



Metro North-West Joint Development Assessment Panel Agenda

Meeting Date and Time: 28 January 2016; 10.30am
Meeting Number: MNWJDAP/115
Meeting Venue: City of Joondalup
Conference Room 1, Civic Centre
Boas Avenue, Joondalup

Attendance

DAP Members

Ms Karen Hyde (Presiding Member)
Mr Paul Drechsler (Deputy Presiding Member)
Mr Fred Zuideveld (Specialist Member)
Mayor Giovanni Italiano (Local Government Member, City of Stirling)
Cr David Boothman (Local Government Member, City of Stirling)
Cr John Chester (Local Government Member, City of Joondalup)
Cr Philippa Taylor (Local Government Member, City of Joondalup)

Officers in attendance

Mr Austin Donaghey (City of Stirling)
Mr Chris Fudge (City of Stirling)
Ms Giovanna Lumbaca (City of Stirling)
Mr Dale Page (City of Joondalup)

Local Government Minute Secretary

Mr John Byrne (City of Joondalup)

Applicants and Submitters

Mr Murray Casselton (TPG)
Mr David Read (TPG)
Mr Lewis Shugar (TPG)
Mr Stephen Shircore (Meyer Shircore)
Mr Adam Bronts (Castle Rock Property)

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

Nil



3. Members on Leave of Absence

Nil

4. Noting of Minutes

Note the Minutes of the Metro North-West JDAP meeting No.113 held on the 18 January 2016.

The Minutes of the Metro North-West JDAP Meeting No. 114 held on 21 January 2016 were not available at the 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

Nil

8. Form 1 - Responsible Authority Reports – DAP Application

- | | | |
|------------|--|---|
| 8.1 | Property Location:
Application Details:

Applicant:
Owner:
Responsible authority:
DoP File No: | Lot 140 (2) Delage Street, Joondalup
Proposed self-storage facility and modifications to existing showroom
Meyer Shircore & Associates
Openup Enterprises Pty Ltd
City of Joondalup
DAP/15/00941 |
| 8.2 | Property Location:

Application Details:
Applicant:

Owner:
Responsible authority:
DoP File No: | Lot 603, House Number 5, Milldale Way, Mirrabooka

Four Storey Office & Restaurant
TPG Town Planning, Urban Design and Heritage
Department of Housing
City of Stirling
DAP/15/00915 |
| 8.2 | Property Location:

Application Details:
Applicant:
Owner:
Responsible authority:
DoP File No: | Lot 7, House Number 17, Angelico Street, Woodlands

Proposed Nursing Home
TPG Town Planning, Urban Design and Heritage
Dominican Fathers
City of Stirling
DAP/15/00945 |



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

Nil

10. Appeals to the State Administrative Tribunal

The following State Administrative Tribunal Applications have been received:

- City of Joondalup - Major Expansion of Westfield Whitford City Shopping Centre - Lot 501 (470) Whitfords Avenue, Hillarys
- City of Stirling - Four Storey Aged Care Facility - Lot 26 (27) Prisk Street, Karrinyup

11. General Business / Meeting Closure



Minutes of the Metro North-West Joint Development Assessment Panel

Meeting Date and Time: 18 January 2016; 10am
Meeting Number: MNWJDAP/113
Meeting Venue: City of Wanneroo
Lechenaultia Meeting Room
23 Dundobar Road, Wanneroo

Attendance

DAP Members

Mr Paul Drechsler (A/Presiding Member)
Mr Clayton Higham (A/Deputy Presiding Member)
Mr Fred Zuideveld (Specialist Member)
Cr Russell Driver (Local Government Member, City of Wanneroo)
Cr Frank Cvitan (Local Government Member, City of Wanneroo)

Officers in attendance

Ms Coralie Anderson (City of Wanneroo)
Ms Sally Grebe (Department of Planning)
Ms Elisabeth Tamouridou (Department of Planning)

Local Government Minute Secretary

Ms Grace Babudri

Applicant and Submitters

Mr Grant Wilkins (Satterley)
Mr Ray Stokes (Satterley)
Mr Steven Carter (Chappell, Lambert, Everett)
Mr Howard Mitchell (EPCAD)

Members of the Public

Nil

1. Declaration of Opening

The Acting Presiding Member, Mr Paul Drechsler declared the meeting open at 10.00am on 18 January 2016 and acknowledged the past and present traditional owners and custodians of the land on which the meeting was being held.

