



<b>JRPP No.</b>	2011HCC027
<b>DA No.</b>	DA249/2010.2
<b>Local Government Area</b>	Singleton
<b>Proposed Development</b>	Section 96 Amendment - Refurbishment and extension of Gowrie Street Mall
<b>Property Address</b>	Lots 162 & 103 DP 635677, Lot 11 DP 592595, Lot 1 DP 194663, Lot 8 DP 666536, Lot 3 DP 973029, Lot 4 973028 and Lots 210 & 211 DP 1037874; 1 Gowrie Street SINGLETON
<b>Applicant</b>	Charter Hall REIT
<b>Number of Submissions</b>	Six – Five against, One in support
<b>Recommendation</b>	Approval with conditions
<b>Report By</b>	Alison Clark

## **Executive Summary**

### Proposed Development

The Section 96 application seeks to modify deferred commencement conditions AA1 and AA2 imposed by the Hunter and Central Coast Joint Regional Planning Panel on 17 March 2011.

The application is made pursuant to Section 96(2) of the Environmental Planning and Assessment Act 1979.

### Referral to Joint Regional Planning Panel

The proposal is referred to the Joint Regional Planning Panel for determination pursuant to Clause 13F(1)(b) of State Environmental Planning Policy (Major Development) 2005.

### Permissibility

The site is zoned 3 Business pursuant to Singleton Local Environmental Plan 1996. The proposal is categorised as a shop and is permissible within the 3 Business zone subject to development consent.

### Consultation

In accordance with the Council's Notification policy the application was notified and exhibited from 16 June 2011 to 30 June 2011. Five submissions against the proposal and one submission in support of the proposal were received.

### Key Issues

The two main issues identified in the assessment and/or raised in the submissions were as follows:

- Activation of John Street frontage; and
- Car parking

Recommendation

**That development consent be granted to DA249/2010 part 2, subject to the modified conditions contained in APPENDIX A.**

## **1. Background**

On 17 March 2011 the Hunter Central Coast Joint Regional Planning Panel approved a development application for the refurbishment and extension of Gowrie Street Mall subject to two deferred commencement conditions. The conditions related to the activation of the John Street frontage and provision of car parking on the site.

The deferred commencement conditions are as follows:

**AA1** *The design is to be modified to include retail floorspace along the entire length of the site's John Street Frontage. The depth of the retail floorspace is to be generally consistent with the typical depth of other retail floorspace along John Street in the vicinity of the site, with a minimum depth of 15 metres to be provided. The retail floorspace is to be directly accessible from John Street. Amended plans are to be submitted to Council which demonstrate compliance with the above to the Council's satisfaction.*

**AA2** *Amended plans are to be submitted which demonstrate to the Council's satisfaction that a minimum of 914 car parking spaces can be provided for the development in addition to any additional parking spaces which may be necessary to meet the demands created by the additional retail floorspace required under the above "deferred commencement" consent condition.*

Numerous meetings were held between Council officers and the proponents of the development to discuss possible designs that would satisfy condition AA1. Discussions were also held in regards to the provision of car parking, in particular the 88B restriction requiring the additional 120 spaces to be provided on the development site.

A section 96 modification was received by Council on 14 June 2011 which seeks to modify the deferred commencement conditions. The application was publicly notified from 16 June 2011 to 30 June 2011. During this public notification period five objections against the proposal and one in support of the proposal were received.

## **2. Project Description**

The application is made under Section 96(2) of the Environmental Planning and Assessment Act 1979. The modified development is considered substantially the same development for the following reasons:

- The modification will not alter the building envelopes for the development site;
- The proposal seeks to satisfy the requirements of condition AA1;
- The intent of this condition is to provide activation of the street and the modification provides a design to satisfy this.

The modification involves the following amendments:

- Amendment of architectural drawings
- Deletion of condition AA1
- Revision of car parking requirements, subsequent deletion of condition AA2 and inclusion of additional condition in Part F of the consent

The proposed modification will allow for the provision of the following:

- 529 sqm of specialty retail along the John Street frontage
- Storage room on the northern side of the specialty tenancy
- Showcase area on southern side of and along the pedestrian entry from John Street
- Changes to the façade on the upper levels of the car parking structure
- Embellishment of the landscaping along John Street, including planter boxes and plantings to screen ground level of the car park
- Widening of the pedestrian entry off John Street and new canopy over entry
- Redesign of level 1 car park layout
- A specialty loading zone adjacent to the mall entry from the car park structure
- Relocation of the taxi stand
- Entry canopy over mini major

Refer to **APPENDIX B** for a copy of plans and elevations

### **3. Consultation**

In accordance with the Council's public notification policy the application was publicly notified from 16 June 2011 to 30 June 2011.

Surrounding property owners, people who lodged a submission or addressed the JRPP meeting were notified (by individual letters) of the application. The modification plans were made available on Council's website and at the administration building during the exhibition period.

