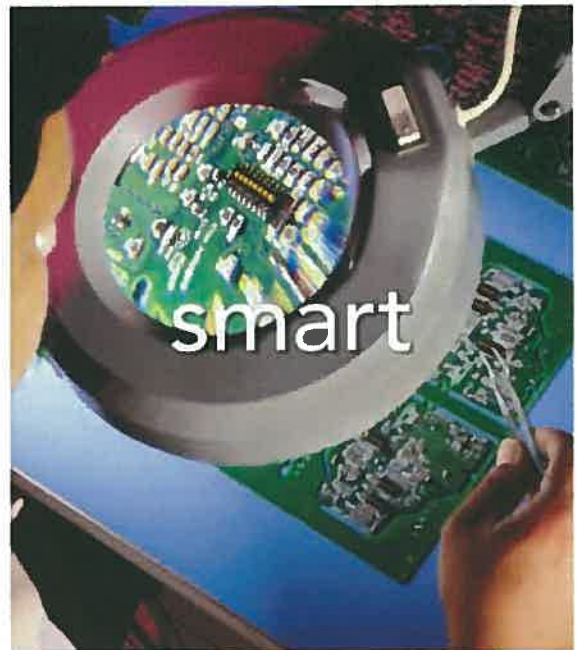
Designed and engineered in Australia by our internationally renowned team of innovators, **Automatic Technology** products define the future of automation by using the latest technology, processes and production methods to make doors and gates **smart, simple** and **secure**.

What is **TrioCode™**?

TrioCode™ is a revolutionary new coding system that provides enhanced reliability and security.

Increasingly, garage door and gate opener transmitters are jammed by wireless and cordless devices in the owner's or a neighbouring home, usually when both units compete for the same frequency.

TrioCode™ overcomes this challenge by simultaneously transmitting on three different frequencies. Even if two frequencies are jammed, the **TrioCode™** transmitter will still operate your door or gate.



What makes Automatic Technology openers so different?

From the standard systems that reduce noise and improve safety, through to eco-conscious options like SmartSolar™, each Automatic Technology opener comes with its own unique selection of the features listed below:



DC Motor

DC motors deliver as much power as old-style AC motors, but with less noise and vibration. DC also offers features such as soft start/soft stop.



Soft Start/Soft Stop

Ramping speed up and down at the start and end of each cycle reduces stress on the door and opener for longer life, and makes for quieter operation.



Intelligent Safety System (ISS)

If contact is made with an obstruction while moving, the opener either stops or reverses the door to reduce injury to persons and damage to property.



Door Profiling

The amount of power needed for different stages of the door's travel is learnt during setup and is constantly reprofiled. This helps ISS to do its job.



Courtesy Light

Switching on with each cycle to illuminate your darkened garage, the time adjustable courtesy light can also be operated independently of the door.



Time Clock

A programmable 24-hour, 7-day time clock that can integrate with operating modes such as auto-close and pedestrian settings.



Auxiliary Output

The auxiliary output can activate other devices, such as an existing garage door opener or alarm system, from your new TrioCode™ transmitter.



Battery Backup

Charging from the mains, the optional battery backup switches over automatically in the event of power failure.



SmartSolar™ Solar Power

The optional SmartSolar™ kit allows for installation on unpowered sites, or for green-friendly operation.



Auto-Close Mode (only with P.E. Beams)

Auto-Close ensures peace of mind and keeps your premises secure by automatically closing the door upon entering or exiting.



Service Reminder

As one of your premises' largest moving items, the door needs periodic service for long life and safe operation. Our openers can remind you it's due through audible and visual reminders.



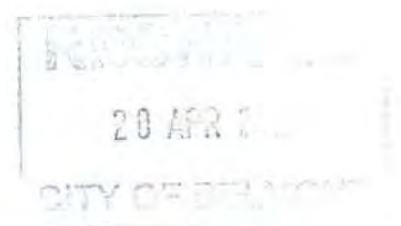
Vacation Mode

Locking out all but one master transmitter, Vacation Mode ensures your opener cannot be operated until your return.



Ventilation Mode

Allows you to set up a limited opening height for your door, ideal for pedestrian only heights or ventilation for hot, summer days.





GDO-10v2L2 Toro™

1000N HEAVY DUTY ROLL UP DOOR OPENER

The **GDO-10v2L2 Toro™** is a feature rich, easy-to-use and versatile "one box" solution for commercial and light industrial rolling door applications.

Safety & Security



Power & Mounting Systems



Operating Modes & Features



Optional Extras



For exceptional reliability, the main drive gear is reinforced by a twin roller bearing assembly. This ensures optimal power transfer through to the drive gear even on the most difficult of doors.

The wall mounted logic control with LCD screen provides an easy-to-use, ground level interface for the opener. It also incorporates extensive features, detailed overleaf.



Integrated as standard, the battery backup switches over automatically in the event of power failure.



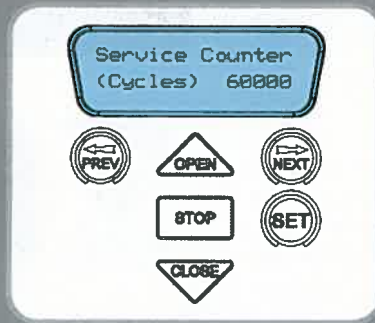
Logic Control Parameters & Menu Structure

Menu Structure	1	Code Transmitter	Code in transmitters, then individually assign alpha-numeric usernames and define button functions (e.g. Button 1 for Open/Close, Button 2 for Vacation mode, Button 3 for light operation). Up to 511 transmitters can be stored and customised.
	2	Current Trips (Obstruction Margins)	Alter the level of obstruction required to trip the opener's safety mechanisms. Individually adjustable for open and close cycles.
	3	Auto-Close Times	Define individual Auto-Close times for various controlling inputs. e.g. Set a longer Auto-Close time for PE Beam triggered open cycles compared to pedestrian mode. PE Beam close modes add extra safety by ensuring doorway is clear during open/close cycles.
	4	Light/Lock Times	Adjust time settings and operating modes for external lights and locks, with independent open and close cycles settings. (240V lights require purchase of optional 240V light relay.)
	5	Motor Settings	Define individual closing and opening speeds for the GDO-10 Toro™ to provide the best and safest performance for the job.
	6	Operating Modes	Manage various operating inputs like PE Beams and swipe cards, view activity reports, activate vacation mode and password protect the GDO-10 Toro™ , and much more.
	7	Time Clock	Set time and day, manage time and/or day related access programmes.
	8	Diagnostics	Test input functions, display usage history, determine when a service is due, assess number of open/close cycles and frequency of encountered obstructions.
	9	Memory Tools	Delete individual users or user functions – handy for ensuring security when transmitters are lost or lock out de-authorised persons. Also able to backup, import or copy users and access levels from the PG-3 Programmer.
	10	Setup Travel	Set open and close limits for both normal operation and pedestrian mode, where the door closes to a height under which persons can walk.

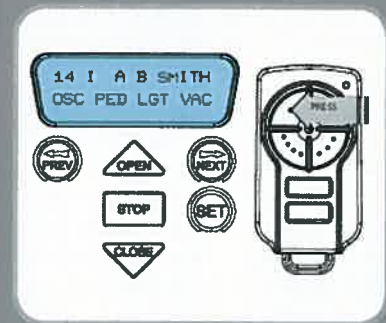
Setup and operation is simple with the LCD menu system. On-screen prompts guide you through each process. No more guessing what beeps and flashes mean!



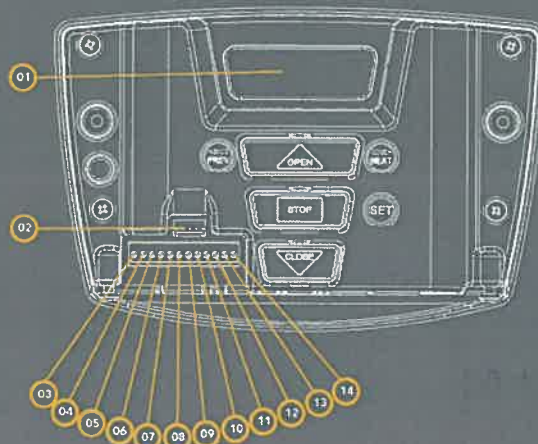
Easily review the last 64 usages of the opener, see overall histories, setup service reminders, define operating modes and much more through the menu system.



Transmitters can be assigned alpha-numeric names to simplify management, allowing you to edit functions, assign to user groups or even delete without the user onsite!



- 01 LCD Screen
- 02 PG-3 Programmer Terminal
- 03 AUX OUT Receiver's Auxiliary Output
- 04 V+ Accessory Supply
- 05 SB3 Third Safety Beam Input
- 06 SB2 Second Safety Beam Input
- 07 SB1 First Safety Beam Input
- 08 0V Common For Safety Beams
- 09 0V Common Terminal For Control Inputs
- 10 FIRE N/O , N/C Input Terminal
- 11 GPI N/O Input Terminal
- 12 OPN N/O , N/C Input Terminal
- 13 STP N/O , N/C Input Terminal
- 14 CLS N/O Input Terminal

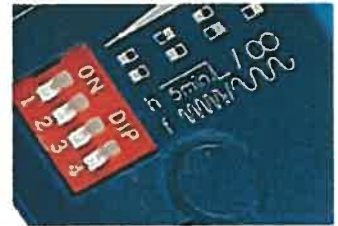


Optional Accessories for Heavy Duty Roll Up Door Openers

Make your premises even more smart, simple and secure with our range of great accessories.

Inductive Loop Detector

An inductive loop detector senses when the magnetic field is disrupted by a vehicle and activates the door. The loop detector is suitable in commercial situations where a trigger is required for entry/exit without the need for security authorisation.



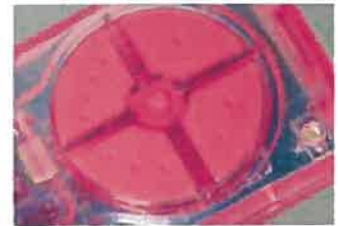
PG-3 Programmer

The PG-3 Programmer provides a higher level of diagnostic and maintenance functionality, including special mode access, backup of transmitters and more. Comes with custom designed hard case for durability.



TrioCode™ Keyring Transmitters

Each of these transmitter's four buttons can operate a separate function or opener, allowing access to multiple sites from one convenient unit. Best of all, TrioCode™ technology ensures this transmitter works every time.



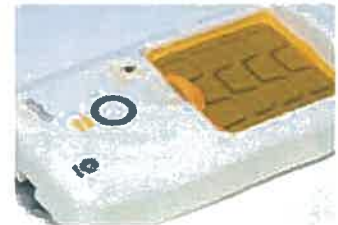
TrioCode™ Water Resistant Transmitters

Featuring all the benefits of TrioCode™ technology, this sleek unit is also splash resistant. Being caught out in a sudden rain shower or being splashed by the garden hose is no longer a concern!



TrioCode™ Wireless Keypad

An ideal solution where secured access is required, for instance delivery drivers or out-of-hours staff, the weatherproof wireless keypad allows access without a transmitter. With back lit numbers for day or night use, multiple users can have unique codes for specific door and gate access.



TrioCode™ Stand-Alone Receiver

The versatile Stand-Alone Receiver allows non-TrioCode™ devices to be controlled with the spare buttons on your transmitter. Whether connected to another brand of door or gate opener, an alarm system or even garden lights, the Stand-Alone Receiver removes the need for multiple remote types.



PE Safety Beams

Protect your family and your car with the PE Safety Beams. As soon as an object or person moves through the invisible safety beam the door will stop or reverse to avert serious damage being done.

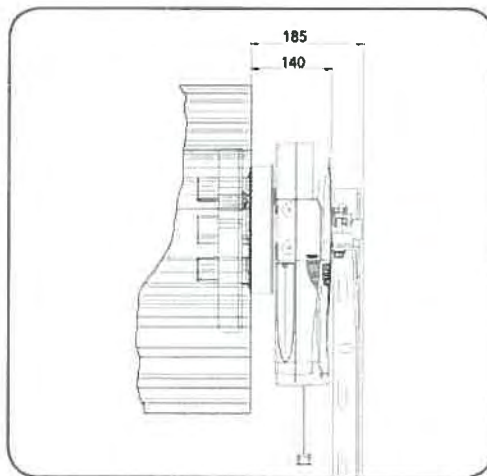


smart | simple | secure



from gate to garage

Technical Specifications	GDO-10v2L2
Input/Motor Voltage	230Vac - 240Vac 50Hz / 24Vdc
Transformer Rating	150VA
Standby power	2.6W
Min. Headroom <i>(top of C-Rail to highest point of door travel)</i>	N/A
Min./Rec. Sideroom <i>(curtain edge to inside of door bracket)</i>	140mm/185mm
Weather-Resistant Rating	IP20
Maximum Door Area	28m ²
Maximum Door Height	5.5 Turns Door Drum (approx. 6 metres)
Peak Lifting Force	1000N
Typical Travel Speed	120mm/sec
Receiver storage capacity	511 x 4 button Transmitters
Receiver/Transmitter type	Multi-frequency UHF FM (434.37, 433.47 & 433.92MHz)
Coding type	Code hopping (Non-linear encryption algorithm)
No. of code combinations	4.29+ billion random codes
Warranty	2 year / 5,000 cycle parts warranty





Automatic Technology Product Range



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E sales@ata-aust.com.au | www.ata-aust.com.au

smart | simple | secure



AUSTRALIA'S PREMIUM
LIGHT INDUSTRIAL ROLLING DOOR

INDUSTRIAL COLLECTION

Roll-A-Door®
LIGHT INDUSTRIAL ROLLING DOOR



The Roll-A-Door® Series 2 – Light Industrial rolling door has long been the ideal choice for industrial and commercial applications. It features a number of significant benefits to give higher standards of durability, performance and most importantly, operational ease.

SMOOTH, QUIET OPERATION

PRECISION SPRINGING

CONSISTENT BALANCE

BOTTOM WEATHERSEAL

WIDE RANGE OF COLOURS

ECONOMICAL



Doors & Openers®

THERE'S SO MUCH MORE BEHIND A B&D DOOR

Call **13 62 63** or visit www.bnd.com.au for further information.

*For full warranty conditions see back page.



B&D Roll-A-Door Series 2 – Light Industrial Rolling Door

CURTAIN QUALITIES

All B&D Roll-A-Door Light Industrial Rolling Doors are custom made to suit individual openings. The Roll-A-Door® Series 2 – Light Industrial door features:

- Continuous brake pressed steel curtain
- Manufactured from 0.5mm gauge, flexible steel curtain, pressed to a horizontal ribbed profile, sliding between vertical guides
- Deep rigid channel grooves
- Aluminium bottom rail with weatherstrip
- Sizes up to 5100mm high x 5100mm wide or up to 3300mm high and 5500mm wide for non-windlocked configurations

BENEFITS

- Prevents penetration of moisture and dust, thereby minimising the chances of corrosion
- Strong, while providing an attractive appearance
- Added protection against dirt, leaves and weather

SMOOTH, QUIET & EASY OPERATION

Nylofelt® is used to minimise friction at the working surface. This ensures that continuous smooth, quiet operation is an ongoing benefit of this product, without so much as a touch of lubricant.



Roll-A-Door®

LIGHT INDUSTRIAL ROLLING DOOR

SECURE LOCKING

- Waist high slide bolt locking is located internally and supplied on the left hand side as standard
- Waist high internal slide bolt located on right hand side or both sides
- No bending required to unlock doors
- Ensured security
- Optional centre lift lock with external key and internal knob operation, or internal and/or external bottom rail slide bolt locking

EASY OPENING

The gearing assembly is mounted inside the door roll to minimise side clearance requirements and with its no maintenance, low friction characteristics, provides low operating effort to open and close very large doors. Features include:

- Doors up to 2400mm high can be operated by hand without the need of chain wheel equipment
- Doors between 2400mm and 3000mm use efficient direct chain drive
- Doors over 3000mm high use efficient, compact, planetary reduction gearing
- Quiet and durable nylon gearing
- Ease of single handed operation
- Gearing components require no lubrication due to materials used in manufacturing
- Balanced loading and withstands very high overload forces without ill effects

COLOURS

B&D Series 2 Light Industrial Roll-A-Doors are available in an extensive range of standard Colorbond® colours including special Zinalume® coated finishes designed to gain greater impact and identification for the storage complex, or to suit your corporate identity. Zinalume® coated finish can be polyurethaned on site for even wider colour selection.

MAINTENANCE

No greasing of the door guides is required, and the axle, hubs and all other working components have either been manufactured with self-lubricating materials or greased at the factory. To reduce operational and replacement costs, curtains are easily repaired. In the case of damage, the curtain can be cut and a standard replacement section rivitted in.

OPTIONS

- B&D provide tapered curtains to suit floors with a slope across the opening
- Optional electric and remote operation are available, ask your B&D representative or dealer to recommend a unit to suit

MULLIONS FOR MULTIPLE DOORS

Where a choice of partial or total access to the building is required, a combination of mullions and multiple Roll-A-Door® Series 2 – Light Industrial rolling doors is recommended, rather than one wide door. Motorisation is not recommended with mullions. Features include:

- Mullions can be simply disengaged to provide unrestricted full width access
- Mullions for smaller doors lift out by hand
- Individual low effort operation
- Privacy and weather protection of a small opening

WICKET GATES

Wicket gates provide quick and easy access in or out of the premises, without the need to raise the door. Features include:

- Opening size is 1780mm high x 600mm wide. This gate is specified when inward opening is required
- Fitted with external key operated night latch lock
- When the door is in the open position the cranked bottom rail hangs 65mm below the lintel

VENTILATED CURTAINS

Where ventilation is required the doors may be perforated to allow light penetration or up to 10% airflow. This offers you all the security you may need plus airflow.

HIGH WIND AREA

In any area that could be affected by high wind or extreme weather conditions, B&D recommend the fitting of Windlock Guide Systems.



Roll-A-Door®

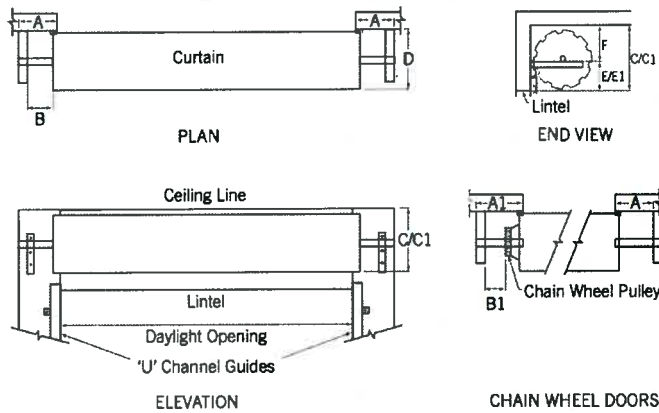
LIGHT INDUSTRIAL ROLLING DOOR

B&D have a range of accessories to increase the functionality of your B&D door or opener.
Call us on 13 62 63 or visit www.bnd.com.au for the complete range of B&D products and accessories.

INSTALLATION REQUIREMENTS

B&D Roll-A-Door® is normally installed behind the opening on brackets above and to each side of the opening. Headroom and sideroom are needed to accommodate overlap, brackets, rolled up curtain, guides and chain gear.

The structure to which the brackets and guides are to be mounted should extend up above the lintel, and be flush with or slightly behind the lintel, to give the door working clearance. A range of special brackets is available to suit various individual applications.



DIMENSIONS

- A1*** Denotes sideroom required for installation of inside/outside mounted 1/2Hp motor. Left hand operation only.
B Denotes non geared end of curtain
B1 Denotes geared end of curtain
C1 & E1 Denotes restricted headroom installation requirements
C & E is recommended. All measurements are in millimetres and are minimum unless otherwise shown.

HEIGHT	A	A1	A1*	B	B1	C	C1	D	E	E1	F	OPERATION
UP TO 2400	135	125	160/450	35	N/A	540	475	555	245	180	295	Hand Operated
2401-2700	135	135	160/450	35	5	620	555	565	310	245	310	Direct Chain Drive
2701-3000	175	205	160/450	35	5	620	555	565	310	245	310	Direct Chain Drive
3001-3300	195	225	160/450	35	5	620	555	565	310	245	310	Planetary Gearing
3301-4200	195	225	160/450	35	5	620	555	585	310	245	310	Planetary Gearing
4201-5100	210	225	160/450	35	5	635	590	615	310	245	325	Planetary Gearing

Note: Door curtain overlap 50mm each side for non-windlocked doors. Please consult B&D technical department for overlap on windlocked doors.

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Notes / Information

- B&D Series 2 Light Industrial Roll-A-Door® doors are covered by a 12 month warranty, for complete door and parts, as recommended in the door's handbook. Full details of the warranty are available from www.bnd.com.au. 12 month warranty only applies to doors purchased and installed in Australia or New Zealand. Warranty only valid if warranty conditions are met.
- For areas within one kilometre of a corrosive environment eg. salt air or industrial fallout, special care and maintenance are generally required for metal products. Consult B&D or your B&D Accredited Dealer for advice.
- The company reserves the right to make changes or improvements to the products or accessories without notice and without incurring any obligation to make similar changes or improvements to goods previously ordered. The company also reserves the right to site touch-up of colour finishes as deemed necessary by the Company. Specifications subject to change without notice.
- Roll-A-Door and Nyfofeit are trademarks of B&D Australia Pty Ltd. Abuse of these trademarks will result in legal action.
- B&D products have many patents and registered designs applicable. B&D Roll-A-Door® Series 2 is Australian made
- Colorbond® and Zinalume® are registered trademarks of BlueScope Steel Limited.
- While BlueScope Steel Limited is our preferred supplier, steel products from other sources may also be used.
- Details correct at date of publication.

10/10

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Form 2 - Responsible Authority Report (Regulation 17)

Property Location:	40-46 Riversdale Road, Rivervale WA 6103
Application Details:	Extension of approval period for previously approved 168 Multiple Dwelling development
DAP Name:	Metro Central JDAP
Applicant:	Doric Contractors Pty Ltd
Owner:	Park on Swan Pte Ltd
LG Reference:	6/2013/DAP/B
Responsible Authority:	City of Belmont
Authorising Officer:	Neville Deague – Director Community & Statutory Services
Department of Planning File No:	DP/13/00304
Report Date:	Submitted to DAP on 7 May 2015
Application Receipt Date:	20 March 2015
Application Process Days:	50 Days
Attachment(s):	1 – Development Assessment Panels Approval (27 June 2013). 2 – Development Assessment Panels Amended Approval (25 August 2014).

Officer Recommendation:

That the Metro Central JDAP resolves to:

1. **Accept** that the DAP Application reference DP/13/00304 as detailed on the DAP Form 2 dated 20 March 2015 is appropriate for consideration in accordance with regulation 17(1)(a) of the *Planning and Development (Development Assessment Panels) Regulations 2011*;
2. **Approve** the DAP Application reference DP/13/00304 as detailed on the DAP Form 2 dated 20 March 2015 and accompanying plans date stamped 30 June 2014 in accordance with the provisions of the City of Belmont Local Planning Scheme No. 15, for the proposed extension to the approval period for a further two (2) years within which the development of 168 Multiple Dwellings at 40-46 Riversdale Road, Rivervale must be substantially commenced, subject to:

Conditions (as consistent with the amended approval dated 25 August 2014)

1. The development plans, as dated marked and stamped "Approved", together with any requirements and annotations detailed thereon by the City, are the plans approved as part of this application and shall form part of the planning approval issued.
2. Lots 130, 131, 132 & 133 shall be amalgamated in accordance with the approved plan, and
 - (a) a new certificate of title obtained for the amalgamated lot; or

- (b) the owner shall enter into a legal agreement with the City prepared by the City's solicitors by which the owner covenants to the required subdivision of the land within a specified period and agrees to the registration of an absolute caveat on the Certificate/s of Title to the land. The owner is to bear all costs associated with the preparation and stamping of the agreement and the registration of the caveat.
3. A geotechnical report prepared for the City by an appropriately qualified consultant shall be lodged with the City, at the cost of the owner/applicant, prior to an application for a building licence, to the satisfaction of the City's Manager Projects & Development.
4. Prior to the commencement of any site works, the applicant I owner shall:
 - (i) complete and submit an Acid Sulfate Soils Self-Assessment Form to the Department of Environment & Conservation and City of Belmont; and
 - (ii) if required as a result of the self-assessment, subsequently prepare and submit an Acid Sulfate Soils Report and an Acid Sulfate Soils Management Plan to the Department of Environment and Conservation and the City of Belmont for approval.

Where an Acid Sulfate Soils Management Plan is required to be submitted, all site works shall be carried out in accordance with the approved management plan.

5. Prior to the commencement of site works, the applicant shall arrange for the preparation of a construction management plan and traffic management plan in accordance with the requirements of AS 1742 Pt 3 to the satisfaction of the City's Director Technical Services. The plan shall be thereafter implemented for the duration of the construction of the development.
6. Upon completion of the works, all waste materials (including excess soil, building materials, rubbish and any other deleterious matter) shall be removed from the site.
7. A landscaping, irrigation and foreshore management plan for the subject development site, street verge and Swan River foreshore is to be prepared and submitted to the City for approval prior to application for a building permit.
8. Prior to occupation or use of the development, landscaping, plants and irrigation are to be installed and thereafter maintained in accordance with the approved landscaping, irrigation and foreshore management plan for the duration of the approved development to the satisfaction of the City's Manager Parks and Environment.
9. No existing turf, irrigation or street trees located in the road verge abutting or adjacent to the subject land may be damaged or removed during the course of the development, unless separately approved in writing by the City.
10. The applicant shall ensure that no damage to the foreshore, riverbank, or waterway (including infrastructure and vegetation) occurs as a result of the works. Should any inadvertent damage occur, the applicant is required to notify the Swan River Trust within 48 hours.

11. No soil, building materials, rubbish or any other deleterious matter shall be placed on the Parks and Recreation Reserve or be allowed to enter the river as a result of the works.
12. The applicant shall not access the site via the Parks and Recreation reserve unless authorised by the City of Belmont to do so.
13. The boundary fence to the Parks and Recreation reserve shall be an open view style of a total height not exceeding 2.3m (including the proposed 1.3 metre high retaining wall) in compliance with Swan River Trust policy SRT/D3 Development Setback Requirements, to the satisfaction of the City of Belmont upon advice from the Swan River Trust.
14. The development shall be finished in darker, non-reflective colours to reduce its visual impact to the satisfaction of the City of Belmont on advice from the Swan River Trust. A detailed schedule of external materials, finishes and colours to be used in the construction of the development shall be submitted to the City prior to application for a building permit to the satisfaction of the City of Belmont upon advice from the Swan River Trust.
15. The finished level of the rear Terrace shall not exceed a height of 16.50m AHD in the Central View Corridor; a clear glass balustrade only, to a maximum height of 17.60m AHD is permitted in the Central View Corridor. No other structure above 16.50m AHD is permitted in the Central View Corridor unless otherwise approved by the City.
16. The east facing side of all northern oriented balconies in the East Tower, as marked in 'RED' on the approved plans, shall be designed to comply with the acceptable development standards of the Residential Design Codes to the satisfaction of the City's Director Community & Statutory Services, Manager Planning Services, or Coordinator Planning Services.
17. No services, such as air conditioners or water heaters shall be visible from the street.
18. All clothes drying devices and clothes drying areas shall be located and positioned so as not to be visible from the street or public place.
19. Prior to occupation or use of the development, vehicle parking, manoeuvring and circulation areas shall be designed, constructed, sealed, drained, line marked and kerbed in accordance with:
 - a) The approved plan (326 spaces that comply with AS 2890.1); and
 - b) Council's engineering requirements and design guidelines.

The areas must be sealed in concrete or brick paving in accordance with the City of Belmont specifications, unless otherwise approved by the City's Director Technical Services. All parking bays must be clearly line marked.

20. A minimum of 34 visitor parking bays are to be provided and maintained to the satisfaction of the City's Manager Projects & Development. All visitor bays are to be provided in a location agreed to by the City, constructed, clearly marked on site as 'Visitor Bays', and maintained in accordance with the City's engineering requirements and design guidelines to the satisfaction of the City's Director Technical Services.
21. A Management Strategy with respect to parking provisions on site being prepared to the satisfaction of the City's Director Community & Statutory Services, Manager Planning Services or Coordinator Planning Services that includes allocation of resident bays, location of visitor bays and encourages the use of bicycles and public transport.
22. Prior to occupation of the development, a minimum of 21 bicycle bays are to be installed and maintained for the course of the development to the specifications contained within the City's Supplementary Planning Guidelines for End of Trip Facilities, to the satisfaction of the City's TravelSmart Officer.
23. All access ways, parking areas and hard stand areas shall be maintained in accordance with the City's engineering requirements and design guidelines.
24. Prior to occupation or use of the development, the owner / applicant shall submit an application for construction of a vehicle crossover/s to the City's Technical Services. Upon receipt of approval from the City's Technical Services, construction of the crossover/s shall be undertaken in concrete or brick paving in accordance with the City of Belmont crossover specifications.
25. Prior to occupation of the development, a 2.0 metre wide concrete footpath shall be constructed in the Riversdale Road verge adjoining the road kerb for the full width of the property in accordance with the City's specifications to the satisfaction of the City's Director Technical Services.
26. All stormwater from roofed and paved areas shall be collected and disposed off on-site in accordance with the City of Belmont's engineering requirements and design guidelines.
27. All illumination from proposed lighting shall be confined within the property boundaries to the satisfaction of the City's Manager Health & Ranger Services.
28. Within 60 days of this approval, a public art concept / strategy for the subject development to the value of \$700,000 shall be submitted to the City in accordance with the provisions of the City of Belmont Public Art Contribution Local Planning Policy, to the satisfaction of the City's Director Community & Statutory Services or Manager Planning Services.
29. The approved public art concept / strategy shall be thereafter implemented and the artwork constructed and maintained for the life of the development to the satisfaction of the City's Director Community & Statutory Services.
30. Arrangements being made to the satisfaction of the City for the payment of the relevant development contribution for the infrastructure and administration items

identified in Amendment No. 2 to the City of Belmont Local Planning Scheme No. 15, prior to the application for a building Permit.

31. The existing power pole located in the verge area abutting the western boundary shall be relocated at the landowners' full cost, to the satisfaction of Western Power and the City of Belmont.
32. The 'small car' bays reflected on the development plans shall comply with the minimum dimensions of the relevant Australian Standard. These bays shall be appropriately signed/marked 'For Small Cars' prior to use of the development.
33. Within 60 days of this approval, a detailed plan specifying the design and treatment of the balconies facing Riversdale Road shall be submitted for approval by the City. The approved design and balcony treatment shall then be implemented for the life of the development, unless otherwise approved by the City.
34. Within 60 days of this approval, an updated Waste and Rubbish Collection Management Plan shall be submitted for the approval of the City's Manager Health & Rangers Services. The approved waste and rubbish collection management plan shall be thereafter implemented for the duration of the development.

Advice Notes

1. A planning approval is not an approval to commence any works associated with the development. A Building Permit must be obtained prior to commencement of any site and building works. An application for a Building Permit may not be accepted unless:
 - (a) proof of payment of all bonds and guarantees; and
 - (b) letters from the Planning Department, Technical Services and Health Services (as applicable) confirming conditions of planning approval have been met and technical details provided;accompanies the application for a Building Permit.
2. Fire requirements to be in accordance with the Building Code of Australia Parts C and E.
3. Where construction works of the development may encroach onto the road reserve (verge), the applicant is required to obtain a Materials On Verge licence from the City of Belmont for the entire duration of construction works.
4. In relation to access and facilities for people with disabilities the development will be required to comply with the Building Code of Australia, Parts D3, F2.4 and Australian Standard 1428.1. It should be noted that complying with these Regulations will not guarantee your proposed development will comply with the *Disability Discrimination Act 1992*. This is the sole responsibility of the owner, builder and developer. Australian Standard 1428, Parts 2, 3 and 4, may assist you in satisfying the requirements of the *Disability Discrimination Act 1992* or you may wish to telephone the Disability Service Commission for more

information, or visit online

http://humanrights.gov.au/disability_rights/buildings/good.htm.

5. In regard to Condition 2, the applicant is advised that should the owners wish to have a building licence issued prior to amalgamating the lots, then the owner may enter into a legal agreement with City to defer the satisfaction of the condition. The legal agreement must be finalised, signed and lodged as an absolute caveat on the property's certificate of title prior to the issue of a building licence.

Please note that a legal agreement must be requested by the owner, in writing, and all costs associated with the preparation of a legal agreement and lodgement of a caveat must be borne by the owner. Generally legal agreements take 3 to 4 weeks to be prepared and therefore any such request should be lodged promptly.

6. The required geotechnical report under Condition 3 must identify the geotechnical conditions of the site (including acid sulphate soils) and certify to the City that any earthworks proposed are structurally sound. The earthworks must be carried out in accordance with the geotechnical report as modified (if at all) by the City. Due to excavation to proposed basement levels, the suitability of soil conditions and water table for drainage purposes shall be confirmed with the results of geotechnical investigation.
7. In relation to Condition 4, the required "Acid Sulfate Soils Self-Assessment Form" can be downloaded from the Western Australian Planning Commission's website at [http://www.planning.wa.gov.au/dop_pub_pdf/ASS_\(ver_4.0\)_Aug09_interactive.pdf](http://www.planning.wa.gov.au/dop_pub_pdf/ASS_(ver_4.0)_Aug09_interactive.pdf).

Where required:

- any Acid Sulfate Soils investigation shall follow the provisions of the DEC's *Identification and Investigation of Acid Sulphate Soils and Acidic Landscapes* (May 2009), which can be downloaded from the DEC website <http://www.dec.wa.gov.au/content/view/2864/1698/>; and
 - any Acid Sulfate Soils management plan shall follow the provisions of the DEC's *Treatment and Management of Soils and Water in Acid Sulfate Soil Landscapes* (July 2011), which can be downloaded from the DEC website <http://www.dec.wa.gov.au/content/view/2864/1698/>.
8. In relation to Condition 5, the construction and traffic management plan shall include a dilapidation survey, dust and noise management arrangements, location of site office, materials storage, construction vehicles access, parking and any temporary road closures. The applicant is advised that any signage, road works or road marking made necessary by the proposed development shall be carried out at the developer's cost.
 9. The plan required by Condition 7 shall be a minimum size of A3, and is to contain a north point and a scale. The plan must show by numerical code, the

botanical name of each plant species, proposed pot size, quantity and must also include the proposed treatments of:

- (a) all areas of the property visible from the street;
- (b) the street verge; and
- (c) Swan River foreshore (as appropriate).

The plan should also demonstrate compliance with the Foreshore Reserve Provisions of the Riversdale Road North Precinct detailed area plan in relation to edge treatments and built form within the principal rear setback area. In accordance with the detailed area plan, these should be designed to provide visual relief, a naturalistic appearance and human scale, to the satisfaction of the City of Belmont on advice from the Swan River Trust. Connectivity between the site and the foreshore path should also be addressed.

- 10. In relation to Condition 8, the plants are to be nurtured until they reach their typical mature dimensions, and shall thereafter be maintained at those mature dimensions unless Council approves otherwise in writing.
- 11. This planning approval is not approval for the removal or alteration of any turf, irrigation or street tree. If during the course of the development any existing turf and/or irrigation is damaged or destroyed, the owner/applicant shall:
 - (a) repair, reinstate or replace the item in accordance with any written direction of the City's Manager Parks & Environment; and
 - (b) thereafter maintain the item for a period of 12 months, to the satisfaction of the City's Manager Parks & Environment.

If during the course of the development any existing street tree is damaged or destroyed, the City shall repair or replace the street tree in accordance with any written direction of the City's Manager Parks & Environment. The owner/applicant shall:

- (a) be responsible for any costs associated with repair or replacement; and
 - (b) thereafter maintain the street tree for a period of 12 months, to the satisfaction of the City's Manager Parks & Environment.
- 12. In relation to Condition 10, the applicant is advised that it is an offence under the Swan and Canning Rivers Management Regulations 2007 to destroy, pull up, cut back or injure any tree, shrub, aquatic plant or other perennial plant that is in the Swan River Trust Development Control Area, except with the approval of the Swan River Trust.
- 13. In regard to Condition 11, the applicant shall demonstrate how sand, building materials and rubbish will be prevented from entering the reserve during works for the approval of the City of Belmont on advice from the Swan River Trust.

14. In relation to Condition 13, the boundary fence should consist of open railings rather than clear glass panelling as shown in the development application.
15. In regard to Condition 14, in relation to the finishes to be used, naturalistic finishes, colours and textures should be considered and large expanses of reflective materials should be avoided.
16. In relation to Condition 20, the visitor parking bays shall be located in a position directly adjacent to the entrance to the basement car park.
17. In relation to Condition 23, in the event that access ways, parking areas and hard stand is not satisfactorily maintained, the City's Director Technical Services may require by notice, in writing, that the area be brought up to a satisfactory standard within a specified period of time and the notice shall be complied with within that period. Without limitation, the notice may require that lines marking car bays be re-painted, pot holes be repaired, damaged kerbs be replaced and degraded access or parking areas be resurfaced generally in accordance with Council's Engineering Requirements and Design Guidelines.
18. Council's Engineering Requirements and Design Guidelines contains detailed specifications which must be adhered to in the preparation of plans submitted for approval in respect of such matters as drainage, paving, parking, accessways, crossovers, land fill and retaining.
19. Neither a planning approval nor a building license constitutes an approval to construct a crossover to a property. Prior to occupation or use of the development, a separate application must be made to the City's Technical Services Department for approval to construct a crossover to the property (i.e. from the road to connect with the property's internal driveway). Failure to submit a separate application for crossover approval may result in delays in receiving a vehicle crossover subsidy.
20. Signage is not approved as part of this application. A separate application for planning approval and building licence is required prior to display of any signage.
21. In relation to Conditions 28 and 29, the City's Community Wellbeing Services will be required to give final consent for the proposed public art. Full details and specifications should be submitted at the earliest opportunity to ensure that the finalisation of the public art does not delay the progression of the development.
22. Condition 30 is in acknowledgement of the obligations of all landowners within proposed Development Contribution Area 1 (The Springs Special Development Precinct) to make a development contribution for public infrastructure. The proposed development contribution applicable to Lots 130-133 Riversdale Road is a total of \$1,000,504.06. This amount is to be paid to the City of Belmont prior to application for a building permit. Alternatively, the City may permit the landowner to enter into a legal agreement with the City for an alternative payment arrangement to the satisfaction of the City's Director Corporate & Governance Services. Please contact the City's Planning Department for more information in relation to this condition.

23. The applicant and owner are advised that the City's Rates Department will confirm under separate letter the street numbering applicable for this property.
24. The applicant is required to liaise with Perth Airport regarding the use and acceptability cranes during the construction of the development.

Background:

Property Address:	40-46 Riversdale Road, Rivervale WA 6103	
Zoning	MRS:	Urban / Abuts Parks & Recreation Reserve
	LPS:	Special Development Precinct – The Springs
Use Class:	Multiple Dwelling – D	
Strategy Policy:	The Springs Structure Plan (2009)	
Development Scheme:	N/A	
Lot Size:	7490m ²	
Existing Land Use:	Vacant	
Value of Development:	\$70 million	

- The subject land is currently vacant.
- The Metro Central JDAP approved an application for development of 168 Multiple Dwellings at the above property on 27 June 2013 (Attachment 1), an amended planning approval for the development was issued on 25 August 2014 (Attachment 2).
- The development has not been substantially commenced at this stage. Being mindful that planning approval for the development lapses on 27 June 2015 (two years from the date of approval), the Applicant seeks approval for an extension to the validity of the planning approval for the further two (2) years within which the development must be substantially commenced.



Figure 1: Aerial photograph of the site

Details:

This application pursuant to Regulation 17(1)(a) of the *Planning and Development (Development Assessment Panels) Regulations 2011* merely seeks to extend the period within which the approved development must be substantially commenced. No changes to the development plans are proposed.

Legislation & policy:Legislation

- *Development Assessment Panel Regulations 2011*, Regulation 17(1)(a) - Applications to amend the approval so as to extend the period within which any development approved must be substantially commenced.

State Government Policies

There are no state government policies that are relevant to this application to extend the period of the development approval.

Local Policies

There are no local government policies that are relevant to this application to extend the period of the development approval.

Consultation:Public Consultation

No public consultation was considered necessary in assessing this application to extend the period of the development approval as the decision will have no material impact on the locality.

Consultation with other Agencies or Consultants

Consultation with other agencies was not considered necessary as the design of the development remains unchanged.

Planning assessment:

There are no envisaged changes to the applicable planning framework for development on the subject site. It is therefore appropriate to approve this application to extend the period within which the approved development must be substantially commenced.

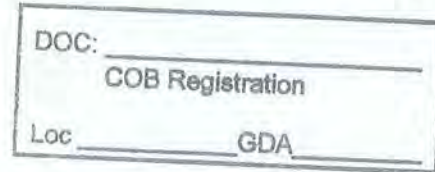
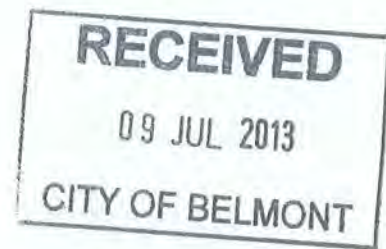
Conclusion:

It is recommended that an approval period for a further two years from the date of this decision is granted, subject to the planning conditions as consistent with the amended planning approval dated 25 August 2014.



Government of Western Australia
Development Assessment Panels

LG Ref: 6/2013/DAP
DoP Ref: DP/13/00304
Enquiries: Development Assessment Panels
Telephone: (08) 6551 9919



Mr Steve Douglas
Park on the Swan Pty Ltd
8/166 Brighton Avenue
SCARBOROUGH WA 6019

Dear Mr Douglas

Metro Central JDAP – City of Belmont – DAP Application 6/2013/DAP
40-46 Riversdale Road, Rivervale WA 6103
168 Multiple Dwellings

Thank you for your application and plans submitted to the City of Belmont on 5 April 2013 for the above development at the above mentioned site.

This application was considered by the Metro Central JDAP at its meeting held on 27 June 2013, where in accordance with the provisions of the City of Belmont Local Planning Scheme No.15, it was resolved to approve the application as per the attached notice of determination.

Should the applicant not be satisfied by this decision, a DAP Form 2 application may be made to amend or cancel this planning approval in accordance with Regulation 17 of the Development Assessment Panel Regulations 2011.

Also be advised that there is a right of review by the State Administrative Tribunal in accordance with Part 14 of the *Planning and Development Act 2005*. An application must be made within 28 days of the determination in accordance with the *State Administrative Tribunal Act 2004*.

Should you have any enquiries in respect to the conditions of approval please contact Mr Chris O'Connor at the City of Belmont on 08 9477 7274.

Yours sincerely

DAP Secretariat

5/7/2013

Encl. DAP Determination Notice
Approved plans

Cc: Mr Chris O'Connor
City of Belmont
215 Wright Street
CLOVERDALE WA 6105



wa.gov.au

Postal address: Locked Bag 2506 Perth WA Street address: 140 William Street Perth WA 6000
Tel: (08) 6551 9919 Fax: (08) 6551 9961 TTY: 6551 9007 Infoline: 1800 626 477
daps@planning.wa.gov.au www.planning.wa.gov.au
ABN 35 482 341 493



Planning and Development Act 2005

City of Belmont Town Planning Scheme No.15

Metro Central Joint Development Assessment Panel

Determination on Development Assessment Panel Application for Planning Approval

Location: 40-46 Riversdale Road, Rivervale WA 6103

Description of proposed Development: 168 Multiple Dwellings

In accordance with Regulation 8 of the *Development Assessment Panels Regulations 2011*, the above application for planning approval was **granted** on 27 June 2013, subject to the following resolution and conditions:

- A. Approve DAP Application reference DP/13/00304 for 168 Multiple Dwellings at Lots 130-133 (No. 40-46) Riversdale Road, Rivervale and accompanying plans dated 18 June 2013 in accordance with the City of Belmont Local Planning Scheme No. 15, subject to the following conditions:
1. The development plans, as dated marked and stamped "Approved", together with any requirements and annotations detailed thereon by the City, are the plans approved as part of this application and shall form part of the planning approval issued.
 2. Lots 130, 131, 132 & 133 shall be amalgamated in accordance with the approved plan, and
 - (a) a new certificate of title obtained for the amalgamated lot; or
 - (b) the owner shall enter into a legal agreement with the City prepared by the City's solicitors by which the owner covenants to the required subdivision of the land within a specified period and agrees to the registration of an absolute caveat on the Certificate/s of Title to the land. The owner is to bear all costs associated with the preparation and stamping of the agreement and the registration of the caveat.
 3. A geotechnical report prepared for the City by an appropriately qualified consultant shall be lodged with the City, at the cost of the owner/applicant, prior to an application for a building licence, to the satisfaction of the City's Manager Projects & Development.
 4. Prior to the commencement of any site works, the applicant / owner shall:
 - (i) complete and submit an Acid Sulfate Soils Self-Assessment Form to the Department of Environment & Conservation and City of Belmont; and
 - (ii) if required as a result of the self-assessment, subsequently prepare and submit an Acid Sulfate Soils Report and an Acid Sulfate Soils



Management Plan to the Department of Environment and Conservation and the City of Belmont for approval.

Where an Acid Sulfate Soils Management Plan is required to be submitted, all site works shall be carried out in accordance with the approved management plan.

5. Prior to the commencement of site works, the applicant shall arrange for the preparation of a construction management plan and traffic management plan in accordance with the requirements of AS 1742 Pt 3 to the satisfaction of the City's Director Technical Services. The plan shall be thereafter implemented for the duration of the construction of the development.
6. Upon completion of the works, all waste materials (including excess soil, building materials, rubbish and any other deleterious matter) shall be removed from the site.
7. A landscaping, irrigation and foreshore management plan for the subject development site, street verge and Swan River foreshore is to be prepared and submitted to the City for approval prior to application for a building permit.
8. Prior to occupation or use of the development, landscaping, plants and irrigation are to be installed and thereafter maintained in accordance with the approved landscaping, irrigation and foreshore management plan for the duration of the approved development to the satisfaction of the City's Manager Parks and Environment.
9. No existing turf, irrigation or street trees located in the road verge abutting or adjacent to the subject land may be damaged or removed during the course of the development, unless separately approved in writing by the City.
10. The applicant shall ensure that no damage to the foreshore, riverbank, or waterway (including infrastructure and vegetation) occurs as a result of the works. Should any inadvertent damage occur, the applicant is required to notify the Swan River Trust within 48 hours.
11. No soil, building materials, rubbish or any other deleterious matter shall be placed on the Parks and Recreation Reserve or be allowed to enter the river as a result of the works.
12. The applicant shall not access the site via the Parks and Recreation reserve unless authorised by the City of Belmont to do so.
13. The boundary fence to the Parks and Recreation reserve shall be an open view style of a total height not exceeding 2.3 metres (including the proposed 1.3 metre high retaining wall) in compliance with Swan River Trust policy SRTID3 Development Setback Requirements, to the satisfaction of the City of Belmont upon advice from the Swan River Trust.
14. The development shall be finished in darker, non-reflective colours to reduce its visual impact to the satisfaction of the City of Belmont on



advice from the Swan River Trust. A detailed schedule of external materials, finishes and colours to be used in the construction of the development shall be submitted to the City prior to application for a building permit to the satisfaction of the City of Belmont upon advice from the Swan River Trust.

15. The finished level of the rear Terrace (including the height of any associated building feature/s), as marked in 'RED' on the approved plans, shall not exceed a height of RL16.50 in the Central View Corridor, to the satisfaction of the City's Director Community & Statutory Services, Manager Planning Services or Coordinator Planning Services.
16. The east facing side of all northern orientated balconies in the East Tower, as marked in 'RED' on the approved plans, shall be designed to comply with the acceptable development standards of the Residential Design Codes to the satisfaction of the City's Director Community & Statutory Services, Manager Planning Services or Coordinator Planning Services.
17. No services, such as air conditioners or water heaters shall be visible from the street.
18. All clothes drying devices and clothes drying areas shall be located and positioned so as not to be visible from the street or a public place.
19. Prior to occupation or use of the development, vehicle parking, manoeuvring and circulation areas shall be designed, constructed, sealed, drained, line marked and kerbed in accordance with:
 - (a) The approved plan (281 spaces that comply with AS 2890.1); and
 - (b) Council's engineering requirements and design guidelines.

The areas must be sealed in concrete or brick paving in accordance with the City of Belmont specifications, unless otherwise approved by the City's Director Technical Services. All parking bays must be clearly line marked.

20. A minimum of 34 visitor parking bays are to be provided and maintained to the satisfaction of the City's Manager Projects & Development. All visitor bays are to be provided in a location agreed to by the City, constructed, clearly marked on site as 'Visitor Bays', and maintained in accordance with the City's engineering requirements and design guidelines to the satisfaction of the City's Director Technical Services.
21. A Management Strategy with respect to parking provisions on site being prepared to the satisfaction of the City's Director Community & Statutory Services, Manager Planning Services or Coordinator Planning Services that includes allocation of resident bays, location of visitor bays and encourages the use of bicycles and public transport.
22. Prior to occupation of the development, a minimum of 21 bicycle bays are to be installed and maintained for the course of the development to the specifications contained within the City's Supplementary Planning



Guidelines for End of Trip Facilities, to the satisfaction of the City's TravelSmart Officer.

23. All access ways, parking areas and hard stand areas shall be maintained in accordance with the City's engineering requirements and design guidelines.
24. Prior to occupation or use of the development, the owner / applicant shall submit an application for construction of a vehicle crossover/s to City's Technical Services. Upon receipt of approval from the City's Technical Services, construction of the crossover/s shall be undertaken in concrete or brick paving in accordance with the City of Belmont crossover specifications.
25. Prior to occupation of the development, a 2.0 metre wide concrete footpath shall be constructed in the Riversdale Road verge adjoining the road kerb for the full width of the property in accordance with the City's specifications to the satisfaction of the City's Director Technical Services.
26. All stormwater from roofed and paved areas shall be collected and disposed of on-site in accordance with the City of Belmont's engineering requirements and design guidelines.
27. All illumination from proposed lighting shall be confined within the property boundaries of the property to the satisfaction of the City's Manager Health & Rangers Services.
28. Prior to application for a building licence, a public art concept / strategy for the subject development to the value of \$800,000 shall be submitted to the City in accordance with the provisions of the City of Belmont Public Art Contribution Local Planning Policy, to the satisfaction of the City's Director Community & Statutory Services or Manager Planning Services.
29. The approved public art concept / strategy shall be thereafter implemented and the artwork constructed and maintained for the life of the development to the satisfaction of the City's Director Community & Statutory Services.
30. Arrangements being made to the satisfaction of the City for the payment of the relevant development contribution for the infrastructure and administration items identified in Amendment No. 2 to City of Belmont Local Planning Scheme No. 15, prior to the application for a building permit.
31. The existing power pole located in the verge area abutting the western boundary shall be relocated at the landowners full cost, to the satisfaction of Western Power and the City of Belmont.

Advice Notes

1. A planning approval is not an approval to commence any works associated with the development. A Building Permit must be obtained



prior to commencement of any site and building works. An application for a Building Permit may not be accepted unless:

- (a) proof of payment of all bonds and guarantees; and
- (b) letters from the Planning Department, Technical Services and Health Services (as applicable) confirming conditions of planning approval have been met and technical details provided;

accompanies the application for a Building Permit.

2. Fire requirements to be in accordance with the Building Code of Australia Parts C and E.
3. Where construction works of the development may encroach onto the road reserve (verge), the applicant is required to obtain a Materials On Verge licence from the City of Belmont for the entire duration of construction works.
4. In relation to access and facilities for people with disabilities the development will be required to comply with the Building Code of Australia, Parts D3, F2.4 and Australian Standard 1428.1. It should be noted that complying with these Regulations will not guarantee your proposed development will comply with the *Disability Discrimination Act 1992*. This is the sole responsibility of the owner, builder and developer. Australian Standard 1428, Parts 2, 3 and 4, may assist you in satisfying the requirements of the *Disability Discrimination Act 1992* or you may wish to telephone the Disability Service Commission for more information, or visit online:
http://humanrights.gov.au/disability_rights/buildings/good.htm.
5. In regard to Condition 2, the applicant is advised that should the owners wish to have a building licence issued prior to amalgamating the lots, then the owner may enter into a legal agreement with City to defer the satisfaction of the condition. The legal agreement must be finalised, signed and lodged as an absolute caveat on the property's certificate of title prior to the issue of a building licence.

Please note that a legal agreement must be requested by the owner, in writing, and all costs associated with the preparation of a legal agreement and lodgement of a caveat must be borne by the owner. Generally legal agreements take 3 to 4 weeks to be prepared and therefore any such request should be lodged promptly.

6. The required geotechnical report under Condition 3 must identify the geotechnical conditions of the site (including acid sulphate soils) and certify to the City that any earthworks proposed are structurally sound. The earthworks must be carried out in accordance with the geotechnical report as modified (if at all) by the City. Due to excavation to proposed basement levels, the suitability of soil conditions and water table for drainage purposes shall be confirmed with the results of geotechnical investigation.



7. In relation to Condition 4, the required "Acid Sulfate Soils Self-Assessment Form" can be downloaded from the Western Australian Planning Commission's website at [http://www.planning.wa.gov.au/dop_pub_pdf/ASS \(ver 4.0\) Aug09 inter active.pdf](http://www.planning.wa.gov.au/dop_pub_pdf/ASS_ver_4.0_Aug09_interactive.pdf).

Where required:

- any Acid Sulfate Soils investigation shall follow the provisions of the DEC's *Identification and Investigation of Acid Sulphate Soils and Acidic Landscapes* (May 2009), which can be downloaded from the DEC website <http://www.dec.wa.gov.au/content/view/2864/1698/>; and
 - any Acid Sulfate Soils management plan shall follow the provisions of the DEC's *Treatment and Management of Soils and Water in Acid Sulfate Soil Landscapes* (July 2011), which can be downloaded from the DEC website <http://www.dec.wa.gov.au/content/view/2864/1698/>.
8. In relation to Condition 5, the construction and traffic management plan shall include a dilapidation survey, dust and noise management arrangements, location of site office, materials storage, construction vehicles access, parking and any temporary road closures. The applicant is advised that any signage, road works or road marking made necessary by the proposed development shall be carried out at the developer's cost.
9. The plan required by Condition 7 shall be a minimum size of A3, and is to contain a north point and a scale. The plan must show by numerical code, the botanical name of each plant species, proposed pot size, quantity and must also include the proposed treatments of:
- (a) all areas of the property visible from the street;
 - (b) the street verge; and
 - (c) Swan River foreshore (as appropriate).

The plan should also demonstrate compliance with the Foreshore Reserve Provisions of the Riversdale Road North Precinct detailed area plan in relation to edge treatments and built form within the principal rear setback area. In accordance with the detailed area plan, these should be designed to provide visual relief, a naturalistic appearance and human scale, to the satisfaction of the City of Belmont on advice from the Swan River Trust. Connectivity between the site and the foreshore path should also be addressed.

10. In relation to Condition 8, the plants are to be nurtured until they reach their typical mature dimensions, and shall thereafter be maintained at those mature dimensions unless Council approves otherwise in writing.
11. This planning approval is not approval for the removal or alteration of any turf, irrigation or street tree. If during the course of the development any



existing turf and/or irrigation is damaged or destroyed, the owner/applicant shall:

- (a) repair, reinstate or replace the item in accordance with any written direction of the City's Manager Parks & Environment; and
- (b) thereafter maintain the item for a period of 12 months, to the satisfaction of the City's Manager Parks & Environment.

If during the course of the development any existing street tree is damaged or destroyed, the City shall repair or replace the street tree in accordance with any written direction of the City's Manager Parks & Environment. The owner/applicant shall:

- (a) be responsible for any costs associated with repair or replacement; and
- (b) thereafter maintain the street tree for a period of 12 months, to the satisfaction of the City's Manager Parks & Environment.