The Presiding Member announced the meeting would be run in accordance with the *Development Assessment Panel Standing Orders 2012* under the *Planning and Development (Development Assessment Panels) Regulations 2011*.



2. Apologies

Nil

3. Members on Leave of absence

Nil

4. Noting of minutes

Minutes of the MNWJDAP meeting no.112 held on 21 December 2015 were noted by DAP members.

5. Declaration of Due Consideration

All members declared that they had duly considered the documents.

6. Disclosure of interests

Panel member, Ms Karen Hyde, declared a direct pecuniary interest in Item 10.1. Ms Hyde's husband works for EPCAD who have been involved in the park design.

In accordance with section 6.3.1 of the Standing Orders 2012, the Acting Presiding Member determined that the member listed above, who had disclosed a pecuniary interest, was not permitted to participate in the discussion or voting on the items.

Panel member, Mr Drechsler, declared an impartiality interest as he was involved in the preparation of the Hames Sharley, Burns Beach to Jindalee Coastal Study.

In accordance with section 4.6.1 and 4.6.2 of the Standing Orders 2012, the Acting Deputy Presiding Member determined that the member listed above, who had disclosed an impartiality interest, was permitted to participate in discussion and voting on the items.

Panel member, Mr Clayton Higham, declared an impartiality interest as he undertook some consultancy work for the Satterley Property Group in relation to land in the Eastern Metro region in September 2015.

In accordance with section 4.6.1 and 4.6.2 of the Standing Orders 2012, the Acting Presiding Member determined that the member listed above, who had disclosed an impartiality interest, was permitted to participate in discussion and voting on the items.

7. Deputations and presentations

7.1 Mr Ray Stokes (Satterley Property Group) addressed the DAP for the application at Item 10.1.

8. Form 1 - Responsible Authority Reports – DAP Application

Nil



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

Nil

10. Appeals to the State Administrative Tribunal

- 10.1** Property Location: Lot 3052 & 15450, Marmion Avenue, and Lot 9017 (999K) Ranella St, Jindalee
- Application Details: Development of a park and access paths and tracks in the Foreshore - *Reconsideration of Condition of Approval*
- Applicant: Satterley Property Group
- Owner: Department of Lands, Ocean Springs Pty Ltd
- Responsible authority: Western Australian Planning Commission
- DoP File No: DAP/15/00749

ALTERNATE RECOMMENDATION / PRIMARY MOTION

Moved by: Mr Fred Zuideveld

Seconded by: Mr Clayton Higham

That the Metro North West Joint Development Assessment Panel, pursuant to section 31 of the *State Administrative Tribunal Act 2004* in respect of SAT application DR 198 of 2015, resolves to:

Reconsider its decision dated 26 May 2015 to approve DAP Application reference DAP/15/00749 and replace Condition 3 with the following condition:

Conditions

3. The 3.678ha of land shown on EPCAD Plan POS 8008 Works Extent Plan February 2015 as MRS Reserve to be set aside as a separate lot for acquisition by the WAPC for Parks and Recreation purposes.

REASON: To allow more fairness and reasonably relate to the development.

The Alternate Recommendation / Primary Motion was put and CARRIED UNANIMOUSLY.

The following State Administrative Tribunal Applications have been received:

- City of Joondalup - Major Expansion of Westfield Whitford City Shopping Centre - Lot 501 (470) Whitfords Avenue, Hillarys
- City of Stirling - Four Storey Aged Care Facility - Lot 26 (27) Prisk Street, Karrinyup



11. General Business / Meeting Close

The Acting Presiding Member reminded the meeting that in accordance with Standing Order 7.3 only the Presiding Member may publicly comment on the operations or determinations of a DAP and other DAP members should not be approached to make comment.