In response to this public notification process, six (6) separate written submissions were received. Five submissions were against the proposal and one was in support of the proposal. The issues and concerns raised in the submissions against the proposal were as follows:

- Inadequate activation of the John Street frontage
- Advertising signage on John Street
- Pedestrian Access
- Inadequate site analysis
- Accessibility and transport considerations
- Ecological sustainability considerations
- Car parking
- Retention of rear access and car parks for John Street properties

#### **4. Section 79C Considerations**

##### **(a)(i) the provisions of any environmental planning instrument**

##### **State Environmental Planning Policy (Major Development) 2005**

*SEPP (Major Development) 2005* was applicable to the original development application as the development has a capital investment value of \$30 million. The modification application is made under Section 96(2) of the Environmental Planning and Assessment Act 1979. Pursuant to Clause 13F(1)(b) the application is required to be determined by the Joint Regional Planning Panel (JRPP).

##### **Singleton Local Environmental Plan 1996**

The proposed alterations and additions to the Gowrie Street Mall are defined by Singleton Local Environmental Plan 1996 (SLEP 1996) as a shop. Shops are permissible with consent in the 3 (Business Zone).

Pursuant to Clause 16(3) of SLEP 1996 the proposed development must be consistent or compatible with one or more objectives of the zone in order that Council may grant consent. The zone objectives and a planning assessment addressing the proposed development against them is offered below:

##### **Zone 3 (Business Zone)**

##### **Objectives of zone**

##### **(a) to provide for commerce, retailing, offices and other similar commercial development and services in suitable locations,**

The development site is located to the south eastern end of the CBD and currently contains a shopping mall. The expansion of the shopping mall will provide additional retailing in a suitable location within the CBD.

##### **(b) to maintain and enhance the character and amenity of commercial areas, to promote good urban design and to retain heritage values where appropriate.**

The revised proposal provides activation of the John Street frontage through the inclusion of 529sqm specialty retail along the northern end of the John Street frontage. The specialty retail has been designed to be of a similar height, depth and size to other retail spaces found in John Street. The retail has been integrated into the car parking structure with a widened pedestrian walkway leading to the car park and mall. The addition of the retail space provides a continuation of the active frontage currently provided along the northern section of John Street.

The southern portion of the John Street frontage has been treated with a passive façade design. The service station located on the corner of

John and Gowrie Streets acts as a block to the physical connection to other portions of retail located further south. The expansive forecourt and numerous driveway access points limits pedestrian movements and discourages active use of this portion of John Street. The inclusion of a showcase area on the southern side of the pedestrian entry to the car park provides some continuation of the retail frontage.

This area also acts as a transition as the façade changes to a car park screen and landscaped area. Forecourt masonry planter boxes and a hedge have been incorporated into the design in an attempt to enhance the appearance of the structure, whilst also allowing pedestrian visibility into and out of the car park. The landscape screen provided to the remainder of the John Street frontage does not provide any activation of the street. The landscaping is not considered suitable as it does not provide a positive contribution to the streetscape in terms of urban design or activation.

The modified design presents a modern interpretation of a number of architectural themes currently present in John Street rather than attempting to mirror the streetscape. A street awning is proposed over the specialty retail to provide consumer comfort, and to incorporate an architectural element that is commonly seen in John Street. The modernisation of architectural elements allows this development to be sympathetic to the existing character of the area, whilst also bringing a number of new design features to the CBD.

**(a)(ii) the provisions of any draft environmental planning instrument**

Not applicable.

**(a)(iii) any development control plans**

The Singleton Development Control Plan 2009 applies to the Section 96 application. An assessment of the modification based on the requirements contained therein follows.

**Singleton Development Control Plan 2009**

**Element 3 – Commercial and Retail Development**

**Clause 3.5 – External Appearance**

The modification of the approved plans is in response to deferred commencement condition AA1 which was imposed by the Hunter Central Coast Joint Regional Planning Panel. The condition required an amendment to the design to include retail floor space along the entire John Street frontage. The modification seeks to have this condition amended to require retail shops to only half of the John Street frontage with passive activation provided along the southern end of the frontage.

The intention of this condition was to provide some continuity and activation of the John Street frontage. The existing mall is currently segregated from the existing retail shops in John Street and the original design exacerbated this through the provision of a car parking structure fronting John Street.

The provision of shop fronts along John Street reduces the negative impacts of the development on the CBD through the creation of an isolated retail centre. The shop fronts also provide activation and continuity of retail services in this location.

The specialty retail has been integrated into the car parking structure to provide activation of the John Street frontage from the northern end of the site to the pedestrian entry way running through the car park. This portion of the frontage is seen as the key pedestrian movement zone, with the southern portion being a more passive movement area.

The screening of the car parking above the specialty retail has been developed to enhance the appearance of the structure. Vertical screening elements have been employed above the street awning. The angles of the vertical steel z purlin screen create depth and movement in the façade. The purlins present a modern interpretation of parapet walls commonly seen along John Street. The use of a transparent screen not only allows for free air movement into the car park, but will also allow for visibility both into and out of the structure. The metal screening provides a clean finish to the façade and also seeks to introduce a modern architectural feature to the streetscape.