12. In relation to Condition 10, the applicant is advised that it is an offence under the Swan and Canning Rivers Management Regulations 2007 to destroy, pull up, cut back or injure any tree, shrub, aquatic plant or other perennial plant that is in the Swan River Trust Development Control Area, except with the approval of the Swan River Trust.
13. In regard to Condition 11, the applicant shall demonstrate how sand, building materials and rubbish will be prevented from entering the reserve during works for the approval of the City of Belmont on advice from the Swan River Trust.
14. In relation to Condition 13, the boundary fence should consist of open railings rather than clear glass panelling as shown in the development application.
15. In regard to Condition 14, in relation to the finishes to be used, naturalistic finishes, colours and textures should be considered and large expanses of reflective materials should be avoided.
16. In relation to Condition 20, the visitor parking bays shall be located in a position directly adjacent to the entrance to the basement car park and open to the public at all times.
17. In relation to Condition 23, in the event that access ways, parking areas and hard stand is not satisfactorily maintained, the City's Director Technical Services may require by notice, in writing, that the area be brought up to a satisfactory standard within a specified period of time and the notice shall be complied with within that period. Without limitation, the notice may require that lines marking car bays be re-painted, pot holes be repaired, damaged kerbs be replaced and degraded access or parking areas be resurfaced generally in accordance with Council's Engineering Requirements and Design Guidelines.



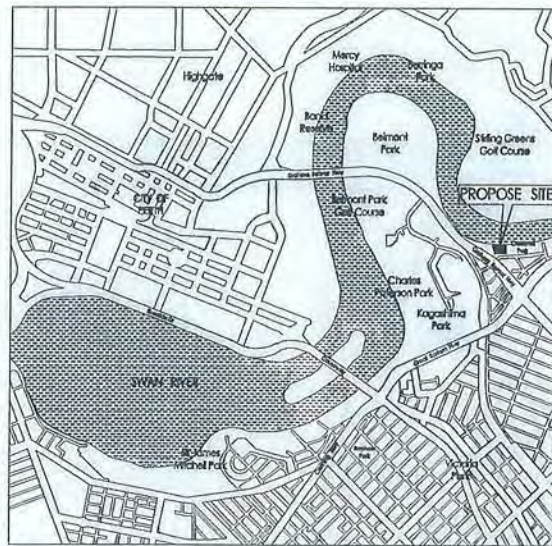
18. Council's Engineering Requirements and Design Guidelines contains detailed specifications which must be adhered to in the preparation of plans submitted for approval in respect of such matters as drainage, paving, parking, accessways, crossovers, land fill and retaining.
 19. Neither a planning approval nor a building license constitutes an approval to construct a crossover to a property. Prior to occupation or use of the development, a separate application must be made to the City's Technical Services Department for approval to construct a crossover to the property (i.e. from the road to connect with the property's internal driveway). Failure to submit a separate application for crossover approval may result in delays in receiving a vehicle crossover subsidy.
 20. Signage is not approved as part of this application. A separate application for planning approval and building licence is required prior to display of any signage.
 21. In relation to Conditions 28 and 29, the City's Community Wellbeing Services will be required to give final consent for the proposed public art. Full details and specifications should be submitted at the earliest opportunity to ensure that the finalisation of the public art does not delay the progression of the development.
 22. Condition 30 is in acknowledgement of the obligations of all landowners within proposed Development Contribution Area 1 (The Springs Special Development Precinct) to make a development contribution for public infrastructure. The proposed development contribution applicable to Lots 130-133 Riversdale Road is a total of \$1,000,504.06. This amount is to be paid to the City of Belmont prior to application for a building permit. Alternatively, the City may permit the landowner to enter into a legal agreement with the City for an alternative payment arrangement to the satisfaction of the City's Director Corporate & Governance Services. Please contact the City's Planning Department for more information in relation to this condition.
 23. The applicant and owner are advised that the City's Rates Department will confirm under separate letter the street numbering applicable for this property.
 24. The applicant is required to liaise with Perth Airport regarding the use and acceptability cranes during the construction of the development.
- B:** In order to give greater certainty to landowners and decision-makers in relation to the permissibility of building height in the Riversdale North Precinct, the following interpretation shall be adopted when determining future development applications:
- Maximum Height in Front Building Zone – Maximum 3 storeys (irrespective of height). Minor variations for uncovered balconies can be considered, subject to design.
 - Maximum Height in Central Building Zone – Maximum height as per indicative height shown in the MBE / Massing diagrams (irrespective of



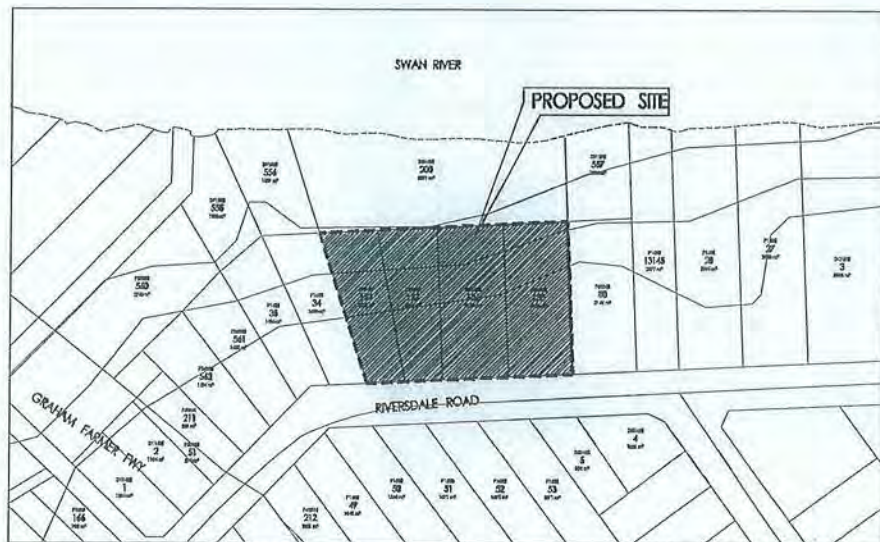
the number of storeys). Minor variations for uncovered balconies and stairwell structures can be considered, subject to design.

- Maximum Height in Rear Building Zone – Maximum 3 storeys as of right set back 10.0 metres from the rear boundary. An additional (fourth) storey may be considered provided the setbacks of the third and fourth storey increase by 5.0 metres with each increase in storey. Minor encroachments of uncovered balconies can be considered.

Where an approval has so lapsed, no development shall be carried out without further approval having first been sought and obtained, unless the applicant has applied and obtained Development Assessment Panel approval to extend the approval term under regulation 17(1)(a) of the *Development Assessment Panel Regulations 2011*.



KEY PLAN
SCALE N.T.S.

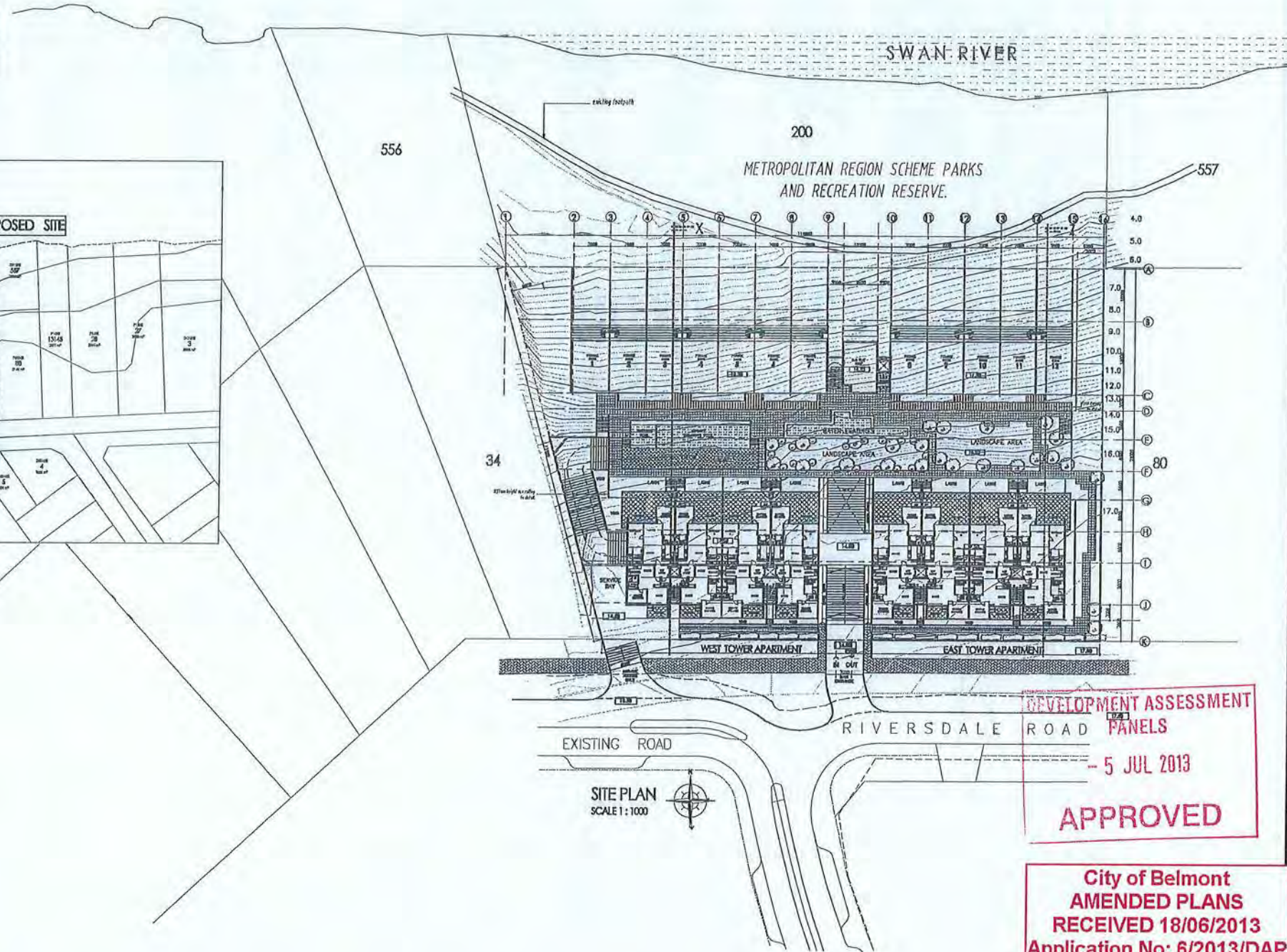


LOCATION PLAN
SCALE N.T.S.

LEGEND

NO.	TYPE OF UNITS.	AREA/UNIT	NO OF UNIT	AREA	PARKING REQUIREMENT	PARKING PROVIDED
1.0	TERRACE VILLA TYPE 1	56 SQM.	12	672 SQM	0.75/UNIT (9 BAYS)	12 BAYS
2.0	TERRACE VILLA TYPE 2	70 SQM.	12	840 SQM	0.75/UNIT (9 BAYS)	12 BAYS
3.0	TERRACE VILLA TYPE 3	84 SQM.	12	1008 SQM	1.00/UNIT (12 BAYS)	12 BAYS
4.0	TERRACE VILLA TYPE 4	98 SQM.	12	1176 SQM	1.00/UNIT (12 BAYS)	24 BAYS
5.0	TOWER APARTMENT TYPE 1&1A	60 SQM.	12	720 SQM	0.75/UNIT (9 BAYS)	12 BAYS
6.0	TOWER APARTMENT TYPE 1B	70 SQM.	12	840 SQM	0.75/UNIT (9 BAYS)	12 BAYS
7.0	TOWER APARTMENT TYPE 2	88 SQM.	24	2112 SQM	1.00/UNIT (24 BAYS)	24 BAYS
8.0	TOWER APARTMENT TYPE 3	130 SQM.	64	8320 SQM	1.25/UNIT (80 BAYS)	128 BAYS
9.0	TOWER APARTMENT PENTHOUSE	192.55 SQM.	8	1540.4 SQM	1.25/UNIT (10 BAYS)	16 BAYS
10.0	VISITOR				0.25/UNIT (42 BAYS)	29 BAYS
11.0	TOTAL		168	17228.40 SQM		216 BAYS

12.0 TOTAL PARKING REQUIREMENT 216 BAYS
 13.0 TOTAL PARKING PROVIDED 281 BAYS
 14.0 PLOT RATIO PROVIDED 2.30
 15.0 BICYCLE PARKING PROVIDED 21 BAYS
 16.0 STORES PROVIDED 170 nos

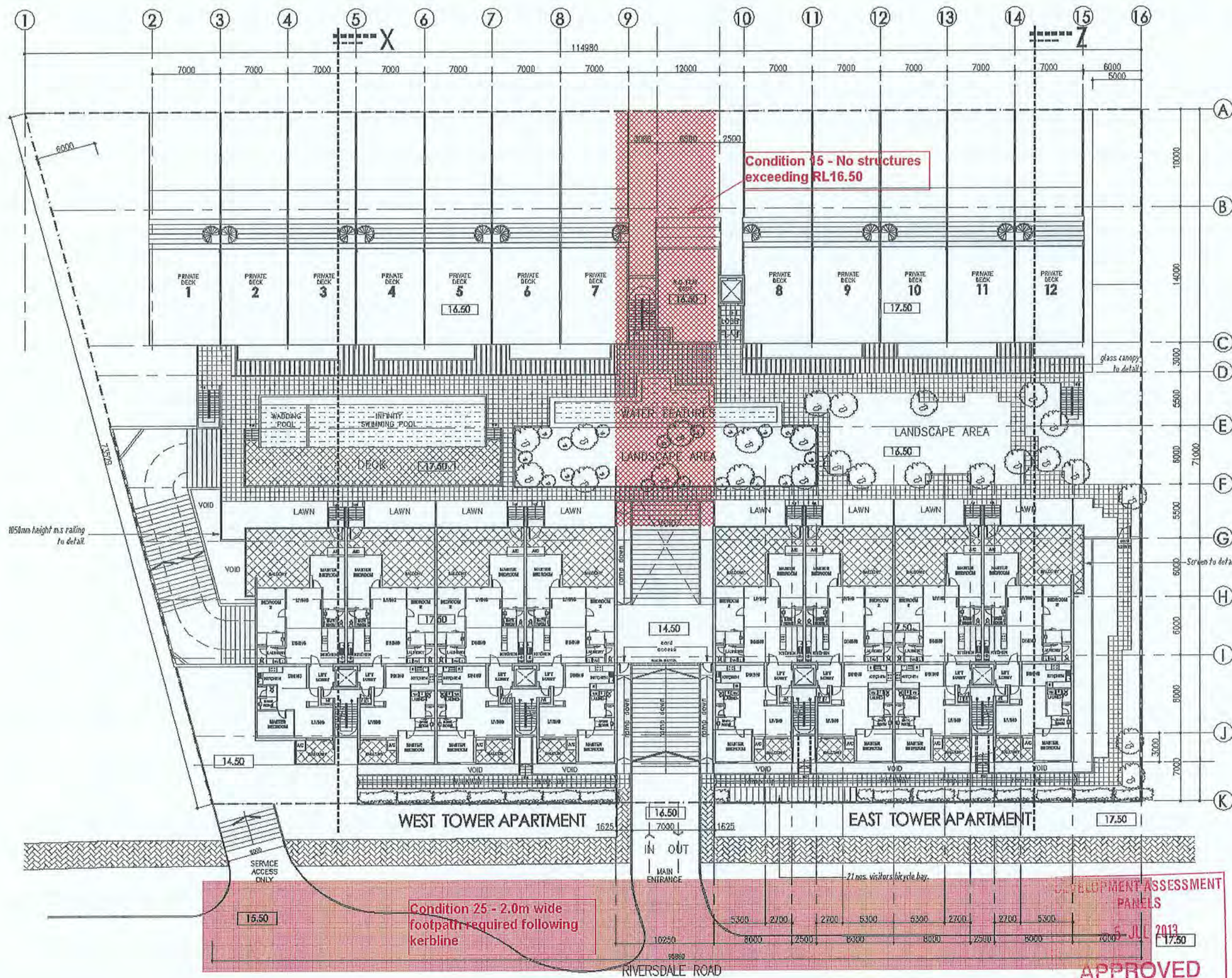


SITE PLAN
SCALE 1:1000

DEVELOPMENT ASSESSMENT
PANELS
- 5 JUL 2013
APPROVED

City of Belmont
AMENDED PLANS
RECEIVED 18/06/2013
Application No: 6/2013/DAP

No	Date	Note	Remark																
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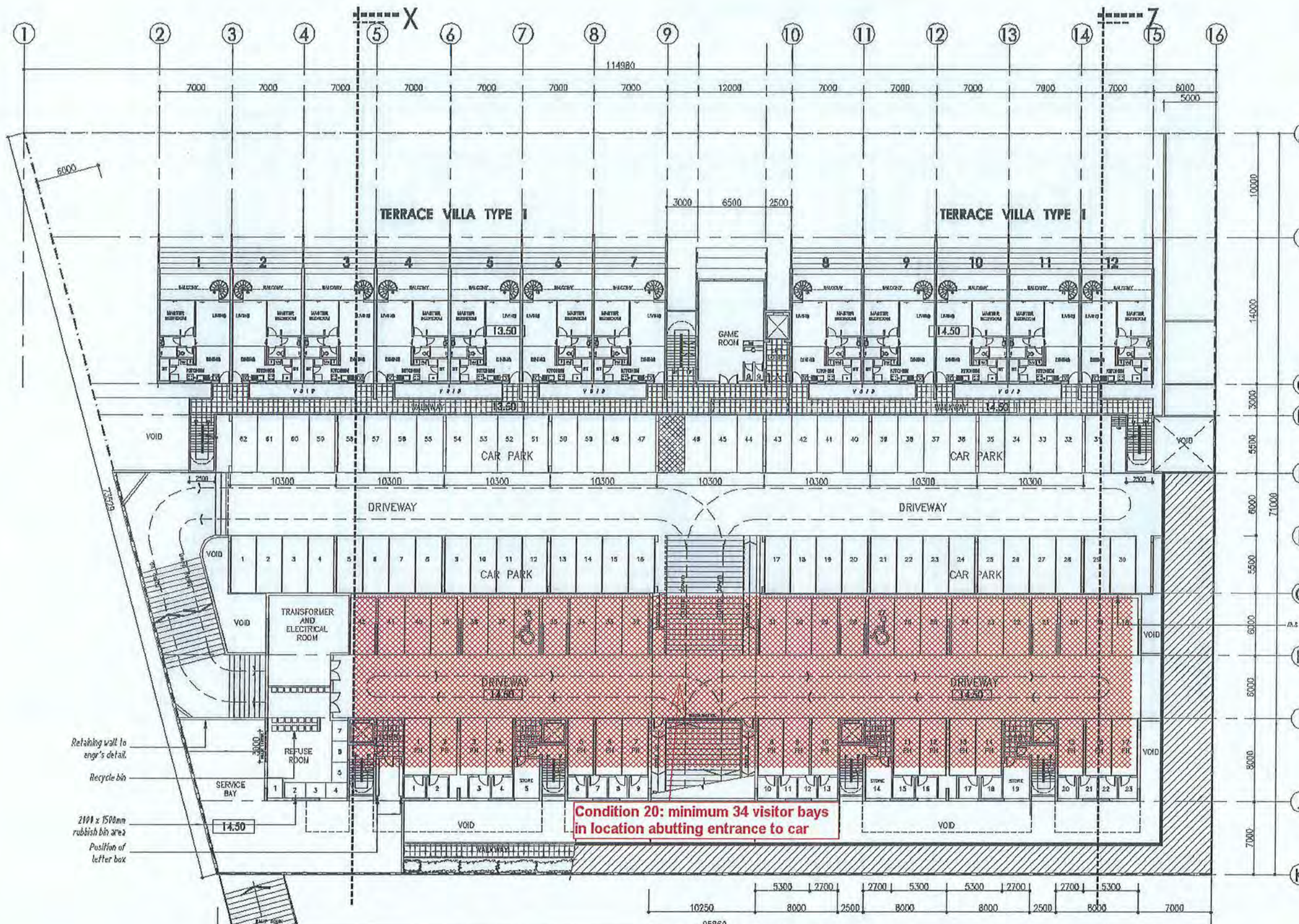


GROUND FLOOR
SCALE 1:400

DEVELOPMENT ASSESSMENT
PANELS
5 JUL 2013
APPROVED
City of Belmont
AMENDED PLANS
RECEIVED 18/06/2013
Application No: 6/2013/DAP

Condition 15 - No structures exceeding RL16.50

No	Date	Note	Remark
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<p>TURNKEY CONTRACTOR</p>			
<p>DESIGN CONSULTANT</p> <p>mtz ENGINEERING & ARCHITECTURE LEVEL 8, BRECKENRIDGE 121 ST. JOHN & JERONIMO ST. MIDLAND RING ROAD 5000 ALBERTA EDMONTON AB, CANADA TEL: 780-443-8888 FAX: 780-443-8888 EMAIL: info@mtzeng.com</p>			
<p>PROJECT TITLE PROPOSED DEVELOPMENT ON LOT 130-133, RIVERSDALE ROAD, RIVERVALE, PERTH, WESTERN AUSTRALIA.</p>			
<p>DRAWING TITLE GROUND FLOOR</p>			
DESIGN BY: MZH			DATE
DRAWN BY: Shahmi			MARCH 2013
CHECK BY: MZH			
DRAWING NO:			



LOWER GROUND 1
 SCALE 1 : 400
 Car Parking : 104 bays
 Stores : 23 nos

**DEVELOPMENT ASSESSMENT
 PANELS**
 - 5 JUL 2013
APPROVED

No	Date	Note	Remark

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CLIENT :
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DESIGN CONSULTANT
 mzh
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**PROPOSED DEVELOPMENT ON LOT
 130-133, RIVERSDALE ROAD,
 RIVERVALE, PERTH, WESTERN
 AUSTRALIA.**

DRAWING TITLE
LOWER GROUND 1

DESIGN BY :	DATE
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Shahmi	
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MZH	
DRAWING NO :	

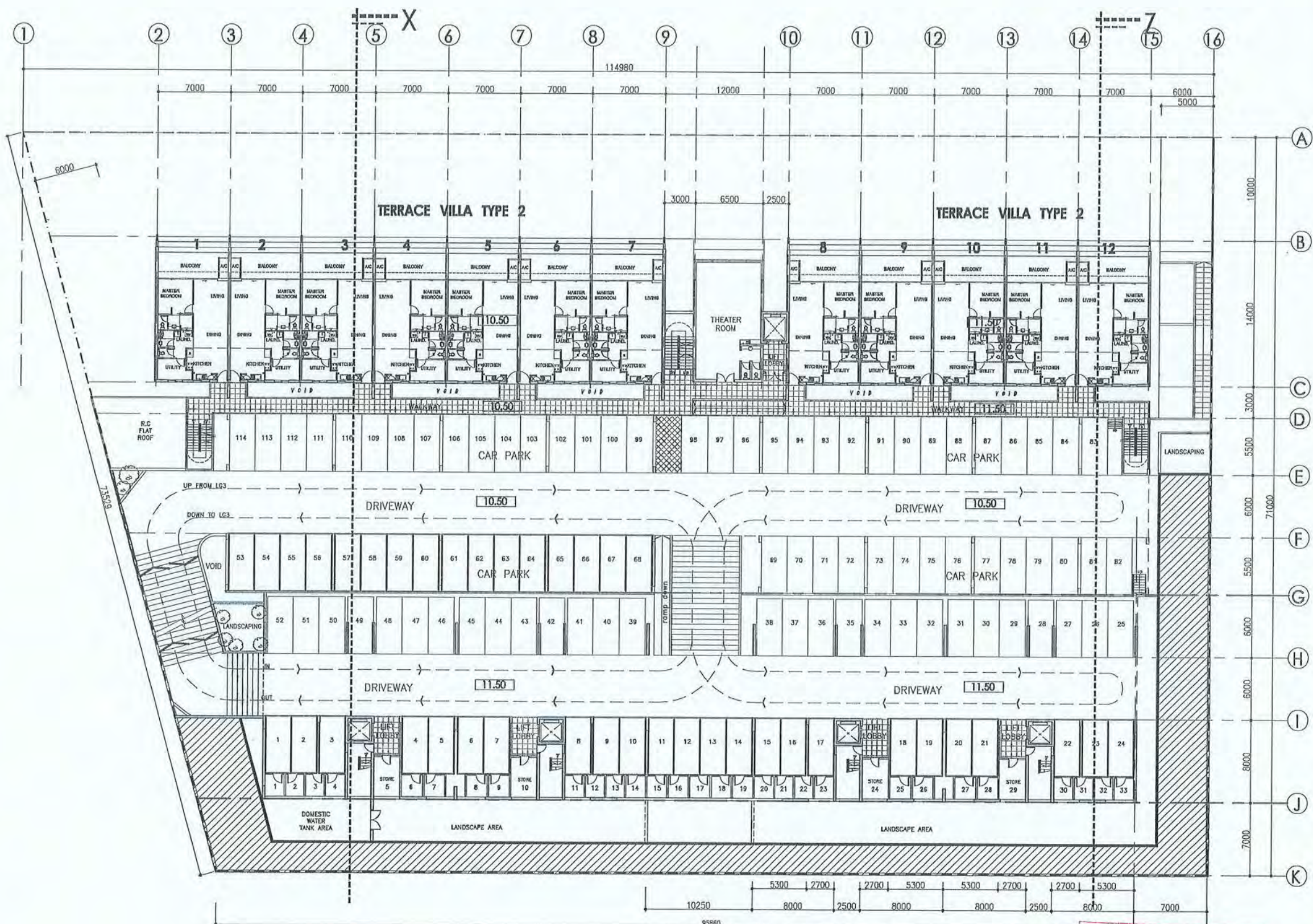
**City of Belmont
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Retaining wall to
 engr's detail
 Recycle bin
 2001 x 1500mm
 rubbish bin area
 Position of
 letter box

SERVICE BAY
 1 2 3 4
 14.50

TRANSFORMER
 AND
 ELECTRICAL
 ROOM
 15.50

**Condition 20: minimum 34 visitor bays
 in location abutting entrance to car**



LOWER GROUND 2
 SCALE 1 : 400
 Car Parking : 114 bays.
 Stores : 33 nos.

DEVELOPMENT ASSESSMENT
 PANELS
 - 5 JUL 2013
APPROVED

No	Date	Note	Remark

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 SUITE 8, 116 BRIGHTON ROAD
 SCARBOROUGH W.A. 6019

TURNKEY CONTRACTOR

DESIGN CONSULTANT

MZH MINGCHUN WUI-CHENG, LEONG & GREEN WENG
 LOT 350, BATU 2, JALAN SILU KILANG,
 (MIDDLE RING ROAD) 80000 AJPAHANG,
 SELANGOR DARUL EHSAN, MALAYSIA
 TEL: 603-41088890 FAX: 603-41071528
 EMAIL: info.mzh@telnet.com

PROJECT TITLE
**PROPOSED DEVELOPMENT ON LOT
 130-133, RIVERSDALE ROAD,
 RIVERVALE, PERTH, WESTERN
 AUSTRALIA.**

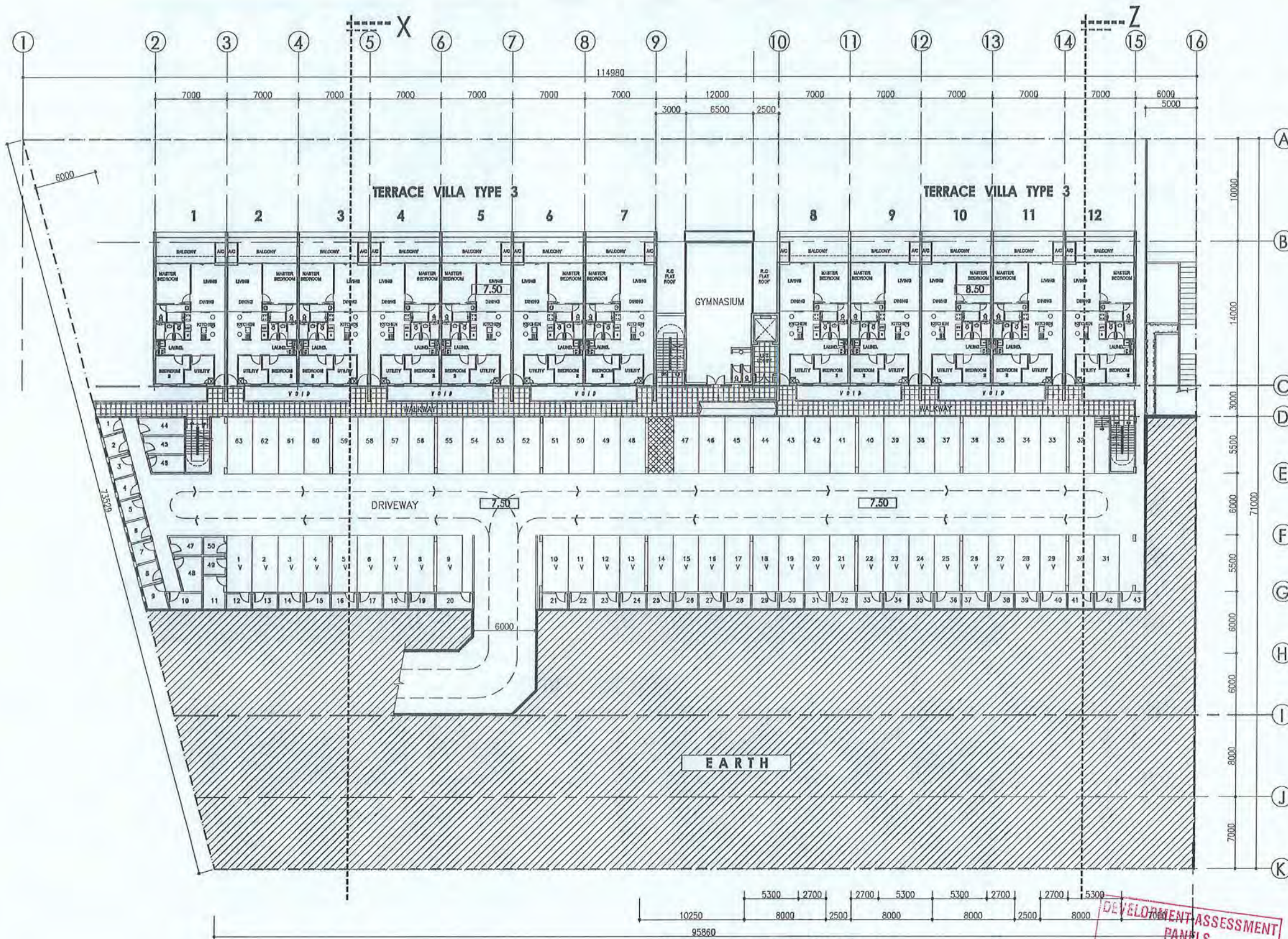
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LOWER GROUND 2

DESIGN BY : MZH
 DATE : MARCH 2013

DRAW BY : Shahmi

CHECK BY : MZH

DRAWING NO :
**City of Belmont
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 Application No: 6/2013/DAP**



LOWER GROUND 3

SCALE 1 : 400
 Car Parking : 63 bays.
 Stores : 50 nos.

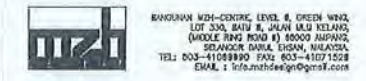
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 PANELS**
 - 5 JUL 2013
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TURNKEY CONTRACTOR
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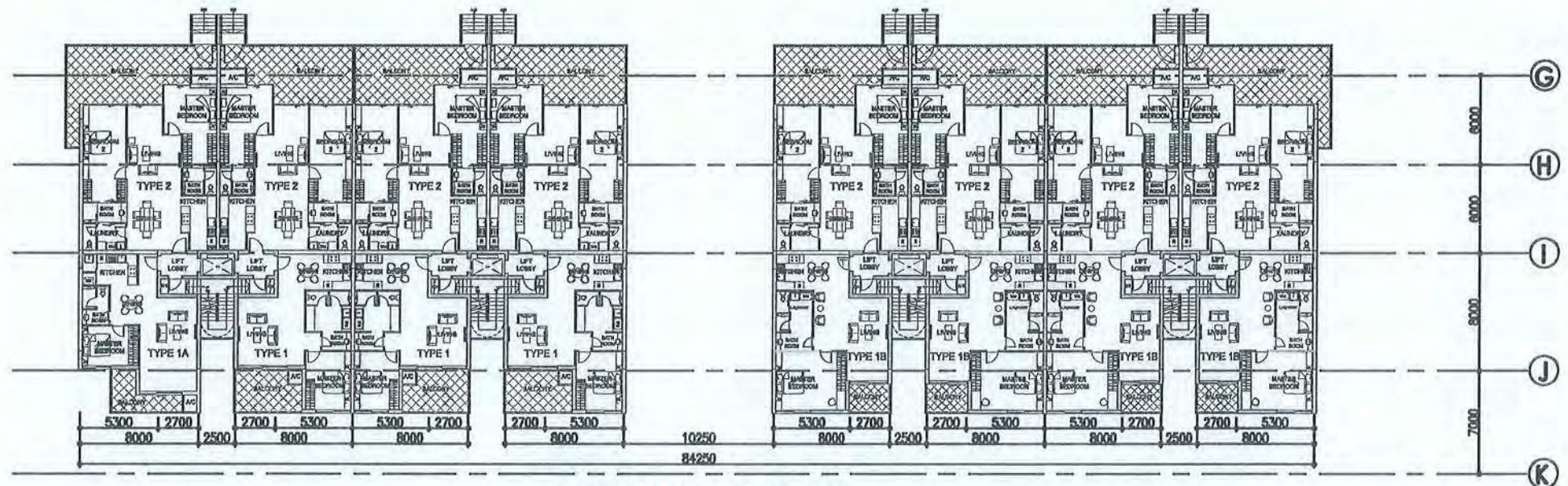


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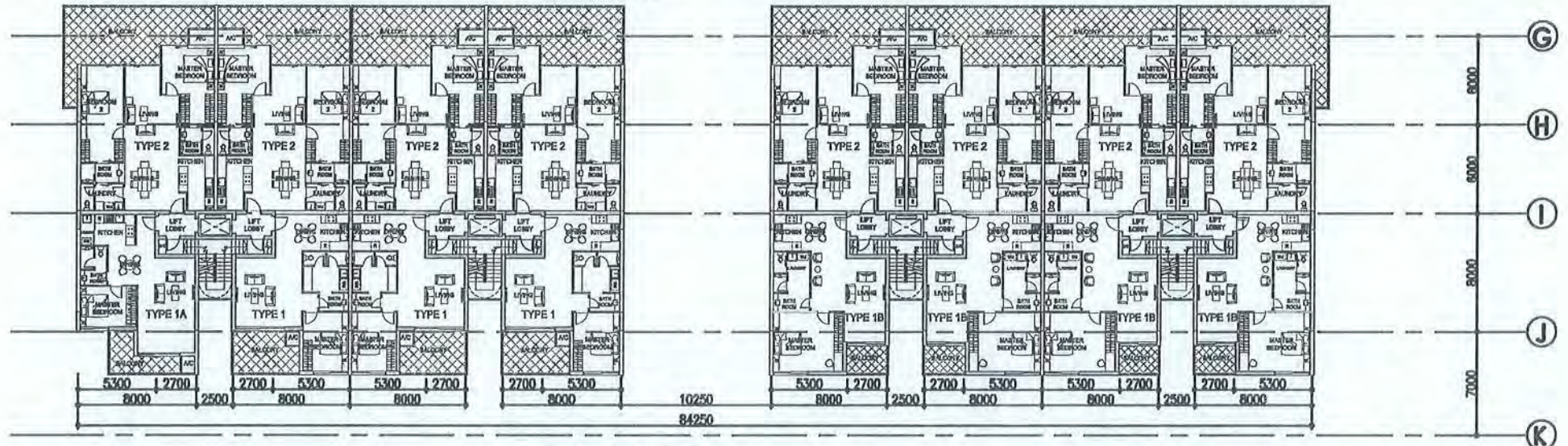
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DESIGN BY :	MZH	DATE	MARCH 2013
DRAW BY :	Shohmi		
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DRAWING NO :			

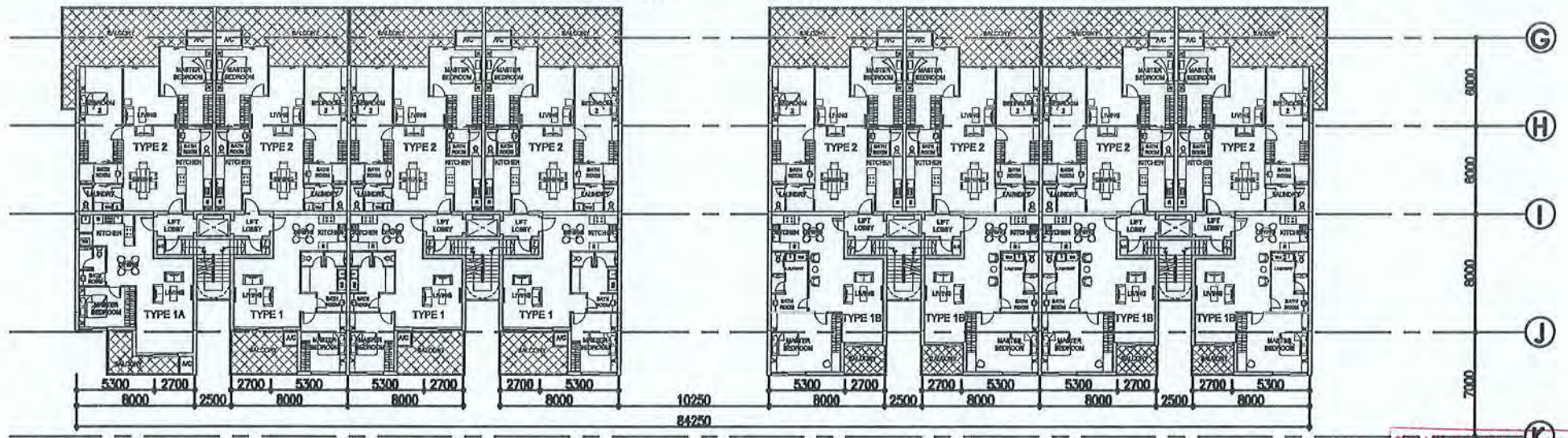
**City of Belmont
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 Application No: 6/2013/DAP**



GROUND FLOOR
SCALE 1:400



1st FLOOR
SCALE 1:400



2nd FLOOR
SCALE 1:400

DEVELOPMENT ASSESSMENT
PANELS
- 5 JUL 2013
APPROVED

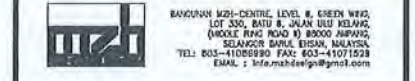
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CLIENT :
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ACTIVE TRADE PTE. LTD.
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SCARBOROUGH W.A. 6019

TURNKEY CONTRACTOR

DESIGN CONSULTANT



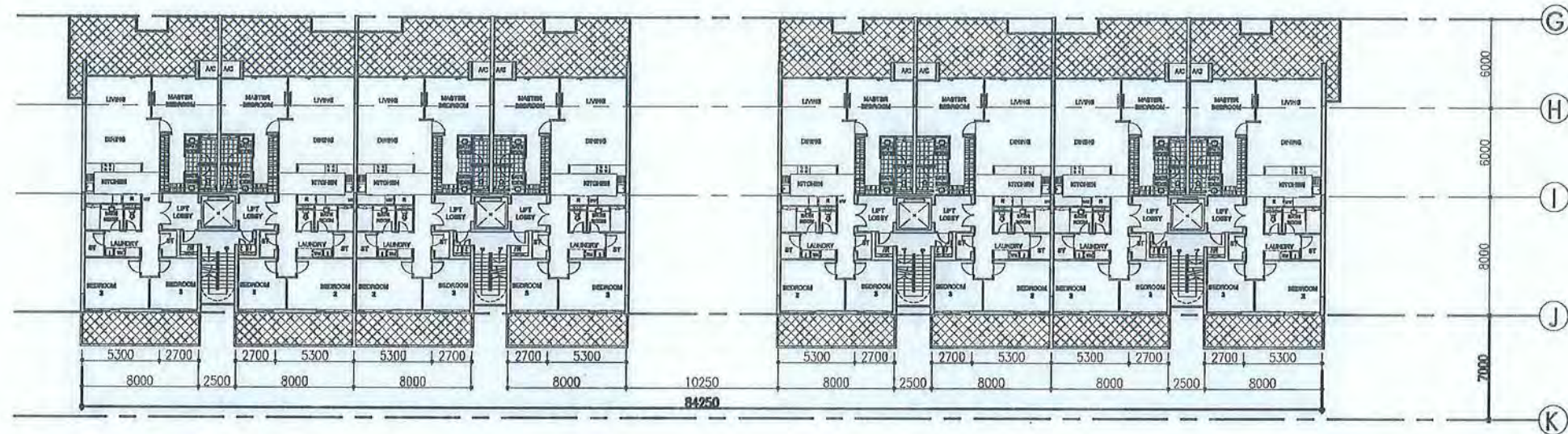
PROJECT TITLE
PROPOSED DEVELOPMENT ON LOT 130-133, RIVERSDALE ROAD, RIVERVALE, PERTH, WESTERN AUSTRALIA.

DRAWING TITLE
GROUND FLOOR LEVEL
1st FLOOR LEVEL
2nd FLOOR LEVEL

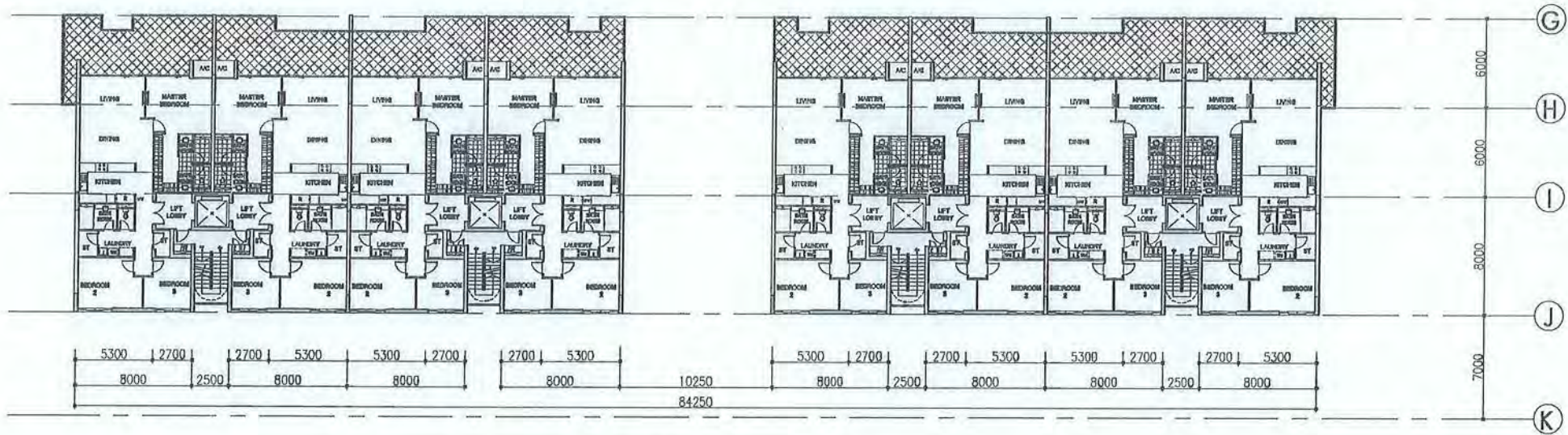
DESIGN BY :	MZH	DATE	MARCH 2013
DRAW BY :	Shahmi		
CHECK BY :	MZH		

DRAWING NO :

**City of Belmont
AMENDED PLANS
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Application No: 6/2013/DAP**



3rd FLOOR
SCALE 1:400



4th FLOOR
SCALE 1:400

**DEVELOPMENT ASSESSMENT
PANELS**
 - 5 JUL 2013
APPROVED

No	Date	Note	Remark

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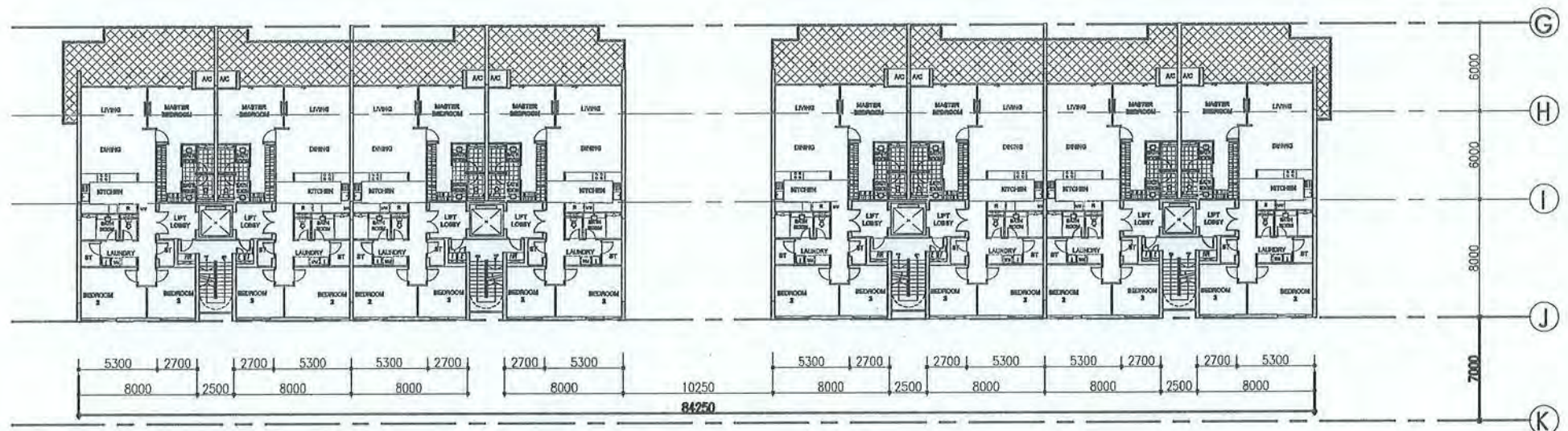
TURNKEY CONTRACTOR
 DESIGN CONSULTANT

PROJECT TITLE
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 RIVERVALE, PERTH, WESTERN
 AUSTRALIA.**

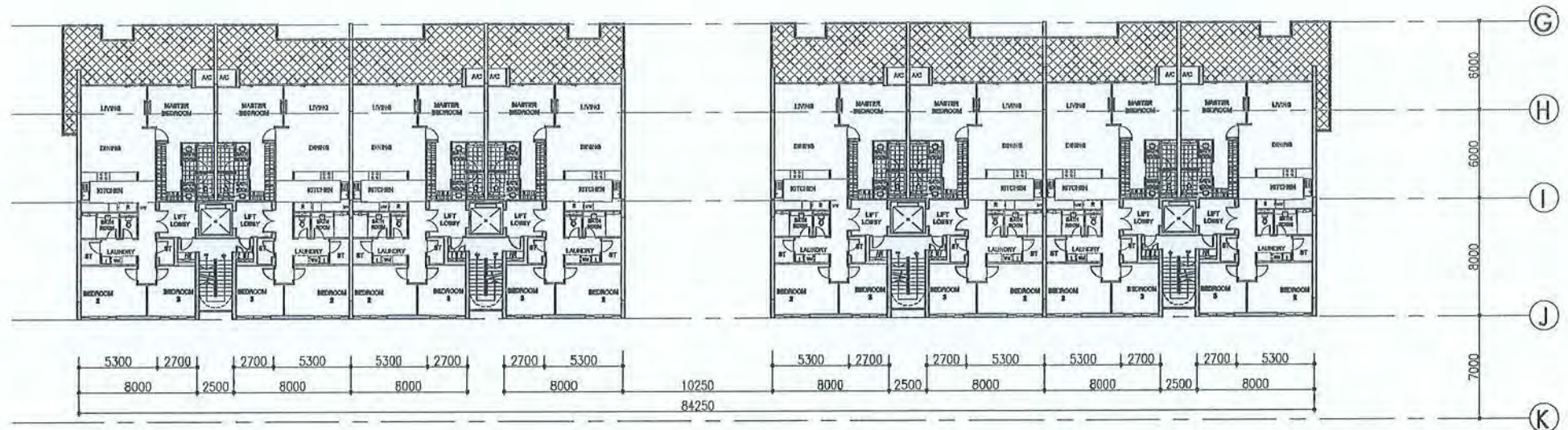
DRAWING TITLE
 3rd FLOOR LEVEL
 4th FLOOR LEVEL

DESIGN BY :	MZH	DATE	MARCH 2013
DRAW BY :	Shahmi		
CHECK BY :	MZH		
DRAWING NO :			

City of Belmont
AMENDED PLANS
RECEIVED 18/06/2013
Application No: 6/2013/DAP



5th FLOOR
SCALE 1:400



6th FLOOR
SCALE 1:400

DEVELOPMENT ASSESSMENT
PANELS
15 JUL 2013
APPROVED

No	Date	Note	Remark

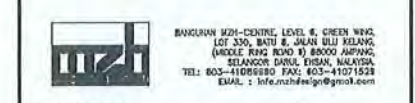
IMPORTANT NOTES
ALL THESE DRAWINGS ARE ANTEX SVRVA COPYRIGHT CONTROL. THE CONTRACTOR IS REQUIRED TO FOLLOW DIMENSION INDICATED. EXACT DIMENSION TO BE CHECKED AT SITE. ANY DISCREPANCIES TO BE CORRECTED WITH THE ARCHITECT BEFORE PROCEEDING WORK AT SITE.

CLIENT :

DIRECTOR
ACTIVE TRADE PTE. LTD.
SUITE 8, 116 BRIGHTON ROAD
SCARBOROUGH W.A. 6019

TURKEY CONTRACTOR

DESIGN CONSULTANT



PROJECT TITLE
PROPOSED DEVELOPMENT ON LOT 130-133, RIVERSDALE ROAD, RIVERVALE, PERTH, WESTERN AUSTRALIA.

DRAWING TITLE
5th FLOOR LEVEL
6th FLOOR LEVEL

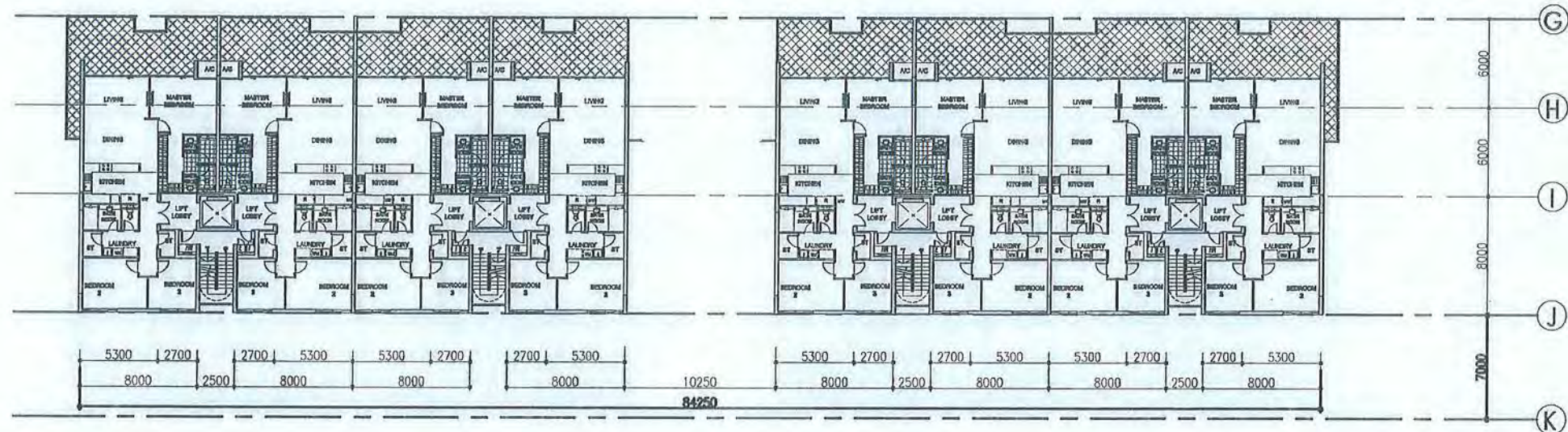
DESIGN BY :	MZH	DATE	MARCH 2013
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DRAW BY :	Shahmi		
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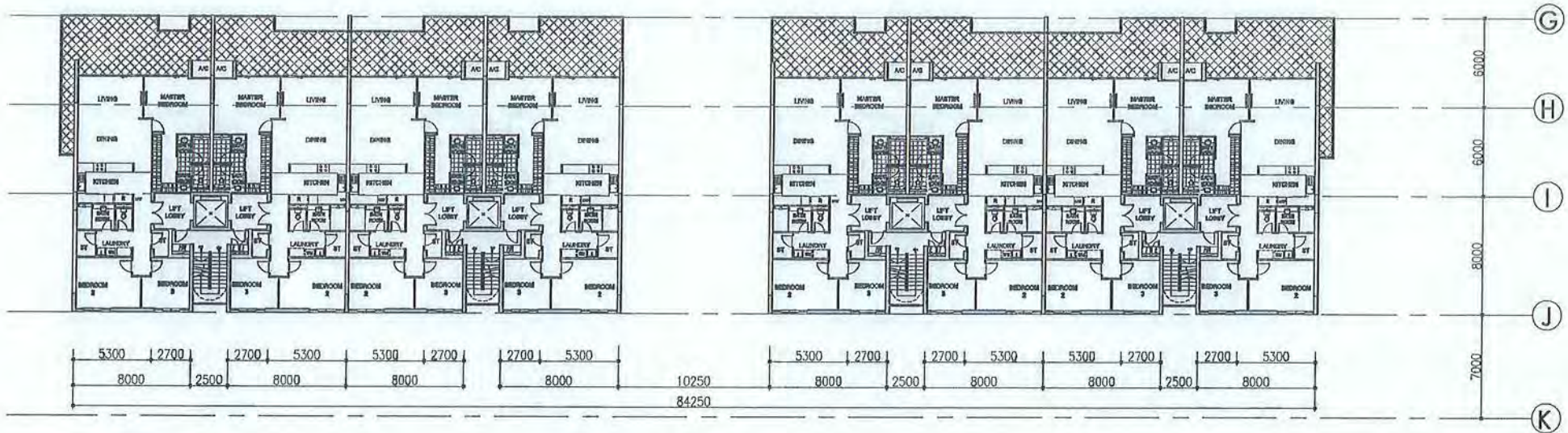
CHECK BY :	MZH		
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DRAWING NO :

**City of Belmont
AMENDED PLANS
RECEIVED 18/06/2013
Application No: 6/2013/DAP**



7th FLOOR
SCALE 1 : 400



8th FLOOR
SCALE 1 : 400

DEVELOPMENT ASSESSMENT
 PANELS
 - 5 JUL 2013
 APPROVED

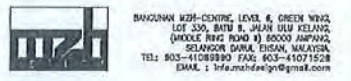
No	Date	Note	Remark

IMPORTANT NOTES :
 ALL THESE DRAWINGS ARE AUTOCAD/CAD COPYRIGHT CONTROL.
 THE CONTRACTOR IS REQUIRED TO FOLLOW DIMENSION INDICATED.
 EXACT DIMENSION TO BE CHECKED ON SITE.
 ANY DISCREPANCIES TO BE CORRECTED WITH THE ARCHITECT BEFORE
 PROCEEDING WORK AT SITE.