There being no further business, the Acting Presiding Member declared the meeting closed at 10.58am.

A handwritten signature in black ink, appearing to be 'PDrechsler'.



Form 1 - Responsible Authority Report
(Regulation 12)

Property Location:	Lot 140 (2) Delage Street, Joondalup
Application Details:	Proposed self storage facility and modifications to existing showroom
DAP Name:	Metro North - West JDAP
Applicant:	Meyer Shircore & Associates
Owner:	Openup Enterprises Pty Ltd
LG Reference:	DA15/1317
Responsible Authority:	City of Joondalup
Authorising Officer:	Dale Page Director Planning and Community Development
Department of Planning File No:	DAP/15/00941
Report Date:	18 January 2016
Application Receipt Date:	19 November 2015
Application Process Days:	60 Days
Attachment(s):	1: Location plan 2: Development plans 3: Building perspectives 4: Landscape concept plan 5: City of Joondalup Environmentally Sustainable Design checklist

Officer Recommendation:

That the Metro North-West JDAP resolves to:

Approve DAP Application reference DAP/15/00941 and accompanying plans SK008 Sheets 4, 5, 6, 7 and 8 in accordance with clause 68(2) of the *Planning and Development (Local Planning Scheme) Regulations 2015* Schedule 2, subject to the following conditions:

Conditions

1. A Construction Management Plan being submitted and approved prior to the commencement of development. The management plan shall detail how it is proposed to manage:
 - all forward works for the site;
 - the delivery of materials and equipment to the site;
 - the storage of materials and equipment on the site;
 - the parking arrangements for the contractors and subcontractors;
 - the management of dust during the construction process;
 - other matters likely to impact on the surrounding properties.

The construction management shall be undertaken in accordance with the approved plan.

2. A refuse management plan indicating the method of rubbish collection is to be submitted prior to the commencement of development, and approved by the City prior to the development first being occupied. The refuse management shall then be undertaken in accordance with the approved plan.
3. A full schedule of colours and materials for all exterior parts to the building is to be submitted and approved prior to the commencement of development. Development shall be in accordance with the approved schedule and all external materials and finishes shall be maintained to a high standard, including being free of vandalism, to the satisfaction of the City.
4. The ground floor glazing to the office component of the 'Self Storage Facility' is to be clear, unobscured glazing.
5. Detailed landscaping plans shall be submitted to the City for approval prior to the commencement of construction. These landscaping plans are to indicate the proposed landscaping treatment(s) of the subject site and the adjoining road verge(s), and shall:
 - Be drawn at an appropriate scale of either 1:100, 1:200 or 1:500;
 - Provide all details relating to paving, treatment of verges and tree planting in the car park, including two additional shade trees for the car parking bays along the northern boundary of the site;
 - Show spot levels and/or contours of the site;
 - Indicate any natural vegetation to be retained and the proposed manner in which this will be managed;
 - Be based on water sensitive urban design principles to the satisfaction of the City;
 - Be based on Designing out Crime principles to the satisfaction of the City; and
 - Show all irrigation design details.
6. Landscaping and reticulation shall be established in accordance with the approved landscaping plans, Australian Standards and best trade practice prior to the development first being occupied and thereafter maintained to the satisfaction of the City.
7. All stormwater shall be collected on-site and disposed of in a manner acceptable to the City.
8. The car parking bays, driveways and access points shown on the approved plans are to be designed, constructed, drained and marked in accordance with the Australian Standard for Off-street Car Parking (AS/NZS2890.1 2004), Off-street Parking for People with Disabilities (AS/NZS2890.6 2009) and Off-street Commercial Vehicle Facilities (AS2890.2:2002), prior to the occupation of the development. These bays are to be thereafter maintained to the satisfaction of the City.
9. Any illumination used for the signage is to be low level and must not flash, pulsate or chase.
10. The signage must not include fluorescent, reflective or retro reflective colours.