Signage is proposed above the specialty retail. The signage will provide an identification element to the façade and will assist with way finding into the development. The signage shown on the plans is considered excessive and tends to dominate the streetscape. Condition H4 in the original consent required a separate approval for any advertising signage and a full assessment will be undertaken at this stage.

The southern end of the John Street frontage has been treated with passive design features as it is a less active area. The metal mesh panel screening has been designed with a variety of perforation sizes to create patterning and varying degrees of light and movement.

In addition to this a showcase area is incorporated into the car parking structure. This area will be used for retailers inside the store to display wares on John Street. The show case area is highlighted with a painted feature above to add further interest to the façade. The showcase area gives the impression of an active retail space without actually providing leasable shop area.

A masonry plater box is proposed along the remainder of the John Street frontage. The alignment of the landscaping has been amended slightly to align to the formal geometry of the car parking structure. A hedge is proposed along this section of the car park in an attempt to enhance the streetscape whilst still allowing for passive surveillance of the area. Landscaping, with the exception of street trees, is not common in John Street with the area characterised by shop fronts. The landscaping does not activate the street front, is inconsistent with the existing urban design characteristics of John Street and is not considered suitable in this location.

Whilst the southern portion of the John Street frontage is not a highly trafficked area it still requires activation and the landscaping proposed does not achieve this. An extension of the showcase area in lieu of the landscape planting would provide the street activation required. The showcase is an innovative way of providing activation to the street and delivering a better urban design outcome without providing retail floor space. Condition C14 has been included in **APPENDIX A** requiring amended plans to be submitted to Council reflecting the extension of the showcase area as detailed above. In addition to this the street awning should also be extended along the southern portion of the site to increase user amenity. The street awning also provides a positive contribution to the streetscape.

The continuation of the showcase area provides full activation of the John Street frontage. Further to this, the inclusion of additional showcase area will provide space for tenants of Gowrie Street Mall to display their wares thereby reducing the need for a proliferation of signage.

The pedestrian entry from John Street has been widened and embellished with a new entry canopy. The canopy is set on an angle and adds further articulation to the façade by projecting outwards and upwards from the car parking structure. The widening of the pedestrian entry adds depth and variety to the façade fenestration, which represents the varied building alignments along John Street. The canopy seeks to reproduce the building forms over entries found elsewhere on the site, creating a sense of unity throughout the development.

A minor amendment is proposed to the air lock entry to the mini major. An additional CFC clad element is proposed over the entry to the mini major to increase user amenity. The awning will not increase the height of the structure. The canopy will act as a marker for the entry point into the mini major from the car park.

### **Clause 3.6 – Impacts on Local Amenity**

The proposed modification provides an activated street frontage through the implementation of a number of active and passive façade treatments. The incorporation of 529sqm specialty retail to the northern



end of the John Street frontage provides activation of the street, whilst the showcase area and landscaping provide a more passive activation of the street. The provision of retail space on John Street is a positive contribution to the street.

The design does not provide complete compliance with deferred commencement condition AA1 as it only proposes to provide retail floor space to approximately half of the John Street frontage. The northern end of the frontage is seen as the most active, with more pedestrian movements likely to be in this location. The provision of retail space in this location will allow for a continuation of the retail trade of John Street.

The southern end of the frontage is less active with the service station on the corner of John and Gowrie Streets which interrupts pedestrian movements and the hard edge built form employed elsewhere along John Street. As a result of this there needs to be a transition from the active retail frontage to the inactive service station. This is achieved through the use of the showcase area, which will provide a passive retail frontage. As discussed previously the continuation of the showcase area in lieu of the landscaping will provide the required activation in a more passive form.

The extension of the street awning for the entire length of the John Street frontage will increase user amenity. The street awning is a common theme in John Street with the majority of the shop fronts in the street being provided with an awning. The provision of the awning serves a dual purpose in that it helps integrate the development into the locality whilst also providing protection from the elements for pedestrians.

## **Element 9 – Provisions for Vehicles**

The gross floor area (GFA) for the original development application was incorrectly calculated, in that it included a number of storage areas and did not accurately reflect the proposal. The applicant has provided amended plans to accurately calculate the GFA, including the additional retail space on John Street, as 23,611sqm. The revised GFA subsequently results in a revised gross leasable floor area (GLFA) of 17,708sqm. The following table provides an outline of the changes to the calculation of the GFA and GLFA.

	<b>Original DA</b>	<b>Modification</b>
<b>GFA</b>	24,149	23,611
<b>GLFA</b>	18,471	17,708

A copy of the plan used to determine the revised GFA is provided at **APPENDIX B**.

The following table provides an outline of the number of car parks required for the modified GLFA.

	<b>RTA Guidelines</b>
<b>Car Parks Required</b>	791
<b>Car Parks Provided</b>	840
<b>Difference</b>	<b>+79</b>

As discussed in the previous assessment report, the car parking requirement in the RTA's guide to traffic generating development is considered more reasonable than the Council's DCP requirements. The RTA's requirements are based on the GLFA rather than the GFA which provides a more realistic projection of the volume of traffic expected to be generated by the development. Based on the RTA's requirement the development provides an excess of 79 parking spaces on site.