CLIENT :
 DIRECTOR
 ACTIVE TRADE PTE. LTD.
 SUITE 8, 116 BRIGHTON ROAD
 SCARBOROUGH W.A. 6019

TURNKEY CONTRACTOR

DESIGN CONSULTANT



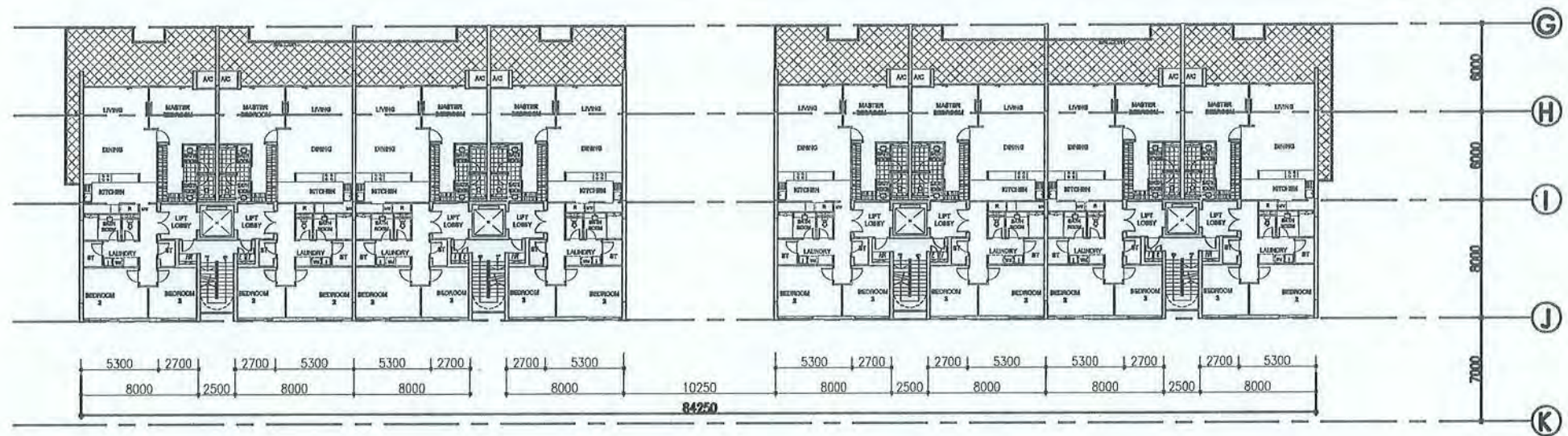
PROJECT TITLE
**PROPOSED DEVELOPMENT ON LOT
 130-133, RIVERSDALE ROAD,
 RIVERVALE, PERTH, WESTERN
 AUSTRALIA.**

DRAWING TITLE
 7th FLOOR LEVEL
 8th FLOOR LEVEL

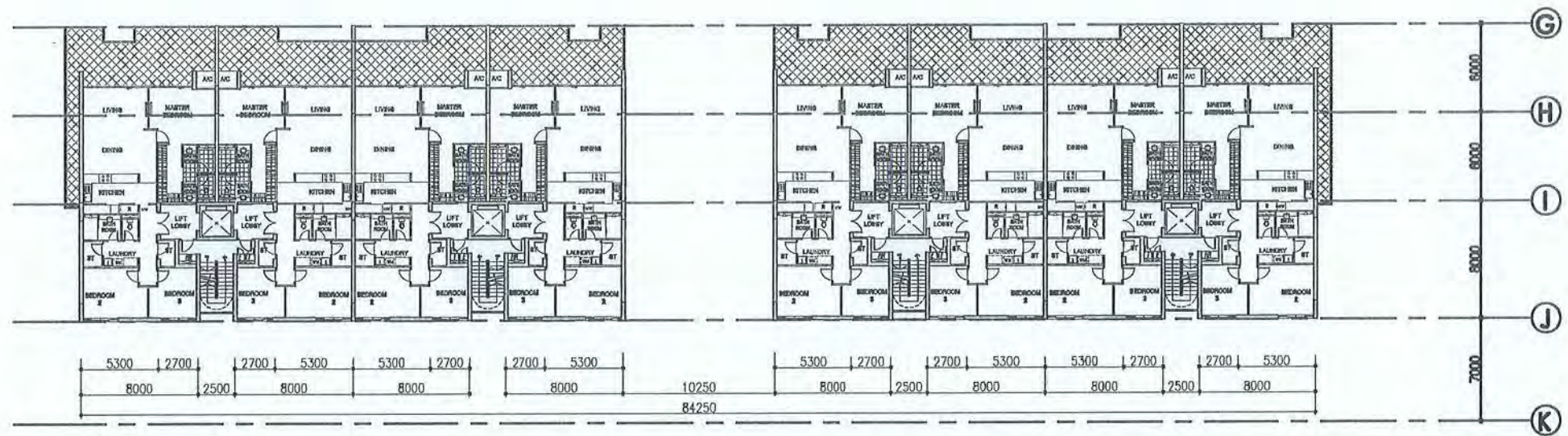
DESIGN BY :	DATE
MZH	MARCH 2013

DRAW BY : Shahmi
 CHECK BY : MZH
 DRAWING NO :

**City of Belmont
 AMENDED PLANS
 RECEIVED 18/06/2013
 Application No: 6/2013/DAP**



9th FLOOR
SCALE 1:400



10th FLOOR
SCALE 1:400

DEVELOPMENT ASSESSMENT
 PANELS
 - 5 JUL 2013
APPROVED

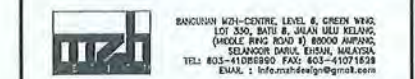
No	Date	Note	Remark

IMPORTANT NOTES :
 ALL THESE DRAWINGS ARE ANTEX ASIA COPYRIGHT CONTROL.
 THE CONTRACTOR IS REQUIRED TO FOLLOW DIMENSION INDICATED.
 EXACT DIMENSION TO BE CHECKED ON SITE.
 ANY DISCREPANCIES TO BE CONFIRMED WITH THE ARCHITECT BEFORE
 PROCEEDING WORK AT SITE.

CLIENT :
 DIRECTOR
 ACTIVE TRADE PTE. LTD.
 SUITE B, 116 BRIGHTON ROAD
 SCARBOROUGH W.A. 6019

TURNKEY CONTRACTOR

DESIGN CONSULTANT

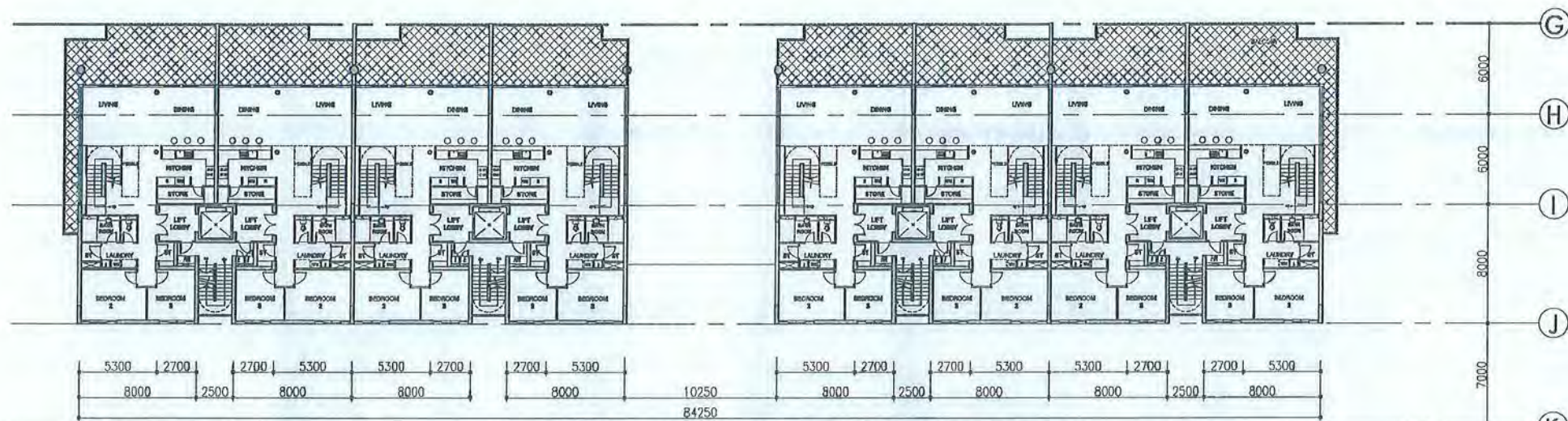


PROJECT TITLE
**PROPOSED DEVELOPMENT ON LOT
 130-133, RIVERSDALE ROAD,
 RIVERVALE, PERTH, WESTERN
 AUSTRALIA.**

DRAWING TITLE
 9th FLOOR LEVEL
 10th FLOOR LEVEL

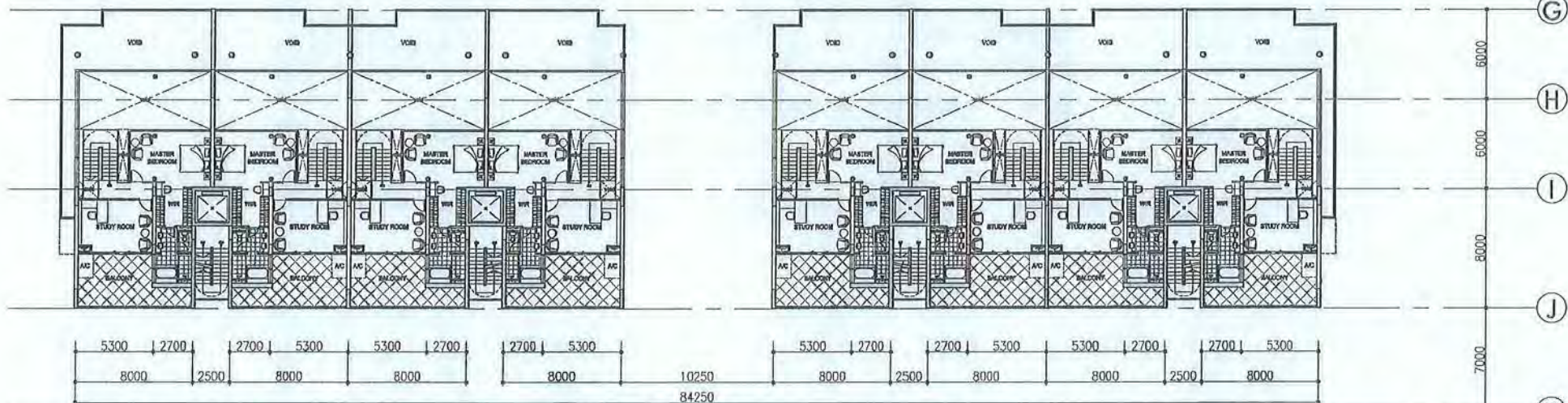
DESIGN BY :	MZH	DATE	MARCH 2013
DRAW BY :	Shohmi		
CHECK BY :	MZH		
DRAWING NO :			

City of Belmont
AMENDED PLANS
RECEIVED 18/06/2013
Application No: 6/2013/DAP



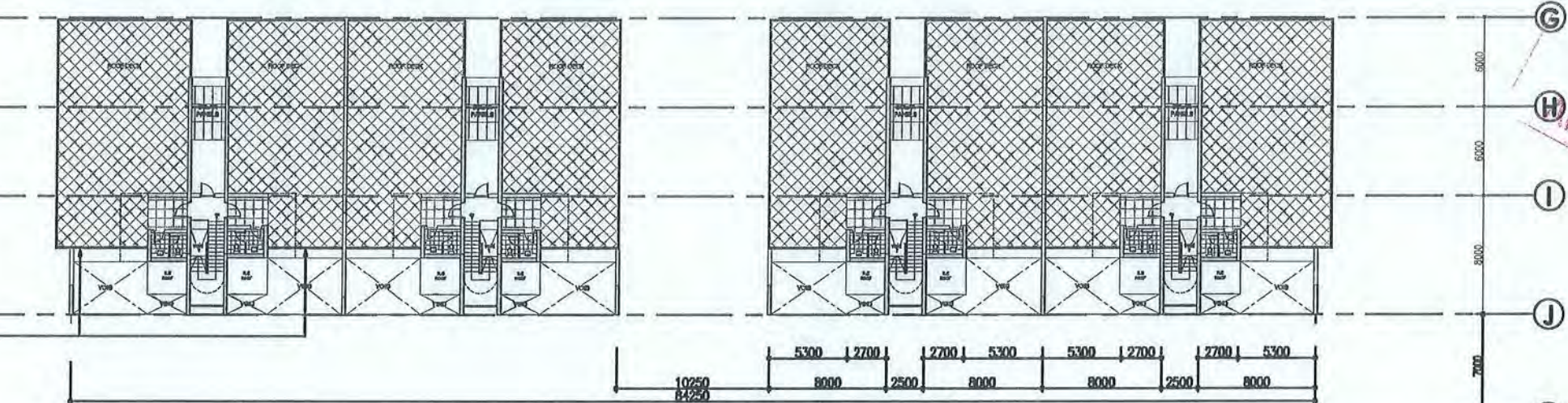
11th FLOOR (LOWER FLOOR)

SCALE 1 : 400



UPPER FLOOR

SCALE 1 : 400



ROOF LEVEL

SCALE 1 : 400

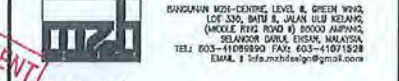
No	Date	Note	Remark

IMPORTANT NOTES :
 ALL THESE DRAWINGS ARE AMATEX SURVA COPYRIGHT CONTROL
 THE CONTRACTOR IS REQUESTED TO CHECK THE DIMENSIONS INDICATED.
 EXACT DIMENSIONS TO BE CHECKED ON SITE.
 ANY DISCREPANCIES TO BE CORRECTED WITH THE ARCHITECT BEFORE
 PROCEEDING WORK AT SITE.

CLIENT :
 DIRECTOR
 ACTIVE TRADE PTE. LTD.
 SUITE 8, 116 BRIGHTON ROAD
 SCARBOROUGH W.A. 6019

TURNKEY CONTRACTOR

DESIGN CONSULTANT



PROJECT TITLE
 PROPOSED DEVELOPMENT ON LOT
 130-133, RIVERSDALE ROAD,
 RIVERVALE, PERTH, WESTERN
 AUSTRALIA.

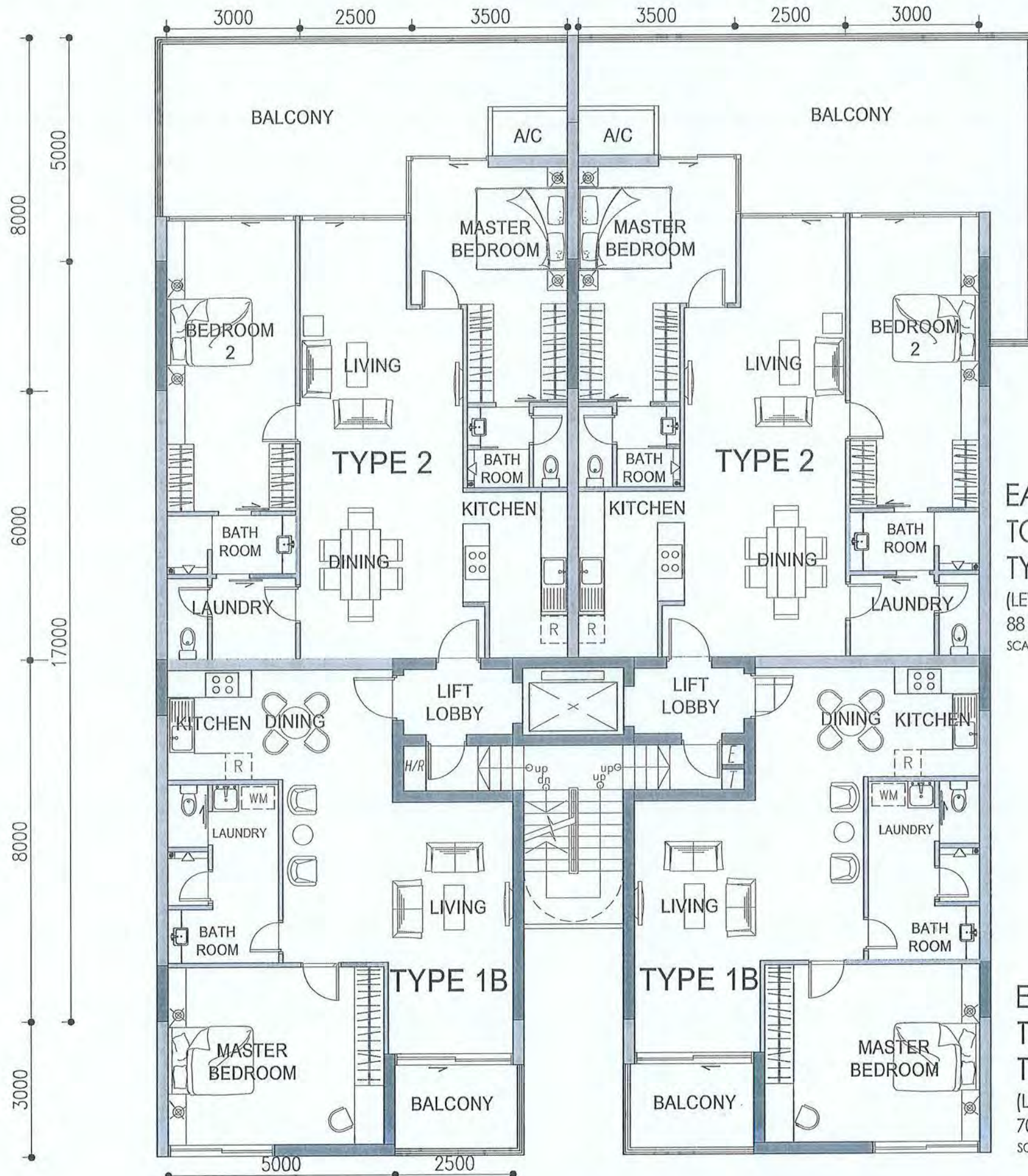
DRAWING TITLE
 11th FLOOR LEVEL
 (UPPER FLOOR)
 (LOWER FLOOR)
 ROOF LEVEL

	DATE
DESIGN BY : MZH	MARCH 2013
DRAW BY : Shohmi	
CHECK BY : MZH	
DRAWING NO :	

City of Belmont
 AMENDED PLANS
 RECEIVED 18/06/2013
 Application No: 6/2013/DAP



rating to detail




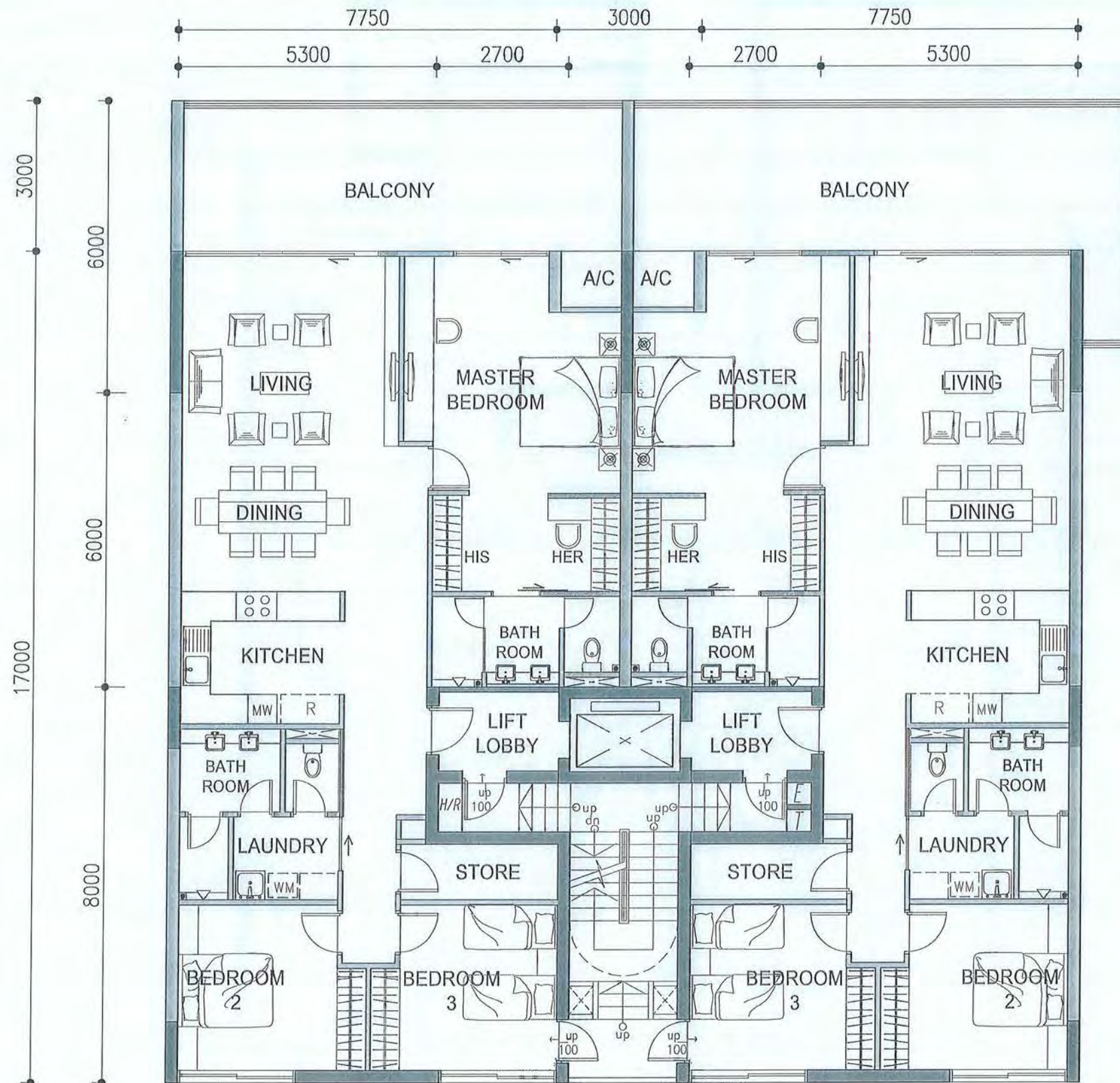
EAST TOWER APARTMENT TYPE 2
(LEVEL G - 2)
88 SQM
SCALE 1 : 100

EAST TOWER APARTMENT TYPE 1B
(LEVEL G - 2)
70 SQM
SCALE 1 : 100

DEVELOPMENT ASSESSMENT PANELS
- 5 JUL 2013
APPROVED

City of Belmont
AMENDED PLANS
RECEIVED 18/06/2013
Application No: 6/2013/DAP

No	Date	Note	Remark
<p>IMPORTANT NOTES :</p> <p>ALL THESE DRAWINGS ARE ARTIST'S SKETCHES. THE CONTRACTOR IS REQUIRED TO FOLLOW DIMENSIONS INDICATED. EXACT DIMENSIONS TO BE CHECKED ON SITE. ANY DISCREPANCIES TO BE CORRECTED WITH THE ARCHITECT BEFORE PROCEEDING WORK AT SITE.</p>			
<p>CLIENT :</p> <p>-----</p> <p>DIRECTOR ACTIVE TRADE PTE. LTD. SUITE 8, 116 BRIGHTON ROAD SCARBOROUGH W.A. 6019</p>			
<p>TURKEY CONTRACTOR</p>			
<p>DESIGN CONSULTANT</p> <p> MZH ARCHITECTURE & INTERIOR DESIGN LOT 230, BUREAU STREET, WILMINGTON, WESTERN AUSTRALIA TEL: 9437 1000 FAX: 9437 1001 WWW.MZHARCHITECTURE.COM</p>			
<p>PROJECT TITLE</p> <p>PROPOSED DEVELOPMENT ON LOT 130-133, RIVERSDALE ROAD, RIVERVALE, PERTH, WESTERN AUSTRALIA.</p>			
<p>DRAWING TITLE</p> <p>UNIT PLAN TOWER APARTMENT</p>			
DESIGN BY : MZH		DATE JUNE 2013	
DRAW BY :			
CHECK BY : MZH			
DRAWING NO :			



**EAST
TOWER APARTMENT (TYPICAL)
TYPE 3**
(LEVEL 3 - 10)
130 SQM
SCALE 1 : 100

**City of Belmont
AMENDED PLANS
RECEIVED 18/06/2013
Application No: 6/2013/DAP**

No	Date	Note	Remark

IMPORTANT NOTES :

ALL THESE DRAWINGS ARE AKTER SURIA COPYRIGHT CONTROL. THE CONTRACTOR IS REQUIRED TO FOLLOW DIMENSIONS INDICATED. EXACT DIMENSIONS TO BE CHECKED ON SITE. ANY DISCREPANCIES TO BE CONFIRMED WITH THE ARCHITECT BEFORE PROCEEDING WORK AT SITE.

CLIENT :

DIRECTOR
ACTIVE TRADE PTE. LTD.
SUITE 8, 116 BRIGHTON ROAD
SCARBOROUGH W.A. 6019

TURNOKEY CONTRACTOR

DESIGN CONSULTANT



BERKHAJAH MZH-CORPORATE LEVIES & GREEN BUILDING
LOT 300, BUKIT BILAU, JALAN ULU MELANG, (CORNER
DUNDA ROAD) BUKIT MELANG, SELANGOR DARUL EHSAN, MALAYSIA.
TEL: 03-41408900 FAX: 03-41407133
EMAIL: mzh@my.mzh.com

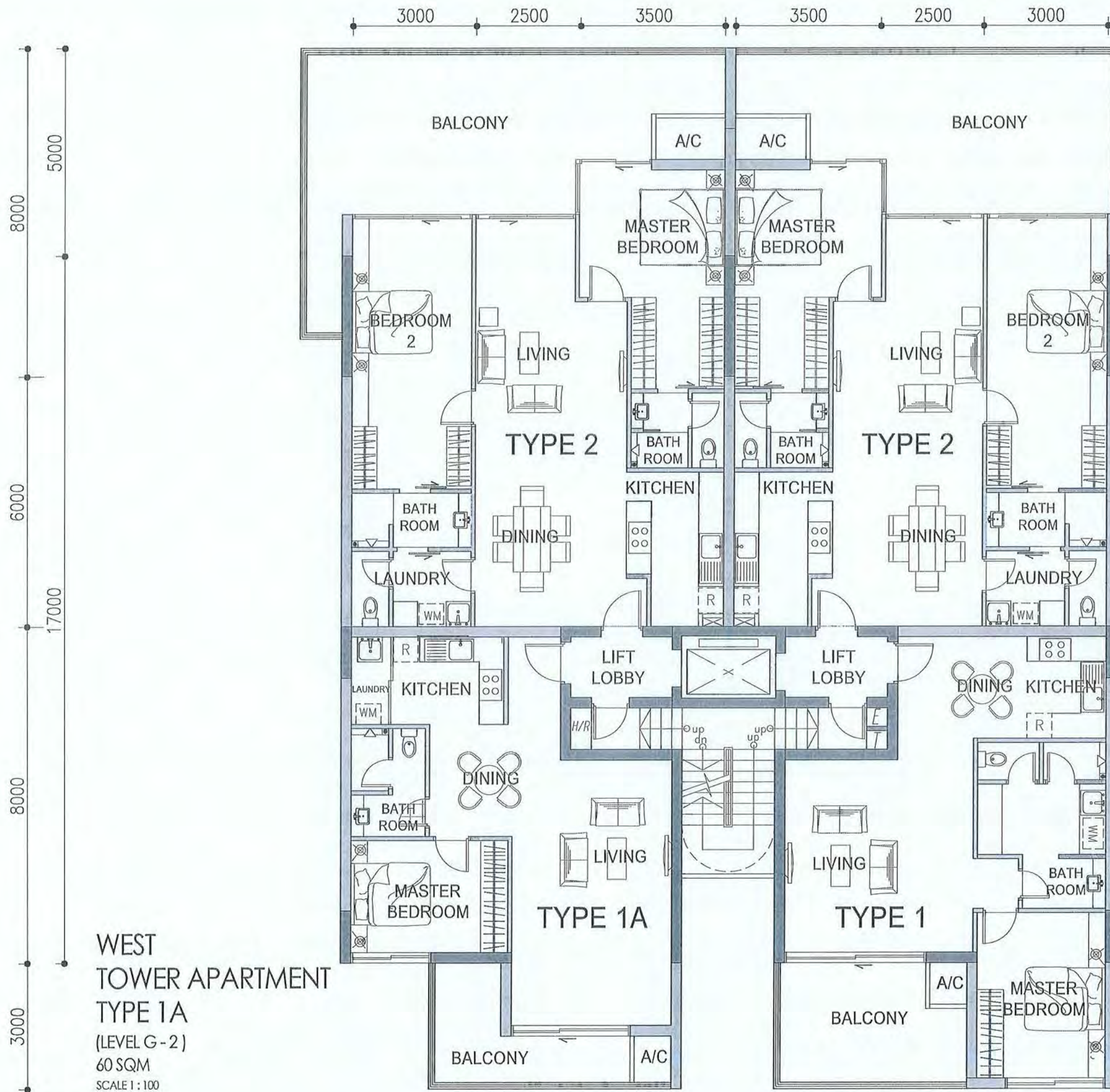
PROJECT TITLE

PROPOSED DEVELOPMENT ON LOT 130-133, RIVERSDALE ROAD, RIVERVALE, PERTH, WESTERN AUSTRALIA.

DRAWING TITLE

UNIT PLAN
TOWER APARTMENT

DESIGN BY :	DATE
MZH	JUNE 2013
DRAW BY :	
CHECK BY :	MZH
DRAWING NO :	



WEST TOWER APARTMENT TYPE 1A (LEVEL G - 2) 60 SQM SCALE 1 : 100

WEST TOWER APARTMENT TYPE 2 (LEVEL G - 2) 88 SQM SCALE 1 : 100

WEST TOWER APARTMENT TYPE 1 (LEVEL G - 2) 60 SQM SCALE 1 : 100

DEVELOPMENT ASSESSMENT PANELS - 5 JUL 2013 APPROVED

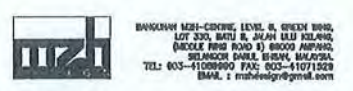
No	Date	Note	Remark

IMPORTANT NOTES:
ALL THESE DRAWINGS ARE ARCHITECT'S COPYRIGHT CONTROL. THE CONTRACTOR IS REQUIRED TO FOLLOW DIMENSIONS INDICATED. EXACT DIMENSIONS TO BE CHECKED ON-SITE. ANY DISCREPANCIES TO BE CORRECTED WITH THE ARCHITECT BEFORE PROCEEDING WITH WORK AT SITE.

CLIENT:
DIRECTOR
ACTIVE TRADE PTE. LTD.
SUITE 8, 116 BRIGHTON ROAD
SCARBOROUGH W.A. 6019

TENDER CONTRACTOR

DESIGN CONSULTANT

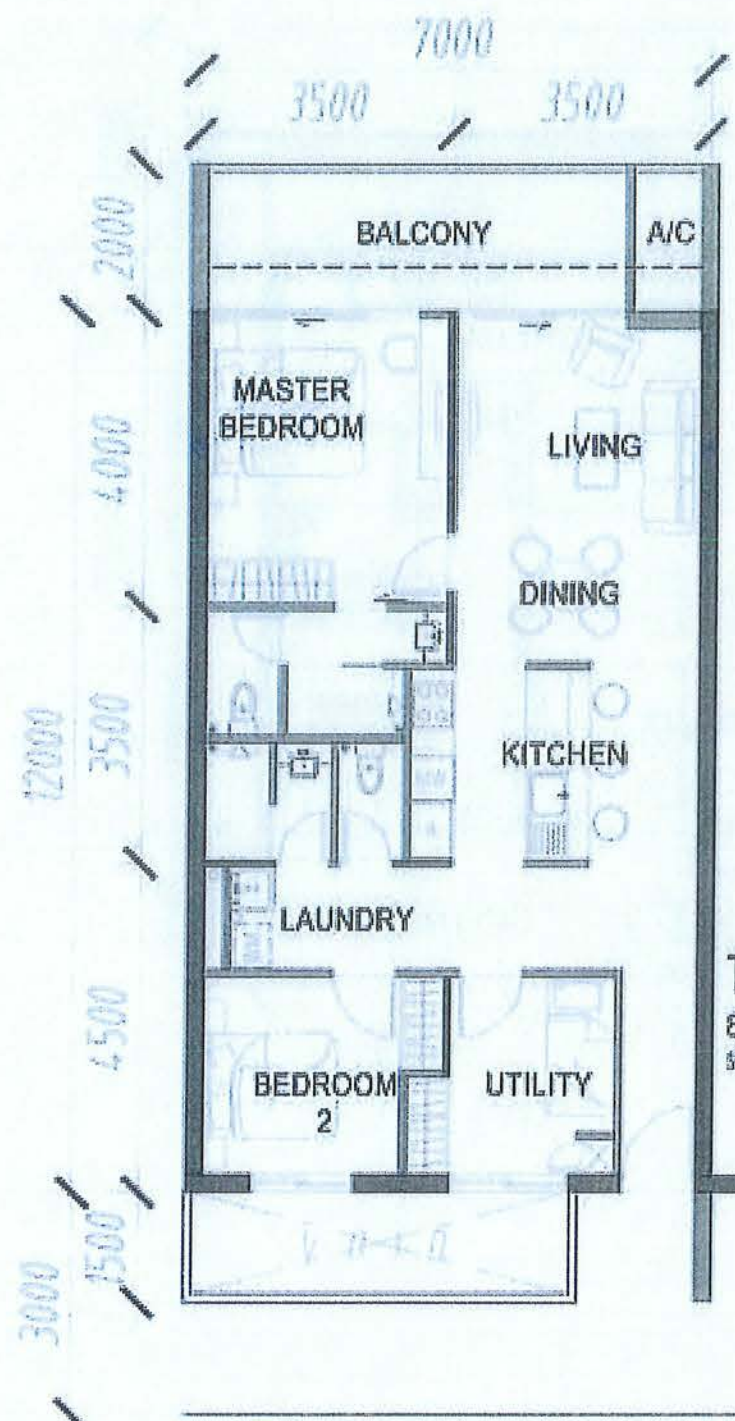


PROJECT TITLE
PROPOSED DEVELOPMENT ON LOT 130-133, RIVERSDALE ROAD, RIVERVALE, PERTH, WESTERN AUSTRALIA.

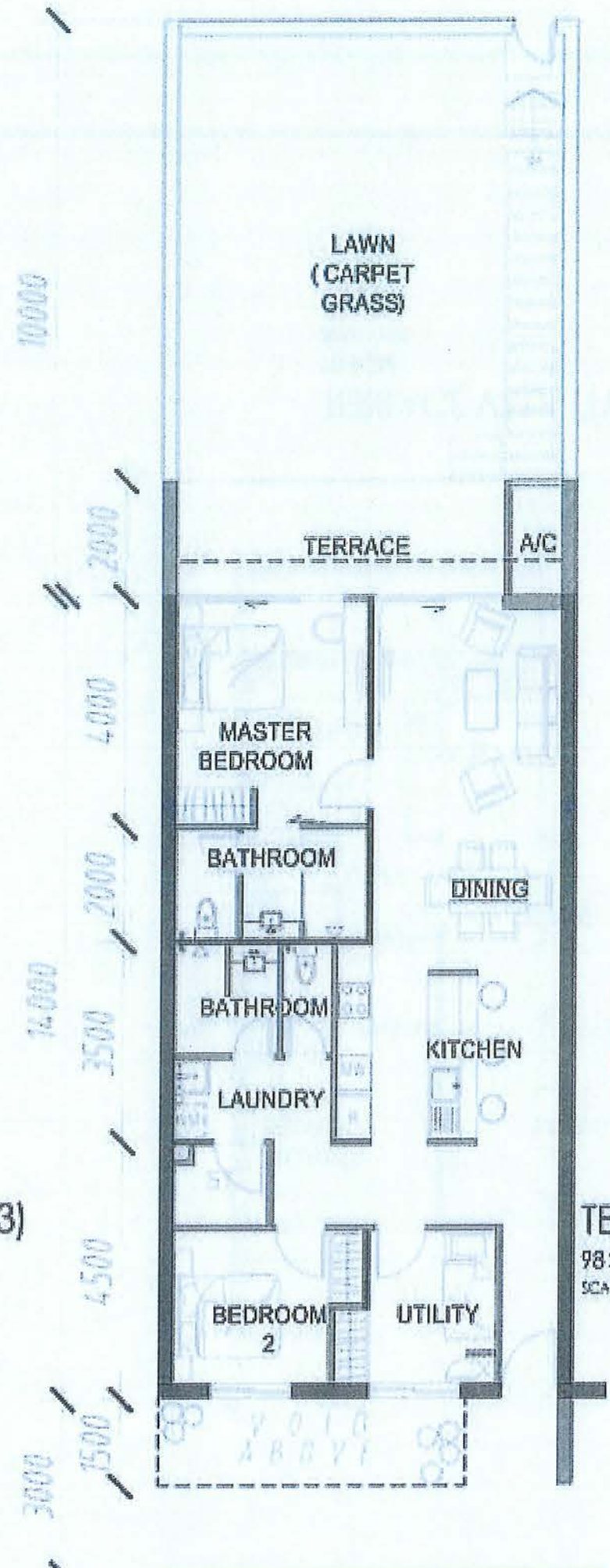
DRAWING TITLE
UNIT PLAN
TOWER APARTMENT

DESIGN BY :	DATE
MZH	JUNE 2013
DRAW BY :	
CHECK BY :	MZH
DRAWING NO :	

City of Belmont
AMENDED PLANS
RECEIVED 18/06/2013
Application No: 6/2013/DAP



TERRACE VILLA (TYPE 3)
84 SQM
SCALE 1 : 100

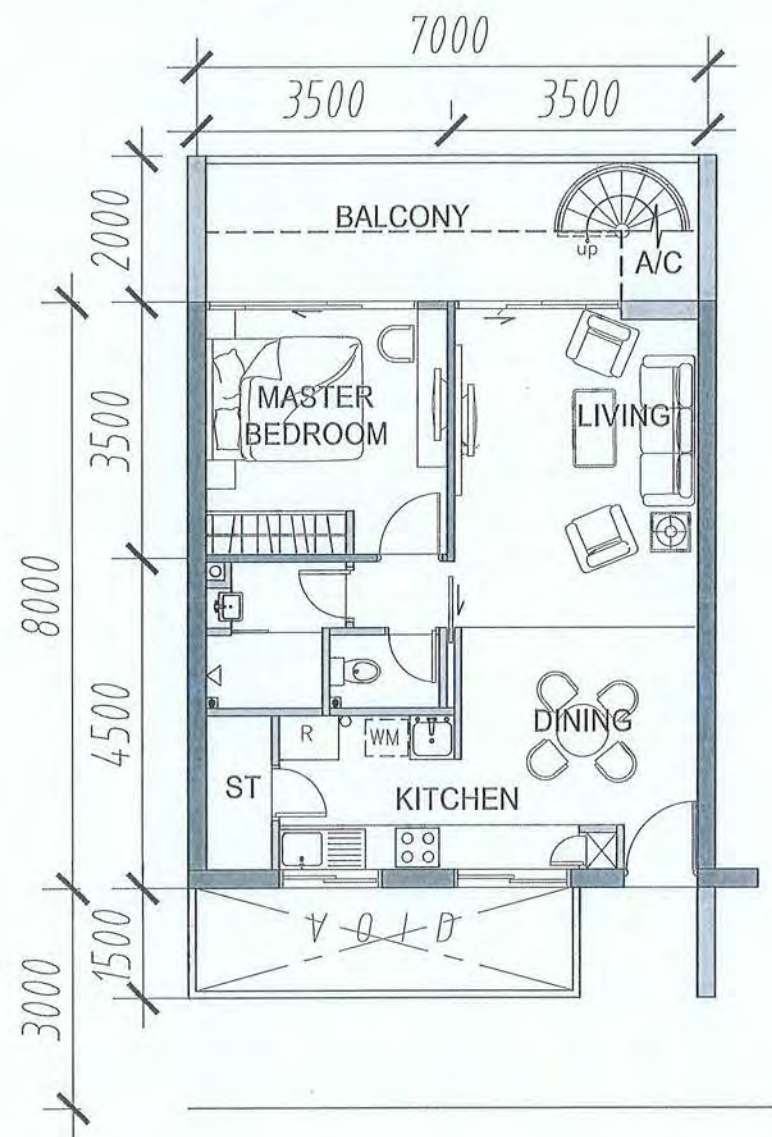


TERRACE VILLA (TYPE 4)
98 SQM
SCALE 1 : 100

DEVELOPMENT ASSESSMENT
PANELS
- 5 JUL 2013
APPROVED

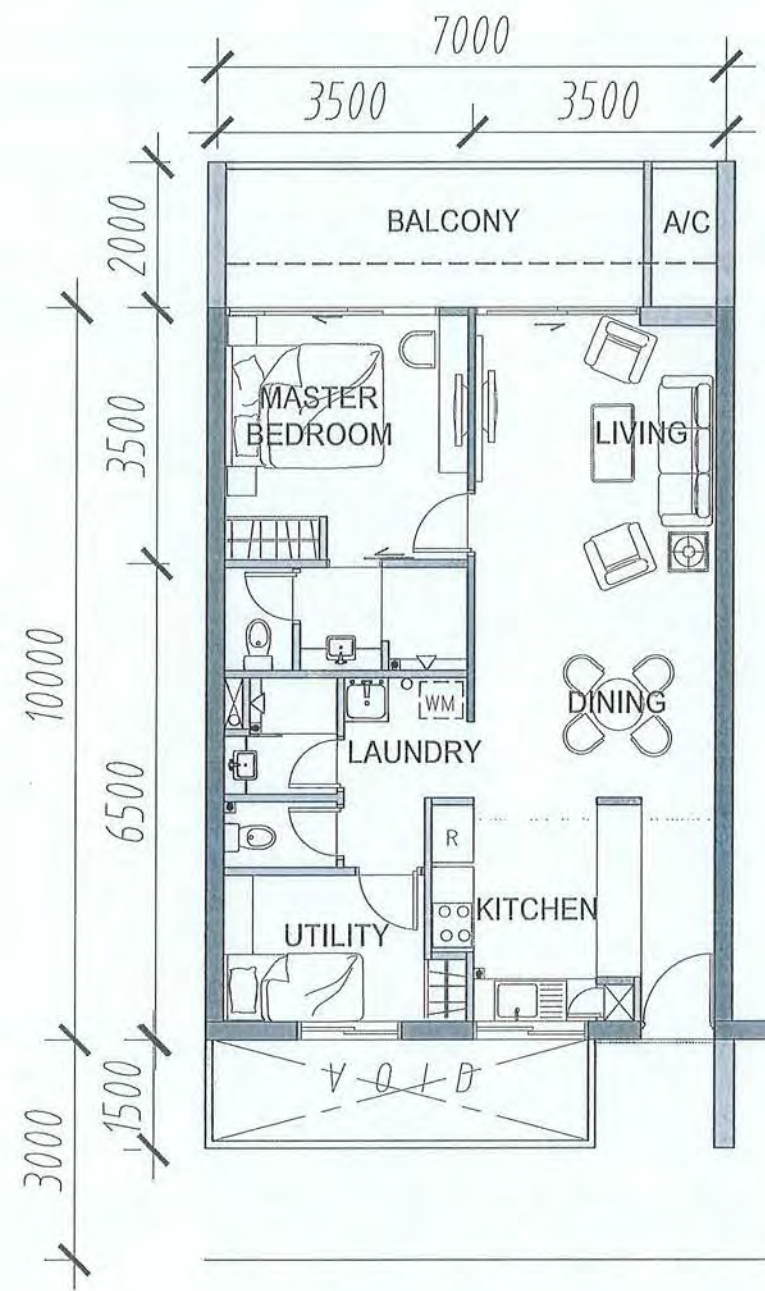
**City of Belmont
AMENDED PLANS
RECEIVED 18/06/2013
Application No: 6/2013/DAP**

No.	Date	Notes	Signature
<p>DESIGNER'S DECLARATION</p> <p>I, the undersigned, being a duly qualified architect, hereby certify that this is a true and correct copy of the plans as submitted to the City of Belmont for assessment.</p> <p>DATE: 18/06/2013</p> <p>NAME: [Signature]</p>			
<p>CLIENT'S DECLARATION</p> <p>I, the undersigned, being the duly authorized representative of the client, hereby certify that the information provided to the City of Belmont is true and correct.</p> <p>DATE: 18/06/2013</p> <p>NAME: [Signature]</p>			
<p>DESIGN CONSULTANT'S DECLARATION</p> <p>I, the undersigned, being a duly qualified design consultant, hereby certify that this is a true and correct copy of the plans as submitted to the City of Belmont for assessment.</p> <p>DATE: 18/06/2013</p> <p>NAME: [Signature]</p>			
<p>PROJECT TITLE</p> <p>PROPOSED DEVELOPMENT ON LOT 150-151 INVERSALE ROAD, RIVERVALE, PERTH, WESTERN AUSTRALIA</p>			
<p>DRAWING TITLE</p> <p>UNIT PLAN TERRACE VILLA</p>			
DESIGN BY: WDR			DATE: JUNE 2013
DRAWN BY:			
CHECK BY: WDR			
DRAWING NO.:			



TERRACE VILLA (TYPE 1)

56 SQM
SCALE 1 : 100



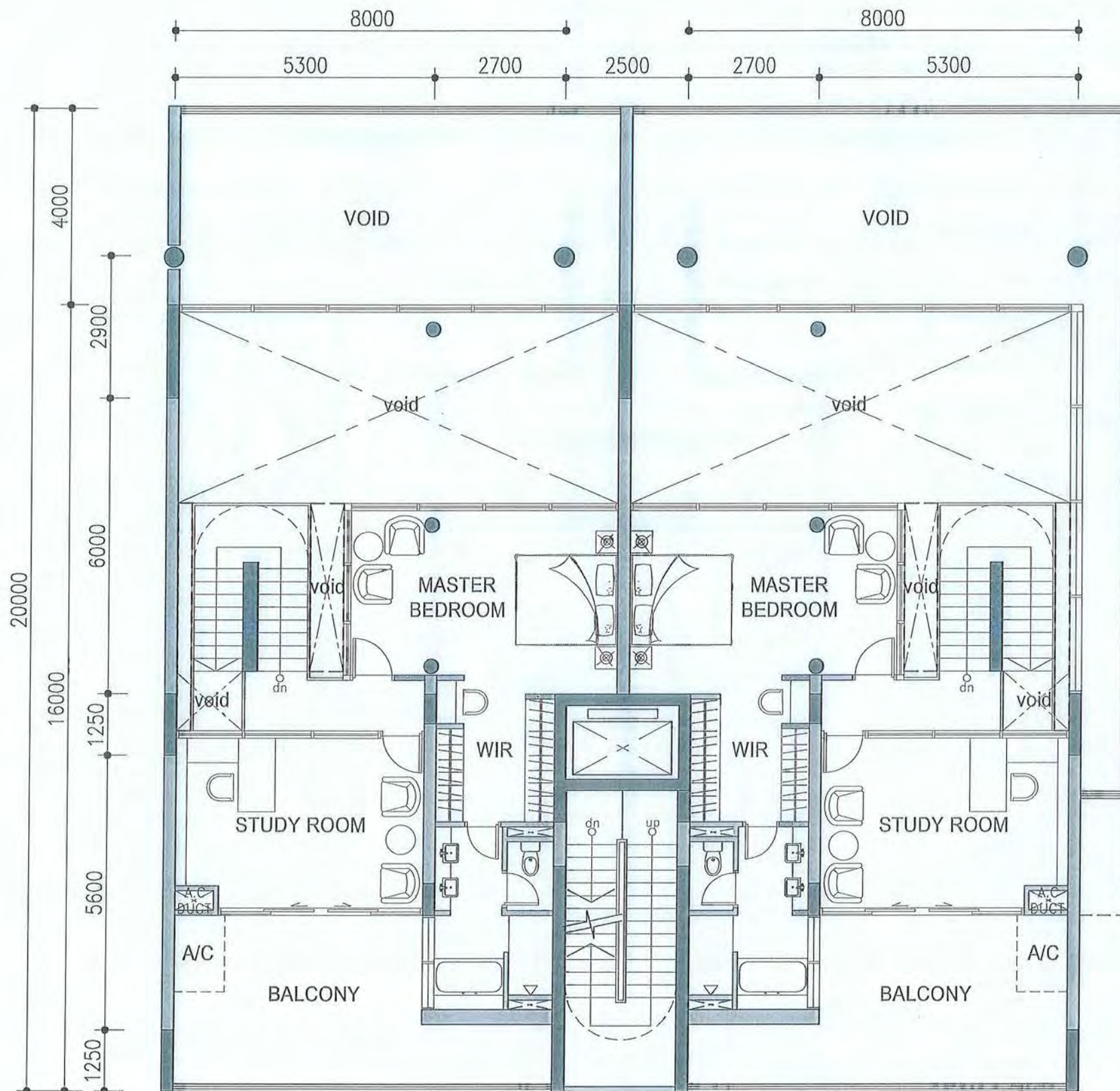
TERRACE VILLA (TYPE 2)

70 SQM
SCALE 1 : 100

DEVELOPMENT ASSESSMENT
 PANELS
 - 5 JUL 2013
 APPROVED

City of Belmont
 AMENDED PLANS
 RECEIVED 18/06/2013
 Application No: 6/2013/DAP

No	Date	Note	Remark
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<p>CLIENT :</p> <p style="text-align: center;"> DIRECTOR ACTIVE TRADE PTE. LTD. SUITE 8, 116 BRIGHTON ROAD SCARBOROUGH W.A. 6019 </p>			
<p>TURKEY CONTRACTOR</p>			
<p>DESIGN CONSULTANT</p> <p style="text-align: center;"> <small> MANDIRAN MZI-CORPORATE, LEVEL 8, GREEN HILL, LOT 200, ROAD 8, JALAN KELI BELANG, (NEAR 200 ROAD 8) 6000 SEREMBAN, SELANGOR DARUL EHSAN, MALAYSIA. TEL: 603-91088888 FAX: 603-11071628 EMAIL: mzh@design.com </small> </p>			
<p>PROJECT TITLE</p> <p>PROPOSED DEVELOPMENT ON LOT 130-133, RIVERSDALE ROAD, RIVERVALE, PERTH, WESTERN AUSTRALIA.</p>			
<p>DRAWING TITLE</p> <p>UNIT PLAN TERRACE VILLA</p>			
			DATE
DESIGN BY : MZH			JUNE 2013
DRAW BY :			
CHECK BY : MZH			
DRAWING NO :			

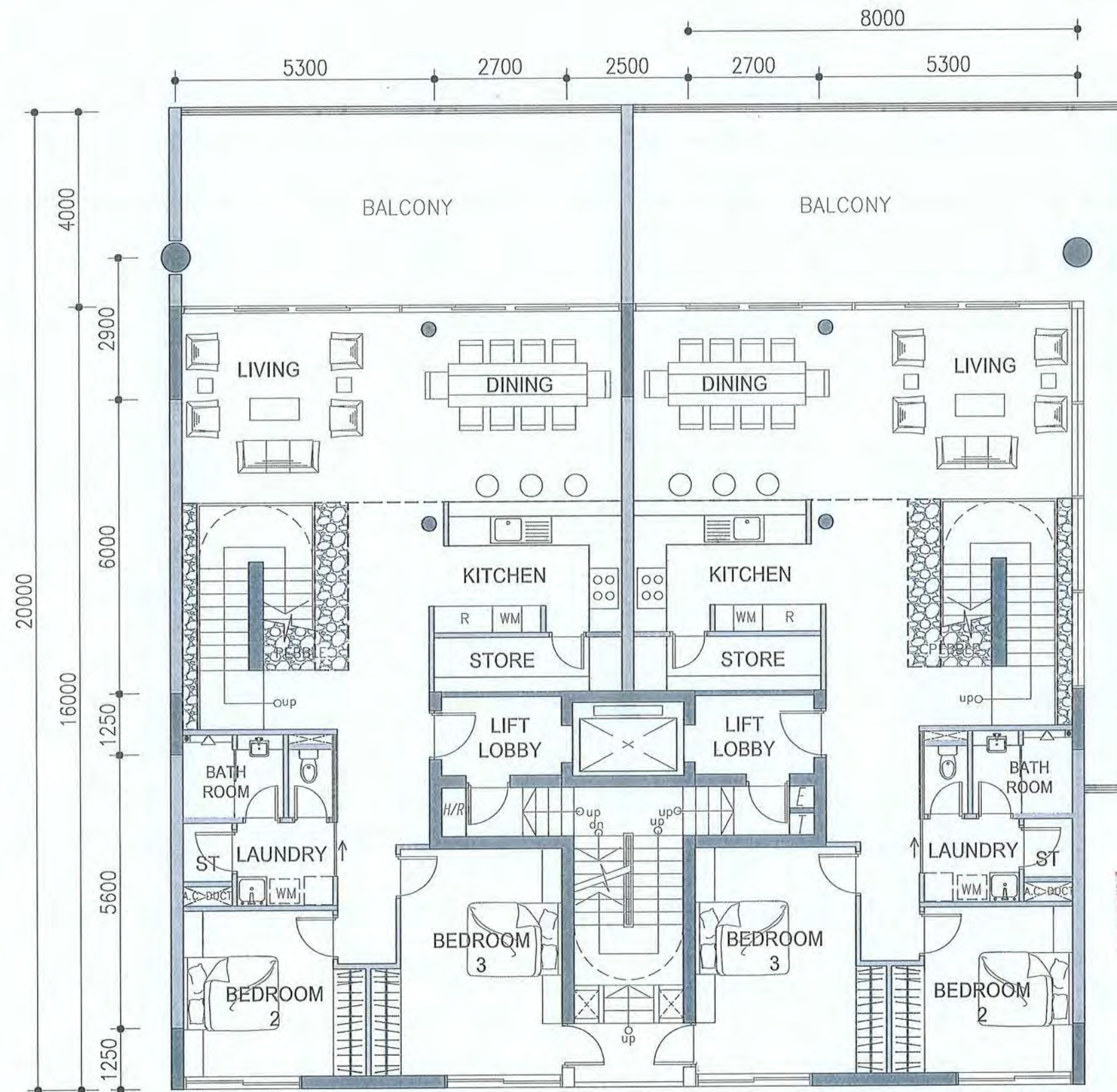


DUPLEX PENTHOUSE
 (LEVEL 11, upper floor)
 62.55 SQM
 SCALE 1 : 100

DEVELOPMENT ASSESSMENT
 PANELS
 - 5 JUL 2013
APPROVED

City of Belmont
AMENDED PLANS
RECEIVED 18/06/2013
Application No: 6/2013/DAP

No	Date	Note	Remark
<p>IMPORTANT NOTES: ALL THESE DRAWINGS ARE ARCHITECT'S COPYRIGHT CONTROL. THE CONTRACTOR IS REQUIRED TO FOLLOW DIMENSIONS INDICATED. EXACT DIMENSIONS TO BE CHECKED ON SITE. ANY DISCREPANCIES TO BE CONFIRMED WITH THE ARCHITECT BEFORE PROCEEDING WORK AT SITE.</p>			
<p>CLIENT: DIRECTOR ACTIVE TRADE PTE. LTD. SUITE 8, 116 BRIGHTON ROAD SCARBOROUGH W.A. 6019</p>			
<p>TENDER CONTRACTOR:</p>			
<p>DESIGN CONSULTANT:</p>			
<p>MZH <small>MURPHY MORSE & COOPER PTY. LTD. 130-133 RIVERSDALE ROAD RIVERVALE PERTH WESTERN AUSTRALIA TEL: 903-410000 FAX: 903-4101529 EMAIL: mzh@moz.com.au</small></p>			
<p>PROJECT TITLE: PROPOSED DEVELOPMENT ON LOT 130-133, RIVERSDALE ROAD, RIVERVALE, PERTH, WESTERN AUSTRALIA.</p>			
<p>DRAWING TITLE: UNIT PLAN DUPLEX PENTHOUSE</p>			
<p>DESIGN BY: MZH</p>			<p>DATE: JUNE 2013</p>
<p>DRAW BY:</p>			
<p>CHECK BY: MZH</p>			
<p>DRAWING NO.:</p>			



DUPLEX PENTHOUSE


(LEVEL 11, lower floor)