11. The signage is to be established and thereafter maintained to a high standard to the satisfaction of the City.

Advice Notes

1. In regard to the required landscaping plan the applicant is advised that the proposed landscaping shall be to a standard that reflects the landmark site at the entry to the Winton Road district, to the satisfaction of the City.
2. Further approval from the City will be required for the removal of any verge trees.

Alternate Recommendation:

Not applicable.

Background:

Property Address:	Lot 140 (2) Delage Street, Joondalup
Zoning	MRS: Urban
	TPS: Service Industrial
Use Class:	Showroom – Permitted ‘P’ use Self storage facility – Unlisted use
Strategy Policy:	N/A
Development Scheme:	<i>City of Joondalup District Planning Scheme No.2</i>
Lot Size:	10,826m ²
Existing Land Use:	Showroom
Value of Development:	\$8,000,000

The subject site is located within the Winton Road district, and is bound by Winton Road to the east, Delage Street to the south, Vanden Way to the west and an existing showroom development to the north (Attachment 1 refers). A showroom and associated car parking currently exist on site, with vehicle access from Delage Street.

The subject site is zoned ‘Urban’ under the *Metropolitan Region Scheme* (MRS) and ‘Service Industrial’ under the *City of Joondalup District Planning Scheme No.2* (DPS2). The site is also identified as being located within the ‘Business Support’ district under the draft *Joondalup City Centre Structure Plan* (JCCSP).

The land use ‘Showroom’ is a permitted (“P”) use in the ‘Service Industrial’ zone under DPS2.

‘Self Storage Facility’ is currently an unlisted use in DPS2. However, the City has initiated two amendments to DPS2 relating to the land use self storage:

- Amendment No. 65 proposes to include the use as ‘Self Storage Facility’ and make it discretionary (“D”) within the ‘Service Industrial’ zone. This is currently with the Department of Planning for consideration and is considered a ‘seriously entertained planning proposal’.
- Amendment No. 83 proposes to include the use as ‘Warehouse/Storage’ and make the use discretionary (“D”) within the ‘Service Industrial’ zone. This amendment has been adopted by Council for the purposes of advertising only.

Separately, the draft JCCSP, which is also considered a 'seriously entertained planning proposal', includes the use as 'Self Storage Facility' which is proposed to be a permitted ("P") use within the 'Business Support' district. The land use 'Showroom' is also a permitted ("P") use within the 'Business Support' district. The draft JCCSP is considered to be more specific in the development objectives for the Winton Road district, and therefore the land use permissibility proposed under this structure plan is considered more appropriate to apply in this instance.

Joondalup Design Reference Panel

This application was referred to the Joondalup Design Reference Panel (JDRP) on 22 December 2015.

The purpose of the JDRP is to provide advice on the design of development with a particular focus on the impact of buildings on the streetscape, and the environmentally sustainable design features. Council at its meeting held on 24 June 2014 adopted amendments to the Terms of Reference for the JDRP which extended the requirement for applications determined by the JDAP to be referred to the JDRP where they relate to new commercial development or major additions to existing development that impact on the streetscape.

The advice received is discussed further in the planning assessment section of this report.

Details: outline of development application

The proposed development includes the following:

- Partial demolition of the existing showroom and demolition of the existing warehouse
- Facade upgrade and modifications to the warehouse area of the showroom
- Construction of a three storey (approx 16 metres high) self storage facility with central drive through on the southern portion of the site
- Modification to the existing car park and vehicle access points on Delage Street and new vehicle access points on Vanden Way
- Additional landscaping to the verge and car parking area.

The development plans, building perspectives and landscaping concept plan are provided at Attachments 2, 3 and 4 respectively.

Legislation & policy:

Legislation

- *Planning and Development Act 2005;*
- *Metropolitan Region Scheme;*
- *Planning and Development (Local Planning Schemes) Regulations 2015 (the Regulations);*
- *City of Joondalup District Planning Scheme No. 2.*

State Government Policies

Nil.