In addition to the 791 car parking spaces required for the development, a further 120 car parking spaces are required in accordance with an 88B restriction as to user over the development site. The 88B restriction requires an additional 120 parking spaces to be maintained as public parking in addition to any car parking spaces required by the Gowrie Street Mall development.

When the RTA requirements and the 88B requirements are combined the development is required to provide 881 on site parking spaces. The total spaces provided on site are 840, which represents a shortfall of 41 spaces.

Discussions have been held between Council Officers and the applicant in an attempt to resolve the car parking shortfall. A number of solutions to the issue have been examined. The preferred outcome would be a Voluntary Planning Agreement (VPA) with the developer requiring them to construct or contribute to the provision of the 41 spaces elsewhere in the CBD. Initial investigations have highlighted a number of locations that would be capable of supporting the additional parking spaces. The public benefit of providing additional parking elsewhere in the CBD is also a major factor in these negotiations. Singleton has an historical parking issue and the provision of additional parking in another central location will ensure that this development will provide a more widespread public benefit.

This Section 96 application seeks to modify deferred commencement condition AA2 to allow Council and the developer more flexibility in negotiating an outcome. It is proposed to delete condition AA2 and include an additional condition to part F of the consent to allow the issue to be resolved prior to the issue of an occupation certificate. Condition F13 is included in **APPENDIX A**.

A loading area for the additional retail space on John Street has been provided adjacent to the main mall entry. The location of the loading

zone requires the relocation of the taxi stands which have been placed on the southern side of this entry. The loading area has been positioned so that it is within close proximity to the additional retail space whilst also reducing the potential for conflicts with customers vehicles. The loading area will be used for vehicles to park in, whilst they hand deliver any goods.

The provision of a loading zone on John Street was explored, however given the complex nature of vehicle movements in this location it was not considered a safe or desirable option.

**(a)(iia) any planning agreement that has been entered into or any draft planning agreement that the developer has offered to enter into**

The developer has offered to enter into a Voluntary Planning Agreement in order to resolve the issue of the shortfall of car parking as discussed previously in this report. Condition F13 has been included in **APPENDIX A** to ensure that the car parking is resolved to the satisfaction of Council.

**(a)(iv) any matters prescribed by the regulations**

Not applicable.

**(b) the likely impacts of the development**

**Economic Impact in the Locality**

The applicant has provided an economic statement to support their observation that the provision of retail space along the entire John Street frontage would not be viable. As this is not a viable option they are proposing to provide 529sqm of retail space along John Street as a compromise to this condition.

The economic statement provides that a feasibility analysis was undertaken prior to the lodgement of the original application. This study was then used to determine the amount of floor space that could be accommodated on the site having regard to existing retail provision and prevailing market conditions. As a result a design was prepared proposing a doubling of the GFA for the Mall.

Deferred commencement condition AA1 requires an additional 1200sqm of retail floor space. This additional retail space represents an increase of 10.5% to the area proposed by the original application and the applicant maintains that this retail space would deliver a sub-optimal rental return. The difficulty therein lies with trying to lease the premises at sustainable rental levels to ensure these shopfronts do not remain vacant.

In addition to this an increase in retail space enhances the likelihood of duplicate retail provision within the town centre. This may result in existing retailers relocating to the new premises, thereby creating retail vacancies elsewhere in the CBD.

The inclusion of 529sqm of retail space along John Street provides a positive contribution to the street and will activate the area. The additional showcase area also provides some passive activation. The proposed modification seeks to provide a balance in the retail needs of the CBD and the activation of the development fronting John Street. With the provision of additional showcase area as described above will activate the streetscape and it is therefore considered that the proposal satisfies the intent of condition AA1.

**(c) the suitability of the site for development**

The subject land is considered suitable for the proposed development for the following reasons:

- The site is well located within the Singleton Business District; and
- The site provides an opportunity for additional commercial development with the amended proposal providing both active and passive activation of John Street

**(d) any submissions made in accordance with this Act or the Regulations**

- Inadequate activation of the John Street frontage

The proposal has been modified to include retail shopfronts to John Street. Condition AA1 required the provision of retail shopfronts for the entire John Street frontage, however as discussed in this report the applicant seeks to modify this to provide only half the required retail space. The provision of 50% of the required retail space is considered an acceptable outcome. The provision of a showcase area for the remainder of the frontage will ensure that the remainder of the street is provided with passive activation and enhances the urban design outcome.

- Advertising signage on John Street

The revised John Street frontage includes the provision of a number of large signs designed to identify the anchor tenants in the mall. These signs have been located above the specialty retail that fronts John Street. Whilst the signs will help to identify the development they are considered excessive in size and will dominate the streetscape. Smaller more appropriately sized signs would be acceptable. Any signage on the site will require separate approval from Council and a full assessment will be undertaken at this stage. Condition H4 of the development consent advises the applicant of this requirement.

- Pedestrian access

The number of pedestrian links into the mall has not altered as part of the modification. The modification seeks to widen and enhance the pedestrian entry from John Street through the inclusion of a feature awning. This entry leads to the main pedestrian spine along the ground level of the car parking structure. This is a raised walkway with marked pedestrian crossings provided where necessary to facilitate the safe passage of pedestrians.