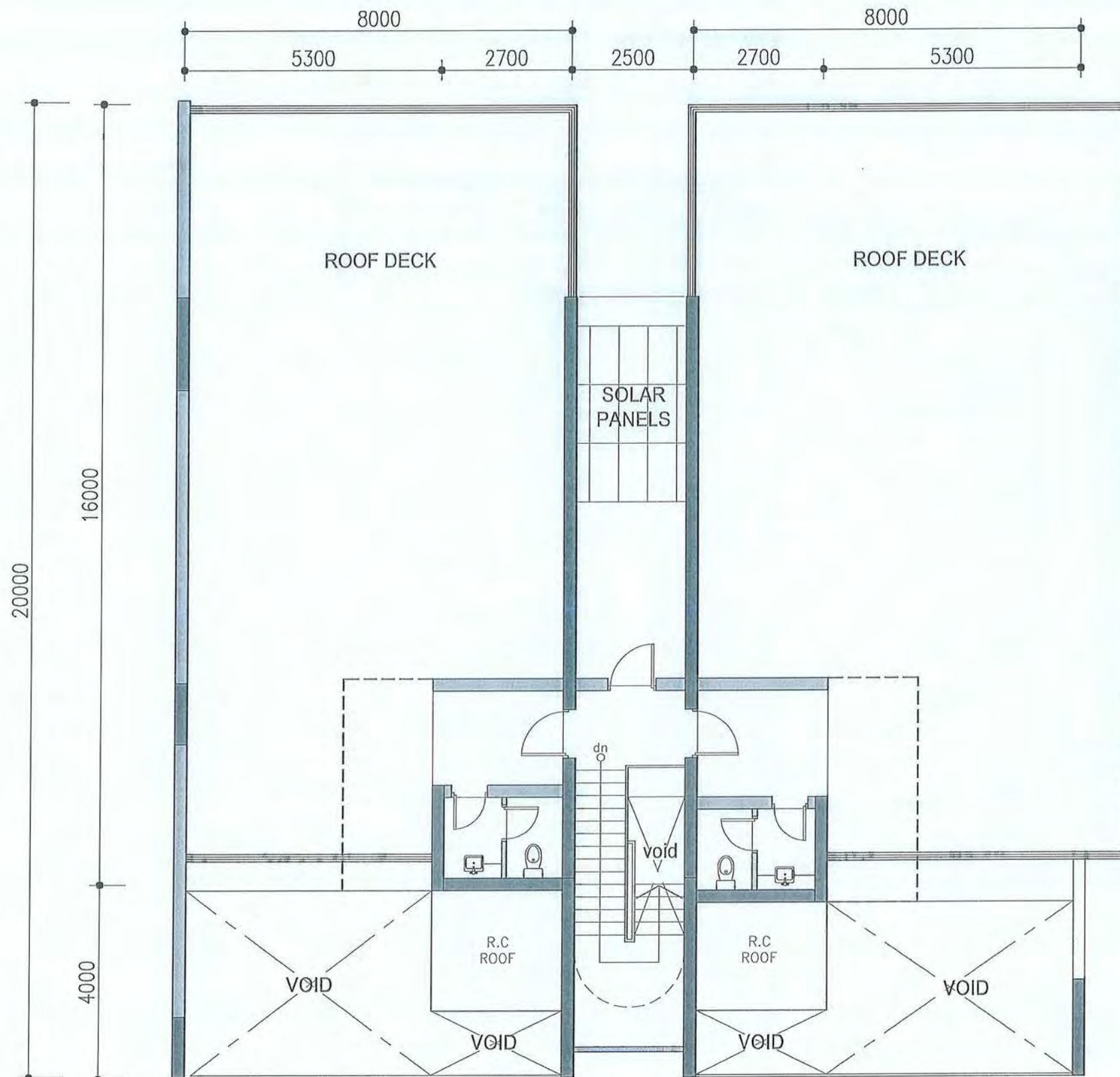
130 SQM

SCALE 1 : 100

**DEVELOPMENT ASSESSMENT
PANELS
- 5 JUL 2013
APPROVED**

**City of Belmont
AMENDED PLANS
RECEIVED 18/06/2013
Application No: 6/2013/DAP**


No	Date	Note	Remark
<p>IMPORTANT NOTES:</p> <p>ALL THESE DRAWINGS ARE ANITEK SURFA COPYRIGHT CONTROL. THE CONTRACTOR IS REQUIRED TO FOLLOW DIMENSIONS INDICATED. EXACT DIMENSIONS TO BE CHECKED ON SITE. ANY DISCREPANCIES TO BE CONFIRMED WITH THE ARCHITECT BEFORE PROCEEDING WORK AT SITE.</p>			
<p>CLIENT :</p> <p style="text-align: center;">-----</p> <p style="text-align: center;">DIRECTOR ACTIVE TRADE PTE. LTD. SUITE 8, 116 BRIGHTON ROAD SCARBOROUGH W.A. 6019</p>			
<p>TENDER CONTRACTOR</p>			
<p>DESIGN CONSULTANT</p>			
<p> <small>MIDLANDS ARCHITECTURE, LEVEL 8, GREEN BUILD, 135-139, BUNN RD, JOHNSON HILL BUSINESS PARK, BUNN RD, JOHNSON HILL, PERTH, WESTERN AUSTRALIA. TEL: 903-11000 FAX: 903-1107100 EMAIL: mzh@midlands.com.au</small></p> <p>PROJECT TITLE PROPOSED DEVELOPMENT ON LOT 130-133, RIVERSDALE ROAD, RIVERVALE, PERTH, WESTERN AUSTRALIA.</p>			
<p>DRAWING TITLE UNIT PLAN DUPLEX PENTHOUSE</p>			<p>DATE</p>
<p>DESIGN BY : MZH</p>		<p>JUNE 2013</p>	
<p>DRAW BY :</p>			
<p>CHECK BY : MZH</p>			
<p>DRAWING NO :</p>			

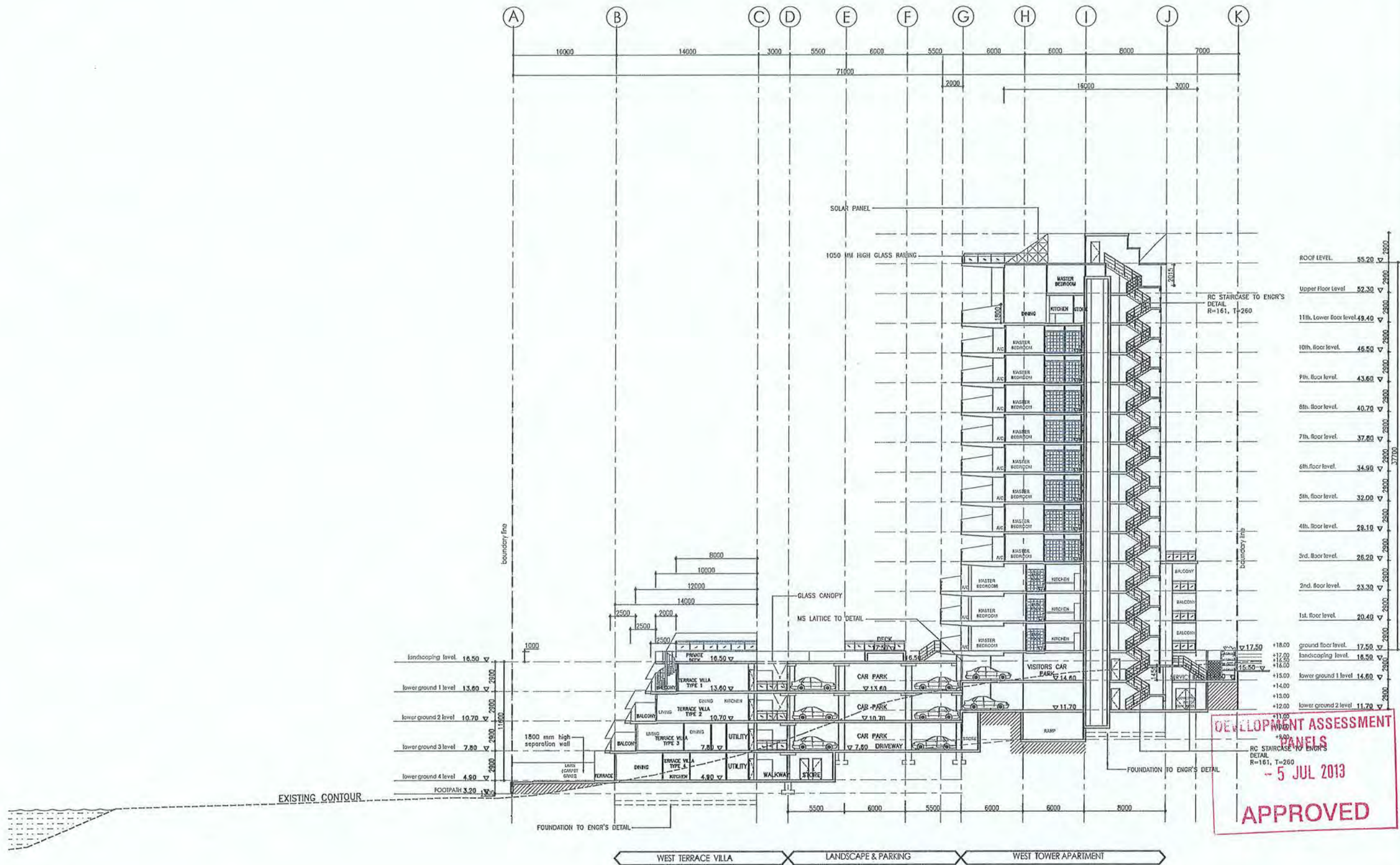


ROOF PLAN
SCALE 1 : 100

DEVELOPMENT ASSESSMENT
PANELS
- 5 JUL 2013
APPROVED

City of Belmont
AMENDED PLANS
RECEIVED 18/06/2013
Application No: 6/2013/DAP

No	Date	Note	Remark
<p>IMPORTANT NOTES:</p> <p>ALL THESE DRAWINGS ARE AUTHOR'S ORIGINAL COPYRIGHT CONTROL. THE CONTRACTOR IS REQUIRED TO FOLLOW DIMENSION INDICATED. EXACT DIMENSION TO BE CHECKED ON SITE. ANY DISCREPANCIES TO BE CORRECTED WITH THE ARCHITECT BEFORE PROCEEDING WORK AT SITE.</p>			
<p>CLIENT:</p> <p>----- DIRECTOR ACTIVE TRADE PTE. LTD. SUITE 8, 116 BRIGHTON ROAD SCARBOROUGH W.A. 6019</p>			
<p>LABOURY CONTRACTOR</p>			
<p>DESIGN CONSULTANT</p> <p> <small>BRICKWORK ARCHITECTURE LEVEL 8, GREEN HILL, LOT 325, BUNN RD, JERAMBA MELBORNE, QUEENSLAND 4013 AUSTRALIA, SYDNEY OFFICE, SYDNEY AUSTRALIA, TEL: 603-4100999 FAX: 603-41071823 EMAIL: mzh@brickwork.com.au</small></p>			
<p>PROJECT TITLE</p> <p>PROPOSED DEVELOPMENT ON LOT 130-133, RIVERSDALE ROAD, RIVERVALE, PERTH, WESTERN AUSTRALIA.</p>			
<p>DRAWING TITLE</p> <p>UNIT PLAN DUPLX PENTHOUSE</p>			
			DATE
DESIGN BY :	MZH	JUNE 2013	
DRAW BY :			
CHECK BY :	MZH		
DRAWING NO :			



SECTION X-X
SCALE : 1 : 400

DEVELOPMENT ASSESSMENT PANELS
- 5 JUL 2013
APPROVED

City of Belmont
AMENDED PLANS
RECEIVED 18/06/2013
Application No: 6/2013/DAP

No	Date	Note	Remark

IMPORTANT NOTES
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CLIENT :
DIRECTOR
ACTIVE TRADE PTE. LTD.
SUITE 8, 116 BRIGHTON ROAD
SCARBOROUGH W.A. 6019

TURKKEY CONTRACTOR

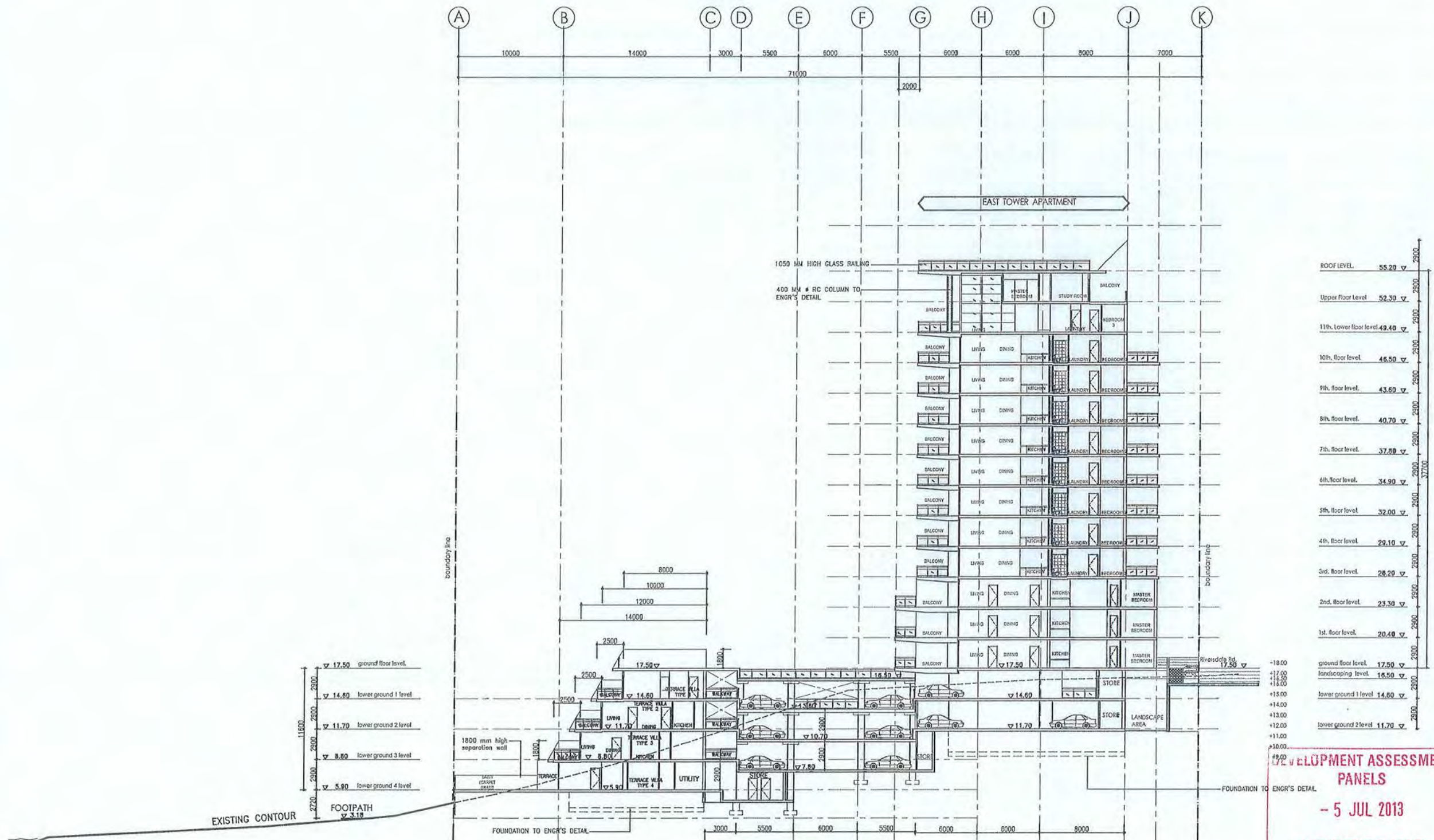
ROOF LEVEL	55.20
Upper Floor Level	52.30
11th. Lower floor level	49.40
10th. floor level	46.50
9th. floor level	43.60
8th. floor level	40.70
7th. floor level	37.80
6th. floor level	34.90
5th. floor level	32.00
4th. floor level	29.10
3rd. floor level	26.20
2nd. floor level	23.30
1st. floor level	20.40
ground floor level	17.50
landscaping level	16.50
lower ground 1 level	14.60
lower ground 2 level	11.70

DESIGN CONSULTANT
MZH
BROUHAN MUHAMMAD-EDRINE LEVEL 6, GREEN WING,
LOT 335, BAYU 8, JALAN ULU KULANG,
(MIDDLE RING ROAD II) 80000 AMPANG,
SELANGOR DARUL EHSAN, MALAYSIA.
TEL: 603-41059350 FAX: 603-41071529
EMAIL: i.info.mzhedg@gmail.com

PROJECT TITLE
PROPOSED DEVELOPMENT ON LOT 130-133, RIVERSDALE ROAD, RIVERVALE, PERTH, WESTERN AUSTRALIA.

DRAWING TITLE
SECTION X-X

DESIGN BY :	DATE
MZH	JUN. 2013
DRAW BY :	
shehmi	
CHECK BY :	
MZH	
DRAWING NO :	



SECTION Z-Z
SCALE: 1:400

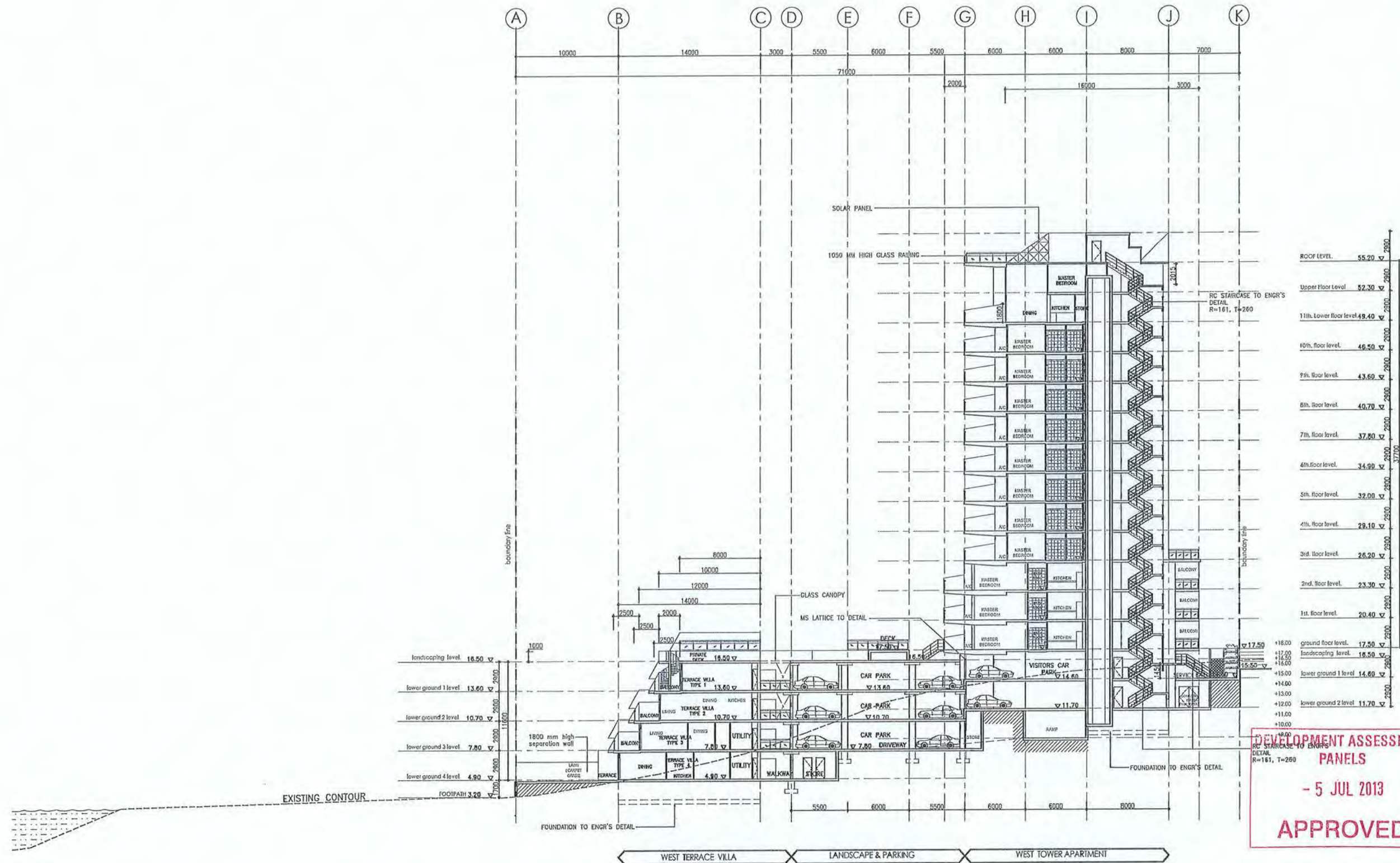
ROOF LEVEL	55.20
Upper floor level	52.30
11th. Lower floor level	49.40
10th. floor level	46.50
9th. floor level	43.60
8th. floor level	40.70
7th. floor level	37.80
6th. floor level	34.90
5th. floor level	32.00
4th. floor level	29.10
3rd. floor level	26.20
2nd. floor level	23.30
1st. floor level	20.40
ground floor level	17.50
landscaping level	16.50
lower ground 1 level	14.60
lower ground 2 level	11.70

17.50	ground floor level
14.60	lower ground 1 level
11.70	lower ground 2 level
8.80	lower ground 3 level
5.90	lower ground 4 level

DEVELOPMENT ASSESSMENT
PANELS
- 5 JUL 2013
APPROVED

City of Belmont
AMENDED PLANS
RECEIVED 18/06/2013
Application No: 6/2013/DAP

No	Date	Note	Remark
<p>IMPORTANT NOTES :</p> <p>ALL THESE DRAWINGS ARE ARCHITECT'S COPYRIGHT CONTROL. THE CONTRACTOR IS REQUIRED TO FOLLOW DIMENSIONS INDICATED. EXACT DIMENSIONS TO BE CHECKED AT SITE. ANY DISCREPANCIES TO BE CONFIRMED WITH THE ARCHITECT BEFORE PROCEEDING WORK AT SITE.</p> <p>CLIENT :</p> <p>DIRECTOR ACTIVE TRADE PTE. LTD. SUITE B, 116 BRIGHTON ROAD SCARBOROUGH W.A. 6019</p> <p>TURKEY CONTRACTOR</p>			
<p>DESIGN CONSULTANT</p> <p>mzh BANGUNAN MZH-CENTRE LEVEL 8, GREEN WING, LOT 133, BUKIT 8, JALAN USJ 10/2, USJ, (NEARLE BRIDGE FROM J1) 47000 USJ, SELANGOR DUNIA, MALAYSIA. TEL: 603-41009319 FAX: 603-41071528 EMAIL: info@mzhdesign@gmail.com</p> <p>PROJECT TITLE PROPOSED DEVELOPMENT ON LOT 130-133, RIVERSDALE ROAD, RIVERVALE, PERTH, WESTERN AUSTRALIA.</p>			
DRAWING TITLE			DATE
SECTION Z-Z			JUN 2013
DESIGN BY :		MZH	
DRAW BY :		shahmi	
CHECK BY :		MZH	
DRAWING NO :			




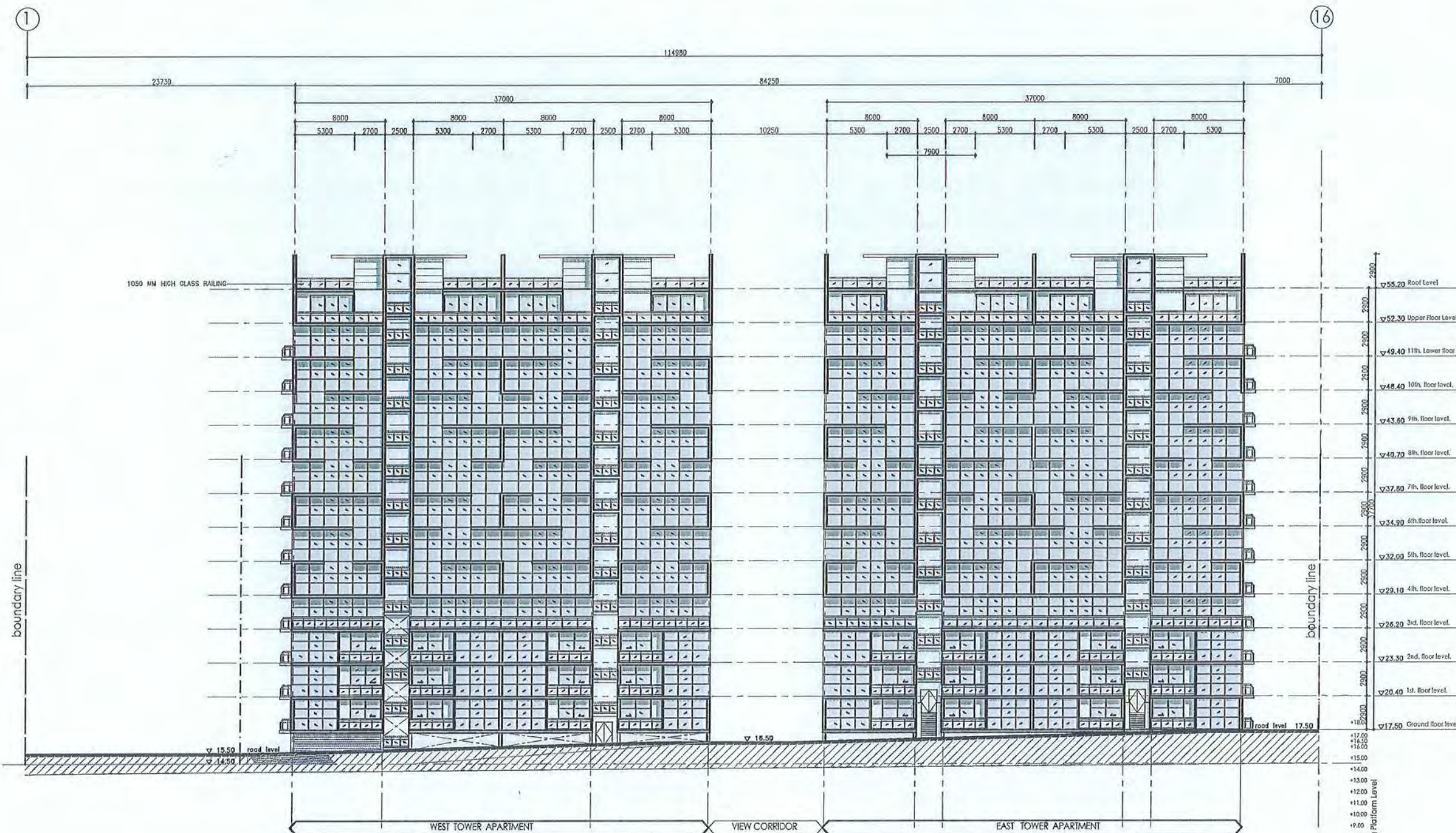
SECTION X-X
SCALE: 1:400

ROOF LEVEL	55.20
Upper Floor Level	52.30
11th, Lower floor level	49.40
10th, floor level	46.50
9th, floor level	43.60
8th, floor level	40.70
7th, floor level	37.80
6th, floor level	34.90
5th, floor level	32.00
4th, floor level	29.10
3rd, floor level	26.20
2nd, floor level	23.30
1st, floor level	20.40
ground floor level	17.50
landscaping level	16.50
lower ground 1 level	14.60
lower ground 2 level	11.70

**DEVELOPMENT ASSESSMENT
PANELS**
- 5 JUL 2013
APPROVED

**City of Belmont
AMENDED PLANS
RECEIVED 18/06/2013
Application No: 6/2013/DAP**

No	Date	Note	Remark
<p>IMPORTANT NOTES</p> <p>ALL THESE DRAWINGS ARE AOTEX SURIA COPYRIGHT CONTROL. THE CONTRACTOR IS REQUIRED TO FOLLOW DIMENSION INDICATED. EXACT DIMENSION TO BE CHECKED ON SITE. ANY DISCREPANCIES TO BE CONFIRM WITH THE ARCHITECT BEFORE PROCEEDING WORK AT SITE.</p>			
<p>CLIENT :</p> <p>DIRECTOR ACTIVE TRADE PTE. LTD. SUITE 8, 116 BRIGHTON ROAD SCARBOROUGH W.A. 6019</p>			
<p>TURNKEY CONTRACTOR</p>			
<p>DESIGN CONSULTANT</p> <p> M&P ENGINEERING & PLANNING LOT 530, BANGU 8, JALAN USU BELANG, (MIDDLE TING ROAD) 81000 ANJANG, SERAJEDI DISTRICT, JOHOR, MALAYSIA. TEL: 603-41089990 FAX: 603-41071528 EMAIL: info@m&pdesign@gmail.com</p>			
<p>PROJECT TITLE</p> <p>PROPOSED DEVELOPMENT ON LOT 130-133, RIVERSDALE ROAD, RIVERVALE, PERTH, WESTERN AUSTRALIA.</p>			
<p>DRAWING TITLE</p> <p>SECTION X-X</p>			<p>DATE</p>
<p>DESIGN BY :</p> <p>MZH</p>		<p>JUN 2013</p>	
<p>DRAW BY :</p> <p>shahmi</p>			
<p>CHECK BY :</p> <p>MZH</p>			
<p>DRAWING NO :</p>			



FRONT ELEVATION (VIEW FROM RIVERSDALE ROAD)
SCALE : 1 : 400

No	Date	Note	Remark

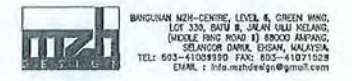
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THE CONTRACTOR IS REQUIRED TO FOLLOW DIMENSION INDICATED.
EXACT DIMENSION TO BE CHECKED ON SITE.
ANY DISCREPANCIES TO BE CONFIRM WITH THE ARCHITECT BEFORE
PROCEEDING WORK AT SITE.

CLIENT :

DIRECTOR
ACTIVE TRADE PTE. LTD.
SUITE B, 116 BRIGHTON ROAD
SCARBOROUGH W.A. 6019

TURNKEY CONTRACTOR

DESIGN CONSULTANT



PROJECT TITLE
PROPOSED DEVELOPMENT ON LOT
130-133, RIVERSDALE ROAD,
RIVERVALE, PERTH, WESTERN
AUSTRALIA.

DRAWING TITLE
FRONT ELEVATION

DESIGN BY :	DATE
MZH	JUN 2013
DRAW BY :	shahmi
CHECK BY :	MZH

DRAWING NO :

City of Belmont
AMENDED PLANS
RECEIVED 18/06/2013
Application No: 6/2013/DAP

No	Date	Notes	Drawn

DEVELOPMENT ASSESSMENT
 PANELS
 5 JUL 2013
 APPROVED



Level	Height (m)
0000	0.00
0005	5.00
0010	10.00
0015	15.00
0020	20.00
0025	25.00
0030	30.00
0035	35.00
0040	40.00
0045	45.00
0050	50.00
0055	55.00
0060	60.00
0065	65.00
0070	70.00
0075	75.00
0080	80.00
0085	85.00
0090	90.00
0095	95.00
1000	100.00

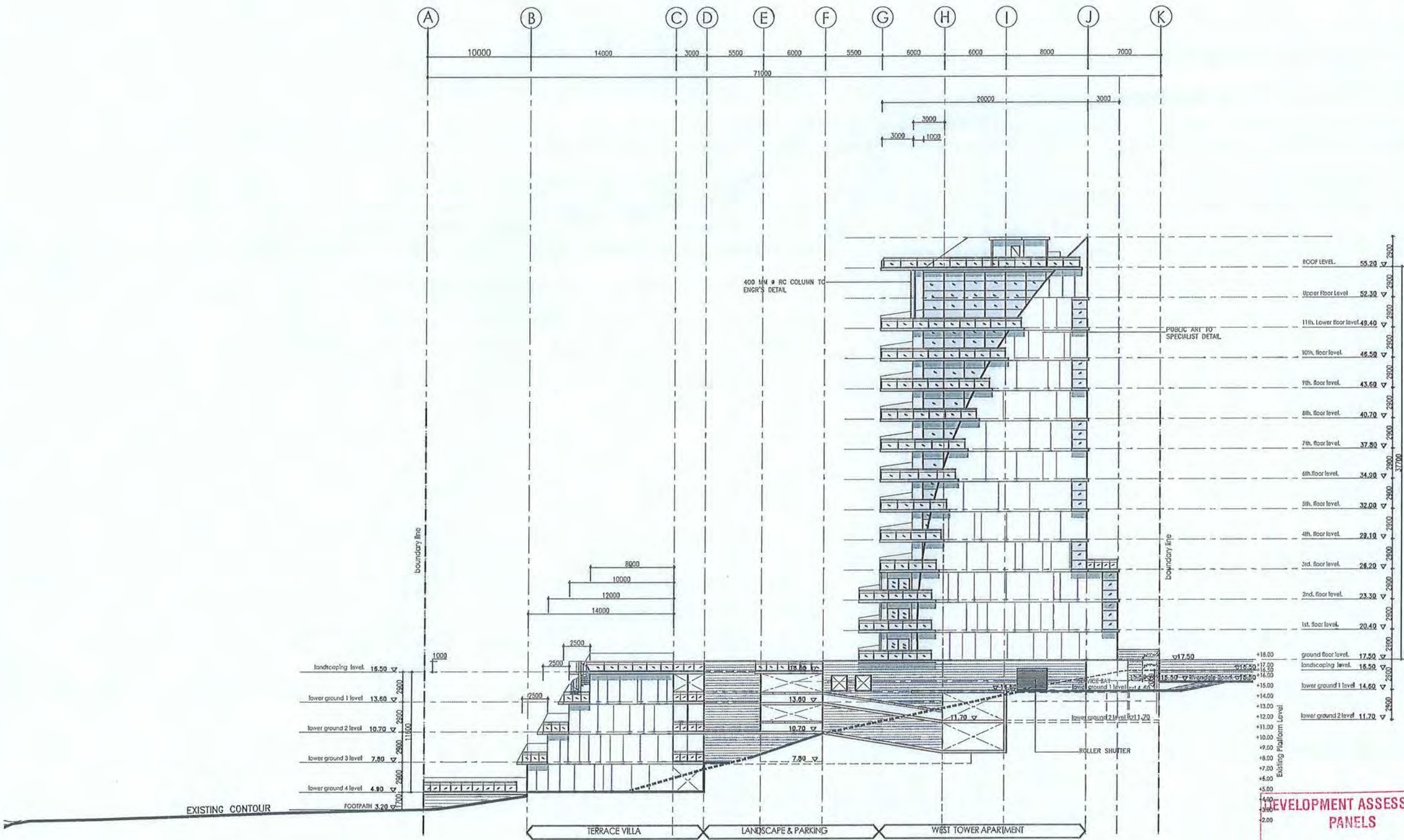
PROPOSED DEVELOPMENT ON LOT 130-133, RIVERSDALE ROAD, RIVERVALE, PERTH, WESTERN AUSTRALIA.	

MZi CONSULTANTS
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REAR ELEVATION (VIEW FROM SWAN RIVER)
SCALE : 1 : 400

City of Belmont
 AMENDED PLANS
 RECEIVED 18/06/2013
 Application No: 6/2013/DAP

DATE	
DESIGN BY	
CHECK BY	
DATE	



WEST ELEVATION
SCALE : 1 : 400

DEVELOPMENT ASSESSMENT
PANELS
- 5 JUL 2013
APPROVED

City of Belmont
AMENDED PLANS
RECEIVED 18/06/2013
Application No: 6/2013/DAP

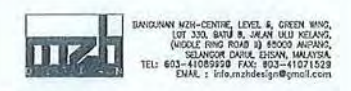
No	Date	Note	Remark

IMPORTANT NOTES
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CLIENT:
DIRECTOR
ACTIVE TRADE PTE. LTD.
SUITE 8, 116 BRIGHTON ROAD
SCARBOROUGH W.A. 6019

TURNKEY CONTRACTOR

DESIGN CONSULTANT



PROJECT TITLE
PROPOSED DEVELOPMENT ON LOT
130-133, RIVERSDALE ROAD,
RIVERVALE, PERTH, WESTERN
AUSTRALIA.

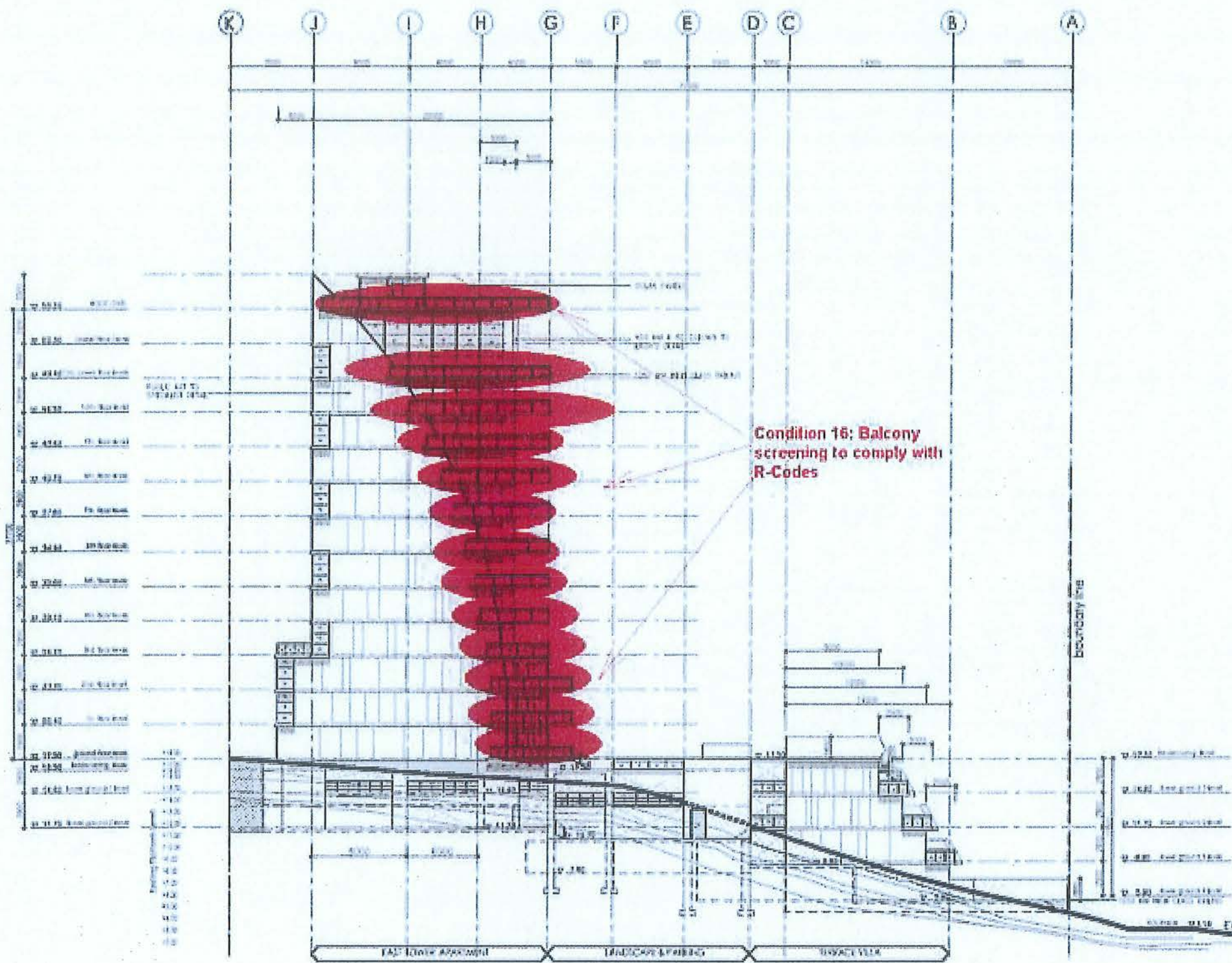
DRAWING TITLE
WEST ELEVATION

DESIGN BY :	MZH	DATE	JUN 2013
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DRAW BY :	shahmi
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CHECK BY :	MZH
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DRAWING NO :

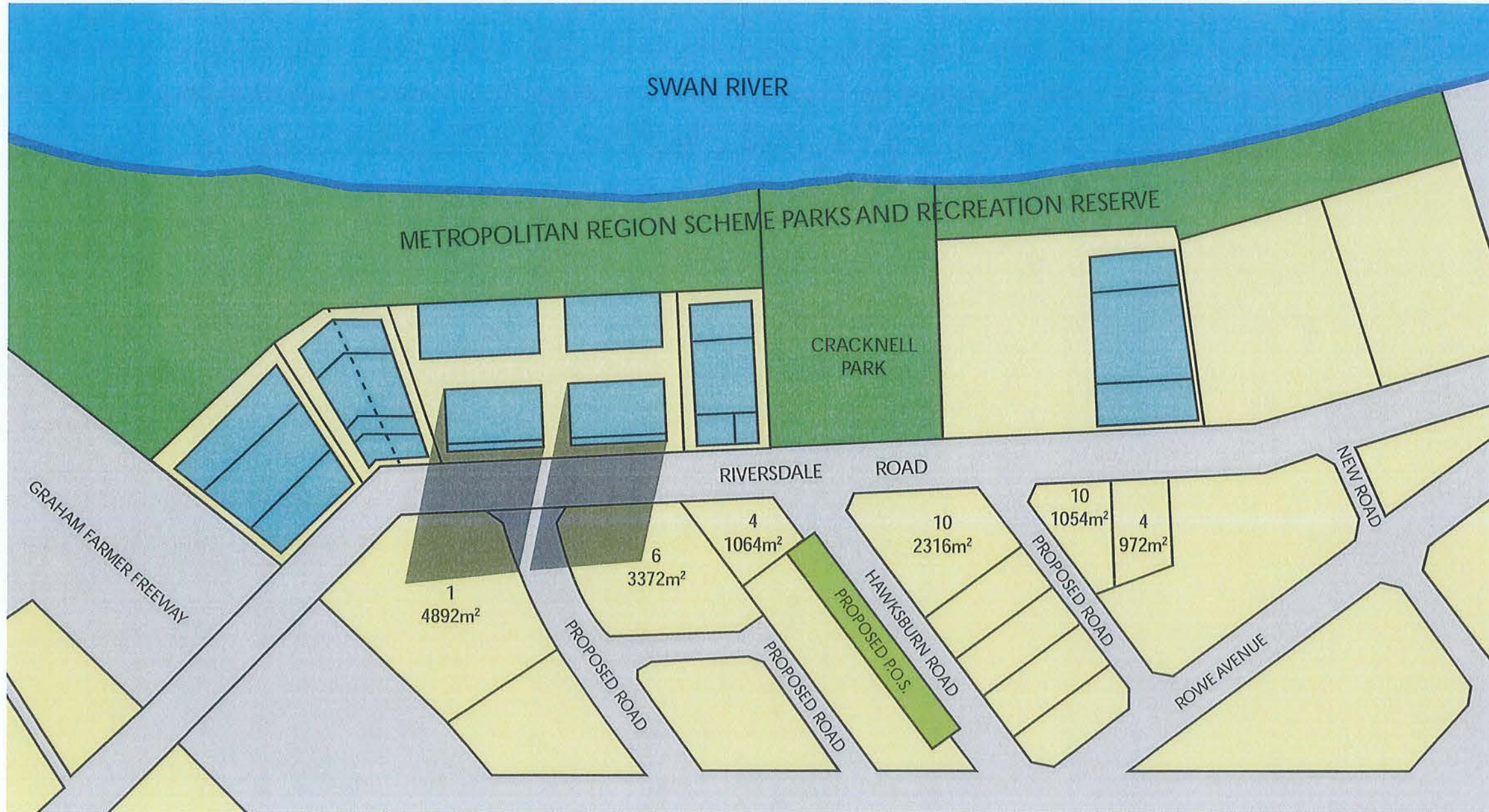


EAST ELEVATION
SCALE: 1:400

DEVELOPMENT ASSESSMENT
PANELS
- 5 JUL 2013
APPROVED

No.	Date	Note	Range
PROJECT NOTES: 1. All work to be done in accordance with the relevant Australian Standards and Codes of Practice. 2. All materials to be used must be of a quality and standard suitable for the intended use. 3. All work to be done in accordance with the relevant codes of practice. 4. All work to be done in accordance with the relevant codes of practice. 5. All work to be done in accordance with the relevant codes of practice. 6. All work to be done in accordance with the relevant codes of practice.			
CLIENT: M/D & S/D 100/100 WASHINGTON ROAD PERTH, WESTERN AUSTRALIA			
PROJECT NO: 100/100			
DATE: 10/10/10			
DRAWN BY: 100/100			
CHECKED BY: 100/100			
PROJECT TITLE: PROPOSED DEVELOPMENT ON LOT 130-133, RIVERSDALE ROAD, RIVERSVALE, PERTH, WESTERN AUSTRALIA.			
DRAWING TITLE: EAST ELEVATION			
	D/W		
DESIGN BY:	M/M	DATE:	20/10/2010
CHECK BY:	M/M		

City of Belmont
AMENDED PLANS
RECEIVED 18/06/2013
Application No: 6/2013/DAP



Park on Swan
 Overshadowing Plan
 Shadow Analysis – Winter Solace (Noon 21st June)
 Scale 1:2500

City of Belmont
AMENDED PLANS
RECEIVED 18/06/2013
Application No: 6/2013/DAP



DEVELOPMENT ASSESSMENT
 PANELS
 - 5 JUL 2013
APPROVED

ATTACHMENT 2 – Development Assessment Panels Amended Approval (25 August 2014)

40 – 46 Riversdale Road, Rivervale

LG Reference: 6/2013/B
DAP Reference: DP/13/00304



LG Ref: 6/2013/DAP
DoP Ref: DAP/14/00304
Enquiries: Development Assessment Panels
Telephone: (08) 6551 9919

Mr Tim Indrisie
Doric Contractors Pty Ltd
Level 1, 420 Hay Street
Subiaco WA 6008

Dear Mr Indrisie

**Metro Central JDAP – City of Belmont – DAP Application 6/2013/DAP
40-46 Riversdale Road, Rivervale WA 6103
168 Multiple Dwellings**

Thank you for your application and plans submitted to the City of Belmont on 30 June 2014 for the above development at the above mentioned site.

This application was considered by the Metro Central Joint Development Assessment Panel at its meeting held on 25 August 2014, where in accordance with the provisions of the City of Belmont Local Planning Scheme No.15, it was resolved to approve the application as per the attached notice of determination.

Should the applicant not be satisfied by this decision, a DAP Form 2 application may be made to amend or cancel this planning approval in accordance with Regulation 17 of the Development Assessment Panel Regulations 2011.

Also be advised that there is a right of review by the State Administrative Tribunal in accordance with Part 14 of the *Planning and Development Act 2005*. An application must be made within 28 days of the determination in accordance with the *State Administrative Tribunal Act 2004*.

Should you have any enquiries in respect to the conditions of approval please contact Mr Wilmot Loh at the City of Belmont on (08) 9477 7274.

Yours sincerely


DAP Secretariat

2/09/2014

Encl. DAP Determination Notice
Approved plans

Cc: Mr Wilmot Loh
City of Belmont





Planning and Development Act 2005

City of Belmont Local Planning Scheme No.15

Metro Central Joint Development Assessment Panel

Determination on Development Assessment Panel Application for Planning Approval

Location: 40-46 Riversdale Road, Rivervale WA 6103

Description of proposed Development: 168 Multiple Dwellings

In accordance with Regulation 8 of the *Development Assessment Panels Regulations 2011*, the above application for planning approval was **granted** on 25 August 2014, subject to the following:

1. Accept that the DAP Application reference DP/13/00304 as detailed on the DAP Form 2 dated 30 June 2014 is appropriate for consideration in accordance with regulation 17(1)(c) of the *Planning and Development (Development Assessment Panels) Regulations 2011*;
2. Approve the DAP Application reference DP/13/00304 as detailed on the DAP Form 2 date 30 June 2014 and accompanying plans date stamped 30 June 2014 in accordance with the provisions of the City of Belmont Local Planning Scheme No. 15, for the proposed minor amendment to the approved 168 Multiple Dwellings at 40-46 Riversdale Road, Rivervale, subject to:

Amended Conditions

- ~~15. The finished level of the rear Terrace (including the height of any associated building feature/s), as marked in 'RED' on the approved plans, shall not exceed a height of RL16.50 in the Central View Corridor, to the satisfaction of the City's Director Community & Statutory Services, Manager Planning Services or Coordinator Planning Services.~~

The finished level of the rear Terrace shall not exceed a height of 16.50m AHD in the Central View Corridor; a clear glass balustrade only, to a maximum height of 17.60m AHD is permitted in the Central View Corridor. No other structure above 16.50m AHD is permitted in the Central View Corridor unless otherwise approved by the City.

- ~~19. Prior to occupation or use of the development, vehicle parking, manoeuvring and circulation areas shall be designed, constructed, sealed, drained, line marked and kerbed in accordance with:~~
 - ~~a) The approved plan (281 spaces that comply with AS 2890.1); and~~
 - ~~b) Council's engineering requirements and design guidelines.~~

~~The areas must be sealed in concrete or brick paving in accordance with the City of Belmont specifications, unless otherwise approved by the City's Director Technical Services. All parking bays must be clearly line marked.~~



Prior to occupation or use of the development, vehicle parking, manoeuvring and circulation areas shall be designed, constructed, sealed, drained, line marked and kerbed in accordance with:

- a) The approved plan (326 spaces that comply with AS 2890.1); and
- b) Council's engineering requirements and design guidelines.

The areas must be sealed in concrete or brick paving in accordance with the City of Belmont specifications, unless otherwise approved by the City's Director Technical Services. All parking bays must be clearly line marked.

28. ~~Prior to application for a building licence, a public art concept / strategy for the subject development to the value of \$800,000 shall be submitted to the City in accordance with the provisions of the City of Belmont Public Art Contribution Local Planning Policy, to the satisfaction of the City's Director Community & Statutory Services or Manager Planning Services.~~

Within 60 days of this approval, a public art concept / strategy for the subject development to the value of \$700,000 shall be submitted to the City in accordance with the provisions of the City of Belmont Public Art Contribution Local Planning Policy, to the satisfaction of the City's Director Community & Statutory Services or Manager Planning Services.

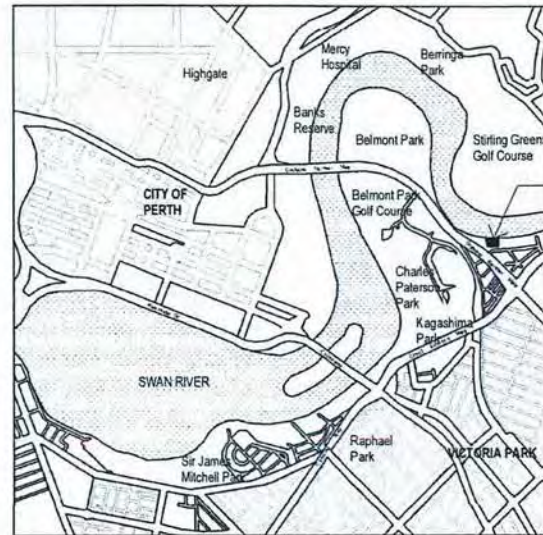
Additional Conditions

29. The 'small car' bays reflected on the development plans shall comply with the minimum dimensions of the relevant Australian Standard. These bays shall be appropriately signed/marked 'For Small Cars' prior to use of the development.
30. Within 60 days of this approval, a detailed plan specifying the design and treatment of the balconies facing Riversdale Road shall be submitted for approval by the City. The approved design and balcony treatment shall then be implemented for the life of the development, unless otherwise approved by the City.
31. Within 60 days of this approval, an updated Waste and Rubbish Collection Management Plan shall be submitted for the approval of the City's Manager Health & Rangers Services. The approved waste and rubbish collection management plan shall be thereafter implemented for the duration of the development.

Advice Notes

- i. All other conditions and requirements detailed on the previous approval dated 27 June 2013 shall remain unless altered by this application.

Where an approval has so lapsed, no development shall be carried out without further approval having first been sought and obtained, unless the applicant has applied and obtained Development Assessment Panel approval to extend the approval term under regulation 17(1)(a) of the *Development Assessment Panel Regulations 2011*.



KEYPLAN

PROPOSED SITE



SITE PLAN
SCALE 1:500

RIVERSDALE ROAD

DEVELOPMENT ASSESSMENT
PANELS
25 AUG 2014
APPROVED



LOCATION PLAN

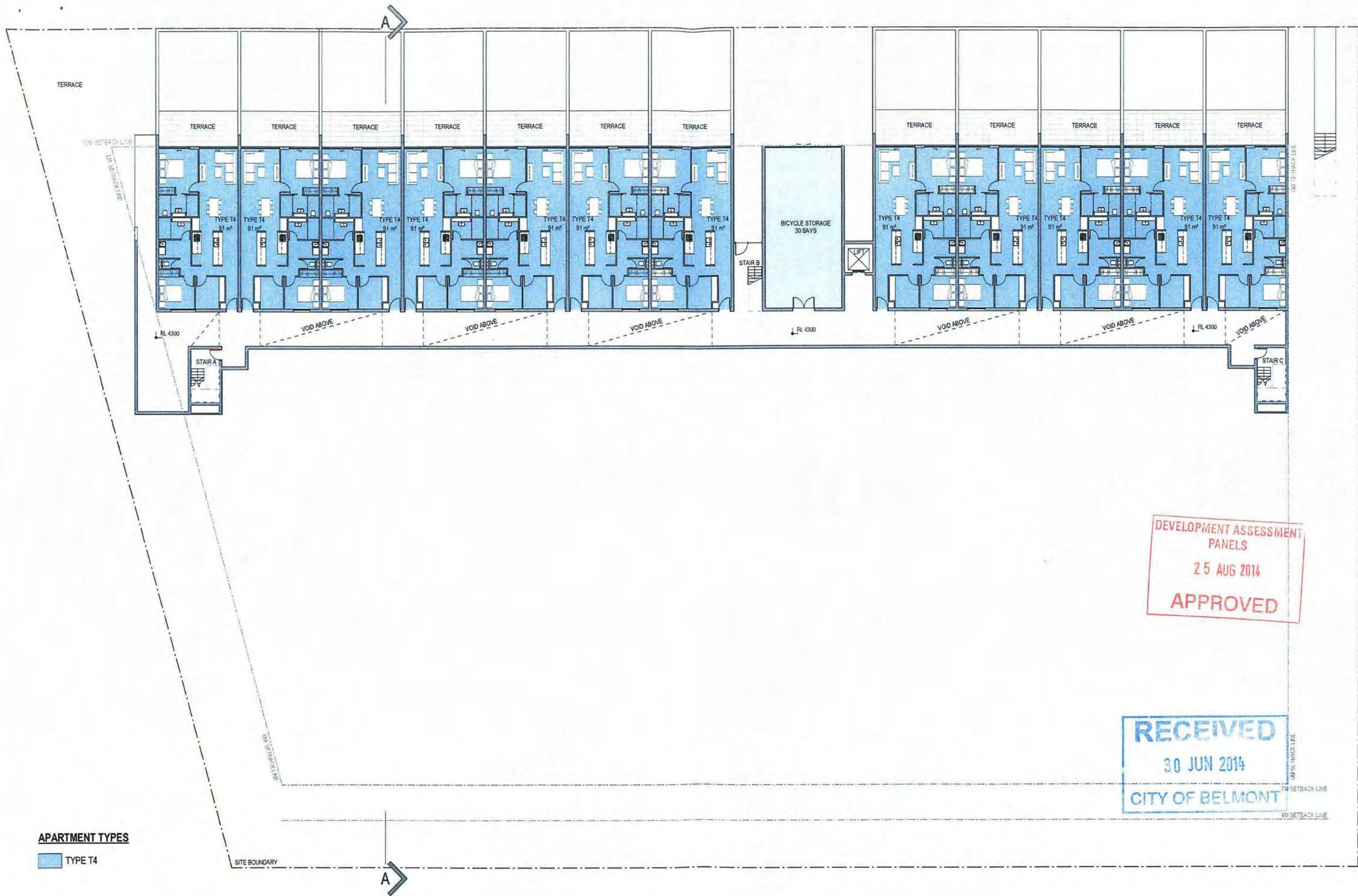
APARTMENT & PARKING SCHEDULE

APARTMENT TYPE	QUANTITY	INTERNAL SIZE PER UNIT (m ²)	NO. OF CAR BAYS PER UNIT	STORE ROOM PER UNIT	TOTAL INTERNAL AREA (m ²)	TOTAL NO. CAR BAYS
T1 - 1 BED TERRACE APARTMENT	12	50	1	1	600	12
T2 - 2 BED TERRACE APARTMENT	12	64	1	1	768	12
T3 - 2 BED & STUDY TERRACE APARTMENT	12	78	1	1	936	12
T4 - 2 BED & STUDY TERRACE APARTMENT	12	91	2	1	1092	24
1S - STUDIO APARTMENT	2	46	1	1	92	2
1A - 1 BED TOWER APARTMENT	12	53	1	1	636	12
1B - 1 BED TOWER APARTMENT	10	59	1	1	590	10
2A - 2 BED TOWER APARTMENT	8	97	2	1	776	16
2B - 2 BED TOWER APARTMENT	8	83	2	1	664	16
2C - 2 BED TOWER APARTMENT	2	80	2	1	160	4
2D - 2 BED TOWER APARTMENT	2	106	2	1	212	4
2E - 2 BED TOWER APARTMENT	4	90	2	1	360	8
3A - 3 BED TOWER APARTMENT	32	120	2	1	3840	64
3A - 3 BED TOWER APARTMENT	32	124	2	1	3968	64
4A - PENTHOUSE	4	184	3	1	736	12
4B - PENTHOUSE	4	189	3	1	756	12
ADDITIONAL						3
TOTAL	168			170	16186	287

TOTAL PARKING REQUIREMENT 216 BAYS
 RESIDENT PARKING PROVIDED 287 BAYS
 VISITOR PARKING PROVIDED 38 BAYS
 TOTAL PARKING PROVIDED 325 BAYS
 PLOT RATIO PROVIDED 2.20
 BICYCLE PARKING PROVIDED 21 BAYS
 STORES PROVIDED 170 No.