Local Policies

Council Policy – Signs

This policy provides guidance on the extent and location of various forms of signage that are not exempt from planning approval under DPS2. The policy aims to protect the quality of the streetscape and the amenity of adjoining and nearby residents by minimising the visual impact of signs and encourage well-designed signs that enhance visual quality and safety of the City of Joondalup.

Council Policy - Environmentally Sustainable Design

This policy applies to the construction of major residential, commercial and mixed use buildings. The purpose of the policy is to encourage development to incorporate environmentally sustainable principles into the building design. The policy also requires applicants to complete the City's Environmentally Sustainable Design Checklist.

The checklist for the proposed development is provided at Attachment 5.

Consultation:

Public Consultation

Clause 64 of the deemed provisions for local planning schemes of the Regulations states that public consultation is not required to be undertaken where the local government is satisfied that the departure from the requirements of the Scheme is of a minor nature. In this instance, it is considered that the proposal is consistent with the objectives of the 'Service Industrial' zone and the draft JCCSP, and does not impact the amenity of the surrounding properties. As such, public comment has not been sought.

Consultation with other Agencies or Consultants

Not applicable.

Planning assessment:

Land use

The land use 'Showroom' is a permitted ("P") use within the 'Service Industrial' zone under DPS2 and the 'Business Support' district under the draft JCCSP, the latter being considered a 'seriously entertained planning proposal'.

The land use 'Self Storage Facility' is currently an unlisted use under DPS2. In accordance with the Regulations, for land uses that are not specifically referred to in the zoning table and cannot reasonably be determined as falling within a use class referred to in the zoning table the local government may:

- determine that the use is consistent with the objectives of a particular zone and is therefore a use that may be permitted in the zone subject to conditions; or
- determine that the use may be consistent with the objectives of a particular zone and give notice under clause 64 of the deemed provisions before

- considering an application for development approval for the use of the land;
or
- determine that the use is not consistent with the objectives of a particular zone and is therefore not permitted in the zone.

As detailed in the background section of this report the City has initiated two amendments to DPS2 relating to the land use 'Self Storage Facility' and the land use has also been listed in the draft JCCSP.

The draft JCCSP is considered to be more specific in the development objectives for the Winton Road district, and therefore the land use permissibility proposed under this structure plan is more appropriate to apply in this instance. The proposed use is also considered to be consistent with the DPS2 objectives for the 'Service Industrial' zone as it complements the range of uses in the surrounding area and the development contributes to an attractive streetscape visually. As such the land use 'Self Storage Facility' is considered to be a permitted "P" use.

Traffic and car parking

Modifications are proposed to the existing car park and vehicle access points to the subject site.

In accordance with the draft JCCSP, car parking for the site is to be in accordance with DPS2. No car parking standard is prescribed for the unlisted use 'Self Storage Facility', however under Amendment No. 65 a standard of one bay per 100m² NLA is proposed to apply to this land use. Amendment No. 65 will also reduce the car parking standard for 'Showroom' from 1:30m² NLA to 1:50m² NLA. The table below sets out the car parking for the site as required under DPS2 and Amendment No. 65.

	Car Parking Requirement	
	DPS2	Amendment No.65
Self Storage Facility (5,429m ² NLA)	54.29 (1 bay per 100m ² NLA used as no car parking standard under DPS2)	54.29 (1 bay per 100m ² NLA)
Showroom (2,964.6m ² NLA)	98.82 (1 bay per 30m ² NLA)	59.29 (1 bay per 50m ² NLA)
Total car bays required	154(153.11)	114 (113.58)
Total car bays provided	112 (six located internally to the self storage facility)	112 (six located internally to the self storage facility)

Based on the above, there will be a shortfall of 42 car bays under DPS2 requirements, and two bays under Amendment No. 65.

In support of the development, a traffic management report was provided indicating that the expected traffic generated from the self storage facility is in the order of 100 vehicle movements a day. This is anticipated to equate to 10 vehicle movements during peak periods. It also indicates that 10 parking bays will be required for the self storage facility land use and 60 bays required for the Showroom. Based on observations of the existing showroom car park, peak trading periods occur mostly on weekends with the car park not being utilised at full capacity. Taking this into account and that the peak utilisation of the two land uses will differ, it is considered

that the 112 car bays (including six internal bays for the self storage facility) provided on-site will be adequate for the development.