In addition to this there are a number of conditions of consent that will require the developer to provide pedestrian crossings in various locations around the development site to facilitate the safe passage of pedestrian.

- Inadequate site analysis

A site context/analysis plan was submitted as part of the original development application. A design statement which contains a site and street analysis for the proposed modification has been provided. The information provided is considered adequate and provides sufficient detail in accordance with the requirements of the Singleton Development Control Plan 2009.

- Accessibility and transport considerations

The existing public transport arrangements will not be altered as a result of the modification. The bus stop in Gowrie Street will be maintained to ensure there are no impacts on bus routes. Taxi stands will be provided within the site in close proximity to the mall entrances.

- Ecological sustainability considerations

This issue was addressed in the previous assessment report and the proposed modification does not alter these comments. The developer will be required to provide additional information in regards to the energy efficiency as part of an application for a construction certificate.

- Car parking

The modification seeks to delete condition AA2 and replace with an additional condition in part F of the consent. The development proposes to provide 840 car parking spaces on site which is 79 in excess of the RTA traffic generating guide requirements. In addition to the RTA requirements the site is burdened with an 88B instrument requiring the provision of an additional 120 spaces on the site. The development does not meet this requirement with a shortfall of 41 car parking spaces. As previously discussed, Council is proposing an additional condition to allow for a negotiation of the 88B car parking requirements. Council is satisfied that the parking can be provided in an alternative location by way of a voluntary planning agreement.

- Retention of rear access for John Street properties

The modification does not seek to alter the approved access

arrangements from Burns Lane. The development will involve the upgrading of this access to provide a 1.5m wide footpath, 2 x 3.5m wide travel lanes and a 2.6m wide loading zone lane. The upgrade works that have already been conditioned will allow for safe pedestrian movements, adequate space for through traffic and also provision of a loading area to service the shops fronting John Street. In addition to this the lane will be required to be dedicated as a public road thereby securing the use of this access to those shops and the general public.

**(e) the public interest**

The development proposal represents a suitable use of the commercial land and will support the growing residential population of Singleton and surrounds. The modification provides a mix of active and passive activation of the John Street frontage which will enhance the streetscape, whilst providing an economically viable development.

## **7. Conclusion**

The proposal will have a positive social and economic impact on the community and provides improved activation and enhanced urban design outcome of the John Street frontage. The application is generally compliant with the requirements of the relevant State Environmental Planning Policies, the Singleton Local Environmental Plan 1996 and the relevant elements of the Singleton Development Control Plan 2009.

An assessment of the application has been carried out under Section 79C(1) of the *Environmental Planning and Assessment Act, 1979* as amended. The proposed modification is considered satisfactory in terms of the relevant matters for consideration under the Act and the modification is recommended for approval subject to appropriate conditions which include the following design changes:

- Extension of the showcase area to replace the proposed masonry planter boxes and landscaping along the southern portion of the John Street frontage,
- Provision of a street awning to the entire John Street frontage,
- Continuation of the upper level façade treatment shown on the northern portion of the façade along the southern portion of the façade.

## **8. Recommendation**

That development consent be granted to DA249/2010 part 2, subject to the conditions contained in **APPENDIX A**.

## APPENDIX A

Delete condition AA1 and replace with the following:

- C14** The design is to be modified to include a showcase area and street awning along the southern section of the site's John Street Frontage. The upper levels of the car park façade are to be provided with the same façade treatment as the northern portion of the frontage. Prior to the issue of a Construction Certificate amended plans are to be submitted for the approval of Council's Director Planning and Regulations.

**Reason:** To achieve a better streetscape design outcome.

Delete condition AA2 and replace with following:

- F13** On-site car parking accommodation being provided for a minimum of 881 vehicles and such being set out generally in accordance with the details indicated on the submitted plans except as otherwise provided by the conditions of consent. Any car parking spaces that cannot be provided on site are to be provided, only upon an agreement with Council, on another site within close proximity to the development. Any agreement with Council shall be finalised prior to the issue of an occupation certificate.

**Reason:** To ensure the provision of adequate on-site parking facilities commensurate with the demand likely to be generated by the proposed development.

Amend condition A1 as follows:

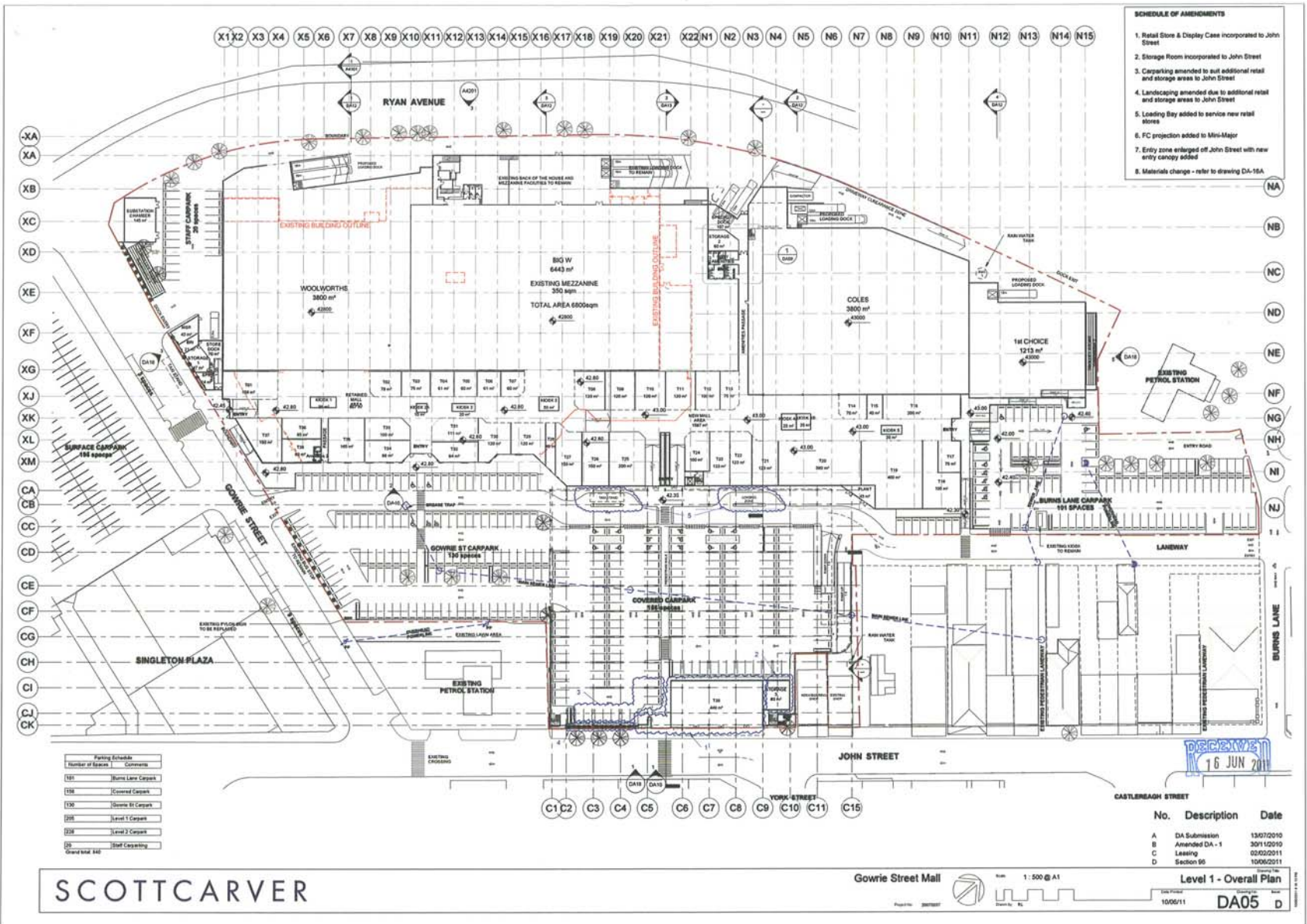
- A1** The development shall be carried out in accordance with the stamped approved plans and documentation detailed in the following schedule and any amendments arising through conditions to this consent or as shown in red colour on the plans:

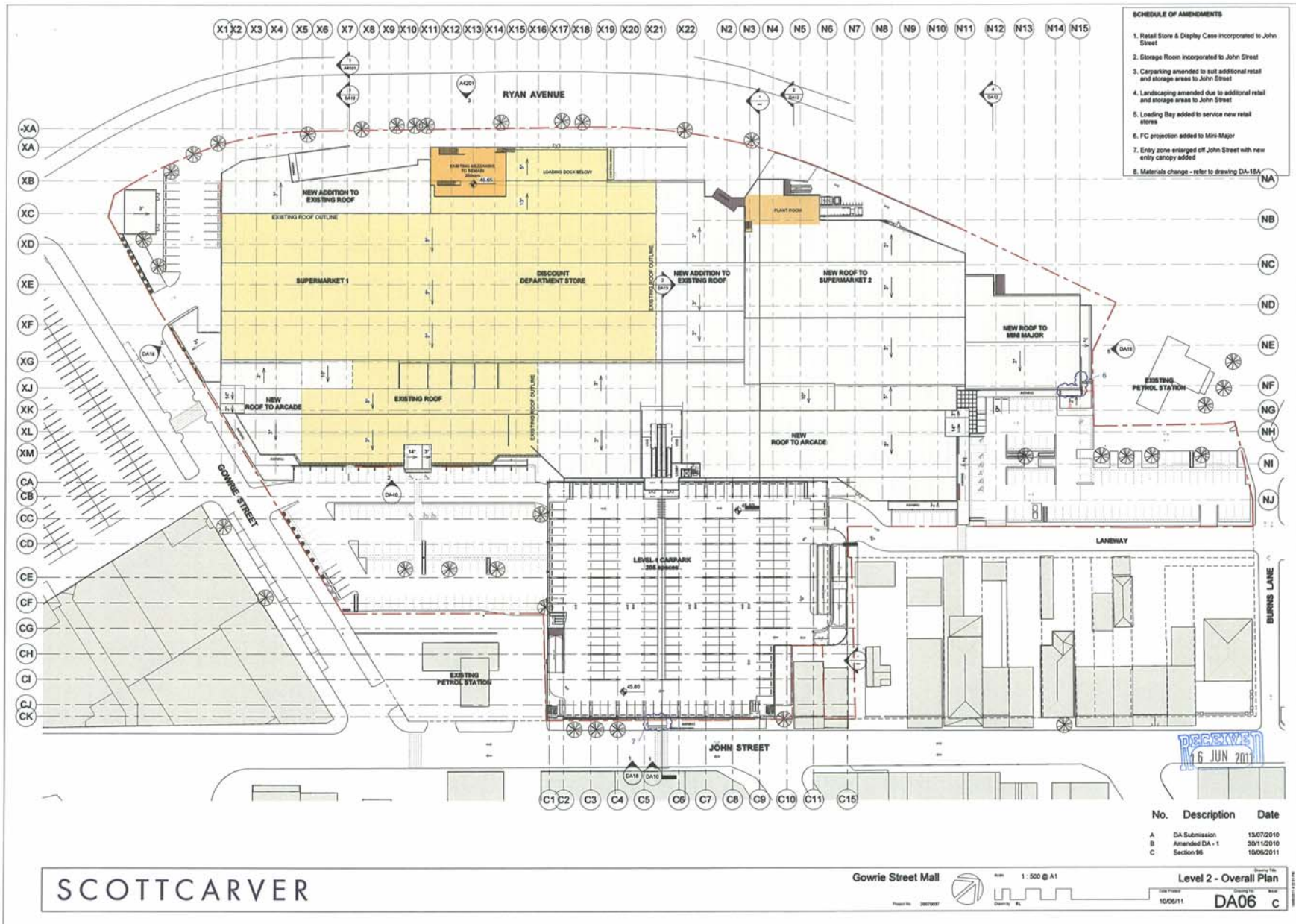
Drawing Title	Drawing No.	Revision No.	Revision Date	Prepared by:
Site Context/Analysis	DA01	A	14-07-2010	Scott Carver Architects
Existing Site Plan	DA02	A	14-07-2010	Scott Carver Architects
Existing Elevations	DA03	A	14-07-2010	Scott Carver Architects
Demolition Plan	DA04	A	14-07-2010	Scott Carver Architects

Level 1 – Overall Plan	DA05	C	10-06-2011	Scott Carver Architects
Level 2 – Overall Plan	DA06	C	10-06-2011	Scott Carver Architects
Level 3 – Overall Plan	DA07	C	10-06-2011	Scott Carver Architects
Roof Plan	DA08	A	14-07-2010	Scott Carver Architects
Proposed Amenities	DA09	A	14-07-2010	Scott Carver Architects
Elevations	DA10	C	10-06-2011	Scott Carver Architects
Elevations	DA11	C	10-06-2011	Scott Carver Architects
Sections	DA12	C	10-06-2011	Scott Carver Architects
Sections	DA13	C	10-06-2011	Scott Carver Architects
Proposed Shadow Diagrams	DA14	B	07-02-2011	Scott Carver Architects
Existing Shadow Diagrams	DA15	A	14-07-2010	Scott Carver Architects
Materials Board	DA16-A	C	10-06-2011	Scott Carver Architects
Materials Board	DA16-B	B	30-11-2010	Scott Carver Architects
Landscape Plan	DA17	C	10-06-2011	Scott Carver Architects
Inground Services – Site Plan	DA19	A	07-02-2011	Scott Carver Architects
Survey Plan	950223J\CD S\GOWR IE15B.DWG	A	09-03-2010	Scott Crisp & Hamblin