RECEIVED
30 JUN 2014
CITY OF BELMONT



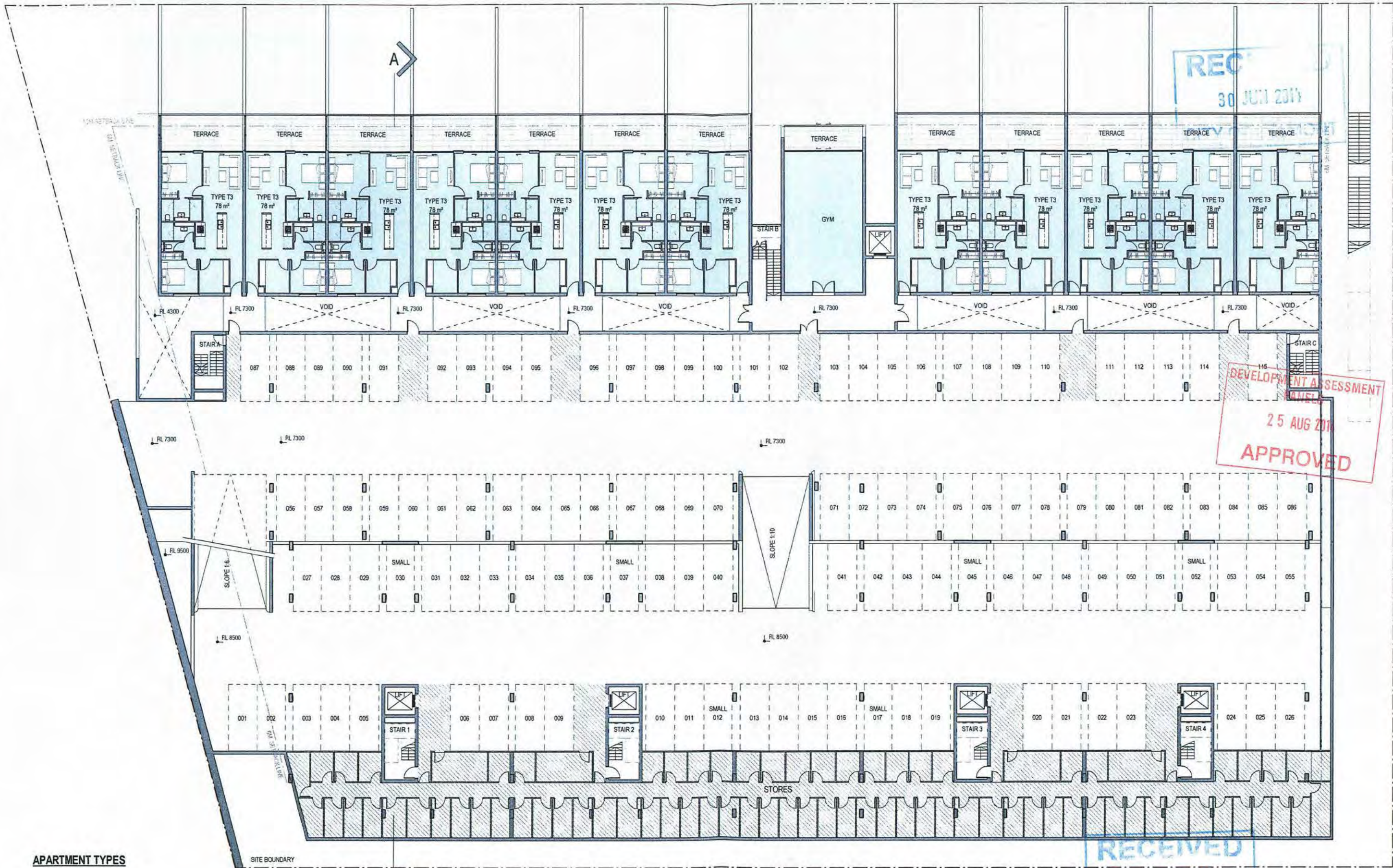


DEVELOPMENT ASSESSMENT
PANELS
25 AUG 2014
APPROVED

RECEIVED
30 JUN 2014
CITY OF BELMONT

APARTMENT TYPES
TYPE T4





REC
30 JUN 2014

DEVELOPMENT ASSESSMENT
25 AUG 2014
APPROVED

RECEIVED
30 JUN 2014
CITY OF BELMONT

APARTMENT TYPES
TYPE T3



Client
DORIC

Project
PARK ON SWAN

Sheet Name
FLOOR PLAN - LOWER GROUND 3

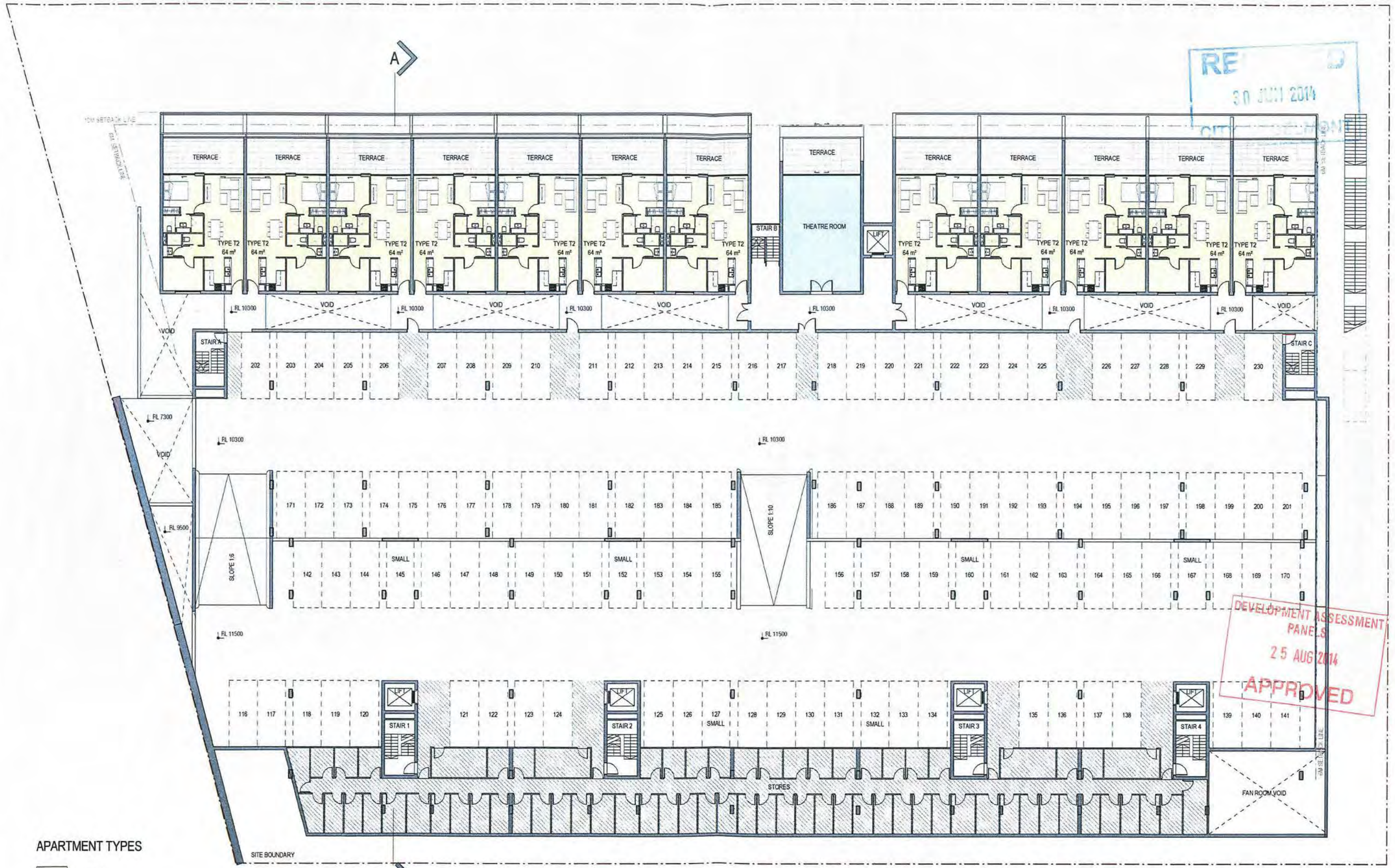
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160182
Drawing number
DA.03

Scale
1:200 @ A2
Revision



© Woods Bagot

RE
30 JUN 2014

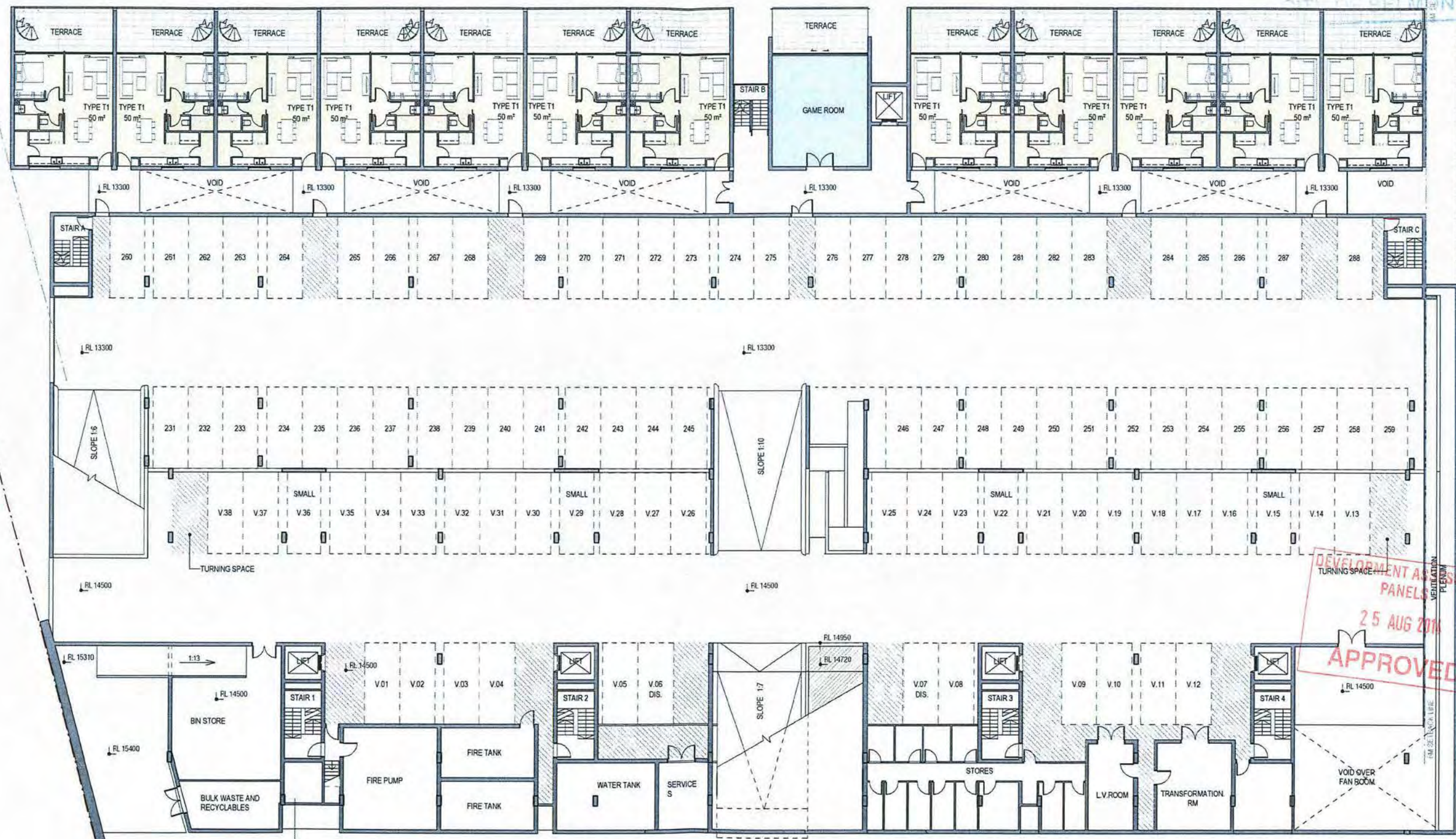


DEVELOPMENT ASSESSMENT
PANELS
25 AUG 2014
APPROVED

APARTMENT TYPES



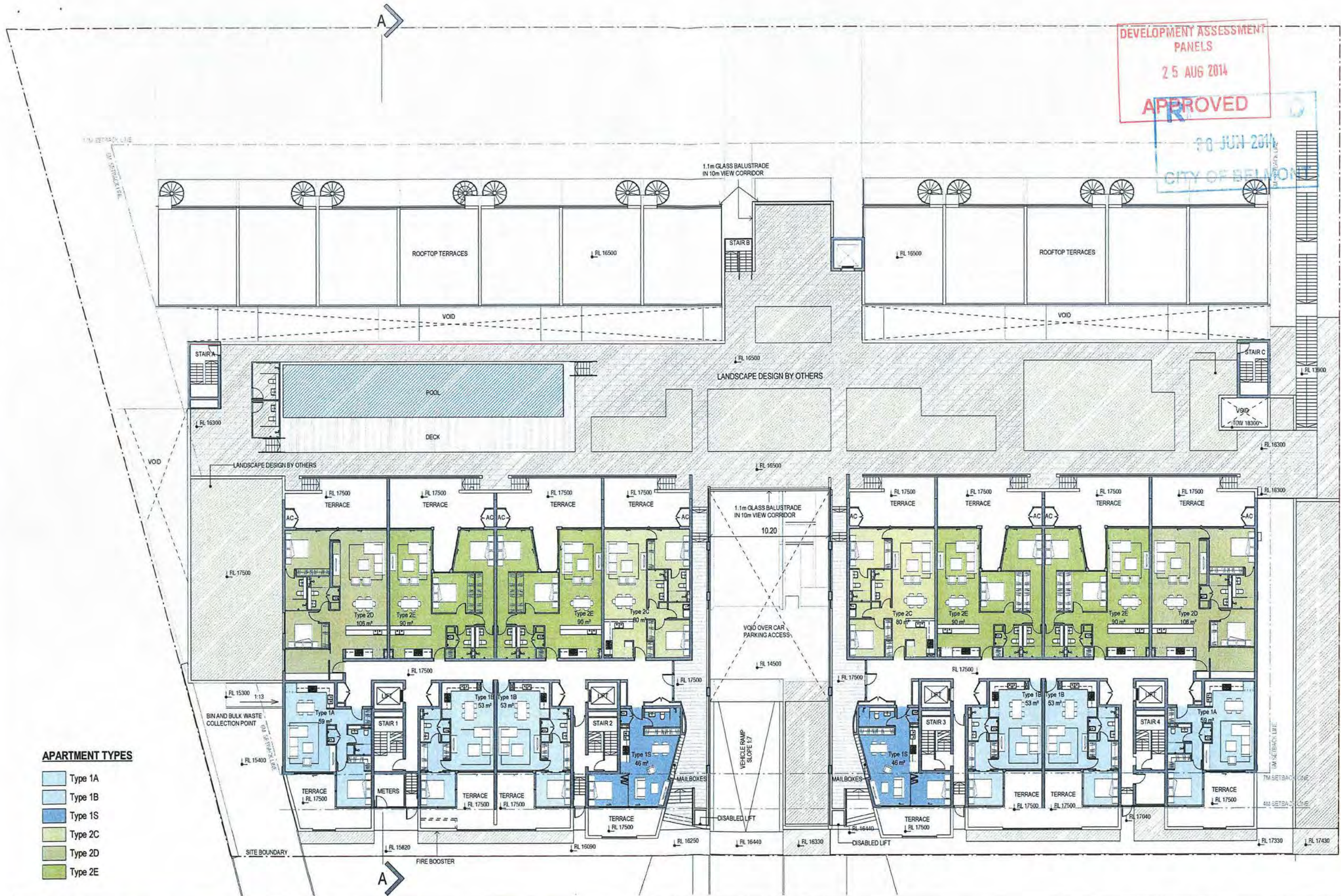
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CITY OF SEYMONT



DEVELOPMENT ASSESSMENT
PANELS
25 AUG 2014
APPROVED

APARTMENT TYPES
TYPE T1

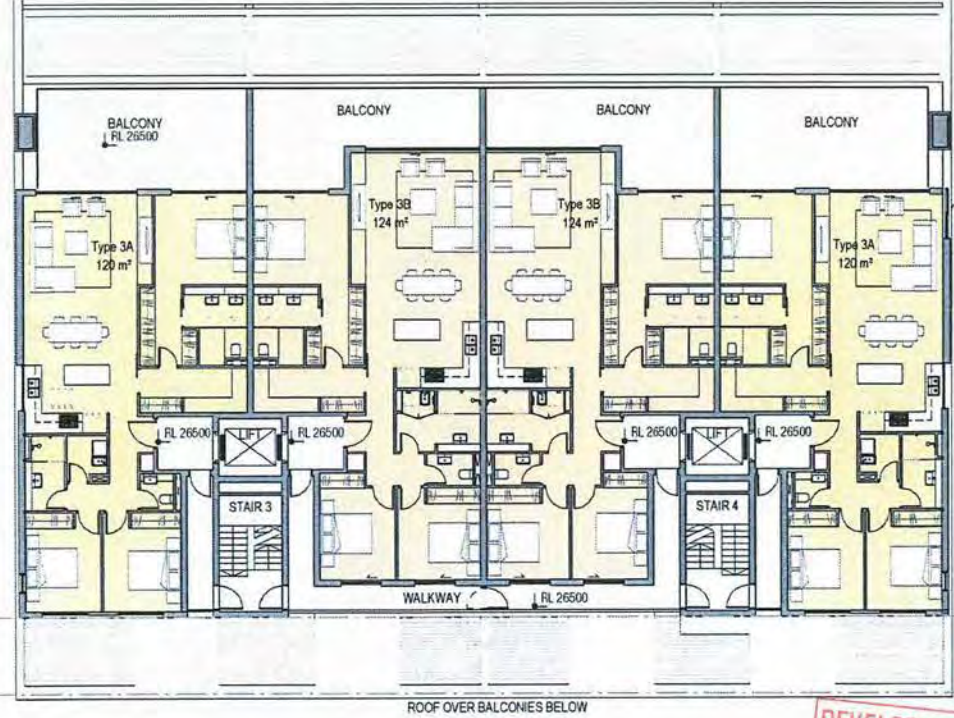
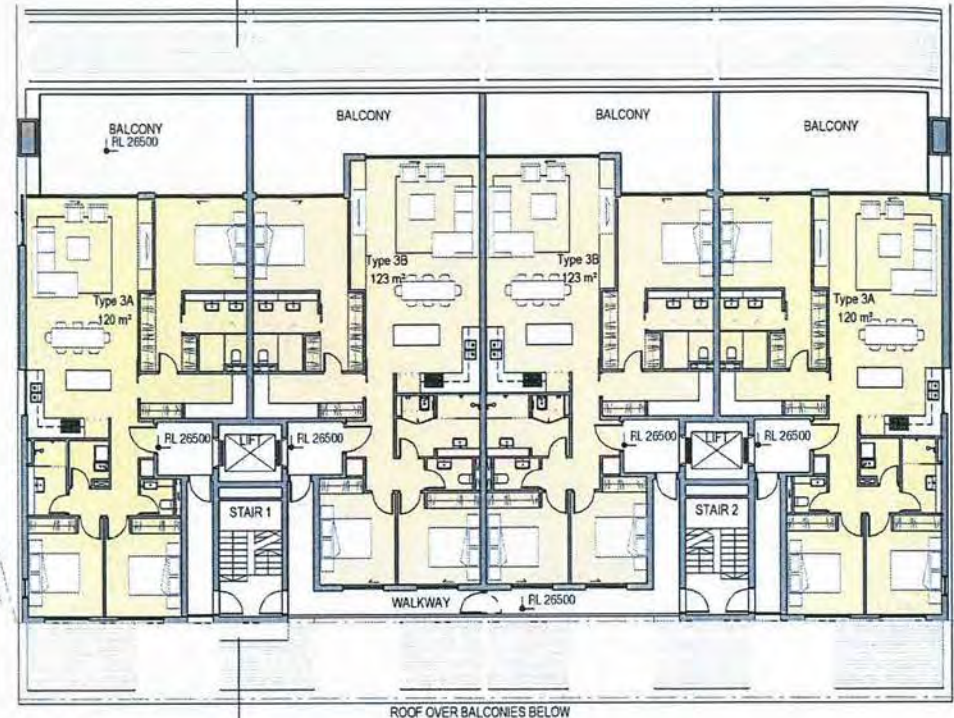
DEVELOPMENT ASSESSMENT
PANELS
25 AUG 2014
APPROVED
30 JUN 2014
CITY OF BELMONT



APARTMENT TYPES

- Type 1A
- Type 1B
- Type 1S
- Type 2C
- Type 2D
- Type 2E

A



APARTMENT TYPES

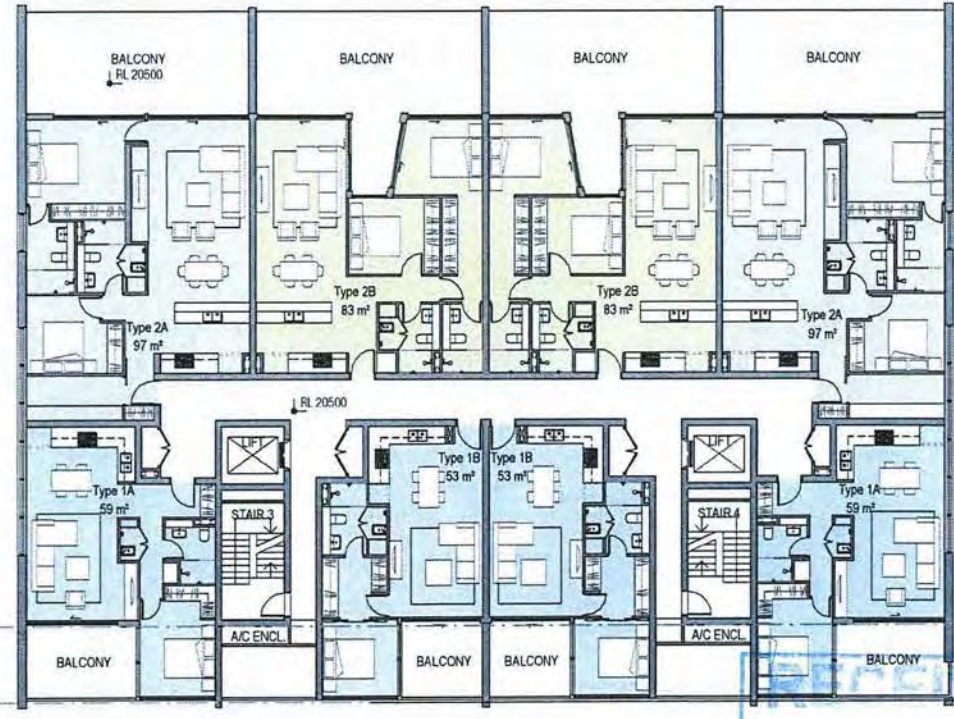
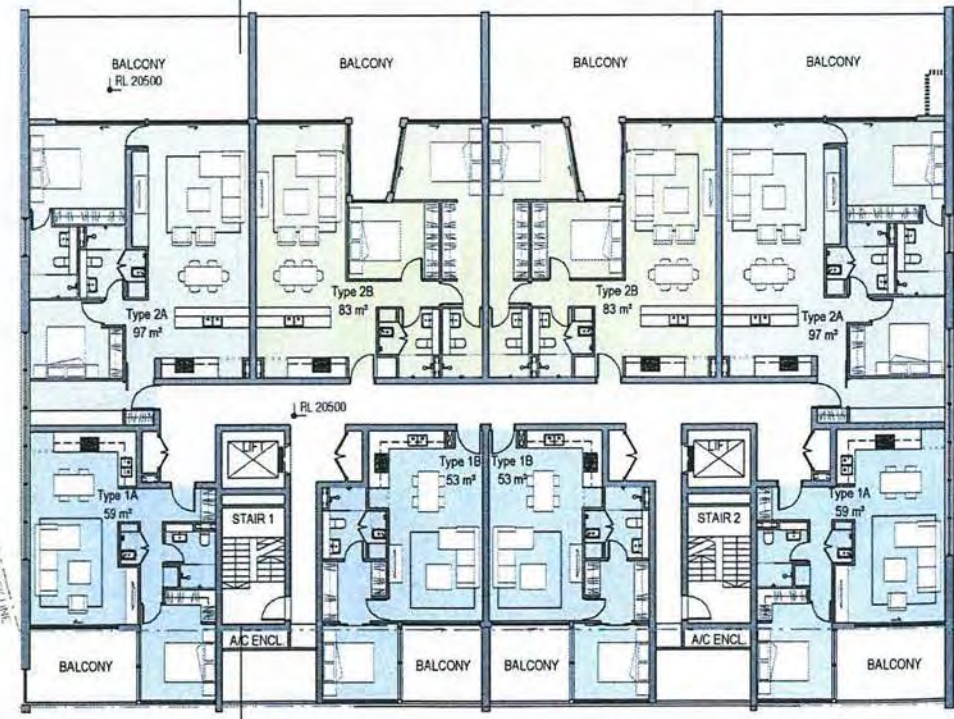
- Type 3A
- Type 3B

LEVEL 3

A

A

DEVELOPMENT ASSESSMENT
 PANELS
 25 AUG 2014
 APPROVED



APARTMENT TYPES

- Type 1A
- Type 1B
- Type 2A
- Type 2B



LEVEL 1-2

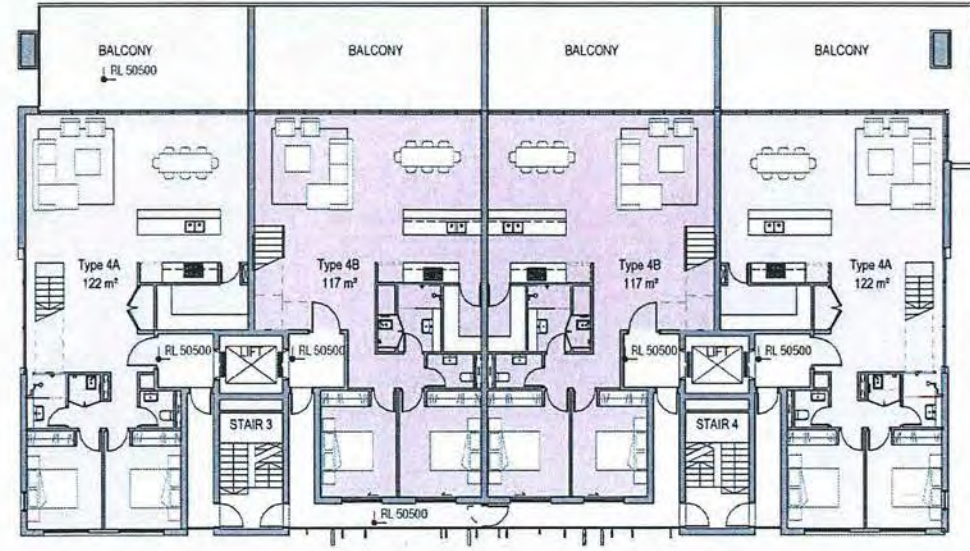
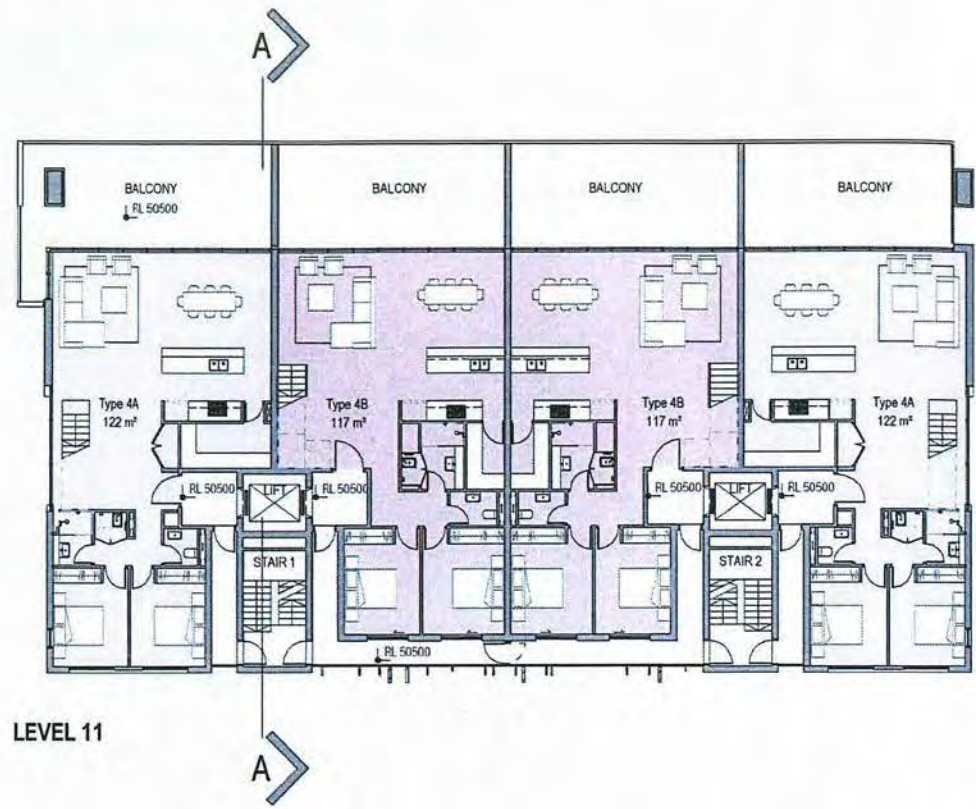
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 30 JUN 2014
 CITY OF BELMONT





APARTMENT TYPES

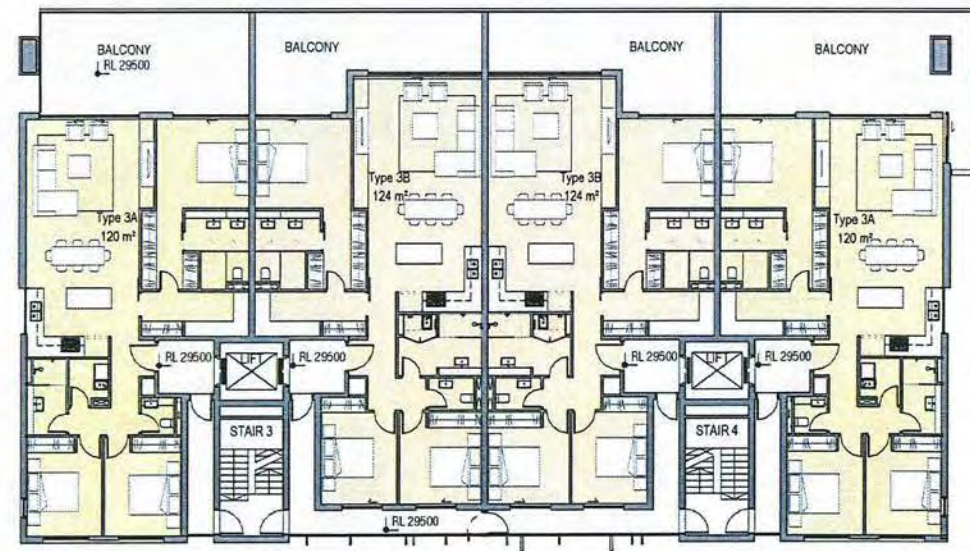
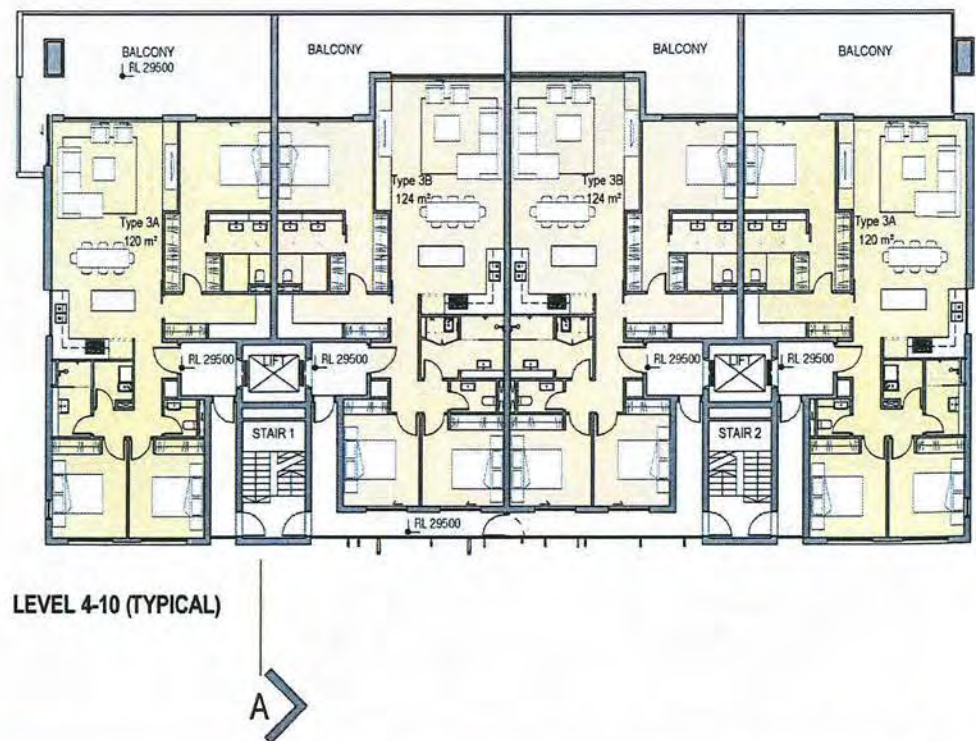
-  Type 4A
-  Type 4B



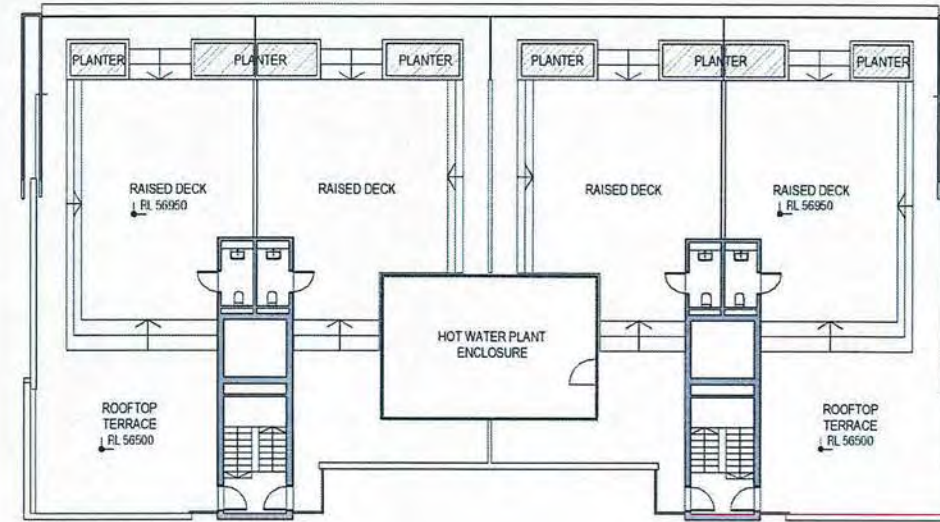
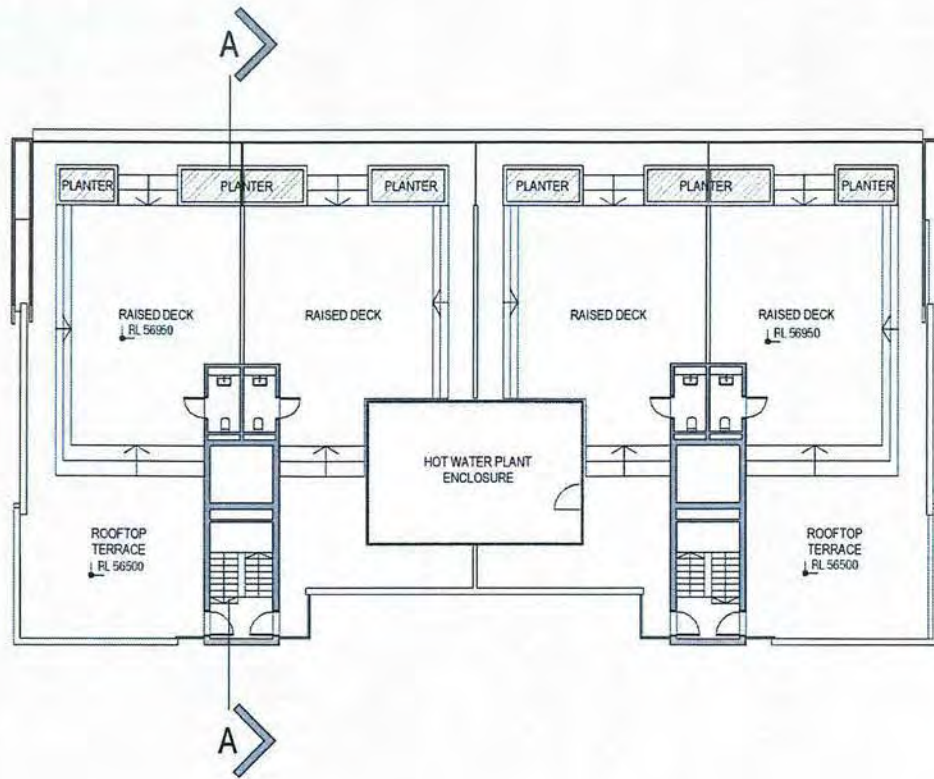
DEVELOPMENT ASSESSMENT
 PANELS
 25 AUG 2014
 APPROVED

APARTMENT TYPES

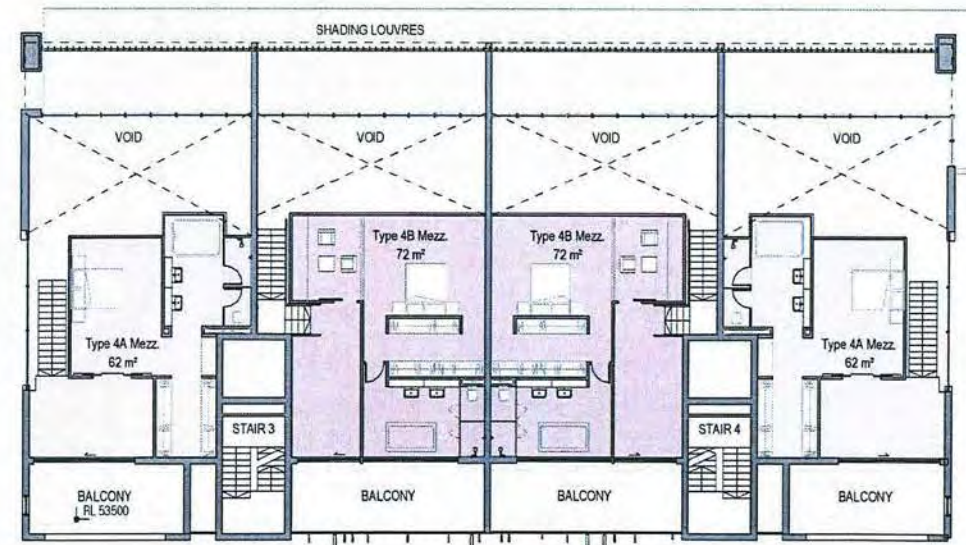
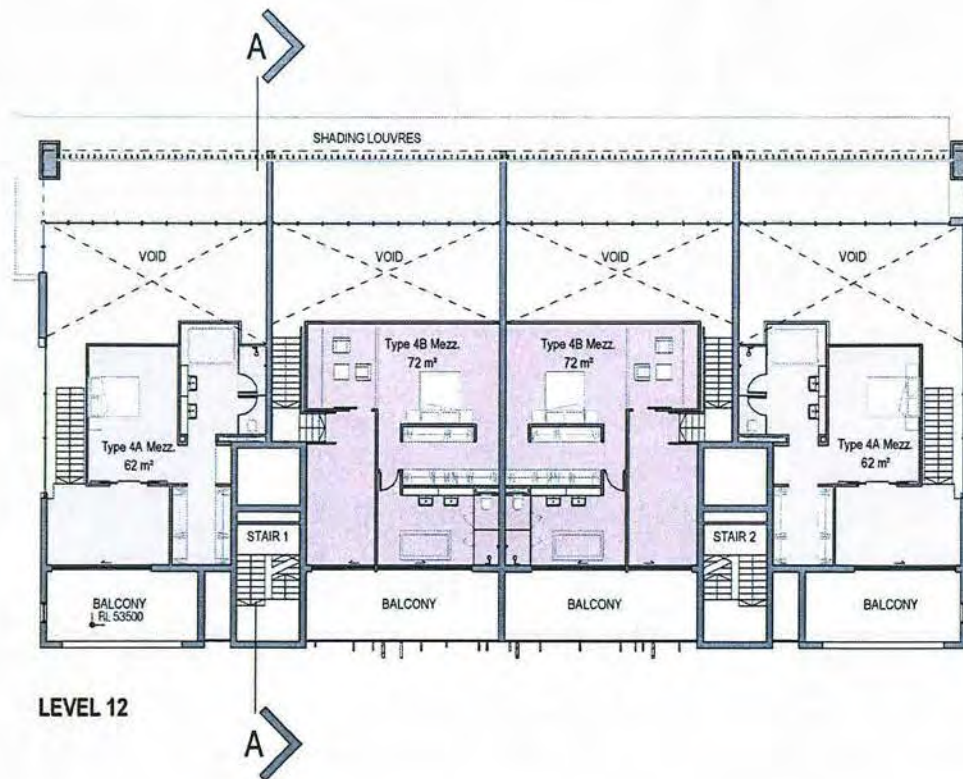
-  Type 3A
-  Type 3B



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DEVELOPMENT ASSESSMENT
PANELS
25 AUG 2014
APPROVED



APARTMENT TYPES

- Type 4A Mezz.
- Type 4B Mezz.

LEVEL 12





- UPPER ROOF 59.50 m
- LOWER ROOF 56.50 m
- LEVEL 12 53.50 m
- LEVEL 11 50.50 m
- LEVEL 10 47.50 m
- LEVEL 09 44.50 m
- LEVEL 08 41.50 m
- LEVEL 07 38.50 m
- LEVEL 06 35.50 m
- LEVEL 05 32.50 m
- LEVEL 04 29.50 m
- LEVEL 03 26.50 m
- LEVEL 02 23.50 m
- LEVEL 01 20.50 m
- GROUND FLOOR 17.50 m
- BASEMENT 1 UP 14.50 m
- BASEMENT 2 UP 11.50 m
- BASEMENT 3 LR 7.30 m
- BASEMENT 4 4.30 m

DEVELOPMENT ASSESSMENT
 PANELS
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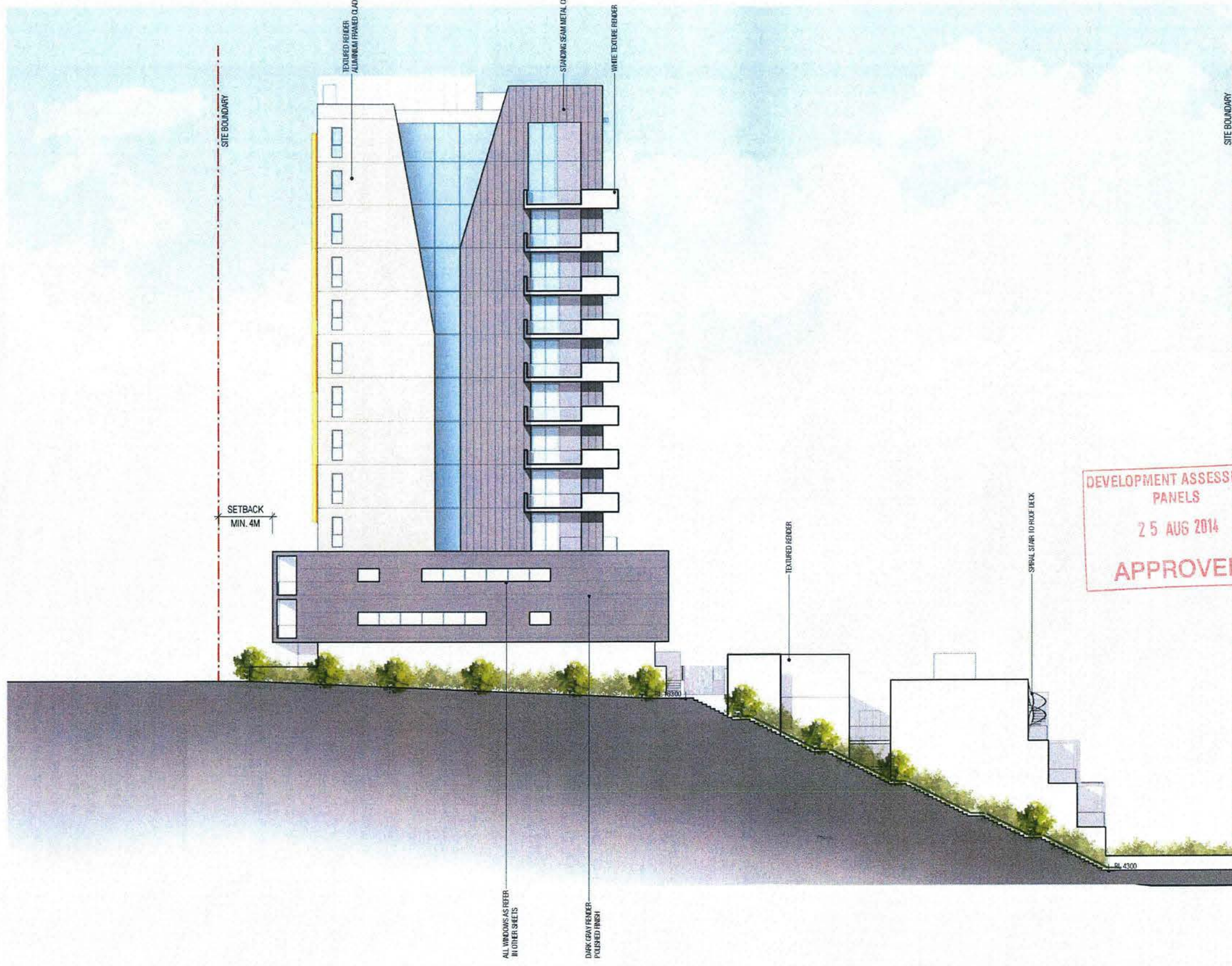
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PARAPET	57.50 m
LOWER ROOF	56.50 m
LEVEL 12	53.50 m
LEVEL 11	50.50 m
LEVEL 10	47.50 m
LEVEL 09	44.50 m
LEVEL 08	41.50 m
LEVEL 07	38.50 m
LEVEL 06	35.50 m
LEVEL 05	32.50 m
LEVEL 04	29.50 m
LEVEL 03	26.50 m
LEVEL 02	23.50 m
LEVEL 01	20.50 m
GROUND FLOOR	17.50 m
PODIUM LEVEL	16.30 m

FIRE BOOSTER
 VERTICAL BAR BALUSTER
 POWDERCOAT FINISH
 DARK BRONZE
 LIMESTONE CLADDING
 TO PLUMB
 LIMESTONE CLADDING TO
 ENTRY WALL
 DARK GRAY RENDER
 POLISHED FINISH
 VEHICULAR ENTRANCE
 TO CAR PARKING
 1.1m HIGH GLASS
 BALUSTRADE
 DISABLE PLATFORM LIFT
 MAIL BOX
 ANODIZED ALUMINIUM
 LOWER SCREEN
 TEXTURE RENDER FINISH

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SETBACK MINIMUM 7M EAST TOWER PODIUM TERRACE VILLA SETBACK MINIMUM 10M

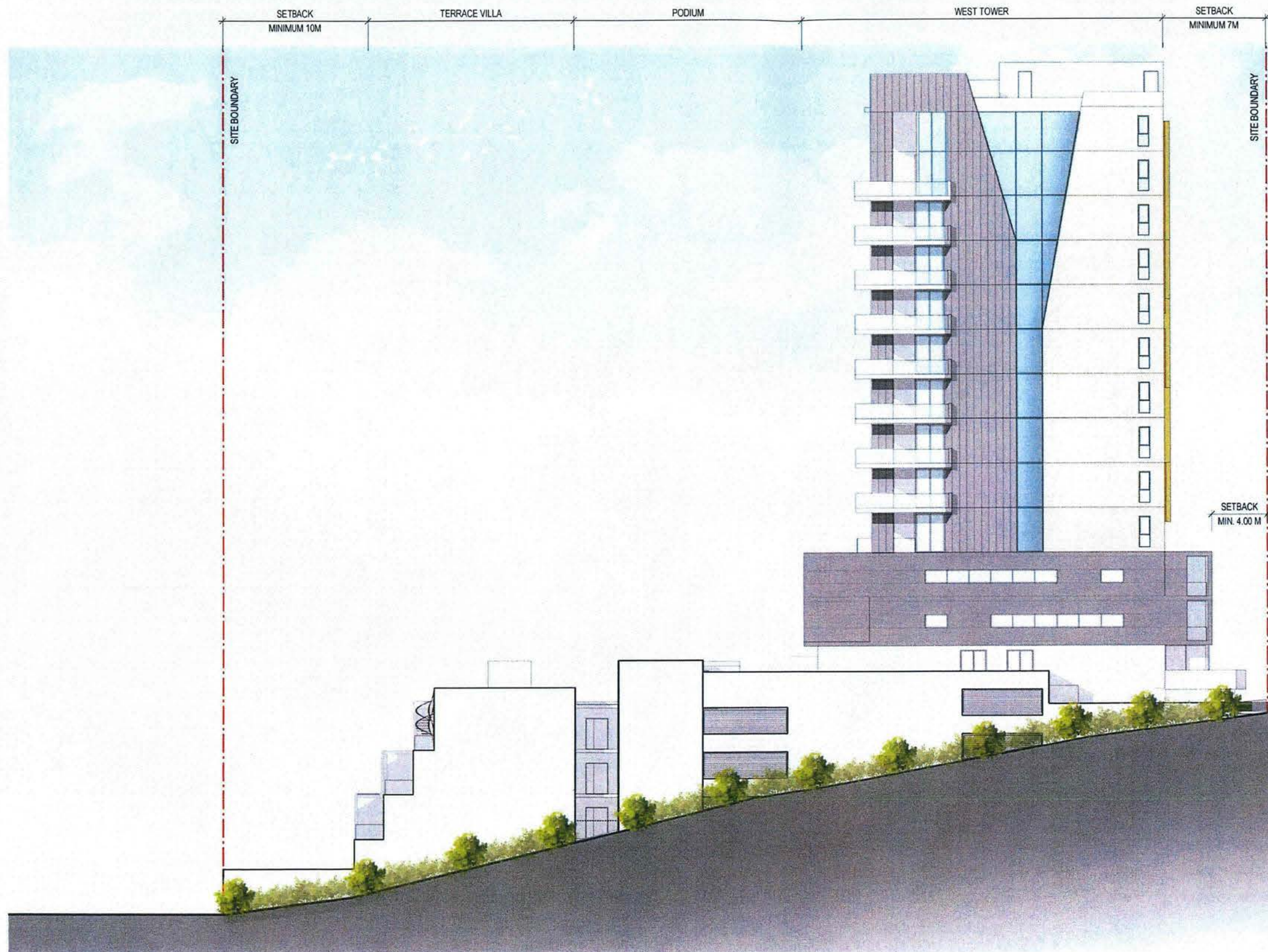


- UPPER ROOF 59.50 m
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- LEVEL 06 35.50 m
- LEVEL 05 32.50 m
- LEVEL 04 29.50 m
- LEVEL 03 25.50 m
- LEVEL 02 23.50 m
- LEVEL 01 20.50 m
- GROUND FLOOR 17.50 m
- PODIUM LEVEL 15.30 m
- BASEMENT 1 LR 13.30 m
- BASEMENT 2 LR 10.30 m
- BASEMENT 3 LR 7.30 m
- BASEMENT 4 4.30 m

DEVELOPMENT ASSESSMENT
 PANELS
 25 AUG 2014
 APPROVED

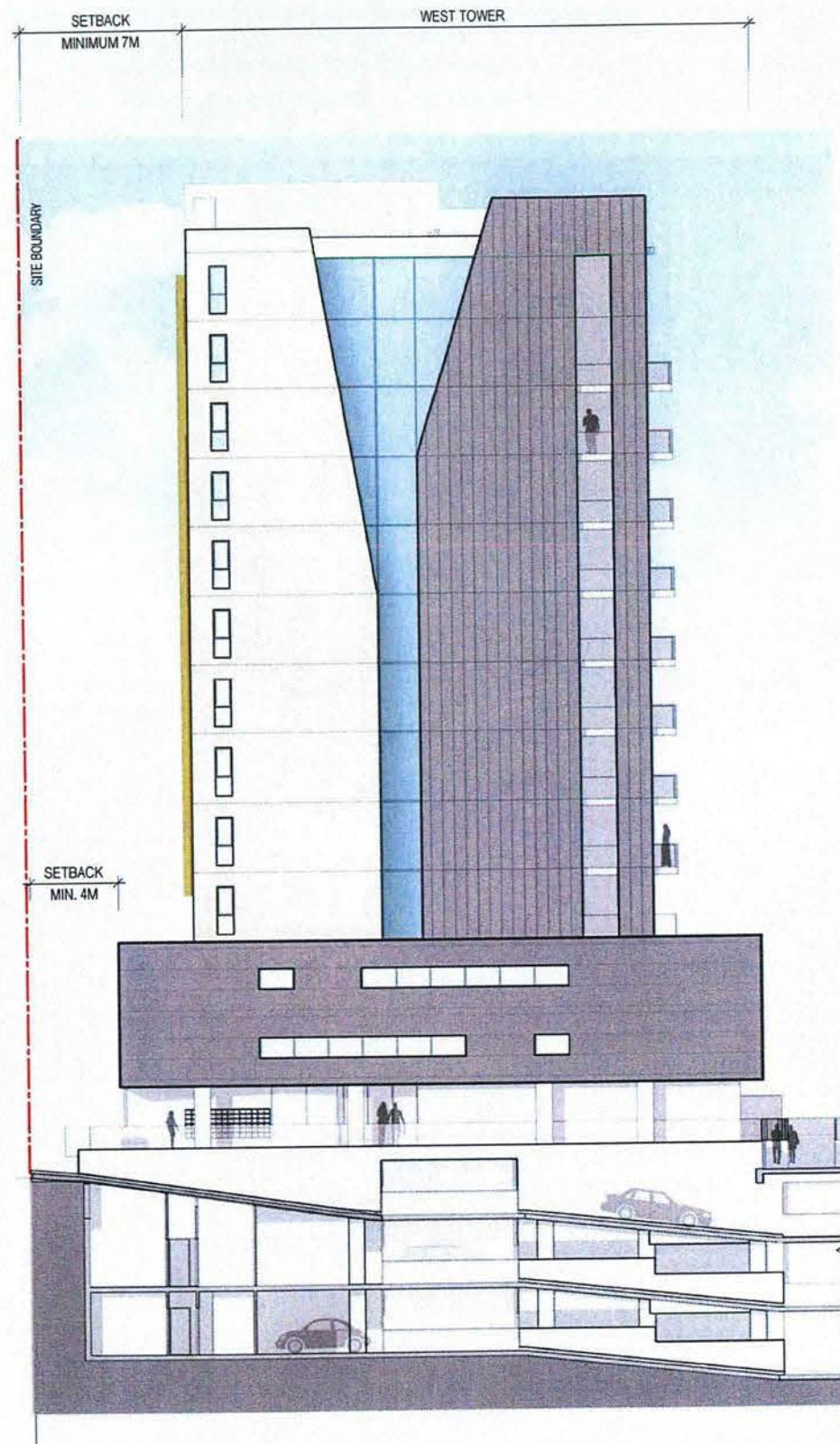
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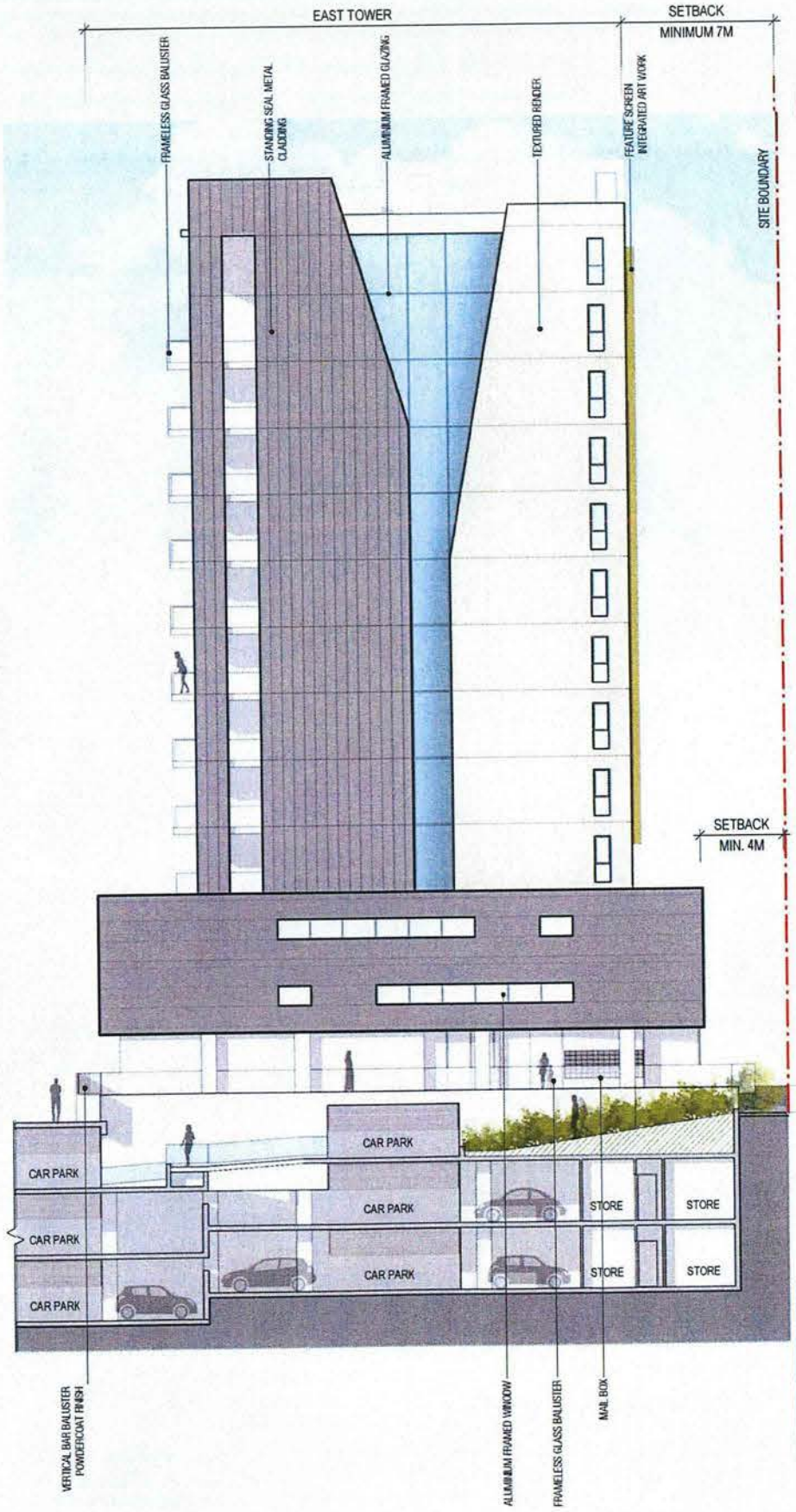


- UPPER ROOF 59.50 m
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- LEVEL 05 32.50 m
- LEVEL 04 29.50 m
- LEVEL 03 26.50 m
- LEVEL 02 23.50 m
- LEVEL 01 20.50 m
- GROUND FLOOR 17.50 m
- PODIUM LEVEL 16.30 m
- BASEMENT 1 LR 13.30 m
- BASEMENT 2 LR 10.30 m
- BASEMENT 3 LR 7.30 m
- BASEMENT 4 4.30 m

DEVELOPMENT ASSESSMENT
PANELS
25 AUG 2014
APPROVED



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- GROUND FLOOR 17.50 m
- PODIUM LEVEL 16.30 m
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- BASEMENT 2 LR 10.30 m
- BASEMENT 3 LR 7.30 m



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CITY OF BELMONT



VIEW FROM SOUTH-WEST



DEVELOPMENT ASSESSMENT
PANELS
25 AUG 2014
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VIEW FROM NORTH-WEST



Form 2 - Responsible Authority Report (Regulation 17)

Property Location:	Lot 1001 (No. 12) Charles Street, South Perth [previously Lots 151-153 Nos. 12-16]
Application Details:	Proposed Amendment (Validity of Approval) to Approved Non-Residential Development Comprising 'Office' and 'Café/Restaurant' in a Nine Storey Building
DAP Name:	Metro Central JDAP
Applicant:	PTS Town Planning Pty Ltd
Owner:	Broadway Pty Ltd
LG Reference:	11.2013.251.2
Responsible Authority:	City of South Perth
Authorising Officer:	Cameron Howell, Acting Senior Planning Officer
Department of Planning File No:	DAP/13/00447
Report Date:	6 May 2015
Application Receipt Date:	16 March 2015
Application Process Days:	60 Days
Attachment(s):	1. Original Determination Notice and Approved Plans (15 August 2013) 2. Applicant's Supporting Letter

Officer Recommendation:

That the Metro Central JDAP resolves to:

1. **Approve** that the DAP Application reference DAP/13/00447 as detailed on the DAP Form 2 dated 16 March 2015 is appropriate for consideration in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*;
2. **Approve** the DAP Application reference DAP/13/00447 as detailed on the DAP Form 2 dated 16 March 2015 and the plans previously approved by the Metro Central JDAP in accordance with the provisions of the clause 7.9 of the City of South Perth Town Planning Scheme No. 6, for the proposed amendment (validity of approval) to approved non-residential development comprising 'office' and 'café/restaurant' in a nine storey building at Lot 1001 (No. 12) Charles Street, South Perth [previously Lots 151-153 Nos. 12-16], subject to:

Amended Conditions

18. The validity of this approval shall cease if construction is not substantially commenced within 36 months of the date of planning approval. The date of planning approval is 15 August 2013.