The traffic management report also indicates that the proposed access and egress arrangements are considered to be satisfactory with circulation and parking area configurations being efficient and permeable.

The report does not take into consideration the vehicle movements generated from the existing showroom in addition to the self storage facility. However, it is not anticipated that the development will result in a significant increase in traffic and any additional traffic will be capable of being supported within the existing road network.

Building design

The new self storage facility and modifications to the showroom are to be constructed predominantly from concrete tilt up panels, tinted and clear glazing and metal cladding.

The facades will present as being two to three storeys in height, however, only the self storage facility will consist of three storeys. Under the draft JCCSP the maximum building height permitted is three storeys. The primary facade facing Winton Road will provide entry to the self storage facility and the showroom. The warehouse component of the showroom will be accessible from Vanden Way.

The draft JCCSP requires 50% of the area of the ground floor street facade to be glass windows or doors. An assessment of the application has identified glazing of approximately 41% of the street façade facing Winton Road, and approximately 35.7% to the Delage Street façade. No glazing is proposed to Vanden Way. It is also noted that all glazing to the self storage facility is to be blue tinted glass, with the only clear glazing proposed to the showroom facing Winton Road.

It is considered that the proposed glazing and building finishes provides a level of articulation to the Winton Road and Delage Street elevations that is appropriate for the development. However, should the application be supported a condition of approval is recommended requiring the glazing to the office component of the self storage facility to be clear glazed. This will ensure opportunities for surveillance are maximised.

Landscaping

Under DPS2 and the draft JCCSP, landscaping is required for a minimum of 8% of the site. The concept plan (Attachment 4 refers) indicates an area of approximately 1,131m² (10.32%) being provided. These landscaping areas consist of a landscaping strip abutting the Delage Street, Vanden Way and Winton Road boundaries, six tree wells within the car park and a traffic island able to be landscaped. It is noted that currently two of the five tree wells within the car park include light poles.

The landscape concept plan outlines the proposed upgrades and modifications to the existing landscaping. A landscaping strip is provided along all street boundaries where it abuts car parking and it is required to be a minimum width of three metres. The minimum width proposed to Winton Road is one metre, which is to a portion of the existing car park that is not proposed to be modified through this application.

DPS2 requires shade trees to be provided at a rate of one tree per four car bays. On the basis of 102 uncovered car bays being provided 26 shade trees are required, with only six being provided, being one more than currently on-site. It is noted that while there is some modification to the car parking on the southern portion of the site, the remainder of the car park will remain as currently constructed. Trees are proposed within the landscaping strip to Winton Road and will assist in providing some additional shade to the abutting car bays along the eastern boundary. However, should the application be supported a condition of approval is recommended requiring an additional two trees be provided to the car bays along the northern boundary.

It is also noted that there are a number of mature trees located at the rear of the site, within the Vanden Way verge which will need to be removed to accommodate the proposed vehicle access points. Preliminary assessment has identified that the trees to be removed are not considered to be significant and are appropriate to be removed. However, further approval for the removal of these trees will still be required from the City in accordance with the City's *Local Government and Public Property Local Law 2014* and the applicant may incur additional costs for the loss of the trees.

Environmentally Sustainable Design

The applicant has completed the City's Environmentally Sustainable Design Checklist which is provided at Attachment 5.

The applicant has indicated on the checklist that low energy and water efficient technologies will be incorporated within the development however these details have not been include on the development plans.

Signage

Signage has been indicated for both the self storage facility and showroom land uses. The location and size of the signage indicated on the elevations has been assessed against the City's *Signs* policy and is considered to meet the policy requirements.