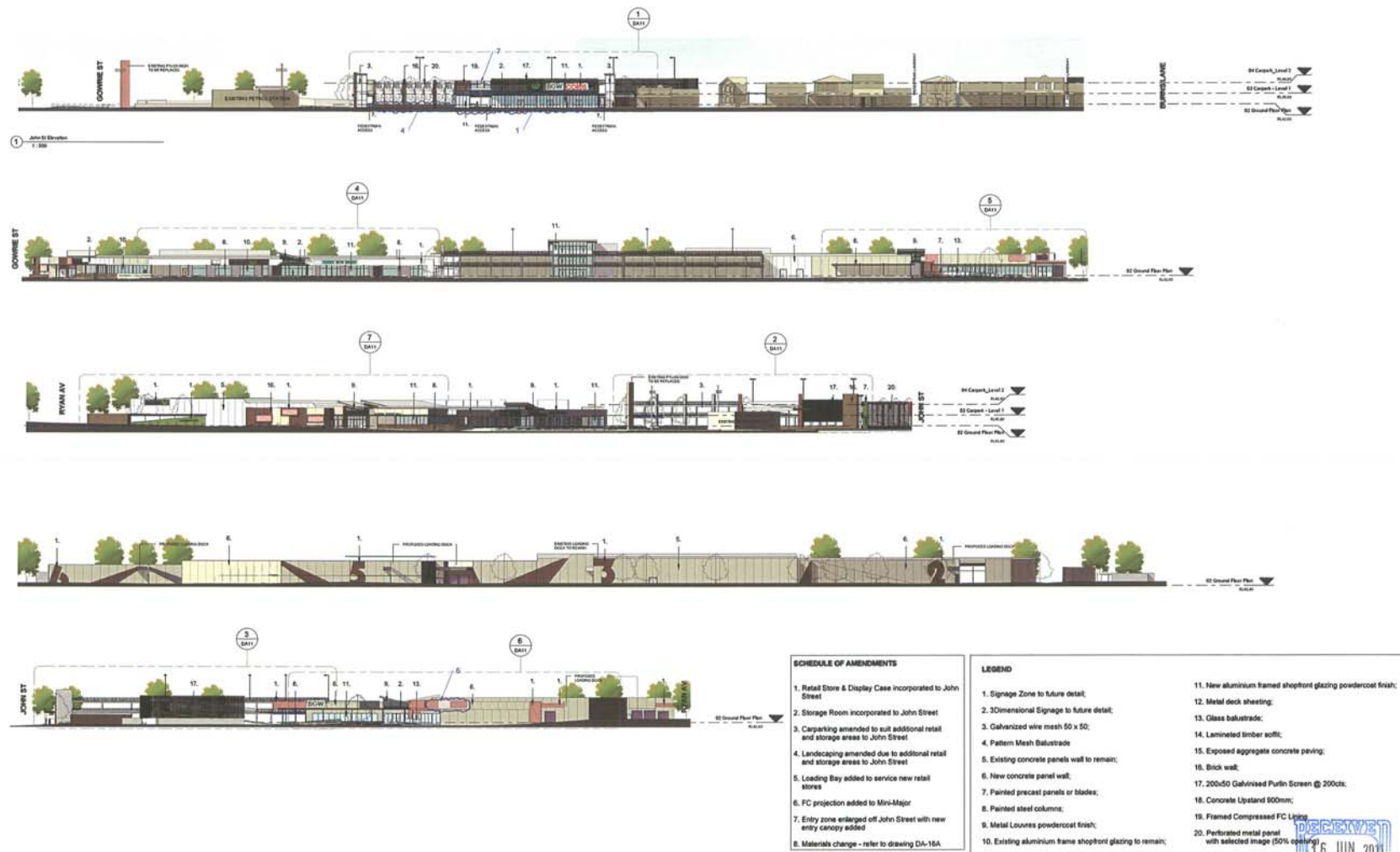
APPENDIX B











SCOTTCARVER

Gowrie Street Mail

Project No: 20070007



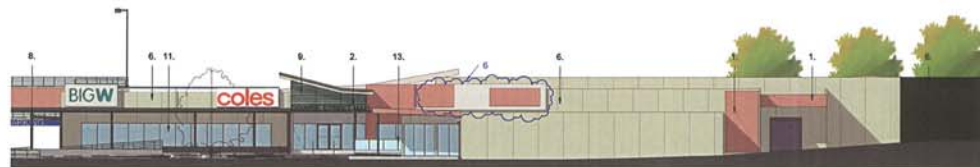
Scale: 1:500 @ A1

Drawn: [Signature]  
Checked: [Signature]  
Author: [Signature]

No.	Description	Date
A	DA Submission	13/07/2010
B	Amended DA - 1	30/11/2010
C	Section 95	10/06/2011

Elevations

DA10 C



#### LEGEND

1. Signage Zone to future detail;
2. 3Dimensional Signage to future detail;
3. Galvanized wire mesh 50 x 50;
4. Pattern Mesh Balustrade
5. Existing concrete panels wall to remain;
6. New concrete panel wall;
7. Painted precast panels or blades;
8. Painted steel columns;
9. Metal Louvers powdercoat finish;
10. Existing aluminium frame shopfront glazing to remain;
11. New aluminium framed shopfront glazing powdercoat finish;
12. Metal deck sheeting;
13. Glass balustrade;
14. Laminated timber soffit;
15. Exposed aggregate concrete paving;
16. Brick wall;
17. 200x50 Galvanised Purlin Screen @ 200ods;
18. Concrete Upstand 900mm;
19. Framed Compressed FC Lining
20. Perforated metal panel with selected image (50% opening)

#### SCHEDULE OF AMENDMENTS

1. Retail Store & Display Case incorporated to John Street
2. Storage Room incorporated to John Street
3. Carparking amended to suit additional retail and storage areas to John Street
4. Landscaping amended due to additional retail and storage areas to John Street
5. Loading Bay added to service new retail stores
6. FC projection added to Mini-Major
7. Entry zone enlarged off John Street with new entry canopy added
8. Materials change - refer to drawing DA-16A

RECEIVED  
16 JUN 2011

No. Description Date

A DA Submission 13/07/2010  
B Amended DA - 1 30/11/2010  
C Section 96 10/06/2011

SCOTTCARVER

Gowrie Street Mall

Project No. 30075007



Scale 1:200 @ A1

Drawn By Author

Elevations  
DA11 c