All other conditions and requirements detailed on the previous approval dated 15 August 2013 shall remain unless altered by this application.

Alternate Recommendation:

The City has no alternative recommendation.

Background:

Insert Property Address:	Lot 1001 (No. 12) Charles Street, South Perth [previously Lots 151-153 Nos. 12-16]
Insert Zoning	MRS: Urban
	TPS: Special Control Area 1 – South Perth Station Precinct
Insert Use Class:	Café/Restaurant - Preferred Office - Preferred
Insert Strategy Policy:	Not Applicable
Insert Development Scheme:	City of South Perth Town Planning Scheme No. 6
Insert Lot Size:	1784m ²
Insert Existing Land Use:	Vacant land (previously Office)
Value of Development:	\$19 million

The Metro Central JDAP conditionally approved this development on 15 August 2013. The validity of this planning approval will cease on 15 August 2015, unless construction substantially commences by this date or the approval's validity is extended.

The previous developments on the subject site have since been demolished. The original three lots that form the subject site have been amalgamated into one lot.

The applicant submitted an application to the City in March 2015, to extend the approval's validity, as the developer has had difficulty in finding tenants to occupy the development, to enable the construction to proceed.

Details: outline of development application

The applicant has requested an amendment to Condition 18 of the Metro Central JDAP's planning approval dated 15 August 2013, to extend the validity of the approval for an additional 36 months, from 15 August 2015 until 15 August 2018.

Condition 18 of the Metro Central JDAP's planning approval dated 15 August 2013 is as follows:

- 18. The validity of this approval shall cease if construction is not substantially commenced within 24 months of the date of planning approval.*

No changes to the development plans or the other planning conditions or advice notes are proposed.

Legislation & policy:

Legislation

Planning and Development Act 2005

City of South Perth Town Planning Scheme No. 6, specifically clause 7.9, Part IX and Schedule 9.

State Government Policies

Nil

Local Policies

There are no local planning policies applicable to the proposed amendment.

Consultation:

Public Consultation

No public consultation was necessary for the proposed amendment.

Consultation with other Agencies or Consultants

No consultation with other agencies or City departments was necessary for the proposed amendment.

Planning assessment:

As the proposed amendment does not propose alterations to the approved development, no further assessment of the development plans is necessary.

Validity of Approval

TPS6 clause 7.9 contains the provisions applicable to the determination of applications for planning approval.

The existing Condition 18 is in accordance with TPS6 clause 7.9(4), which specifies the validity timeframe for all planning applications considered under the Scheme.

- (4) *Where the Council grants planning approval, that approval:*
- (a) *shall require substantial commencement of the development within 24 months from the date of approval or such other period as Council may nominate;*
 - (b) *shall lapse if the development is not substantially commenced within the time period referred to in paragraph (a).*

Amendments to the conditions of a current planning approval, including the period of validity, can be permitted, in accordance with TPS6 clause 7.9(7).

- (7) (a) *Where a planning approval has been issued under this Scheme and remains current, an application in writing may be made requesting the Council to reconsider that approval in relation to:*
- (i) *varying the conditions of the approval; or*
 - (ii) *extending the period of validity of the approval nominated pursuant to sub-clause (4) with the maximum permissible extension of that period being 12 months,*
- without the need for a new application for planning approval to be lodged.*
- (b) *Where, pursuant to paragraph (a), the Council reconsiders a planning approval, the appeal provisions of the Act and clause 9.5 of the Scheme shall apply from the date on which the Council determines that request for reconsideration.*

In accordance with TPS6 clause 7.9(7)(a)(ii), the maximum permissible extension to a current planning approval is 12 months, being 15 August 2016 for this development. Accordingly, the applicant's request for a 36 month extension is not permitted by the Scheme.

If the applicant wishes to pursue having a planning approval with a 36 month validity, a new planning application (DAP Form 1) will need to be submitted for consideration.

The approved development is observed not to conflict with subsequent gazetted and proposed Scheme Amendments, including the new Schedule 9A in proposed Amendment 46, which would replace the existing Schedule 9 provisions applicable to comprehensive new developments in the South Perth Station Precinct.

The City has recommended an amended Condition 18, which would extend the validity of approval until 15 August 2016, in accordance with the maximum extension permitted by the Scheme.

Council Recommendation:

The proposed development has not been considered by the Council of the City of South Perth. Accordingly, the Council has not provided a recommendation or comments on the proposal.

Conclusion:

The applicant's request to extend the validity of the existing planning approval for an additional 36 months is not permitted by the Scheme. Accordingly, a 12 month extension to the original 24 month validity has been recommended.



LG Ref: 11.2013.251
DoP Ref: DP/13/00447
Enquiries: Development Assessment Panels
Telephone: (08) 6551 9919

COPY

City of South Perth			
Folder No. <u>CH2/12</u>			
28 AUG 2013			
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<input type="checkbox"/> FS	<input type="checkbox"/> EI	<input type="checkbox"/> HR	<input type="checkbox"/> RAN <input type="checkbox"/> _____

Mr Edwin Bollig
Bollig Design Group Pty Ltd
8 Cook Street
WEST PERTH WA 6005

Dear Mr Bollig

**Metro Central JDAP – City of South Perth – DAP Application 11.2013.251
Lot 151-153 (12-16) Charles Street, South Perth
Proposed Office Development**

Thank you for your application and plans submitted to the City of South Perth on 22 May 2013 for the above development at the above mentioned site.

This application was considered by the Metro Central JDAP at its meeting held on Thursday, 15 August 2013, where in accordance with the provisions of the City of South Perth Town Planning Scheme No. 6, it was resolved to approve the application as per the attached notice of determination.

Should the applicant not be satisfied by this decision, a DAP Form 2 application may be made to amend or cancel this planning approval in accordance with Regulation 17 of the Development Assessment Panel Regulations 2011.

Also be advised that there is a right of review by the State Administrative Tribunal in accordance with Part 14 of the *Planning and Development Act 2005*. An application must be made within 28 days of the determination in accordance with the *State Administrative Tribunal Act 2004*.

Should you have any enquiries in respect to the conditions of approval please contact Mr Mark Scarfone at the City of South Perth on 9474 0732.

Yours sincerely

DAP Secretariat

23/8/2013

Encl. DAP Determination Notice
Approved plans

Cc: Mr Mark Scarfone
City of South Perth
Civic Centre, Corner Sandgate Street and South Terrace
SOUTH PERTH WA 6151





Planning and Development Act 2005

City of South Perth Town Planning Scheme No. 6

Metro Central Joint Development Assessment Panel

**Determination on Development Assessment Panel
Application for Planning Approval**

Location: Lot 151-153 (12-16) Charles Street, South Perth

Description of proposed Development: Proposed Office Development

In accordance with Regulation 8 of the *Development Assessment Panels Regulations 2011*, the above application for planning approval was **granted** on Thursday, 15 August 2013, subject to the following:

That the Metro Central Joint Development Assessment Panel resolves to:

Approve DAP Application reference 11.2013.251.1 and accompanying plans SK00 – SK21 (received 23 July 2013) in accordance with Clause 7.9 of the City of South Perth Town Planning Scheme No. 6, subject to the following conditions and important notes:

- (1) **Revised drawings** shall be submitted to the satisfaction of the City *as part of a Building Licence application*, and such drawings shall incorporate the following:
 - (i) The dimensions of the car parking bays and access-ways shall comply with appropriate Australian Standards.
 - (ii) The rear setback, above the podium height, of the proposed development be increased to a minimum of 3.0 metres as required by Schedule 9 – Table 1 Element 7.3(a) of TPS6.
- (2) Lots 151, 152 and 153 shall be amalgamated on a compiled Diagram of Survey and application for a new Certificate of Title shall be lodged with the Land Titles Office. A building permit will not be issued until the new Certificate of Title is issued (Refer to Important Note No. 3).
- (3) The surface of the boundary wall(s) on the, eastern, western and southern side of the lot, shall be finished to match the external walls of the building on the development site. Details in this respect are to be included on the plans *submitted with a building permit application*.
- (4) The applicant/developer and the owners are to comply with the requirements set out in Council Policy P352 "Final Clearance Requirements for Completed Buildings". Policy P352 requires the applicant to engage a licensed land surveyor, drawn from the City's panel, to undertake survey measurements on a floor-by-floor basis. The surveyor is to submit progressive reports to the City regarding compliance with the approved building permit documents. The City will not issue final clearance certificates until satisfied that the completed



- building is consistent with the building licence documents and the requirements of other relevant statutes.
- (5) Details of the proposed colours of the external materials shall be submitted for approval by the City, prior to the issuing of a building permit.
 - (6) The property shall not be used for the use hereby granted until an inspection has been carried out by a Council Officer and the City is satisfied that the conditions of planning approval have been complied with.
 - (7) This planning approval does not permit the display of any signage on the building or on the site. A new application for planning approval will be required if signage is proposed to be displayed.
 - (8) No City infrastructure inclusive of street trees, and crossovers shall be removed, or disturbed in any way without the prior consent of the City's Infrastructure Services.
 - (9) The designated visitor parking bays shall be clearly identified on site by means of a sign bearing the words "**Visitors' Parking Only**" in accordance with the requirements of clause 6.3 (11) of *Town Planning Scheme No. 6*.
 - (10) In accordance with the requirements of Clause 6.4 (5) of *Town Planning Scheme No. 6*, end of trip facilities for cyclists shall be provided for the use of staff. The design and location of those facilities shall be to the satisfaction of the City and the facilities shall be provided at the following ratios:
 - (i) Number of secure clothes lockers- 1 per bay (total of 58) and
 - (ii) Number of showers- 1 male and 1 female shower in separate change rooms per 10 bays (total 6 male showers and 6 female showers).
 - (11) The car parking bays shall be marked on site as indicated on the approved site plan, in order to comply with the requirements of clause 6.3(10)(c) of *Town Planning Scheme No. 6* and such marking shall be subsequently maintained so that the delineation of parking bays remains clearly visible at all times.
 - (12) Hard standing areas approved for the purpose of car parking or vehicle access shall be maintained in good condition at all times, free of potholes and dust and shall be adequately drained in accordance with the requirements of Clause 6.3 (10) of *Town Planning Scheme No. 6*.
 - (13) Any required filling or excavation of the site shall be retained by embankments or walls, details of which are to be incorporated in the working drawings submitted in support of a building permit application.
 - (14) Any required retaining walls along lot boundaries shall be constructed immediately after excavation or filling has been carried out.
 - (15) The height of any letterbox, electricity installation, bin enclosure, or other structure, fence, wall or hedge within 1.5 metres of any vehicle driveway where it meets a street alignment shall not exceed the 0.75 metre limit to



demonstrate compliance with the intent of clause 6.2.6 (A6) of the Residential Design Codes.

- (16) All plumbing fittings on external walls shall be concealed from external view as required by Clause 7.5(k) of Town Planning Scheme No. 6.
- (17) In accordance with the provisions of Clause 6.8(2) of *Town Planning Scheme No. 6*, all subsoil water and stormwater from the property shall be discharged into soak wells or sumps located on the site unless special arrangements can be made to the satisfaction of the City Infrastructure Services for discharge into the street drainage system.
- (18) The validity of this approval shall cease if construction is not substantially commenced within 24 months of the date of planning approval.

ADVICE NOTES:

- (1) This planning approval is **not** an authorisation to commence construction. A **building permit must be obtained** from Council's Building Services Department prior to commencing any work of a structural nature.
- (2) The applicant is advised of the need to comply with the relevant requirements of the City's Environmental Health Services and Engineering Infrastructure Services (list of requirements attached).
- (3) The amalgamation procedure leading to the issuing of new certificates of title extends over approximately **3-months**, and a building licence may not be issued until the new titles have been issued.

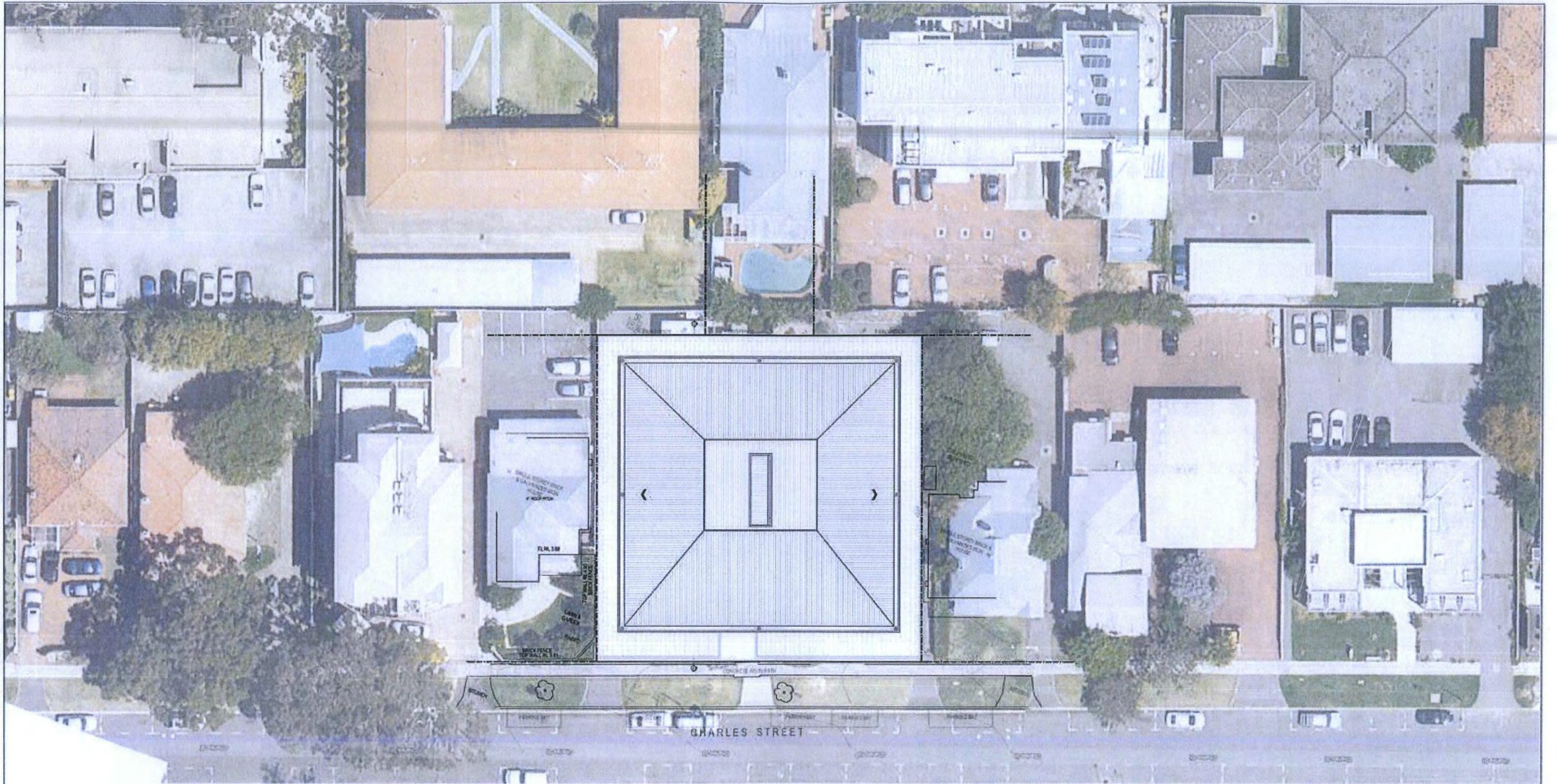
Therefore, to avoid delay in obtaining a building licence, it is important for the Applicant to commence the amalgamation procedure without delay. A licensed building surveyor is typically engaged for this purpose.

- (4) In accordance with Council Policy P101 "Public Art", the City encourages the owner / private developer of the subject site to contribute towards public art commissions within the vicinity of the development. As a guide, the City's Policy requires a contribution of 2% of the total cost of capital projects to be made towards public art in new above ground urban design, public open space and community building constructions and redevelopment projects.

The applicant is advised to discuss this matter further with Manager-Community, Culture and Recreation.

- (5) If any boundary fencing is required, the applicant is advised, to liaise with the City of South Perth to determine if any further approvals are required.

Where an approval has so lapsed, no development shall be carried out without further approval having first been sought and obtained, unless the applicant has applied and obtained Development Assessment Panel approval to extend the approval term under regulation 17(1)(a) of the *Development Assessment Panel Regulations 2011*.



SITE PLAN

SK 00

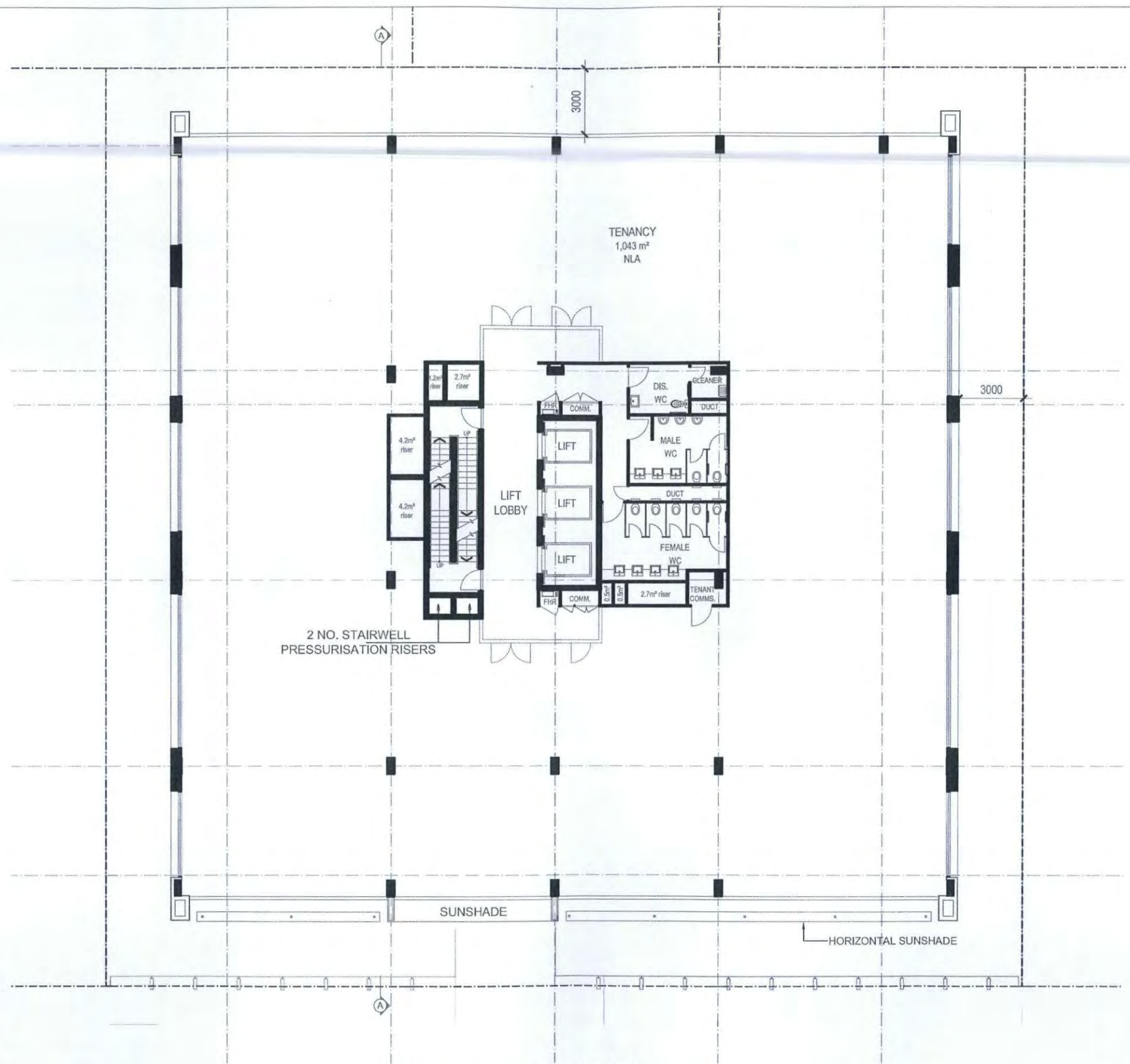
SITE PLAN
OFFICE DEVELOPMENT
 12-16 CHARLES ST, SOUTH PERTH

JOB NO 1282
 DATE JULY 2013
 SCALE 1:200 @A3



DEVELOPMENT ASSESSMENT
 PANELS
 15 AUG 2013
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CHARLES STREET

SK 10

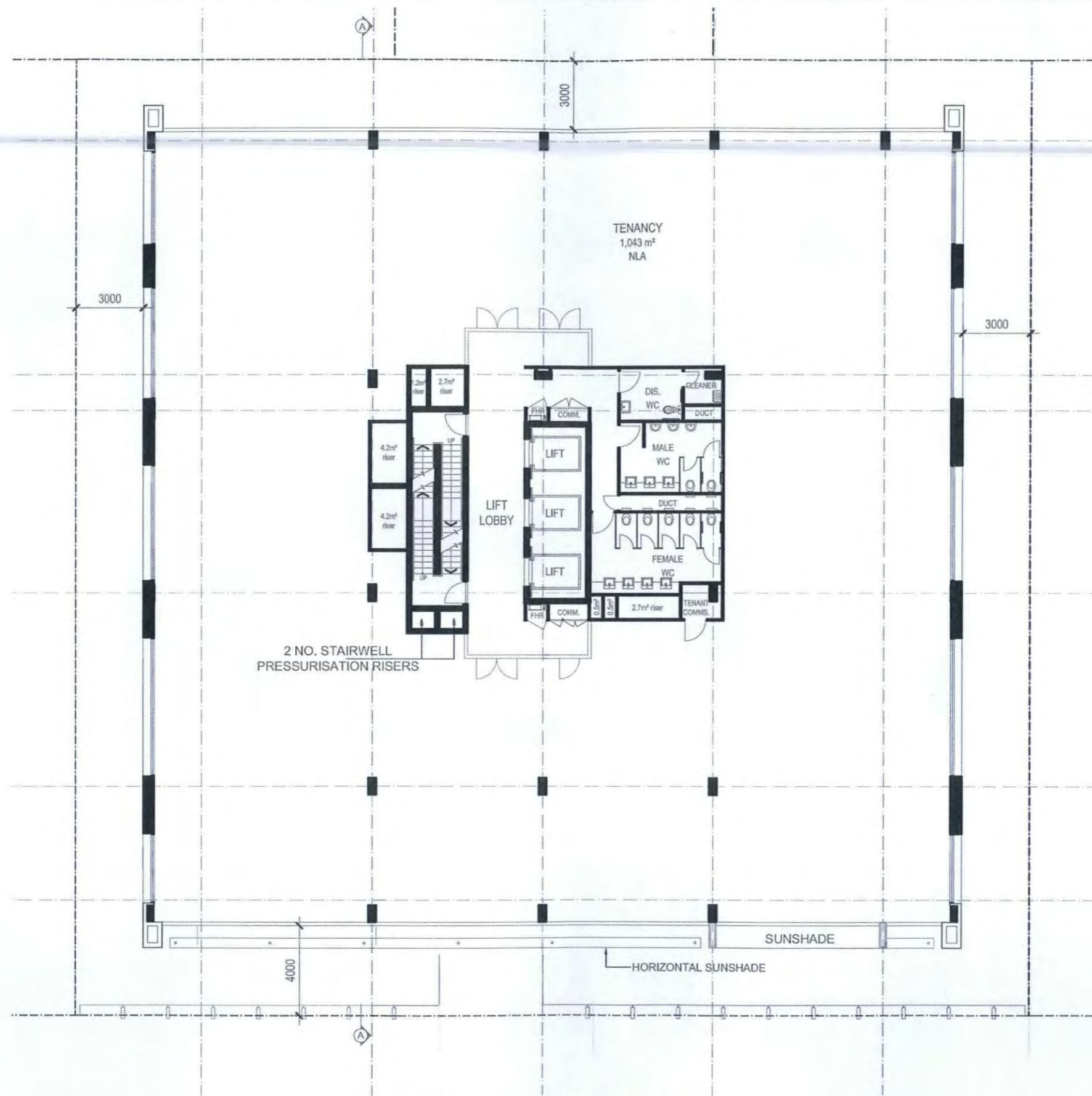
LEVEL 8 FLOOR PLAN
OFFICE DEVELOPMENT
 12-16 CHARLES ST, SOUTH PERTH

JOB NO 1282
 DATE JUNE 2013
 SCALE 1:200 @A3



**DEVELOPMENT ASSESSMENT
 PANELS**
 15 AUG 2013
APPROVED

bdb
 Architecture
 Interior Design
 Planning & Permitting
 Project Management
 4 Cook Street, E. Subiaco WA 6008
 T: 91 4321 4102 F: 91 4321 3333
 W: www.bdb.com.au
 100% GREEN BUILDING DESIGN



CHARLES STREET

SK 09

LEVEL 7 FLOOR PLAN
OFFICE DEVELOPMENT
 12-16 CHARLES ST, SOUTH PERTH

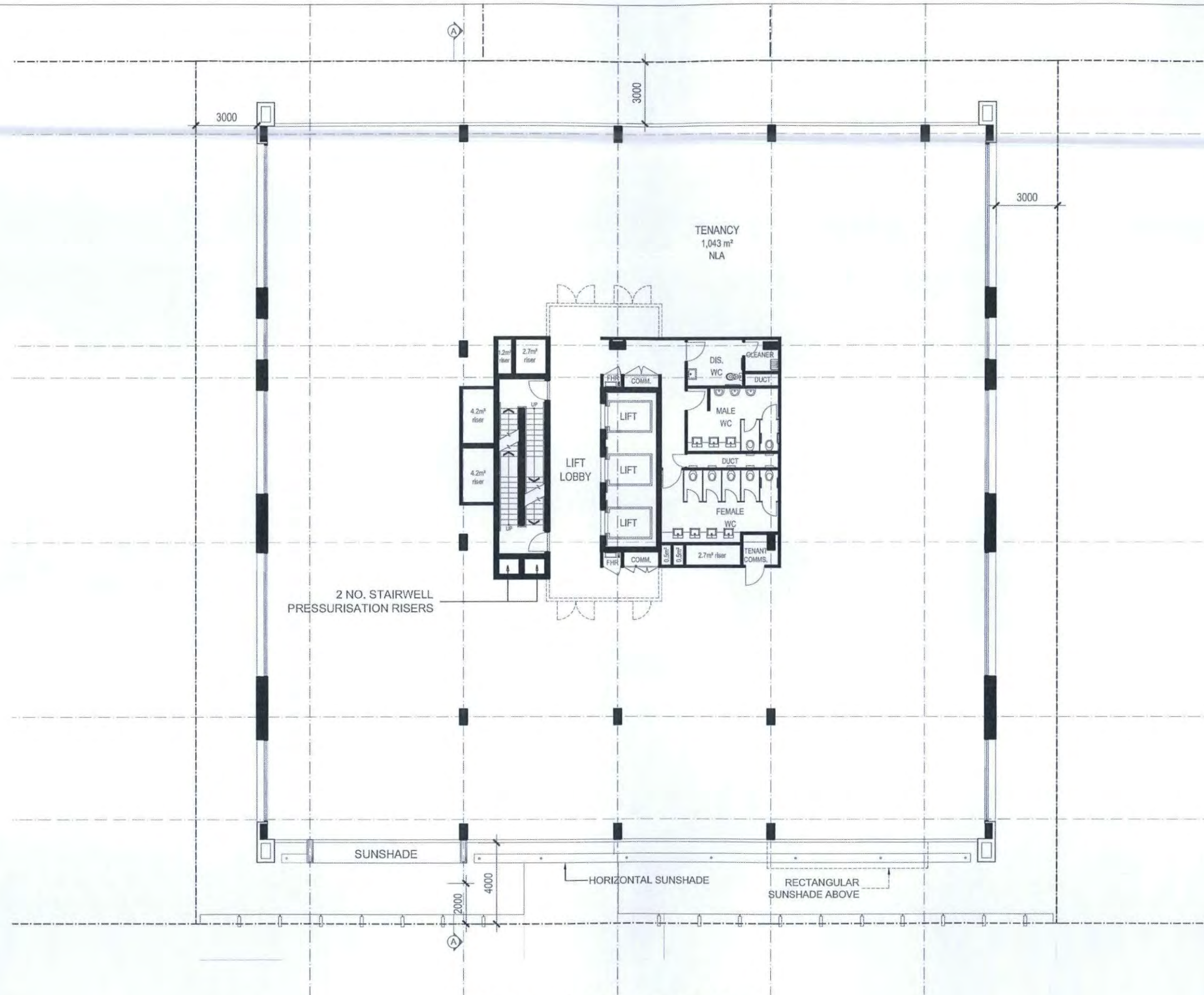
JOB NO 1282
 DATE JUNE 2013
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DEVELOPMENT ASSESSMENT
 PANELS
 15 AUG 2013
 APPROVED

bdg
 Architects
 Urban Design
 Master Planning
 Urban Planning

Tel: 81 832 1412 Fax: 81 8487 8229
 4 Cook Street, South Perth, Western Australia 6150
 Perth, Western Australia
 WA 6150



TENANCY
1,043 m²
NLA

2 NO. STAIRWELL
PRESSURISATION RISERS

SUNSHADE

HORIZONTAL SUNSHADE

RECTANGULAR
SUNSHADE ABOVE

CHARLES STREET

DEVELOPMENT ASSESSMENT
PANELS
15 AUG 2013
APPROVED

SK 08

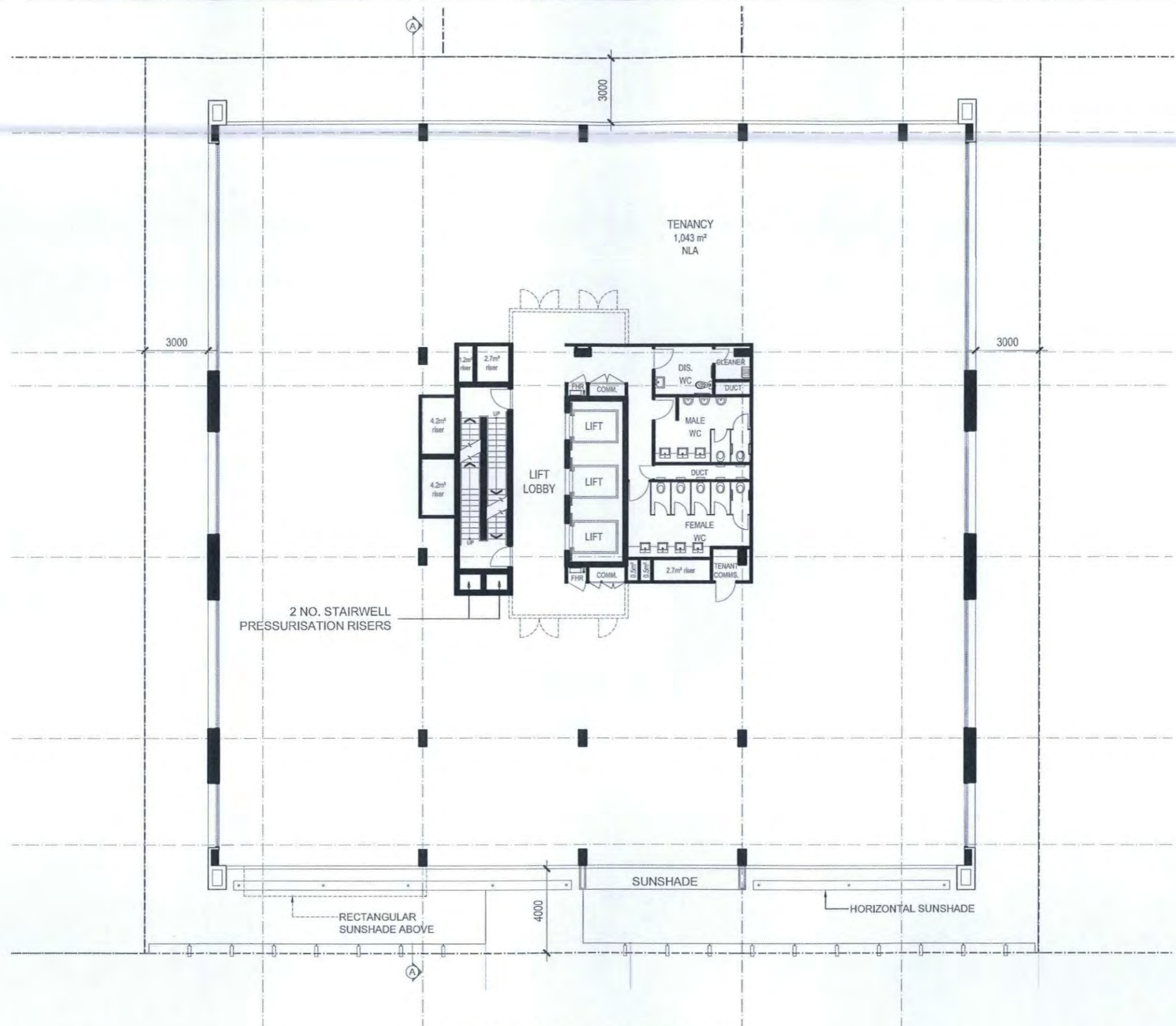
LEVEL 6 FLOOR PLAN
OFFICE DEVELOPMENT
12-16 CHARLES ST, SOUTH PERTH

JOB NO 1282
DATE JUNE 2013
SCALE 1:200 @A3



bdg
Architects
Interior Design
Master Planning
Urban Design

bdg Design Group • 8 Cook Street, E. Subiaco, Perth WA 6008
Tel: 08 9437 4422 • Fax: 08 9437 8033
Email: info@bdg.com.au • www.bdg.com.au



TENANCY
1,043 m²
NLA

LIFT LOBBY

2 NO. STAIRWELL
PRESSURISATION RISERS

SUNSHADE

HORIZONTAL SUNSHADE

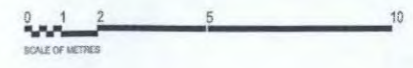
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SUNSHADE ABOVE

CHARLES STREET

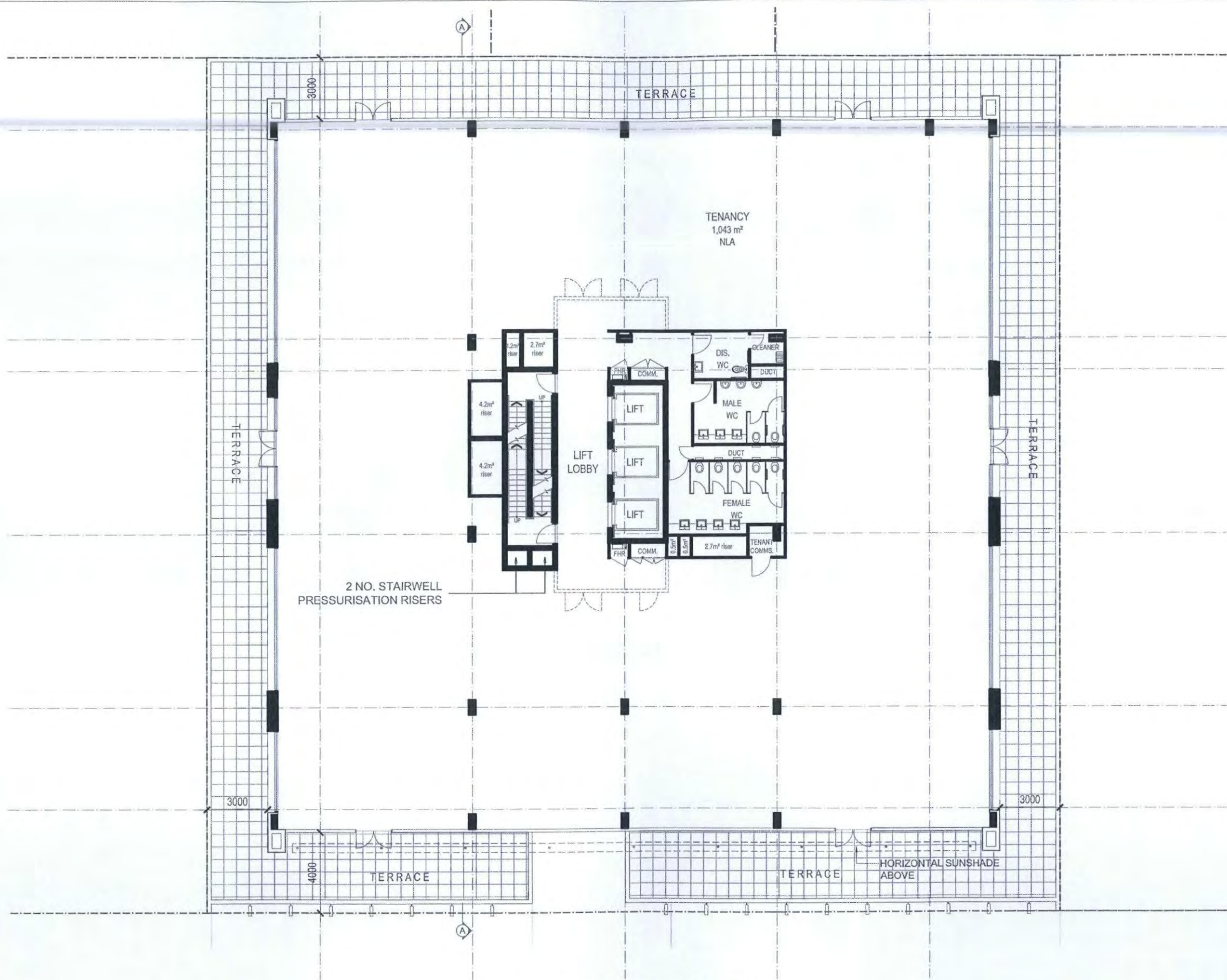
SK 07

LEVEL 5 FLOOR PLAN
OFFICE DEVELOPMENT
12-16 CHARLES ST, SOUTH PERTH

JOB NO 1282
DATE JUNE 2013
SCALE 1:200 @A3



DEVELOPMENT ASSESSMENT
PANELS
15 AUG 2013
APPROVED



CHARLES STREET

DEVELOPMENT ASSESSMENT
PANELS
15 AUG 2013
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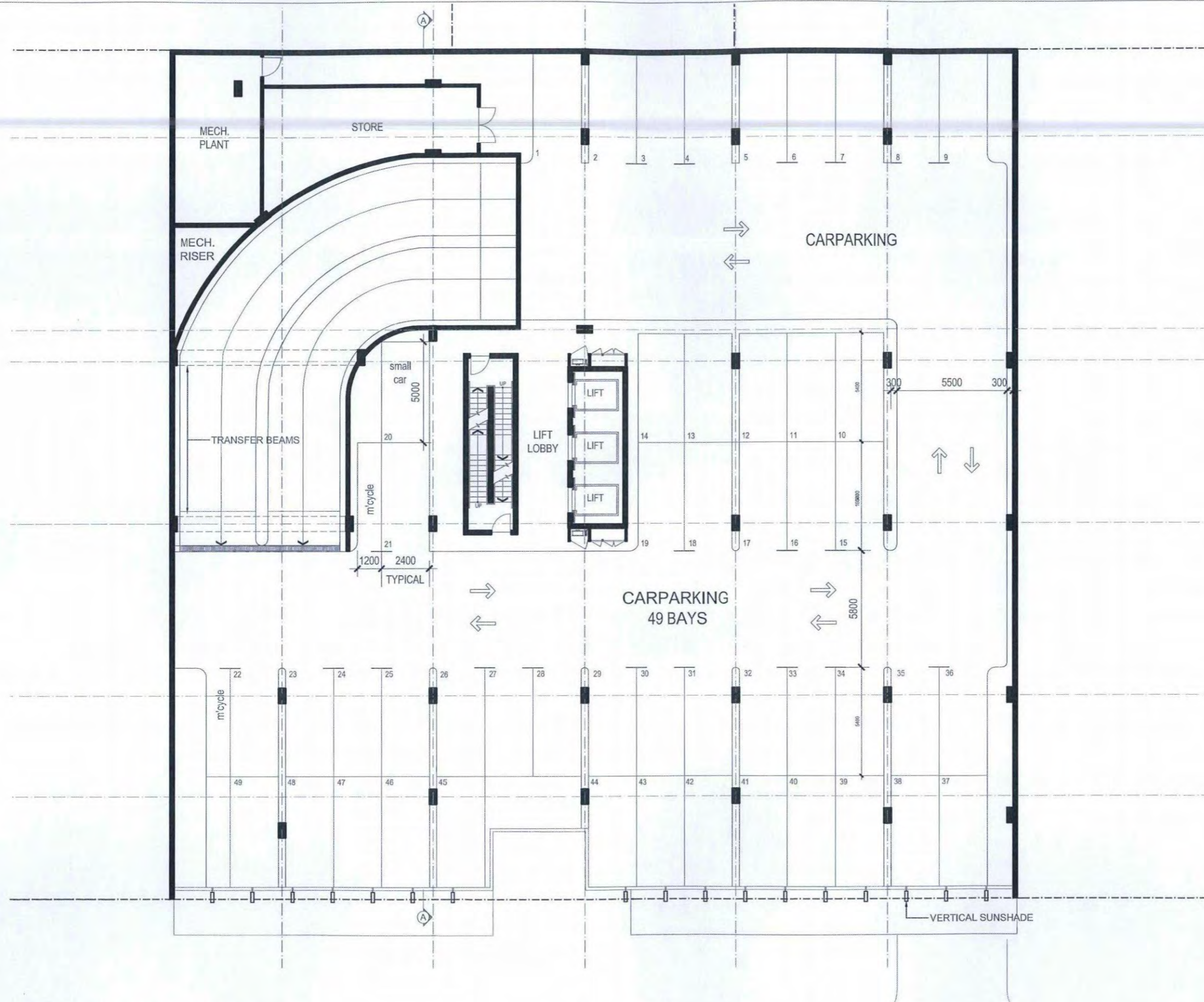
SK 06

LEVEL 4 FLOOR PLAN
OFFICE DEVELOPMENT
12-16 CHARLES ST, SOUTH PERTH

JOB NO 1282
DATE JUNE 2013
SCALE 1:200 @A3



bdg
Architects
100 South Perth Road
South Perth WA 6150
T 81 9321 4102 F 81 9481 8229
100 South Perth Road
South Perth WA 6150
A/N 82 983 2842



DEVELOPMENT ASSESSMENT
PANELS
15 AUG 2013
APPROVED

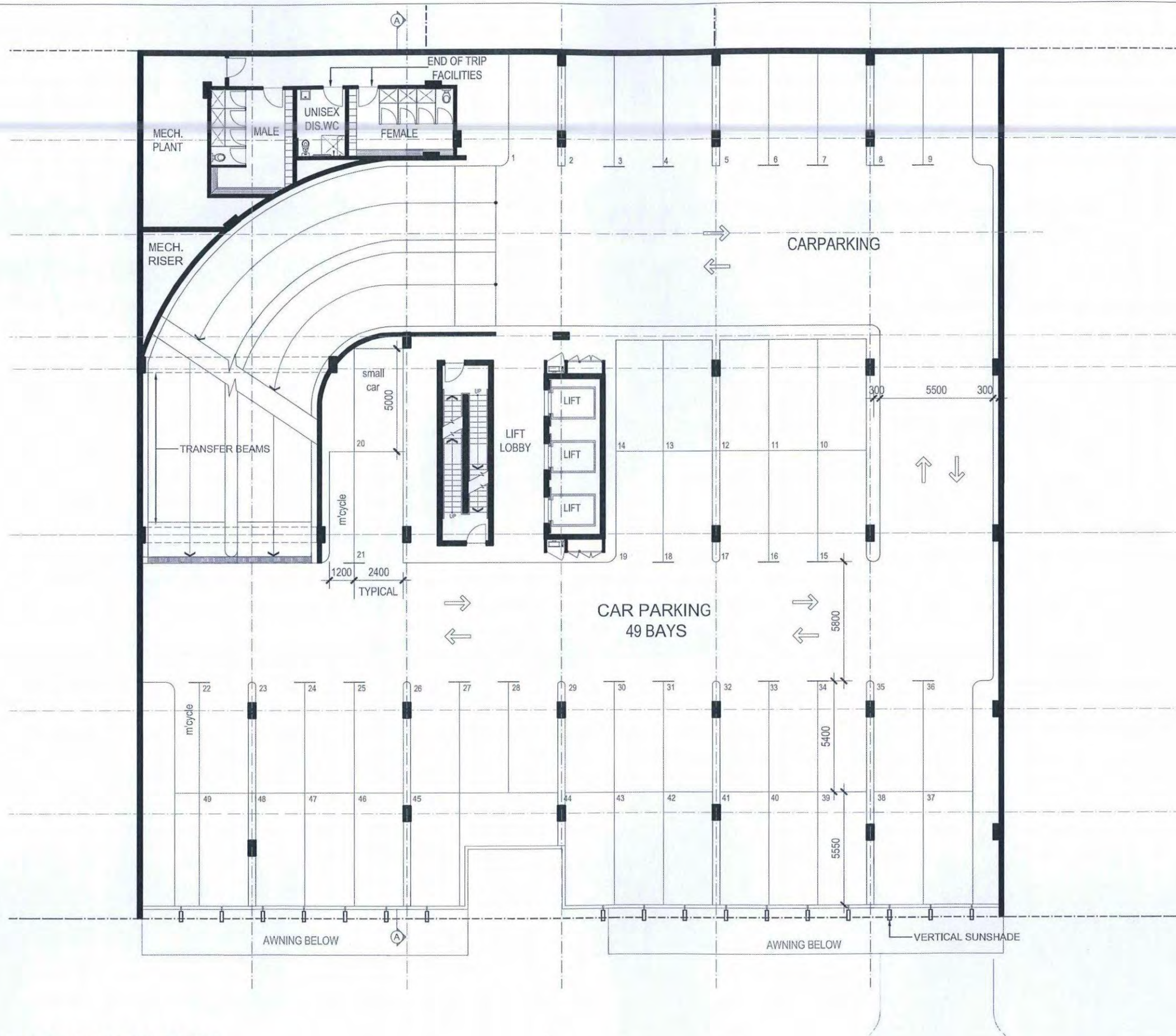
SK 05

LEVEL 3 FLOOR PLAN
OFFICE DEVELOPMENT
12-16 CHARLES ST, SOUTH PERTH

JOB NO 1282
DATE JUNE 2013
SCALE 1:200 @A3



bdg
Bulky Design Group
8 Cook Street, E. Subiaco WA 6008
Ph: 9438 3400
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DEVELOPMENT ASSESSMENT
 PANELS
 15 AUG 2013
 APPROVED

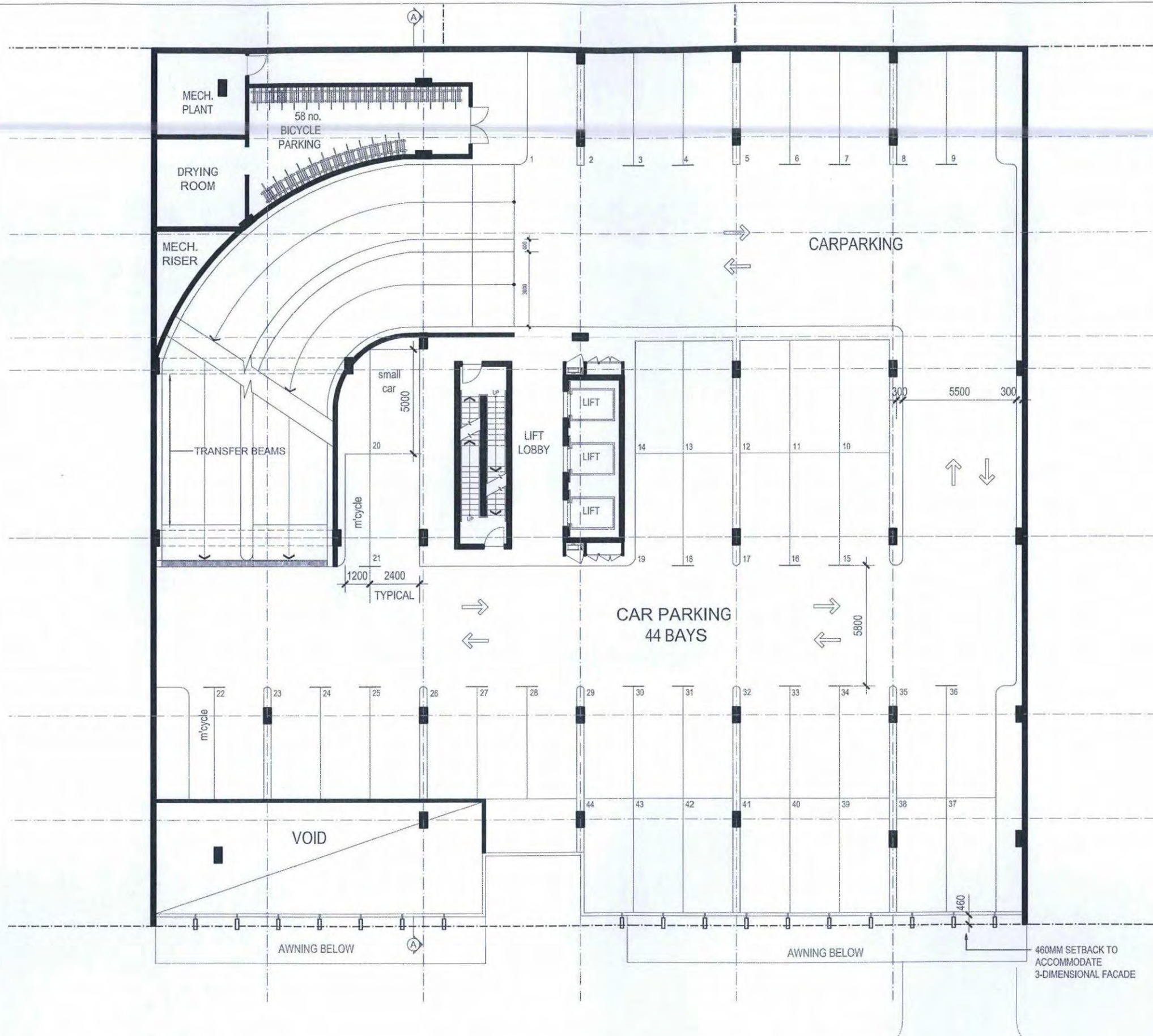
SK 04

LEVEL 2 FLOOR PLAN
OFFICE DEVELOPMENT
 12-16 CHARLES ST, SOUTH PERTH

JOB NO 1282
 DATE JUNE 2013
 SCALE 1:200 @A3



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 West Perth WA 6005
 401 01 941 8259