Joondalup Design Reference Panel

The JDRP met on 22 December 2015 to discuss the proposal. Overall the Panel were concerned about the design of the building in the proposed location at the entry to the Winton Road district. The key points raised by the Panel and the applicant's response are provided below:

- The JDRP stated that overall the proposed design was considered to lack thought and to be poor quality architecturally given the significance of the subject site to one of the main entries to the Winton Road Industrial Park.

Applicant's response:

The architectural standard of the development is in excess of other buildings in the general area and that it is not a high quality office park location. They have added additional glazing, awnings and detail to the drawings.

City comment:

Following the JDRP meeting amended plans have been provided illustrating additional articulation to the eastern, western and southern facades by way of painted concrete tilt panels with feature vertical grooves. Additional glazing has been provided to the southern and eastern elevations. An awning has also been added to the ground floor component of the eastern elevation.

- The JDRP stated that the application lacked detail in regard to the specific finishes, profiles and colours of materials.

Applicant's response:

The colours on the elevations are the colours proposed. Additional finishes and material selection has been added to the Sketch plans.

City comment:

The amended plans provide additional detail in regard to proposed materials. Generally the design and materials are considered appropriate for the land use and location. Should the application be supported a condition of approval is recommended requiring a full schedule of colours and materials to be submitted to the City for approval.

- The JDRP suggested there was an opportunity to use natural light rather than rely on artificial lighting for the development and that skylights could be used for the upper floor of the development.

Applicant's response:

All lighting in the building is controlled by sensor controlled lighting, only in the areas where there is activity.

City comment:

The applicant has not amended the plans to include alternative lighting options. There is no requirement under DPS2 or the draft JCCSP to include natural lighting for developments.

- The JDRP enquired whether the glazing to the eastern and southern facade for the office component of the self storage facility could be changed to clear glazing and further glazing be provided between the office and the internal loading area to improve surveillance.

Applicant's response:

The glazing on the ground floor of the self storage facility is to be blue tinted clear glazing. The tint can be seen through internally and externally. There will be no internal glazing from the office to the self store facility except at the public entry door to the front of the building.

City comment:

Should the application be supported a condition of approval will be included requiring clear unobscured glazing to the ground floor office component of the self storage facility.

- The JDRP indicated that the applicant needs to provide more detail in regard to the landscaping and how value can be added to the site and surrounding area through improved landscaping.

Applicant's response:

All existing street verge and car park landscaping will be redone. A concept plan has been submitted. Should the landscape plan require further input it is requested that a condition be included to require landscaping to the satisfaction of the City of Joondalup.

City comment:

Following the JDRP meeting a landscaping concept plan was provided (Attachment 4 refers). Should the application be supported a condition of approval is recommended requiring a landscaping plan to be submitted to and approved by the City. Further to this, the condition will require further shade trees to be provided to the car parking bays along the northern boundary of the site and that appropriate tree species are provided to the satisfaction of the City.

Options/Alternatives

Not applicable.