DEVELOPMENT ASSESSMENT
PANELS
15 AUG 2013
APPROVED

SK 03

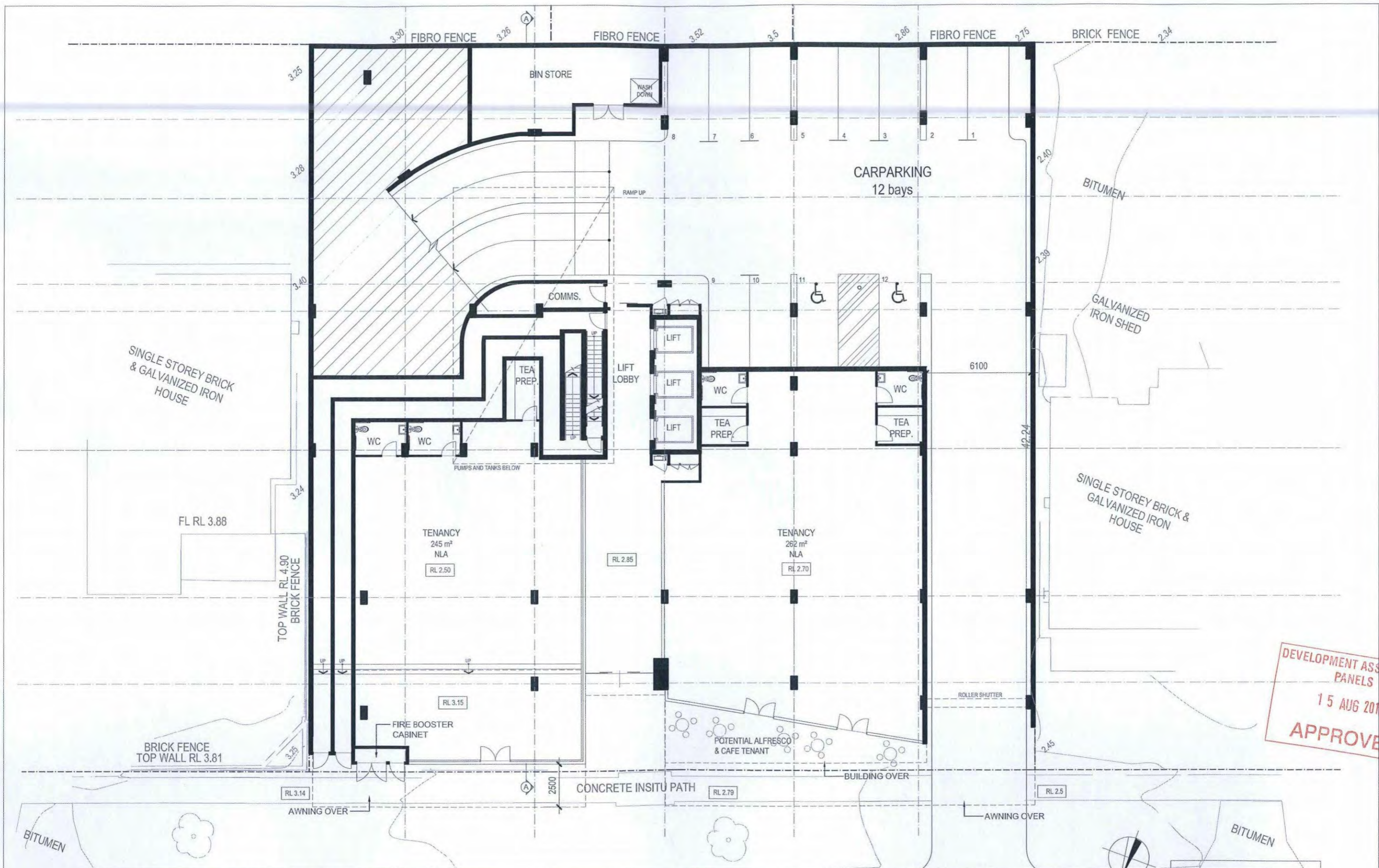
LEVEL 1 FLOOR PLAN
OFFICE DEVELOPMENT
12-16 CHARLES ST, SOUTH PERTH

JOB NO 1282
DATE JULY 2013
SCALE 1:200 @A3



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DEVELOPMENT ASSESSMENT
PANELS
15 AUG 2013
APPROVED

SK 02

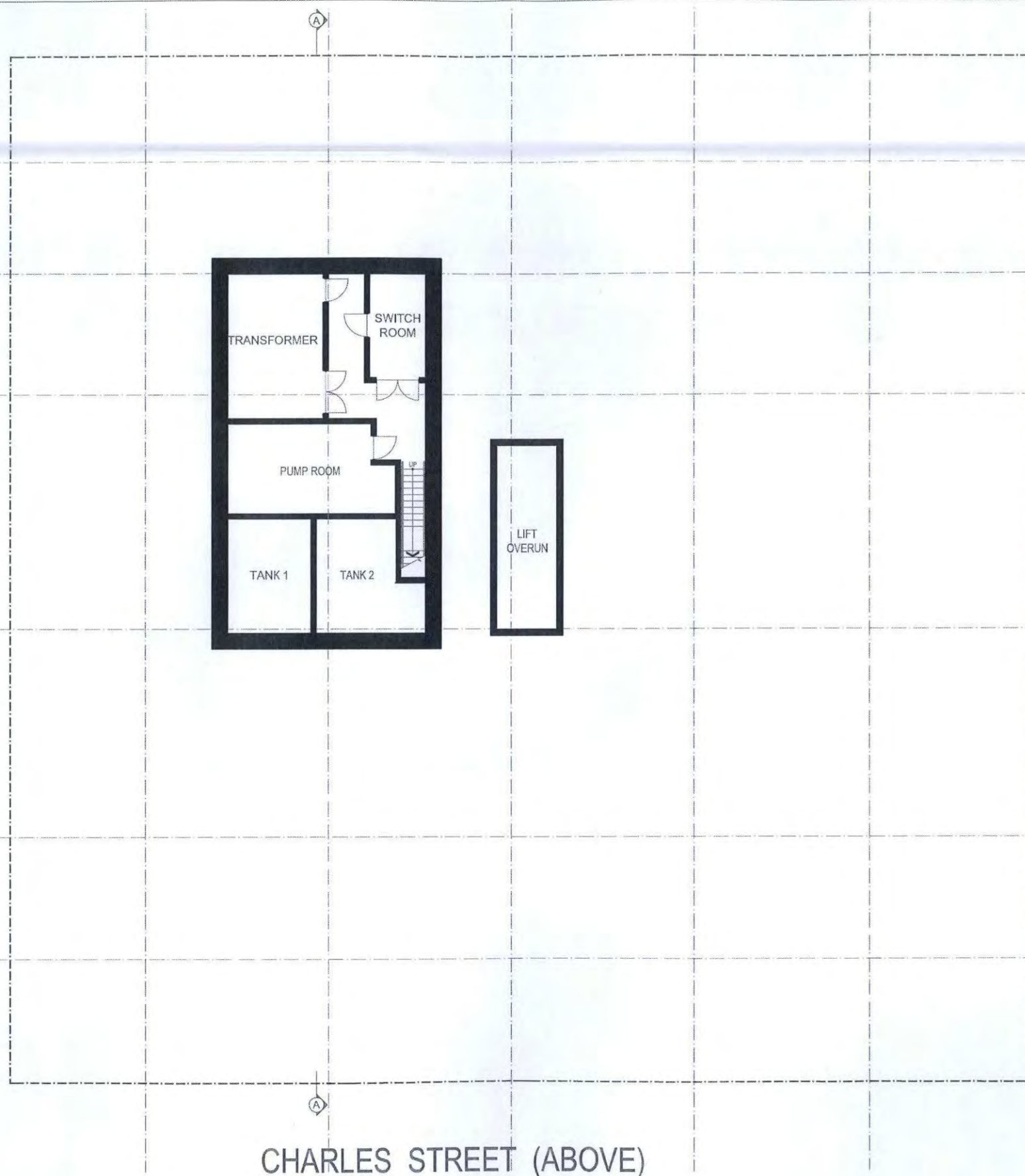
GROUND FLOOR PLAN
OFFICE DEVELOPMENT
12-16 CHARLES ST, SOUTH PERTH

JOB NO 1282
DATE JULY 2013
SCALE 1:200 @A3

CHARLES STREET



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DEVELOPMENT ASSESSMENT
PANELS
15 AUG 2013
APPROVED

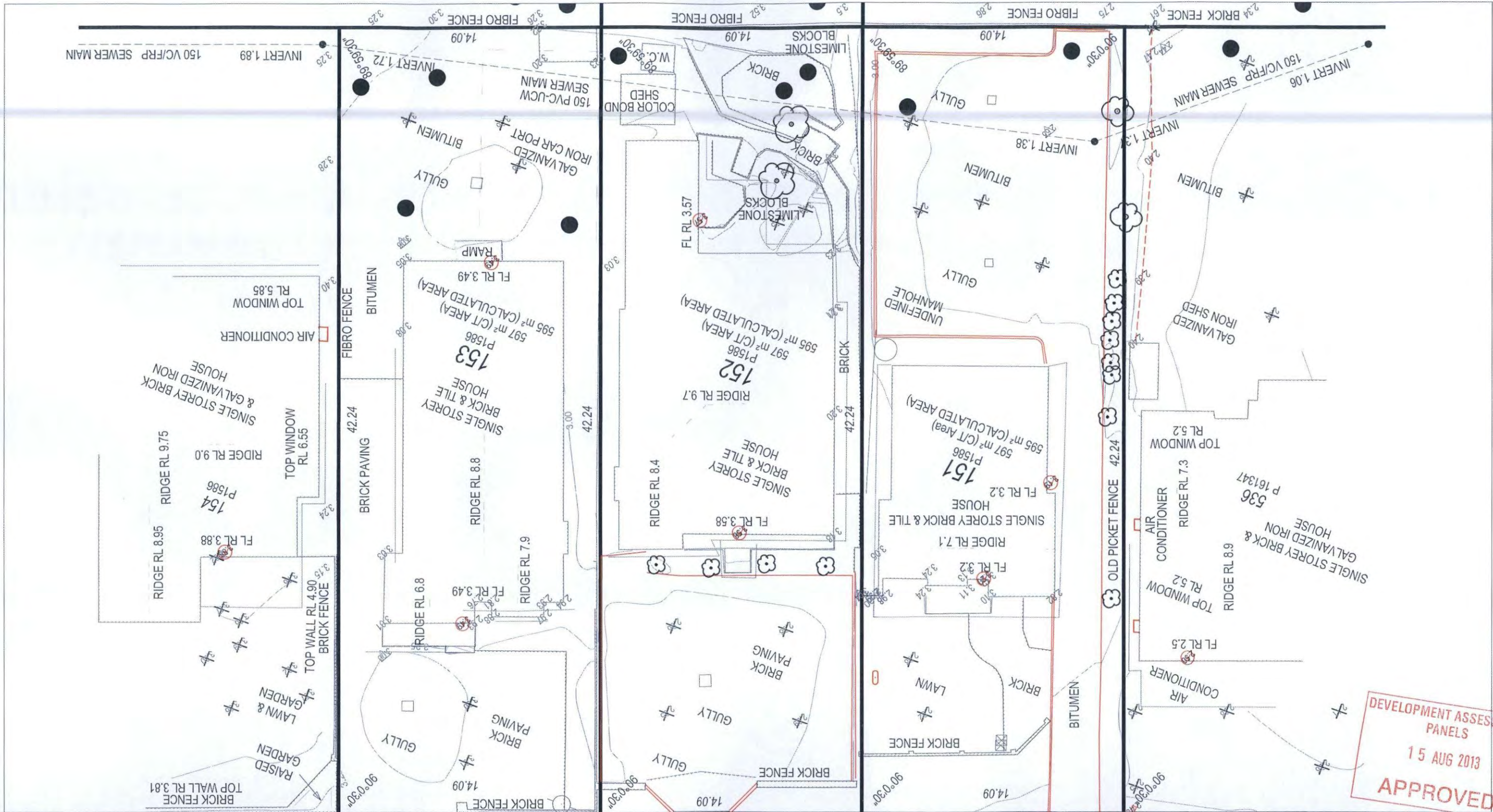
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BASEMENT PLAN
OFFICE DEVELOPMENT
12-16 CHARLES ST, SOUTH PERTH

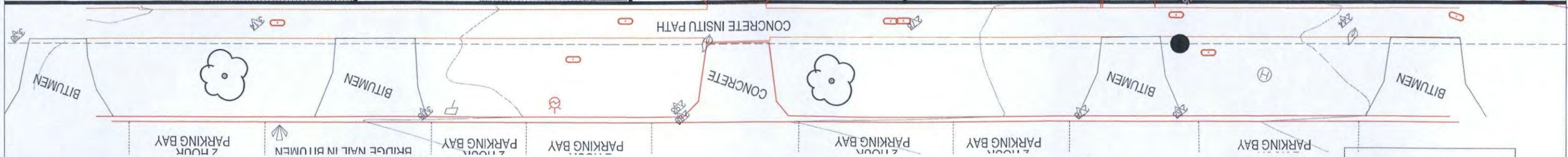
JOB NO 1282
DATE JULY 2013
SCALE 1:200 @A3



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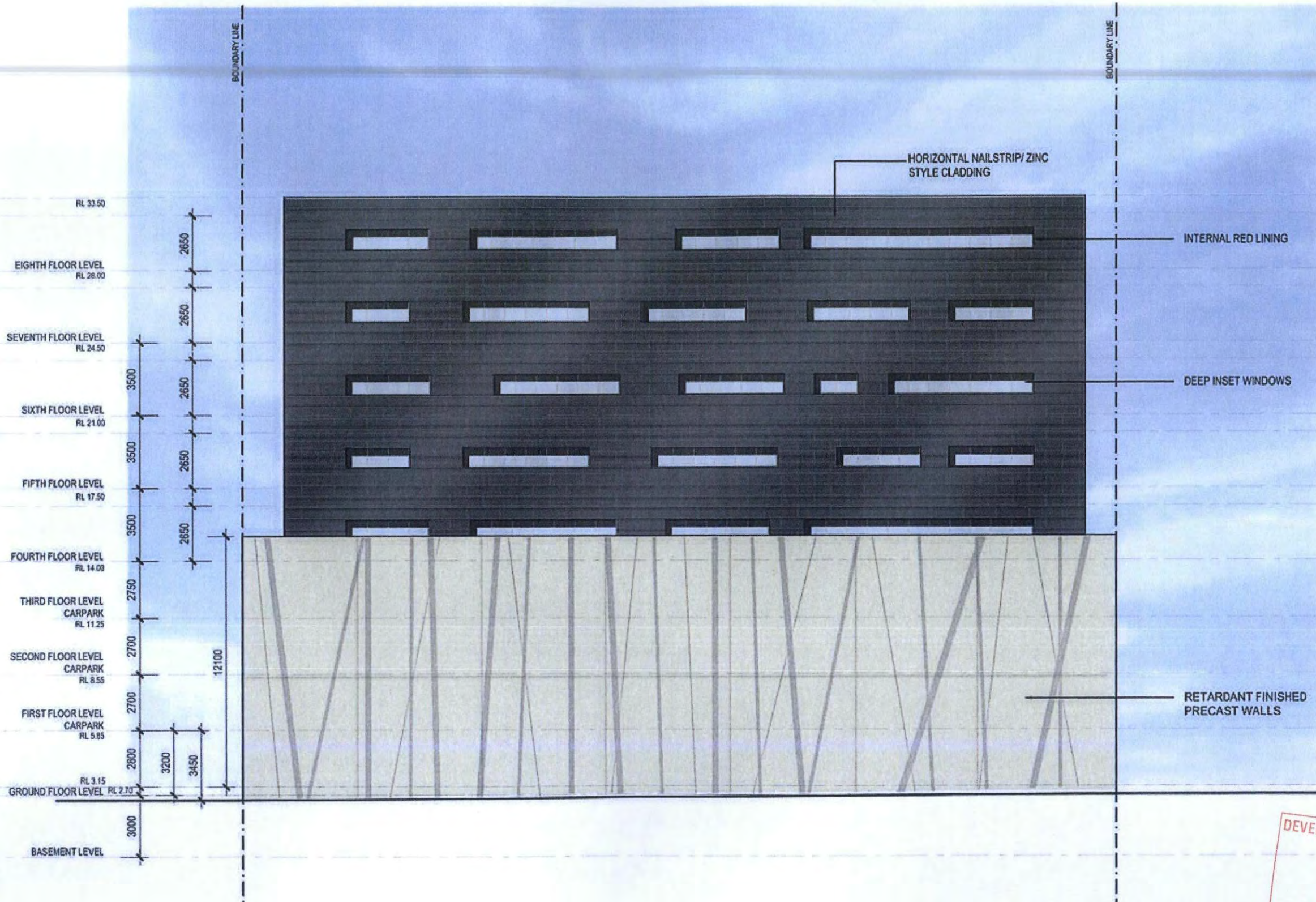
DEVELOPMENT ASSESSMENT
 PANELS
 15 AUG 2013
 APPROVED



SURVEY PLAN OFFICE DEVELOPMENT
12-16 (LOT 151, 152 & 153) CHARLES ST, SOUTH PERTH
 JOB NO. 1282 MAY 2013 SCALE 1:200 @ A3



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 Adv: 42 6828a

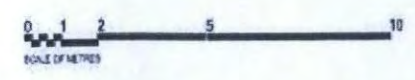


DEVELOPMENT ASSESSMENT
PANELS
15 AUG 2013
APPROVED

SK 21

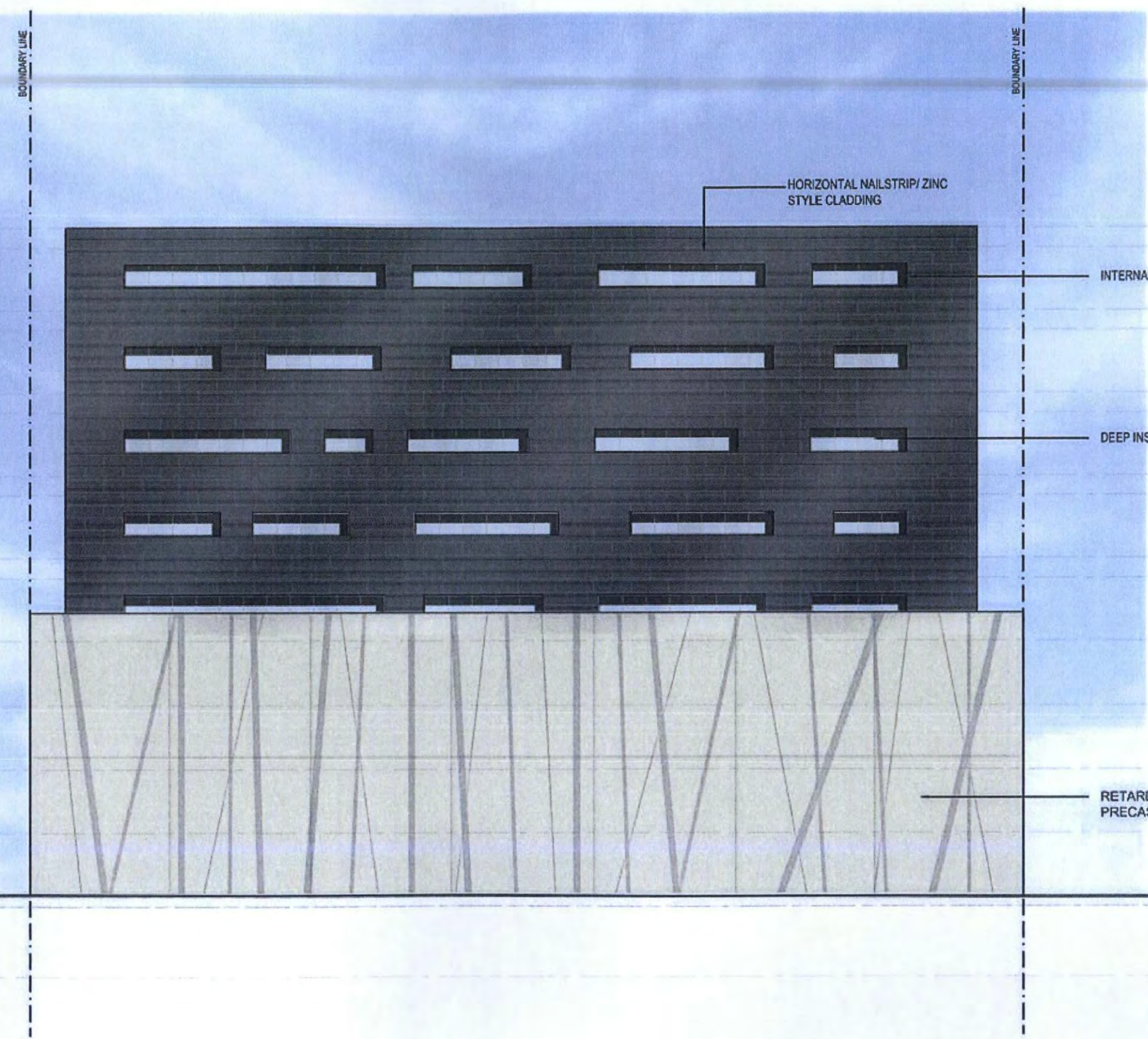
WEST ELEVATION
OFFICE DEVELOPMENT
12-16 CHARLES ST, SOUTH PERTH

JOB NO 1282
DATE JULY 2013
SCALE 1:200 @A3



RL 33.50
 EIGHTH FLOOR LEVEL RL 28.00
 SEVENTH FLOOR LEVEL RL 24.50
 SIXTH FLOOR LEVEL RL 21.00
 FIFTH FLOOR LEVEL RL 17.50
 FOURTH FLOOR LEVEL RL 14.00
 THIRD FLOOR LEVEL CARPARK RL 11.25
 SECOND FLOOR LEVEL CARPARK RL 8.55
 FIRST FLOOR LEVEL CARPARK RL 5.85
 RL 3.15
 GROUND FLOOR LEVEL RL 2.70
 BASEMENT LEVEL

2650
 2650
 2650
 3500
 2650
 3500
 2650
 3500
 2650
 12100
 2750
 2700
 2700
 2800
 3200
 3450
 3000



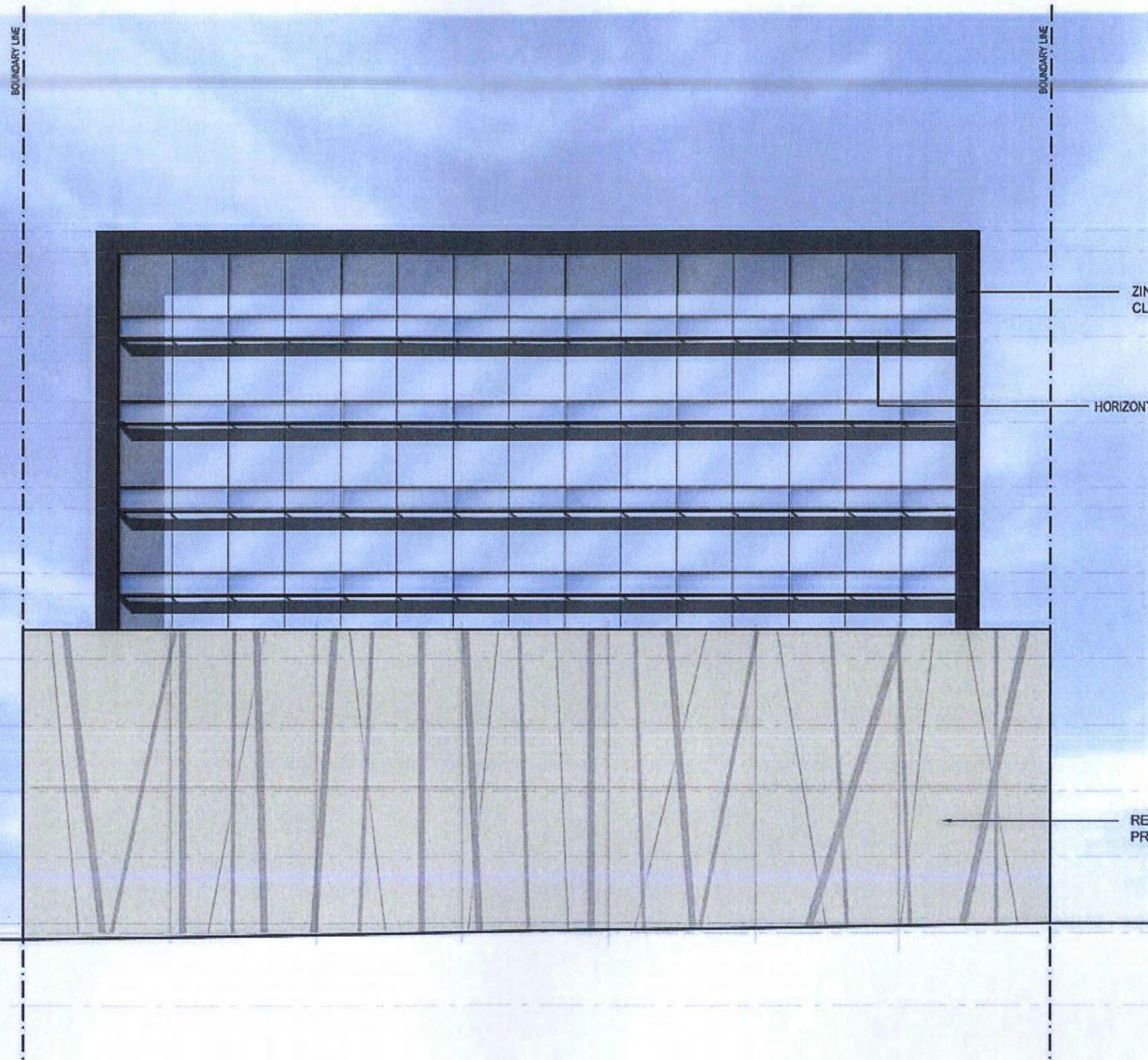
DEVELOPMENT ASSESSMENT
 PANELS
 15 AUG 2013
 APPROVED

SK 20 | **EAST ELEVATION**
OFFICE DEVELOPMENT
 12-16 CHARLES ST, SOUTH PERTH

JOB NO 1282
 DATE JULY 2013
 SCALE 1:200 @A3



RL 33.50
 EIGHTH FLOOR LEVEL RL 29.00
 SEVENTH FLOOR LEVEL RL 24.50
 SIXTH FLOOR LEVEL RL 21.00
 FIFTH FLOOR LEVEL RL 17.50
 FOURTH FLOOR LEVEL RL 14.00
 THIRD FLOOR LEVEL CARPARK RL 11.25
 SECOND FLOOR LEVEL CARPARK RL 8.55
 FIRST FLOOR LEVEL CARPARK RL 5.85
 RL 3.15
 GROUND FLOOR LEVEL RL 2.70
 BASEMENT LEVEL



ZINC/ALUMINIUM CLADDING

HORIZONTAL SUNSHADE

RETARDANT FINISHED PRECAST WALLS

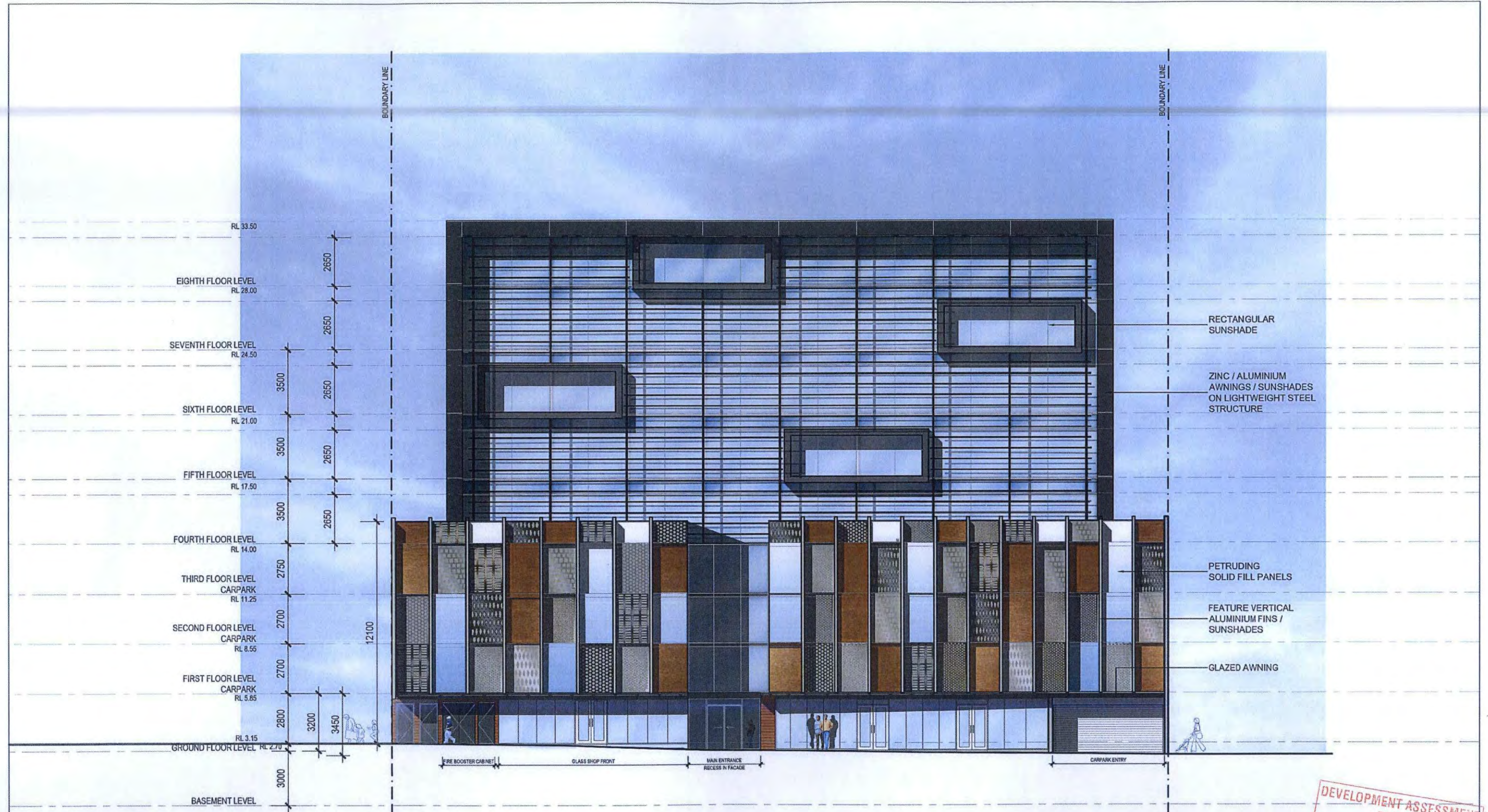
DEVELOPMENT ASSESSMENT
 PANELS
 15 AUG 2013
 APPROVED

SK 19

SOUTH ELEVATION
OFFICE DEVELOPMENT
 12-16 CHARLES ST, SOUTH PERTH

JOB NO 1282
 DATE JULY 2013
 SCALE 1:200 @A3





DEVELOPMENT ASSESSMENT
PANELS
15 AUG 2013
APPROVED

SK 18

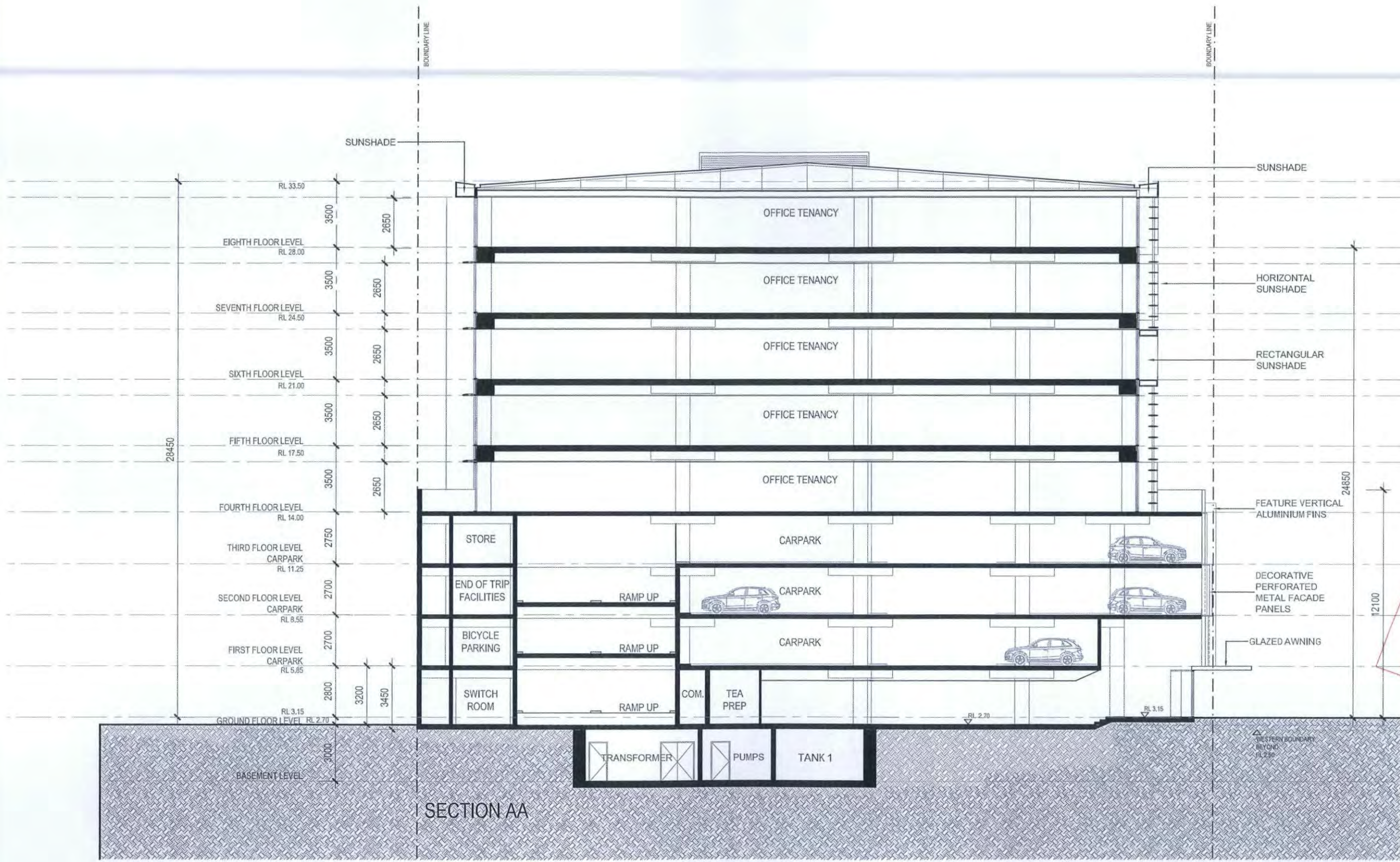
NORTH ELEVATION
OFFICE DEVELOPMENT
12-16 CHARLES ST, SOUTH PERTH

JOB NO 1282
DATE JULY 2013
SCALE 1:200 @A3



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ABN 62 88 28 625



DEVELOPMENT ASSESSMENT
 PANELS
 15 AUG 2013
 APPROVED

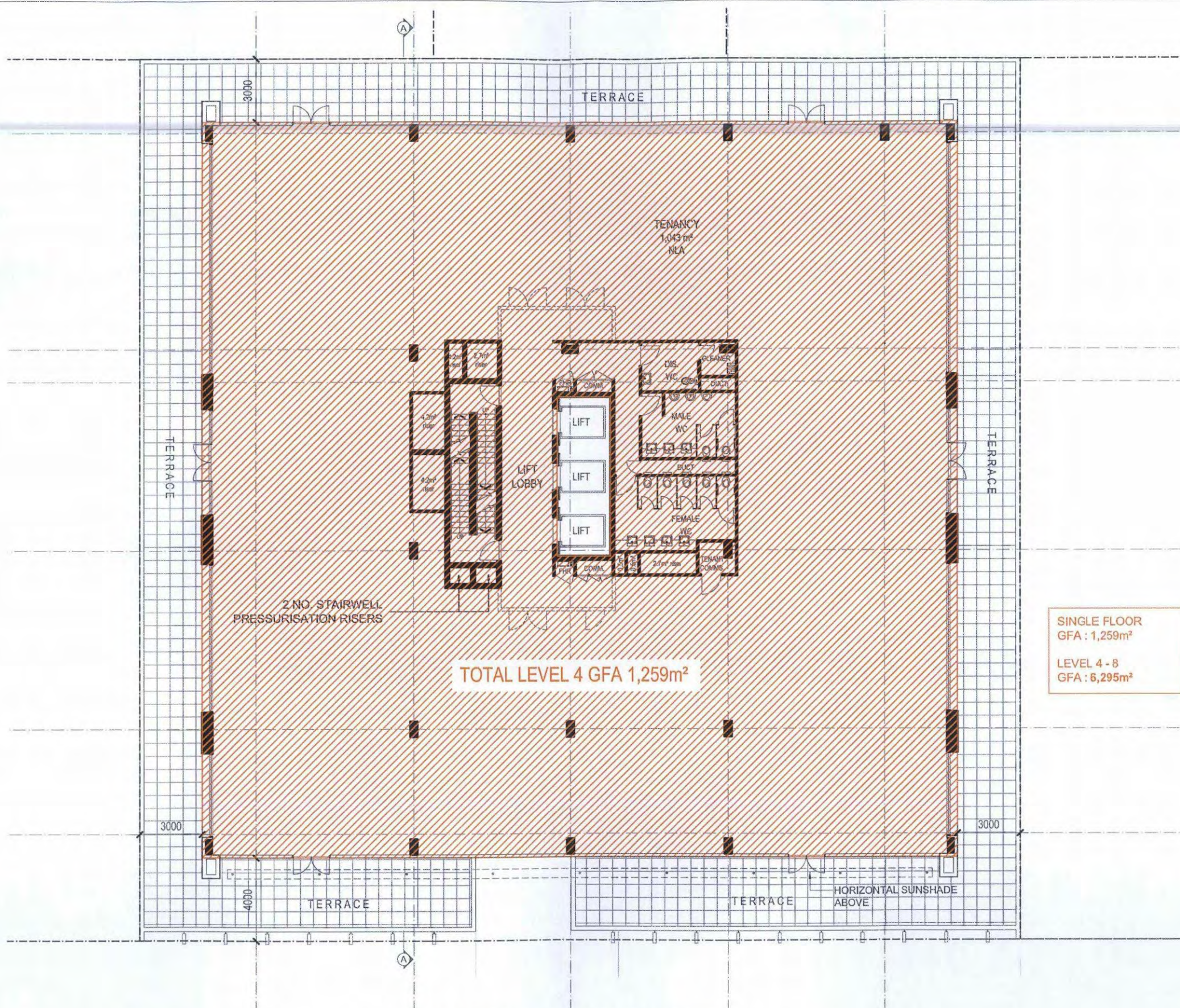
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SECTION AA
OFFICE DEVELOPMENT
 12-16 CHARLES ST, SOUTH PERTH

JOB NO 1282
 DATE JULY 2013
 SCALE 1:200 @A3



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 61 8 9371 4022



TOTAL LEVEL 4 GFA 1,259m²

SINGLE FLOOR
GFA : 1,259m²
LEVEL 4 - 8
GFA : 6,295m²

DEVELOPMENT ASSESSMENT
PANELS
15 AUG 2013
APPROVED

CHARLES STREET

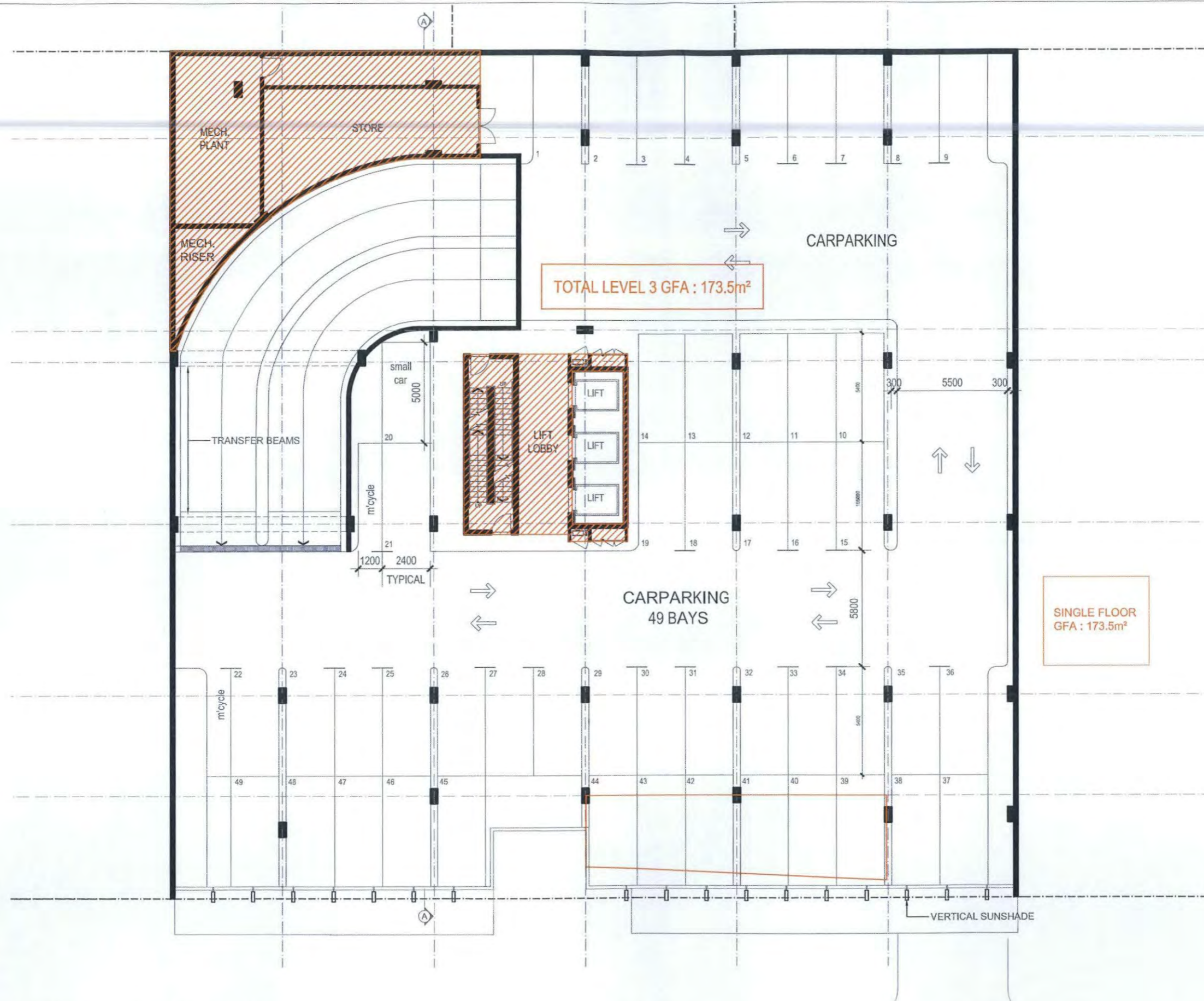
SK 16

LEVEL 4 FLOOR PLAN AREA CALCULATION
OFFICE DEVELOPMENT
12-16 CHARLES ST, SOUTH PERTH

JOB NO 1282
DATE JUNE 2013
SCALE 1:200 @A3



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ABN 62 948 08023



DEVELOPMENT ASSESSMENT
 PANELS
 15 AUG 2013
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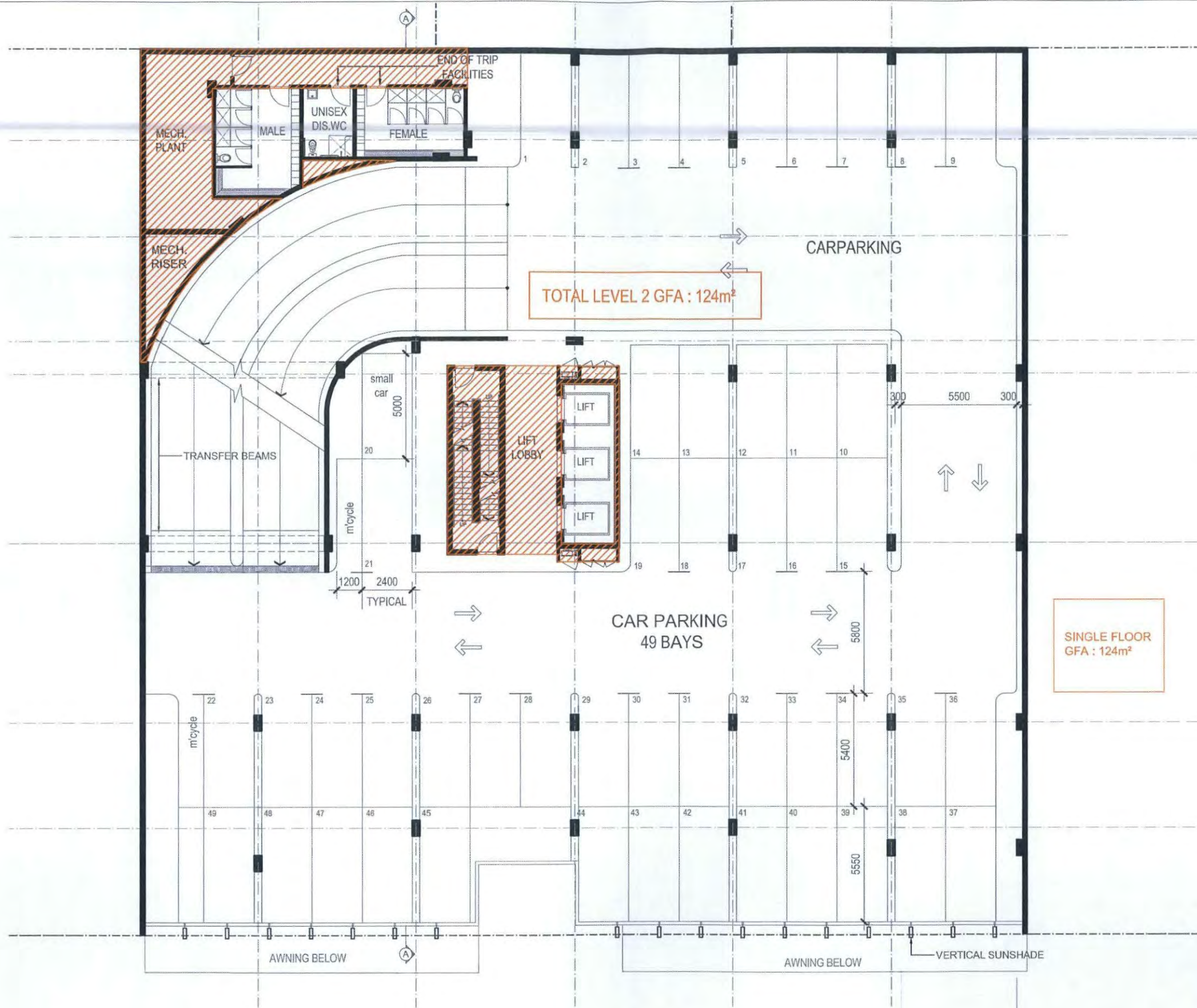
SK 15

LEVEL 3 FLOOR PLAN
OFFICE DEVELOPMENT
 12-16 CHARLES ST, SOUTH PERTH

JOB NO 1282
 DATE JUNE 2013
 SCALE 1:200 @A3



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 8 Cook Street, East Perth WA 6002
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SINGLE FLOOR
GFA : 124m²

TOTAL LEVEL 2 GFA : 124m²

DEVELOPMENT ASSESSMENT
PANELS
15 AUG 2013
APPROVED

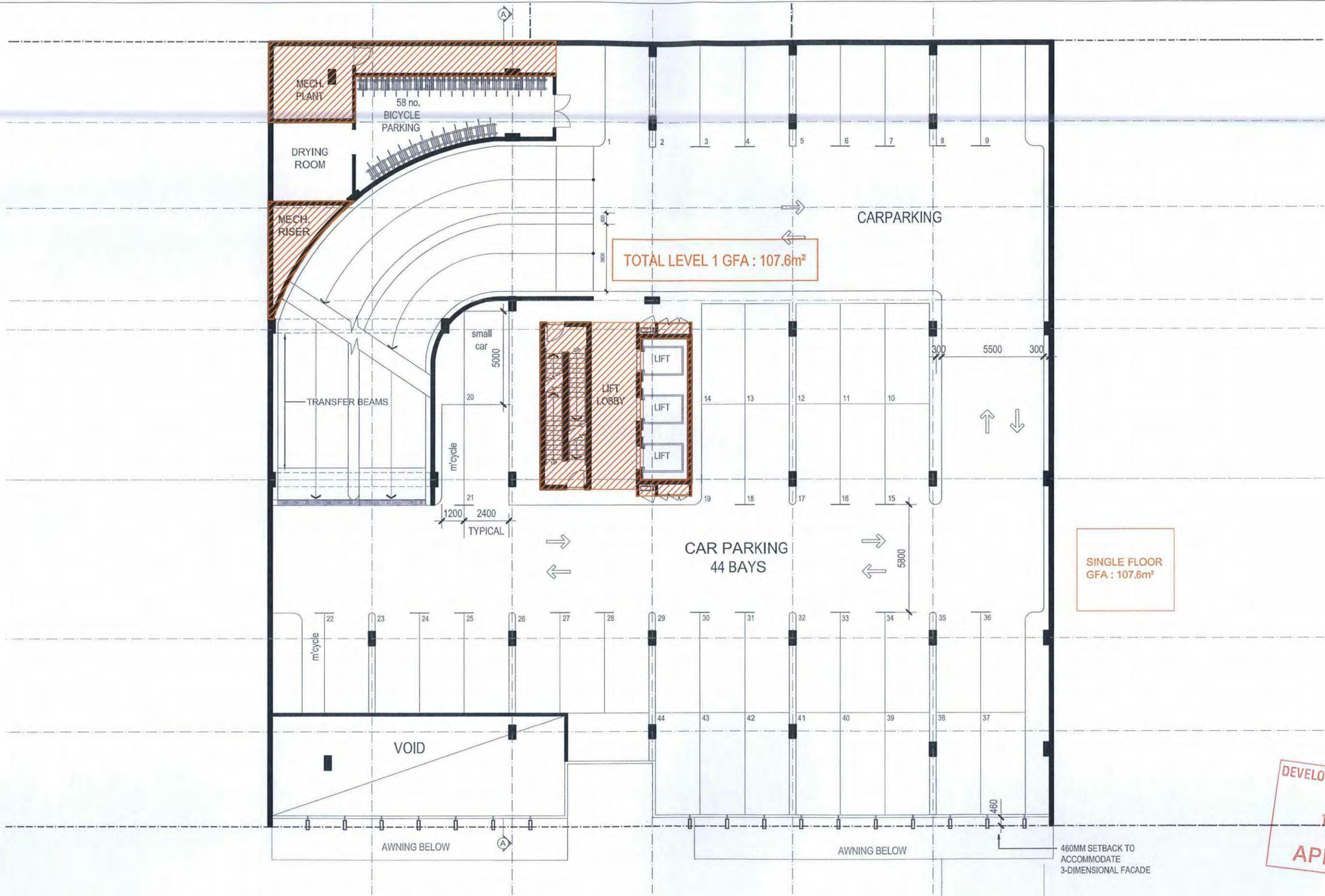
SK 14

LEVEL 2 FLOOR PLAN
OFFICE DEVELOPMENT
12-16 CHARLES ST, SOUTH PERTH

JOB NO 1282
DATE JUNE 2013
SCALE 1:200 @A3



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 AW 02 100 20123



SK 13

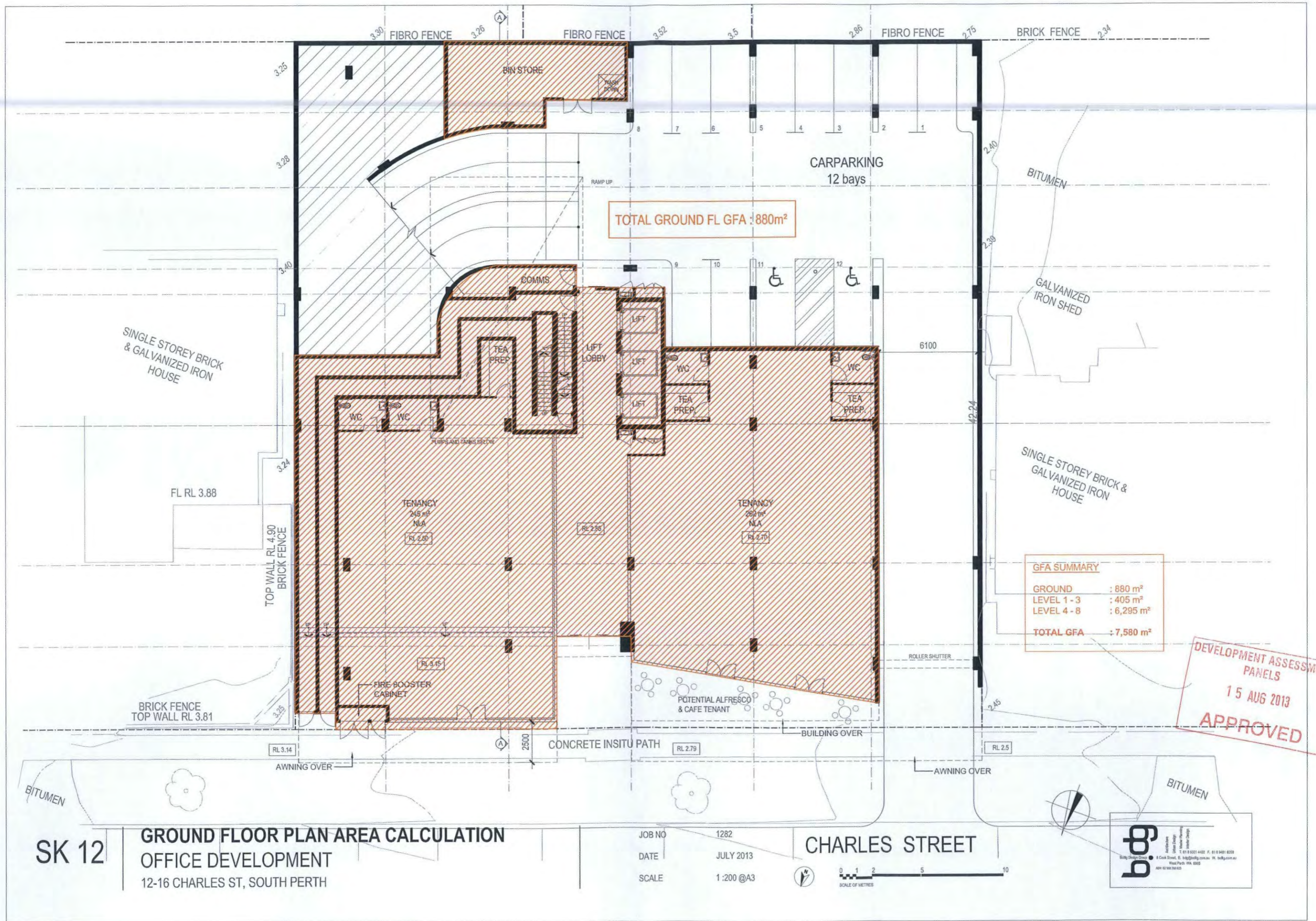
LEVEL 1 FLOOR PLAN AREA CALCULATION
OFFICE DEVELOPMENT
 12-16 CHARLES ST, SOUTH PERTH

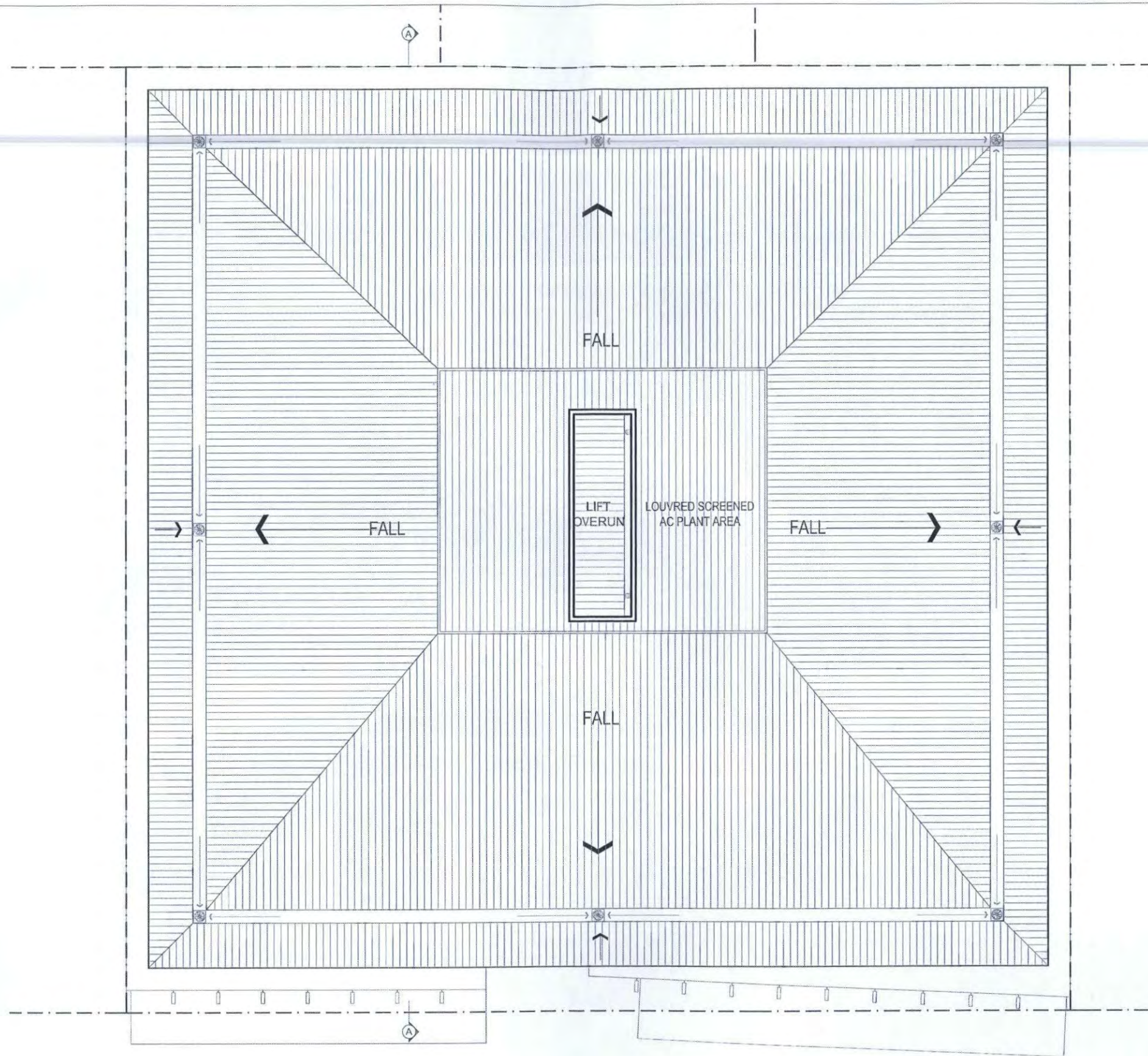
JOB NO 1282
 DATE JUNE 2013
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DEVELOPMENT ASSESSMENT
 PANELS
 15 AUG 2013
 APPROVED





DEVELOPMENT ASSESSMENT
PANELS
15 AUG 2013
APPROVED

CHARLES STREET

SK 11

ROOF PLAN
OFFICE DEVELOPMENT
12-16 CHARLES ST, SOUTH PERTH

JOB NO 1282
DATE JUNE 2013
SCALE 1:200 @A3



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Structural Design

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West Perth WA 6005
A/N: 08 955 200 022



DEVELOPMENT ASSESSMENT
PANELS
15 AUG 2013
APPROVED

> IMAGE

01

> ARTISTS IMPRESSION

PROJECT > OFFICE DEVELOPMENT, CHARLES ST, SOUTH PERTH

JOB NO. > 1282

DATE > JULY 2013



Architecture
Urban Design
Master Planning
Interior Design

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ABN 62 968 268 623

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West Perth WA 6005
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Architecture
Urban Design
Masterplanning
Interior Design

LOTS 151-153 (NO. 12-16) CHARLES STREET, SOUTH PERTH

DEVELOPMENT APPLICATION
PROPOSED OFFICE DEVELOPMENT

May 2013



TOWN PLANNING
URBAN DESIGN AND HERITAGE

DEVELOPMENT ASSESSMENT
PANELS
15 AUG 2013
APPROVED

City of South Perth

Folder No. 11.2013.251.1

17 MAR 2015

BS CE EH CCR GBLC
 PS CC GA CEO MAYOR
 FS EI HR RAN _____



TOWN
PLANNING

PO Box 538, Inglewood
Western Australia 6932

0411 445 031
peter@ptsplanning.com.au

www.ptsplanning.com.au

ABN - 32 603 168 850

Our Ref: 07-15
DAP Ref: DP/13/00447
LG Ref: CH2/12 - 11.2013.251

16 March 2015

Chief Executive Officer
City of South Perth
Civic Centre
Cnr Sandgate St and South Tce
South Perth WA 6151

Dear Sir

DAP FORM 2 - NOS 12-16 (LOTS 151-153) CHARLES STREET, SOUTH PERTH - REQUEST FOR EXTENSION OF TIME

In accordance with Regulation 17(1)(a) of the Planning and Development (Development Assessment Panels) Regulations 2011, we respectfully request an extension of time in which the approved development has to achieve substantial commencement.

We request an extension of three years (36 months), which will require Condition 18 of the Approval to be amended.

In accordance with the DAP requirements please find enclosed the completed DAP Form 2.

Background

The Metro Central JDAP at its meeting held on 15 August 2013 resolved unanimously to approve the application for a nine level office building with cafe/restaurant.

Since the approval, the landowner has been marketing the development to attract a tenant to enable the construction to proceed. This process is ongoing.

Proposed Extension

The Form 2 application seeks approval for an extension of the DAP Approval for an additional 3 years to 15 August 2018. This Form 2 application does not propose any changes to the design or any changes to the approved conditions.

Clause 7.9(4)(a) of the City of South Perth Town Planning Scheme No. 6 (TPS6) provides that substantial commencement is to occur within 24 months from the date of approval of such other period as Council may nominate. Therefore under TPS6 there is the ability to approve the extension for a period of 3 years.

Clause 7.9(7) of TPS6 does not apply as the extension is being considered under Regulation 17(1)(a) of the Planning and Development (Development Assessment Panels) Regulations 2011 and not an application in writing to the Council.

Justification

In support of the extension we provide the following justification.

- No changes are proposed to the design or the conditions (other than Condition 18 to reflect the extension of time).
- The original application was approved unanimously based on the Officer's recommendation for approval;
- The Officer's report identified that the proposed development was considered to be generally compliant with the provisions of Schedule 9, the provisions of TPS6 where applicable and relevant Council Policies.
- The South Perth Station Precinct provisions were gazetted on 18 January 2013 and have therefore been only recently introduced and are unlikely to be substantially changed for the foreseeable future. Therefore granting a three year extension will not undermine the planning framework.
- We note that the City has initiated Amendment 46 to the City of South Perth Town Planning Scheme No. 6, however, this amendment is to rectify anomalies and ambiguities and does not materially impact the subject site or the approved development.
- The intent of the precinct is to attract commercial development to support the proposed train station. At present, there is an oversupply of commercial floor space, which makes attracting a tenant(s) to anchor the development difficult.

The proposed extension will not undermine the planning process given the recent introduction of the planning provisions and will assist the landowner to attract a quality tenant. This will enable the objectives of the Precinct to be achieved.

We look forward to your favourable consideration of this DAP Form 2 application. Should you have any questions or require any additional information, please do not hesitate to contact the undersigned on 0411 445 031 or peter@ptsplanning.com.au.

Yours sincerely

PTS Town Planning Pty Ltd



Peter Simpson
Director

Form 1 - Responsible Authority Report
(Regulation 12)

Property Location:	Lots 90 – 92 (Nos. 7 – 11) Parker Street and Lots 8 & 9 (Nos. 2 & 4A) Wilson Street, Bassendean
Application Details:	Mixed Development Comprising Additions and Alterations to Place of Worship, Shop and 35 Multiple Dwellings
DAP Name:	Metro Central JDAP
Applicant:	Doepel Marsh Architects Pty Ltd
Owner:	Saint Mark's Anglican Church
LG Reference:	DABC/BDVAPPS/2015-045
Responsible Authority:	Town of Bassendean
Authorising Officer:	Brian Reed, Manager Development Services
Department of Planning File No:	DAP/14/00603
Report Date:	22 April 2015
Application Receipt Date:	11 March 2015
Application Process Days:	27 days
Attachments:	<p>1. Plans of the proposed development dated 23 January 2015- Amended 10 March 2015 comprising:</p> <p style="padding-left: 40px;">DA 1.2 – F (carpark & lower ground floor plan) DA 1.3 F (upper ground floor plan)</p> <p>2. Letter prepared by Kim Doepel – Doepel Marsh Architects dated 25 February 2015.(reference DP/14/000603;</p> <p>3 Council Policy 1.16 Development Bonds Policy - Compliance with Conditions of Planning Consent.</p>

Officer Recommendation:

That the Metro Central Joint DAP resolves to:

1. **Approve** that the DAP Application reference DAP/14/00603 as detailed on the DAP Form 2 dated 10 March 2015 is appropriate for consideration in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*; and
2. **Approve** the DAP Application reference DAP/14/00603 as detailed on the DAP Form 2 date 10 March 2015 and accompanying plans Drawing No DA 1.2 – F and DA 1.3- F in accordance with the provisions of Clause 10.3 of the Town of Bassendean Local Planning Scheme, for the proposed minor amendment to the approved Mixed Use Development at Lots 90-92 (Nos 7-11) Parker Street and Lots 8 & 9 (Nos 2 and 4a) Wilson Street, Bassendean. -

Amended Conditions

- 1 The deletion of condition 16 and its replacement with the following condition:

“Prior to the commencement of construction, a detailed lighting plan is to be provided showing all proposed internal and external lighting to the satisfaction of the Town.”

- 2 The deletion of conditions 25 and 26 and their replacement with the following single condition (which will also cause the remainder of the conditions to be renumbered):

Bins are to be stored only in an approved dedicated bin storage area, which shall be:

- (a) Surrounded by a 1.8 metre high minimum wall with a self-closing gate;*
- (b) Provided with 75mm min thickness concrete floors grading to a 100mm industrial floor waste, with a hose cock to enable both the bins and bin storage area to be washed out; and*
- (c) Provided with internal walls that are cement rendered (solid and impervious) to enable easy cleaning.*

- 3 The deletion of condition 27.

Advice Notes

- 1 The addition of the following advice note:

Signage for the non-residential component of the development being the subject of separate application and approval

- 2 All other conditions and requirements detailed on the previous approval dated 17 February 2015 shall remain unless altered by this application.

Background:

Insert Property Address:	Lots 90 – 92 (Nos. 7 – 11) Parker Street and Lots 8 & 9 (Nos. 2 & 4A) Wilson Street Bassendean
Insert Zoning MRS:	Urban
TPS:	Town Centre
Insert Use Class:	Place of Worship, Shop & Multiple Dwelling
Insert Strategy Policy:	Town Centre Strategy and Guidelines
Insert Development Scheme:	Town of Bassendean Local Planning Scheme No. 10 (District Zoning Scheme)
Insert Lot Size:	493m ² each for a combined total site area of 2465 m ²
Insert Existing Land Use:	Place of Worship and Shop
Value of Development:	\$7.5 million

At its Meeting held on 9 February 2015, the Metro Joint Development Assessment Panel granted conditional approval for the redevelopment of the properties. The approval involved:

- The retention of the existing church which fronts Wilson Street,
- The demolition of the existing church hall which faces Parker Street, together with the existing Op shop which is centrally located within the site.
- The erection of two new church halls, to the west and south of the existing church, at the same level as the existing church
- A new benefit shop to the south of the existing church at street level, below the southern new hall.
- The construction of 35 multiple dwellings in a building of up to five stories in height plus basement car park in a building on the Parker Street fronting portion of the development site.

Details: outline of development application

The proposed minor amendment application relates to the following issues:

Minor Amendment Detail

1. The minor amendments to the built form of the proposed development for which approval is being sought via this submission are as follows:
 - The lift entrance next to Op Shop has been modified and now provides an entry point from the east.
 - The gross area of the 'Op Shop' has been increased by 22m² to provide a more functional space.
 - The bin store has been redesigned to provide entry from south.
 - The shop storeroom and unisex toilet facility have been moved to the west end of 'Op Shop'
 - The 'pump room' has been removed from the development.
 -
2. A review of 10 of the conditions attached to the approval

Legislation & policy:

Legislation

Local Planning Scheme No. 10
Clause 5.7.2 – Car Parking

State Government Policies

Directions 2031 and the Central Metropolitan Perth sub- regional strategy recognises the Bassendean Town Centre as a District Centre

Local Policies

There are no local planning policies relating to the amendment.

Consultation

Public Consultation

No consultation is required.

Consultation with other Agencies or Consultants

No consultation is required.

Planning assessment:

1. Minor Amendments to the built form

The proposed amendments to the built form are considered to be trivial in nature and do not substantially alter the appearance of the building compared with the plans as previously approved.

In planning terms, the only part of the amendment that warrants assessment is the increase in area of the benefit shop by 22m² from the approved 60m² to the currently proposed 82m².

By virtue of Clause 5.7.2 .1 of the Local Planning Scheme No 10, car parking is to be provided at a rate of 1 space per 12.5m² for shop uses. The required car parking for the shop use would increase from 5 spaces to 7 spaces.

The original assessment of the application submitted to the Metro Joint Development Assessment Panel on 9 February 2015 made the point that the car parking demand for the “new” church uses was less than for the existing church uses, due principally to the reduction in areas of the church hall and Op Shop. The car parking demand for the existing church uses would have been 63 bays while the demand for the currently approved uses would be 52 bays.

It is considered that the increase in car parking demand of 2 car bays caused by the increase in size of the op shop is of no consequence as the car parking demand for the church uses will reduce as a result of the development of the site.

2. Review of condition of approval

The following section summarises the conditions of the original approval for which a review is sought, the applicant’s justification for the amendment or deletion of the condition (Response) together with an officer comment.

Condition No 1

Prior to the issue of a building permit for this development, Lots 8, 9, 90, 91 & 92 shall be amalgamated into a single lot on a Certificate of Title or the owner shall enter into a legal agreement with the Town prepared by the Town's Solicitors at the owner's cost requiring amalgamation to be completed within twelve months of the issue of a building permit, or the completion of the development, whichever occurs earlier.

Response - Change to advice note.

As an approval condition it inappropriately relates to a separate statutory process and associated requirements that are outside the scope of the planning framework.

In order for the condition to be valid it should relate to planning matters, not matters covered by other legislation.

OFFICER COMMENT

The condition directly relates to a planning matter. The planning unit on which the approval has been issued, relates to all of the lots. The proposal relies on shared parking for both church use and for the residential component, and requires access over the residential component to the church parking areas. Without the approved condition, there would be nothing to prevent the sale of the residential component of the land separate from the church land.

Condition No 4

Existing street trees within the street verge adjacent to the development site being protected with barricades during construction in accordance with the Town's Policy for street tree protection.

Response - Change to advice note.

This requirement would ordinarily be associated with the construction phase of the development and therefore dealt with as part of the building permit process.

OFFICER COMMENT

It is Council policy that the need to protect street trees be imposed through conditions of planning consent. With the introduction of the 2011 Building Act, it is no longer possible to impose conditions on a Building Permit for matters that aren't addressed by the Building Act.

An Advice Note has no statutory effect and cannot be enforced.

Condition No 8

Car parking on any subsequent strata plan shall be allocated in accordance with the approved drawings and the following requirements:

- (a) Units 1 - 34 shall each be allocated at least one car parking bay;
- (b) Unit 35 shall be allocated two car parking spaces; and
- (c) Visitor parking bays V1 - V20 shall be made available for the shared use of both the residential and non-residential components of the development.

Response - Change to advice note.

This is not a valid condition as it relates to future statutory processes outside of the scope of this approval.

OFFICER COMMENT

This condition directly relates to the approval that has been issued, and relates to the ongoing management of the allocation of car parking spaces for the site. The condition aims to ensure that the allocation of car parking spaces on **any** future strata plan reflects the intended allocation of car parking spaces on which the approval was granted.

Condition 13

The southernmost crossover on the Parker Street frontage of the development site shall be modified by way of relocating the existing power pole clear of the crossover location. In all cases, the width of the crossover shall align with the width of vehicular driveway on private property.

Response - Change to advice note.

This requirement relates to processes and landholdings that are outside of the control of the applicant. It is noted that in order to act on the approval that the power pole will need to be relocated.

OFFICER COMMENT

Both the approved plans and the amended plans (refer DA1.3-F) show the retention of the existing power pole. It is considered that the condition directly relates to the approval, and the development has caused the need for the power pole to be relocated, and therefore it is a valid condition of approval. It should also be noted that a rubbish truck will need to reverse past the power pole to deal with the collection of all waste from the site.

Condition 16

Prior to the submission of an application for a building permit, a detailed lighting plan is to be provided showing all security and safety lighting throughout all public and interior circulation areas, along with external lighting to the Parker Street and Wilson Street frontages of the development site is to be submitted for the approval of the Town, prior to the issue of a building permit.

Response - Modify condition wording.

This condition is poorly drafted and has unclear timing. The following modified wording is suggested for the condition:

“Prior to the commencement of construction, a detailed lighting plan is to be provided showing all proposed internal and external lighting to the satisfaction of the Town.”

OFFICER COMMENT

Agreed.

Condition 18

The provision of an externally accessed storage unit of not less than 4 square metres internal area for each dwelling, constructed of the same materials as the main building.

Response - Delete condition.

Approved plans demonstrate compliance with this requirement.

OFFICER COMMENT

The sketch plans are not dimensioned in terms of the stores, and the actual areas of the stores are slightly below the required 4m² internal floor area. It is considered that the condition should be retained.

Conditions 25 and 26

The bin storage area is:

- (a) To be surrounded by a 1.8 metre high minimum wall with a self-closing gate;
- (b) To be provided with 75mm min thickness concrete floors grading to a 100mm industrial floor waste, with a hose cock to enable both the bins and bin storage area to be washed out; and
- (c) To be provided with internal walls that are cement rendered (solid and impervious) to enable easy cleaning.

Bins shall be stored only in an approved, designated location, and shall not be stored within any of the approved car parking bays or associated access aisles.

Response - Modify and consolidate condition wording.

Conditions 25 and 26 deal with the same issues and should be consolidated. The following modified wording is suggested as a replacement condition:

“Bins are to be stored only in an approved dedicated bin storage area, which shall be:

- (a) Surrounded by a 1.8 metre high minimum wall with a self-closing gate;*
- (b) Provided with 75mm min thickness concrete floors grading to a 100mm industrial floor waste, with a hose cock to enable both the bins and bin storage area to be washed out; and*
- (c) Provided with internal walls that are cement rendered (solid and impervious) to enable easy cleaning.'*

Officer Comment

Agreed.

Condition 27

Signage for the non-residential component of the development being the subject of separate application and approval.

Response - Change to advice note.

Not a relevant planning condition, as it does not relate to the approved development and separate approval would be required for signage in any event.

OFFICER COMMENT

Agreed.

Condition 34

Prior to the issue of a building permit, a development bond for the sum of \$17,500 being lodged with Council to ensure the satisfactory completion of all works associated with landscaping, car parking, access ways, screen walls, and other associated works.

Response - Delete condition.

It is uncertain as to what the bond would cover due to the reference to 'other associated works' within the terms of the condition. Furthermore, the application of the condition is not supported by any clear process for recovery of funds once the development is complete.

One of the key validity tests of a planning condition is that it must be certain and final. The ambiguity of the wording of the condition and the absence of any formal Town policy relating to the implementation of the condition means that the condition is uncertain and consequently unacceptable.

OFFICER COMMENT.

The bond is required to ensure that the development is constructed in accordance with the approved plans and the conditions of planning consent. The procedure for the taking of bonds and their return is covered by Council Policy 1.16 Development Bonds Policy - Compliance with Conditions of Planning Consent

Condition 37

The building hereby approved shall not be occupied until all of the conditions of planning consent have been complied with to the satisfaction of the Manager Development Services, unless the applicant has entered into an agreement with the Town to comply with those conditions within a specified period.

Response - Delete condition

Condition should be removed as it is not necessary. A building permit is not able to be issued if the planning conditions have not been met.

OFFICER COMMENT

As mentioned above a Building Permit can only be withheld on issues that are addressed by the Building Act. Issues such as landscaping the construction and marking of car parking spaces would not be covered by building legislation.

Condition 10

A minimum of 12 bicycle parking spaces shall be provided for residents, and a minimum of 4 bicycle parking spaces shall be provided for visitors. The resident bicycle parking spaces shall be located in a weather protected area and shall be constructed in accordance with the provisions of AS 2890.3 (as amended).

Response - Delete condition.

Four bicycle bays have been relocated from the upper ground floor to the lower ground floor level, such that all 12 resident bicycle parking spaces are now located in a weather protected area as per the condition requirements. On the upper ground floor level four visitor bicycle parking bays are now provided to meet the second component of the condition of approval.

OFFICER COMMENT

The plans provide insufficient detail to indicate that the facilities will be constructed in accordance with the provisions of AS 2890.3 (as amended).

Condition 11

Bicycle parking facilities shall be provided for the church/church hall and op shop component of the development to a number and at a location to be agreed with the Town.

Response - Delete condition.

Bicycle parking facilities have now been provided for the church, the church hall and the 'op shop' component of the development along Wilson Street and subject to confirmation of acceptance from the Town, meet the requirements of the condition of approval.

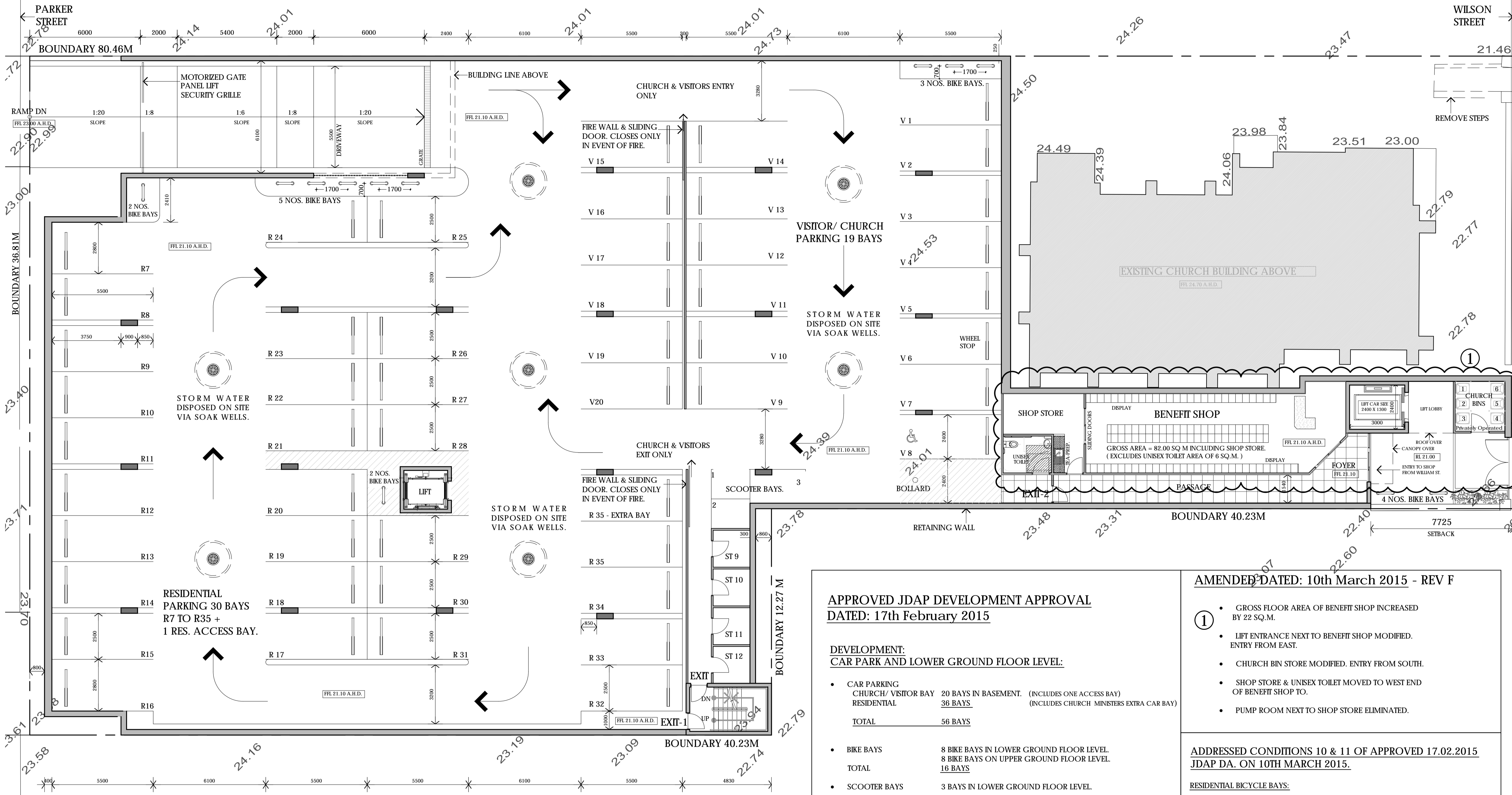
Council Recommendation:

The matter was considered by the Council of the Town of Bassendean at its meeting held on 28 April 2015 where it was resolved that Council endorses the Manager Development Services' report and recommendation to the Metropolitan Central Joint Development Assessment Panel for the proposed minor amendment to the approval issued by the Metropolitan Central Joint Assessment Panel dated 17 February 2015, for the Proposed Mixed Development Comprising Additions and Alterations to Place of Worship, Shop and 35 Multiple Dwellings Lots 90- 92 (Nos 7-11) Parker Street and Lots 8 & 9 (Nos 2 and 4a) Wilson Street, Bassendean.

Conclusion:

There are no objections from a planning perspective to the minor variations to the built form of the amended proposal, including an increase in the area of the op- shop, which will still result in the car parking demand for the proposed church uses being less than the car parking demand that currently exists.

It is considered that the majority of conditions that have been applied to the original approval, are valid planning conditions, for the reasons stated in this report, and should be retained.



APPROVED JDAP DEVELOPMENT APPROVAL
DATED: 17th February 2015

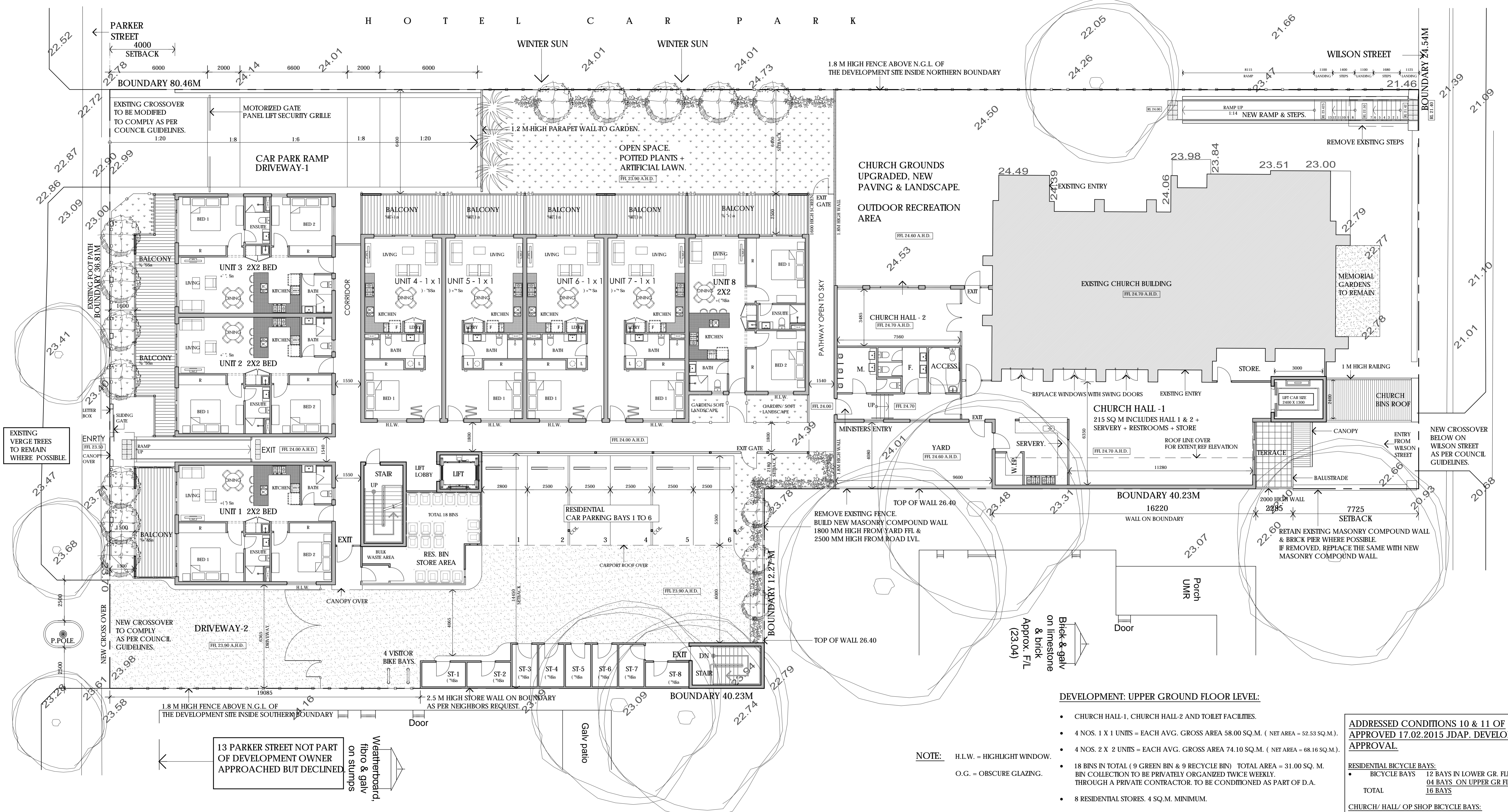
DEVELOPMENT:
CAR PARK AND LOWER GROUND FLOOR LEVEL:

• CAR PARKING	CHURCH/ VISITOR BAY	20 BAYS IN BASEMENT. (INCLUDES ONE ACCESS BAY)
	RESIDENTIAL	36 BAYS (INCLUDES CHURCH MINISTERS EXTRA CAR BAY)
	TOTAL	56 BAYS
• BIKE BAYS	8 BIKE BAYS IN LOWER GROUND FLOOR LEVEL.	
	8 BIKE BAYS ON UPPER GROUND FLOOR LEVEL.	
	TOTAL	16 BAYS
• SCOOTER BAYS	3 BAYS IN LOWER GROUND FLOOR LEVEL.	
• STORES	4 STORES IN LOWER GROUND FLOOR LEVEL.	
• BENEFIT SHOP WITH STORE ROOM ENTRY FROM WILSON STREET.		
• FOYER AND ENTRY TO CHURCH FROM WILSON STREET VIA LIFT.		

- AMENDED DATED: 10th March 2015 - REV F**
- ① • GROSS FLOOR AREA OF BENEFIT SHOP INCREASED BY 22 SQ.M.
 - LIFT ENTRANCE NEXT TO BENEFIT SHOP MODIFIED. ENTRY FROM EAST.
 - CHURCH BIN STORE MODIFIED. ENTRY FROM SOUTH.
 - SHOP STORE & UNISEX TOILET MOVED TO WEST END OF BENEFIT SHOP TO.
 - PUMP ROOM NEXT TO SHOP STORE ELIMINATED.
- ADDRESSED CONDITIONS 10 & 11 OF APPROVED 17.02.2015 JDAP DA. ON 10TH MARCH 2015.**
- RESIDENTIAL BICYCLE BAYS:**
- BICYCLE BAYS 12 BAYS IN CAR PARK & LOWER GR. FLR. LVL.
 - 04 BAYS ON UPPER GROUND FLOOR LEVEL.
 - TOTAL 16 BAYS**
- CHURCH/ HALL/ OP SHOP BICYCLE BAYS:**
- BICYCLE BAYS 4 BAYS ON LOWER GR. FLR. LVL. TOWARDS WILSON ST.

PARKER STREET

WILSON STREET



DEVELOPMENT: UPPER GROUND FLOOR LEVEL:

- CHURCH HALL-1, CHURCH HALL-2 AND TOILET FACILITIES.
- 4 NOS. 1 X 1 UNITS = EACH AVG. GROSS AREA 58.00 SQ.M. (NET AREA = 52.53 SQ.M.).
- 4 NOS. 2 X 2 UNITS = EACH AVG. GROSS AREA 74.10 SQ.M. (NET AREA = 68.16 SQ.M.).
- 18 BINS IN TOTAL (9 GREEN BIN & 9 RECYCLE BIN) TOTAL AREA = 31.00 SQ. M. BIN COLLECTION TO BE PRIVATELY ORGANIZED TWICE WEEKLY. THROUGH A PRIVATE CONTRACTOR. TO BE CONDITIONED AS PART OF D.A.
- 8 RESIDENTIAL STORES. 4 SQ.M. MINIMUM.
- CLOTHES DRYING AREA: ALL UNITS TO BE PROVIDED WITH DRYER.
- BOUNDARY FENCE/COMPOUND WALL TO COMPLY WITH COUNCIL GUIDELINES.
- SIGHTINGS TO COMPLY WITH R-CODES.

NOTE: H.L.W. = HIGHLIGHT WINDOW.
O.G. = OBSCURE GLAZING.

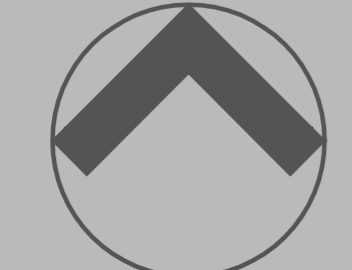
ADDRESSED CONDITIONS 10 & 11 OF APPROVED 17.02.2015 JDAP. DEVELOPMENT APPROVAL.

RESIDENTIAL BICYCLE BAYS:
• BICYCLE BAYS 12 BAYS IN LOWER GR. FLR. LVL.
04 BAYS ON UPPER GR FLR LVL.
TOTAL 16 BAYS

CHURCH/ HALL/ OP SHOP BICYCLE BAYS:
• BICYCLE BAYS 4 BAYS ON LOWER GR. FLR. LVL. TOWARDS WILSON ST.

AMENDED DATED: 10th March 2015

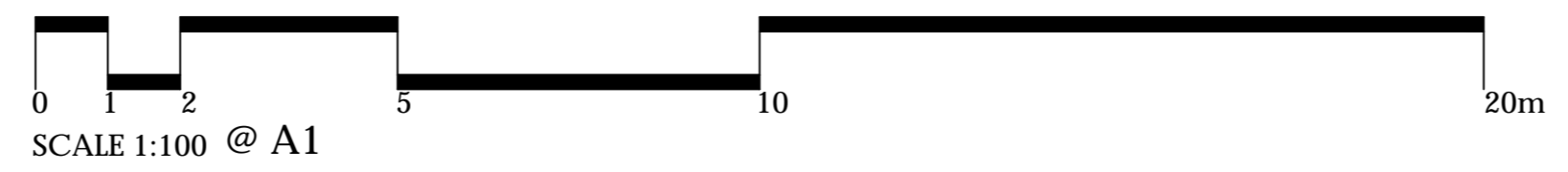
DOEPEL MARSH



Anglican Church Diocese of Perth



UPPER GROUND FLOOR PLAN



ST MARKS ANGLICAN CHURCH REDEVELOPMENT BASSENDEAN WILSON TO PARKER STREETS.

JOB NO. 13.69
DATE: 23 JAN 2015
DA 1.3-F
¥ 7C DMF < H&S & P

DEVELOPMENT APPROVAL APPLICATION- 2014

Your Ref:

25 February 2015

Chief Executive Officer
Town of Bassendean
PO Box 87
BASSENDEAN WA 6934

Attention: Brian Reed –Manager of Planning

Dear Brian,

**FORM 2 APPLICATION - MINOR AMENDMENTS TO DAP REFERENCE DP/14/00603:
NO'S. 7, 9 AND 11 (LOTS 90-92) PARKER STREET & NO'S. 2 AND 4A WILSON STREET
BASSENDEAN - PROPOSED MIXED USE DEVELOPMENT AND ALTERATIONS TO
EXISTING PLACE OF WORSHIP**

Doepel Marsh Architects (DMA) on behalf of the Anglican Diocese of Perth (Anglican Diocese) have prepared this submission in support of minor amendments to the above development approval within the Town of Bassendean (the Town) issued via the Metropolitan Central Joint Development Assessment Panel (JDAP) at it's meeting on the 9 February 2015.

The proposed minor amendments that are the subject of this submission seek to:

1. Modify elements of the approved development built form.
2. Achieve amendments to the conditions of approval as imposed by the JDAP where the condition has either become redundant due to the minor design changes as proposed, or where on closer consideration, the condition does not meet the tests that planning conditions are required to satisfy in order to be considered legal and valid.

A detailed summary of the proposed minor amendments is included below. It should be noted that the proposal does not propose any increase in the approved number of apartments or reductions in car parking supply.

Appended to this application, please find attached the following:

- A completed 'Form 2' Application signed by the landowner.
- A cheque for \$150 being the appropriate JDAP fee for a Form 2 reconsideration under Regulation 17 of the JDAP Regulations.
- Amended plans showing the nature and extent of the proposed minor amendments.

Background to the Application

The original approval (DP/14/00603) recently issued by the JDAP relates to a mixed use development located at No's. 7, 9 and 11 (Lots 90-92) Parker Street and No's. 2 and 4A Wilson Street, Bassendean (the subject site) which consists of a number of adjacent lots within the Bassendean Town Centre. It is the intention of the project team through this Form 2 application to refine and modify the approved development slightly, and also to amend the conditions of approval relating to the development to facilitate funding and delivery.

Minor Amendment Detail

The minor amendments to the built form of the proposed development for which approval is being sought via this submission are as follows:

- The lift entrance next to Op Shop has been modified and now provides an entry point from the east.
- The gross area of the ‘Op Shop’ has been increased by 22m² to provide a more functional space.
- The bin store has been redesigned to provide entry from south.
- The shop storeroom and unisex toilet facility have been moved to the west end of ‘Op Shop’
- The ‘pump room’ has been removed from the development.

Please refer to attached plans for further detail.

It is important to note that the minor amendments are only internal modifications and the building outline (external footprint) will not change. All other elements of the original proposal remain unchanged from that originally approved by the JDAP.

Proposed Condition Amendments

Following the JDAP approval for the development, and on closer review, a number of concerns have been identified in relation to certain conditions as imposed on the development approval. Although no concerns were initially raised in respect of the nature and content of the conditions at the JDAP meeting, it has since become apparent that the excessive number of conditions imposed on the planning approval has real implications on the financial viability of the project and in particular the ability to secure development funding.

As such a comprehensive review of the approval documentation was undertaken, resulting in the identification of a number of conditions that are inappropriate, and that would not pass the validity ‘tests’ commonly associated with an appropriate and legally implementable condition of approval. A summary of the original conditions and relevant comments / requested amendments have been provided in the table below:

Condition	Response
1. Prior to the issue of a building permit for this development, Lots 8, 9, 90, 91 & 92 shall be amalgamated into a single lot on a Certificate of Title or the owner shall enter into a legal agreement with the Town prepared by the Town’s Solicitors at the owner’s cost requiring amalgamation to be completed within twelve months of the issue of a building permit, or the completion of the development, whichever occurs earlier.	<p>Change to advice note</p> <p>As an approval condition it inappropriately relates to a separate statutory process and associated requirements that are outside the scope of the planning framework.</p> <p>In order for the condition to be valid it should relate to planning matters, not matters covered by other legislation.</p>
4. Existing street trees within the street verge adjacent to the development site being protected with barricades during construction in accordance with the Town’s Policy for street tree protection.	<p>Change to advice note</p> <p>This requirement would ordinarily be associated with the construction phase of the development and therefore dealt with as part of the building permit process.</p>
8. Car parking on any subsequent strata plan shall be allocated in accordance with the approved drawings and the following requirements: (a) Units 1 - 34 shall each be allocated at least one car parking bay; (b) Unit 35 shall be allocated two car parking spaces; and	<p>Change to advice note</p> <p>This is not a valid condition as it relates to future statutory processes outside of the scope of this approval.</p>

Condition	Response
(c) Visitor parking bays V1 – V20 shall be made available for the shared use of both the residential and non-residential components of the development.	
13. The southernmost crossover on the Parker Street frontage of the development site shall be modified by way of relocating the existing power pole clear of the crossover location. In all cases the width of the crossover shall align with the width of vehicular driveway on private property.	<p>Change to advice note</p> <p>This requirement relates to processes and landholdings that are outside of the control of the applicant. It is noted that in order to act on the approval that the power pole will need to be relocated.</p>
16. Prior to the submission of an application for a building permit, a detailed lighting plan is to be provided showing all security and safety lighting throughout all public and interior circulation areas, along with external lighting to the Parker Street and Wilson Street frontages of the development site is to be submitted for the approval of the Town, prior to the issue of a building permit.	<p>Modify condition wording</p> <p>This condition is poorly drafted and has unclear timing. The following modified wording is suggested for the condition:</p> <p><i>'Prior to the commencement of construction, a detailed lighting plan is to be provided showing all proposed internal and external lighting to the satisfaction of the Town.'</i></p>
18. The provision of an externally accessed storage unit of not less than 4 sq.metres internal area for each dwelling, constructed of the same materials as the main building.	<p>Delete condition</p> <p>Approved plans demonstrate compliance with this requirement.</p>
<p>25. The bin storage area is:</p> <p>(a) To be surrounded by a 1.8 metre high minimum wall with a self-closing gate;</p> <p>(b) To be provided with 75mm min thickness concrete floors grading to a 100mm industrial floor waste, with a hose cock to enable both the bins and bin storage area to be washed out; and</p> <p>(c) To be provided with internal walls that are cement rendered (solid and impervious) to enable easy cleaning.</p> <p>26. Bins shall be stored only in an approved, designated location, and shall not be stored within any of the approved car parking bays or associated access aisles.</p>	<p>Modify and consolidate condition wording</p> <p>Conditions 25 and 26 deal with the same issues and should be consolidated. The following modified wording is suggested as a replacement condition:</p> <p><i>'Bins are to be stored only in an approved dedicated bin storage area, which shall be:</i></p> <p><i>(a) Surrounded by a 1.8 metre high minimum wall with a self-closing gate;</i></p> <p><i>(b) Provided with 75mm min thickness concrete floors grading to a 100mm industrial floor waste, with a hose cock to enable both the bins and bin storage area to be washed out; and</i></p> <p><i>(c) Provided with internal walls that are cement rendered (solid and impervious) to enable easy cleaning.'</i></p>
27. Signage for the non-residential component of the development being the subject of separate application and approval.	<p>Change to advice note</p> <p>Not a relevant planning condition as it does not relate to the approved development and separate approval would be required for signage in any event.</p>
34. Prior to the issue of a building permit, a development bond for the sum of \$17,500 being lodged with Council to ensure the satisfactory completion of all works associated with landscaping, car parking, access ways, screen walls, and other associated works.	<p>Delete condition</p> <p>It is uncertain as to what the bond would cover due to the reference to <i>'other associated works'</i> within the</p>

Condition	Response
	<p>terms of the condition. Furthermore the application of the condition is not supported by any clear process for recovery of funds once the development is complete.</p> <p>One of the key validity tests of a planning condition is that it must be certain and final. The ambiguity of the wording of the condition and the absence of any formal Town policy relating to the implementation of the condition means that the condition is uncertain and consequently unacceptable.</p>
<p>37. The building hereby approved shall not be occupied until all of the conditions of planning consent have been complied with to the satisfaction of the Manager Development Services, unless the applicant has entered into an agreement with Council to comply with those conditions within a specified period.</p>	<p>Delete condition</p> <p>Condition should be removed as it is not necessary. A building permit is not able to be issued if the planning conditions have not been met.</p>

In addition to the above, through the submission of the minor amendments to the built form the project team have now addressed conditions 10 and 11. On this basis these conditions are now redundant and should be deleted. The conditions are noted in the table below.

Condition	Comment
<p>10. A minimum of 12 bicycle parking spaces shall be provided for residents, and a minimum of 4 bicycle parking spaces shall be provided for visitors. The resident bicycle parking spaces shall be located in a weather protected area and shall be constructed in accordance with the provisions of AS 2890.3 (as amended).</p>	<p>Delete condition</p> <p>Four bicycle bays have been relocated from the upper ground floor to the lower ground floor level, such that all 12 resident bicycle parking spaces are now located in a weather protected area as per the condition requirements. On the upper ground floor level four visitor bicycle parking bays are now provided to meet the second component of the condition of approval.</p>
<p>11. Bicycle parking facilities shall be provided for the church / church hall / op shop component of the development to a number and at a location to be agreed with the Town.</p>	<p>Delete condition</p> <p>Bicycle parking facilities have now been provided for the church, the church hall and the 'op shop' component of the development along Wilson Street and subject to confirmation of acceptance from the Town, meet the requirements of the condition of approval.</p>

In general terms we also note that it is not good practice to reference the timing of compliance with planning conditions to other statutory processes to which they are not integrally linked, such as the seeking of a building permit. In our view, depending on the nature of the conditional requirement, reference within the body of conditions should be made to steps in the development process such as 'prior to the commencement of development' or 'prior to occupation and/or use of a development'.

Planning Implications of the Proposed Minor Amendments

The above minor amendments have been flagged in preliminary email correspondence with the Town, and advice was received that the proposed minor amendments should be considered as part of a Form 2 process. We consider that the proposed minor amendments will have negligible effect on the form and nature of the approved development for the following reasons:

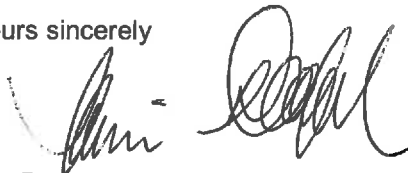
- The proposed minor modifications have no associated planning implications, and propose no significant change to the development as approved other than a small increase in op shop floor space, some access reconfiguration and the addition of bicycle facilities.
- No new land uses or significant increases in approved land use areas are proposed.
- Only minor modifications are required to the conditions of approval as they currently stand, incorporating the deletion or consolidation of invalid and redundant conditions, or their more appropriate inclusion as advice notes.

We trust that the above justification explains the minor amendments proposed by the applicant and demonstrates that the changes are of a minor nature and are able to be accommodated through the 'Form 2' process as agreed with the Town and in accordance with Regulation 17 (1) (c) of the *Planning and Development (Development Assessment Panel) Regulations 2011*.

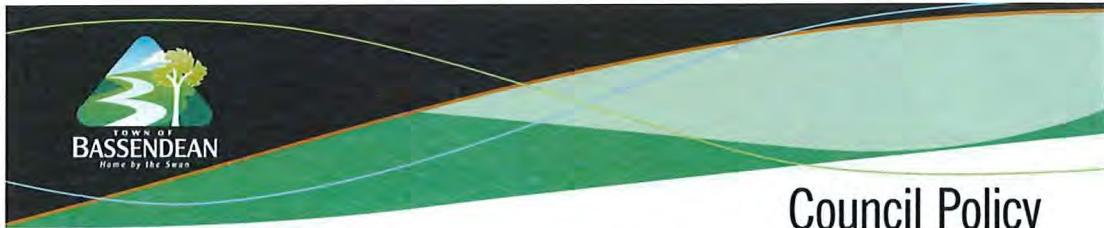
In addition the proposed condition modifications noted above will simplify the approval and ensure that the Town's development objectives and requirements are addressed, while assisting the applicant in securing funding and ultimately expediting the delivery of the project. As such we respectfully request that JDAP give timely consideration and approval to the application as detailed.

If you have any queries on the above, please contact the undersigned.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Kim Doepel', written over a faint circular stamp.

Kim Doepel
Doepel Marsh Architects



Council Policy

1.16 Development Bonds Policy - Compliance With Conditions of Planning Consent

Policy

It is the Council's intention to require a bond as a condition of development approval to be lodged with the Council prior to the issue of a building permit.

The bond is required to ensure that landscaping, reticulation, construction of parking areas, screen walls and any other associated works are completed to the satisfaction of the Council.

A bond is acceptable in the form of cash or a bank guarantee. Interest is not payable on these funds.

Application of Policy

This policy applies to all developments where Council has granted planning consent subject to conditions, requiring that landscaping, reticulation, construction of parking areas, screen walls and any other associated works are completed to the satisfaction of the Council.

This policy does not apply to developments involving the erection of a single house or additions to a single house.

RELATIONSHIP TO LOCAL PLANNING SCHEME NO 10

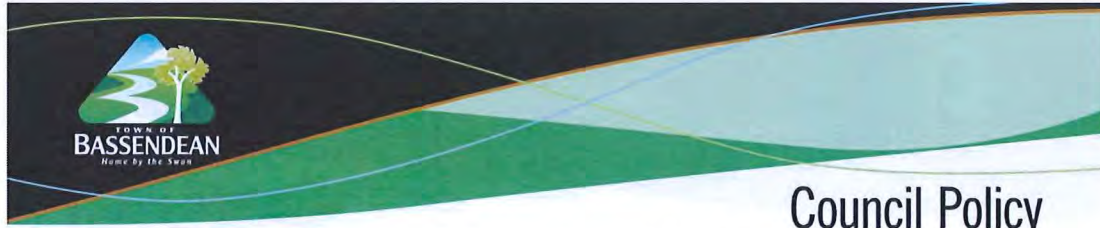
This policy complements Local Planning Scheme No 10. The Scheme contains the following clauses relating to occupation of buildings:

Clause 5.1 states that any development of land is to comply with the provisions of the Scheme.

Clause 5.7.2.1 states a person shall not develop or use land or erect, use or adapt any building for use for the purpose indicated in Table 1 of the Scheme, unless car parking spaces of the numbers specified in Table 2 are provided and such spaces are constructed, marked and maintained in accordance with the provisions of the Scheme

Clause 5.7.2.3 states classification certificates for any buildings or structures requiring such certificates shall be issued only after all parking and loading facilities have been completed in accordance with the Scheme;

Clause 11,4 states a person must not:



- (a) contravene or fail to comply with the provisions of the Scheme;
- (b) use any land or commence or continue to carry out any development within the Scheme area:
 - (i) otherwise than in accordance with the Scheme;
 - (ii) unless all approvals required by the Scheme have been granted and issued;
 - (iii) otherwise than in accordance with any conditions imposed upon the grant and the issue of any approval required by the Scheme; and
 - (iv) otherwise than in accordance with any standards laid down and any requirements prescribed by the Scheme or determined by the local government under the Scheme with respect to that building or that use.

Under the Planning and Development Act a person who fails to comply with the provisions of a Local Planning Scheme is guilty of an offence and is liable for a penalty of up to \$200,000 and a daily penalty of \$25,000.

POLICY OBJECTIVES

To ensure that a high standard of amenity is achieved within the Town of Bassendean.

To ensure that the provisions of the Town of Bassendean Local Planning Scheme No 10 are complied with.

To ensure that all conditions of planning consent and all works necessary to complete a development are carried out prior to occupation of a building.

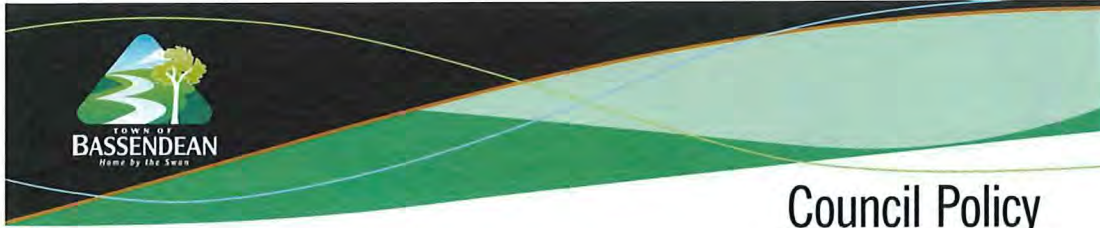
REQUIREMENTS FOR RESIDENTIAL DEVELOPMENT

Group dwelling additions to existing single dwellings to form grouped dwelling sites

Subject to the following clause, where planning consent is granted for a Grouped Dwelling addition to an existing single house to form 2 or more Grouped Dwellings, the new dwellings shall not be occupied until the upgrading works are carried out and all of the conditions of planning consent have been complied with to the satisfaction of Council.

With the agreement of Council's Manager Development Services , the new dwelling may be occupied by the resident of the existing house, subject to a written agreement being provided that all outstanding works will be completed within 3 months of occupation of the new dwelling.

Development bonds are not required for Grouped Dwelling additions to existing single houses.



New Grouped or Multiple Dwellings

A bond of \$1000, or \$500 per dwelling unit (whichever is the greater), is required prior to the issue of a building licence.

Temporary Retention of Existing Dwelling During Construction of New Dwelling

In cases where a development proposal is contingent upon the demolition of an existing dwelling, and that dwelling is proposed to be retained until the development is complete or partially complete, a bond of \$5,000 is required prior to the issue of a building licence.

Any planning consent will be conditional upon the demolition of the existing dwelling within one month of occupation of the new dwelling.

REQUIREMENTS FOR INDUSTRIAL OR COMMERCIAL DEVELOPMENT

A bond of \$2000 or 2% (whichever is the greater) of the development value as determined by the Building Surveyor. This sum may be varied if special circumstances exist, such as the development involving significant building works.

RETURN OF DEVELOPMENT BONDS

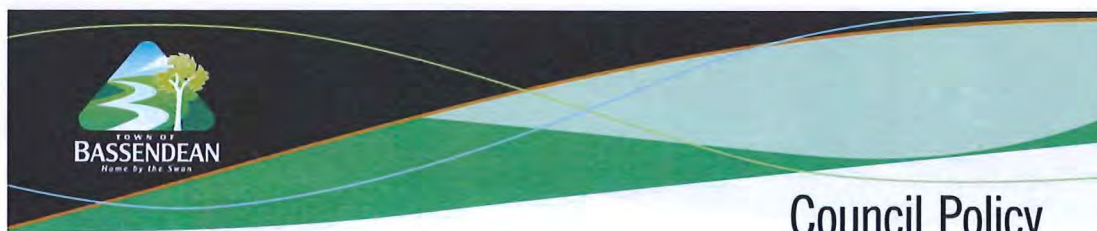
Residential Development

Monies may be returned following an inspection of the premises by Council officers indicating all development requirements have been completed to the satisfaction of the Manager Development Services.

Industrial/Commercial Development

Monies may be returned in 2 stage payments for industrial and commercial development. Upon completion of 75% of the value of the outstanding works as determined by Council's Building Surveyor, 50% of the bond money may be returned to the applicant. The remaining 50% of bond monies will be returned upon completion of the development, to the satisfaction of the Manager Development Services.

Where an applicant requests a staged return of bond monies, the applicant shall supply detailed estimates of the bonded work undertaken.



Council Policy

ENFORCEMENT

Should a building be occupied in contravention of the Local Planning Scheme No.10, and the provisions of this policy, the Council will undertake enforcement action as allowed for by the Scheme.

Where Council officers become aware that a building is being occupied in contravention of the Scheme and this policy the following procedure will generally apply.

The owner of the property will be advised verbally that the premises is being occupied in contravention of the Town Of Bassendean, Local Planning Scheme No 10 and informed of the implications of the breach of planning control.

The above advice will be confirmed in writing and the owner will be instructed to advise Council in writing, how they intend to resolve the matter to the satisfaction of Council within 14 days. The letter must also specify the estimated time likely to complete the works to remove the breach of planning control.

If the owner of the property fails to indicate that the contravention to the Scheme will be addressed within a reasonable time, or fails to comply with a previous undertaking, a report on the issue will be presented to Council, which may result in legal action being pursued.

Application

Responsibility for the implementation of this policy rests with the Mayor, Councillors, Council delegates and Chief Executive Officer. The Policy is to be reviewed every three years.

<p>Policy Type: Strategic Policy</p> <p>Link to Strategic Community Plan: Town Planning and Built Environment</p>	<p>Responsible Officer: Chief Executive Officer and Manager Development Services</p> <p>Last Reviewed: March 2014 Version 2 Next Review due by: December 2016</p>
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