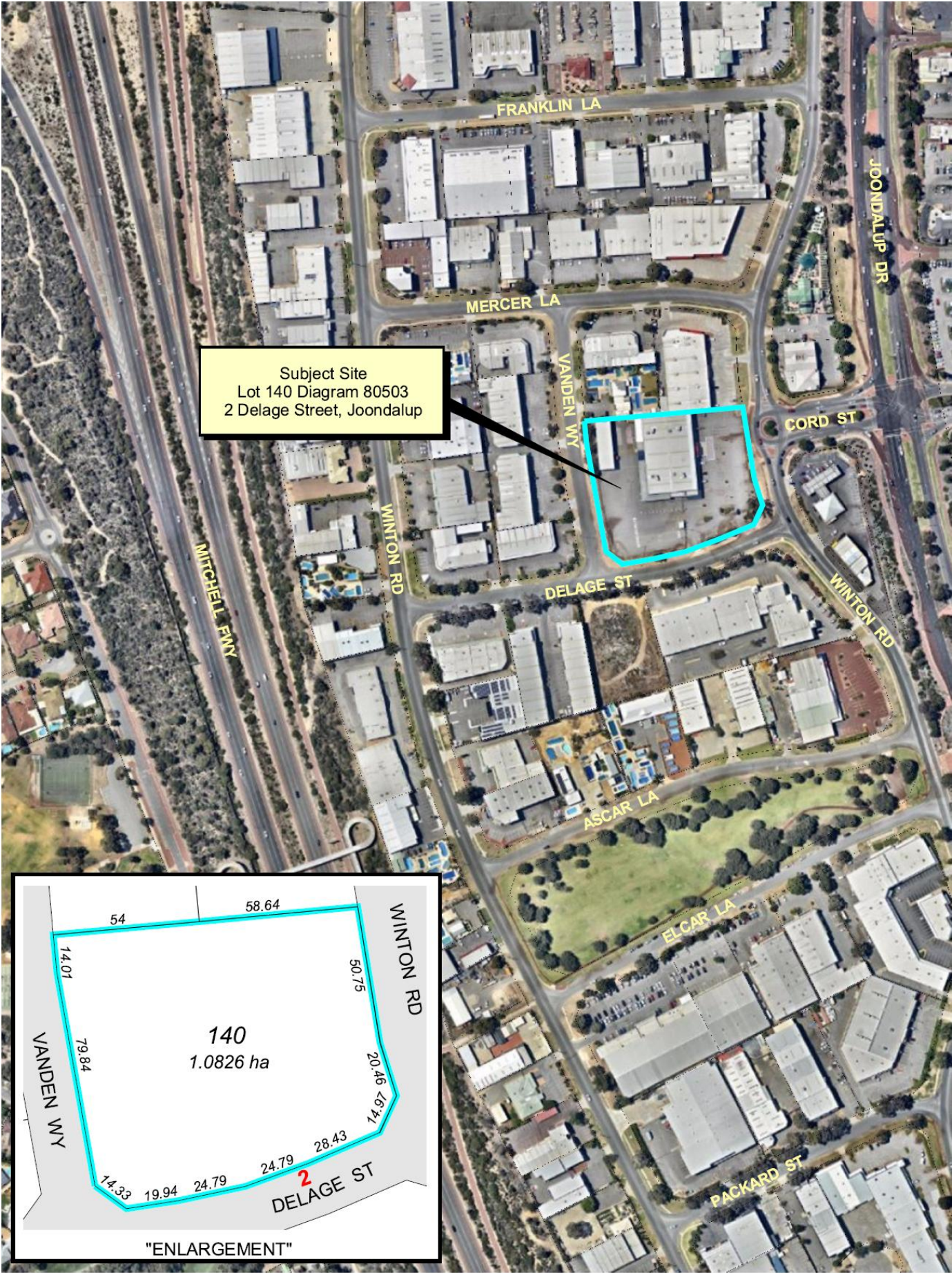
Council Recommendation:

Not applicable.

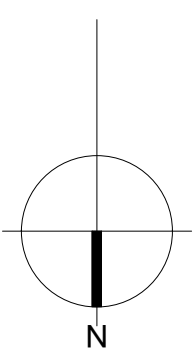
Conclusion:

The proposed development meets the requirements of DPS2 and the draft JCCSP with the exception of the aspects discussed in this report. It is considered that the land uses and built form are appropriate in the context of the site.

It is therefore recommended that the application be approved subject to conditions.



Location plan



EXISTING SITE NEARMAP VIEW
SCALE 1:500
0 2 4 6 8 10 12 14 16 18 20

PROPOSED SELF LOCK STORAGE & EXISTING BUILDING EXTENSIONS

LOCATION : LOT 140 (HN2), CNR WINTON RD & DELAGE ST, JOONDALUP

BY : TEMBO P/L FOR : OPENUP ENTREPRISES PTY LTD

PROJECT No 7907
SKETCH No SK007
SHEET No 1
SCALE 1 : 300 @ B1
DATE 10/30/15

meyer
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and associates
ARCHITECTS

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PROPOSED SELF LOCK STORAGE & EXISTING BUILDING EXTENSIONS

LOCATION : LOT 140 (HN2), CNR WINTON RD & DELAGE ST, JOONDALUP

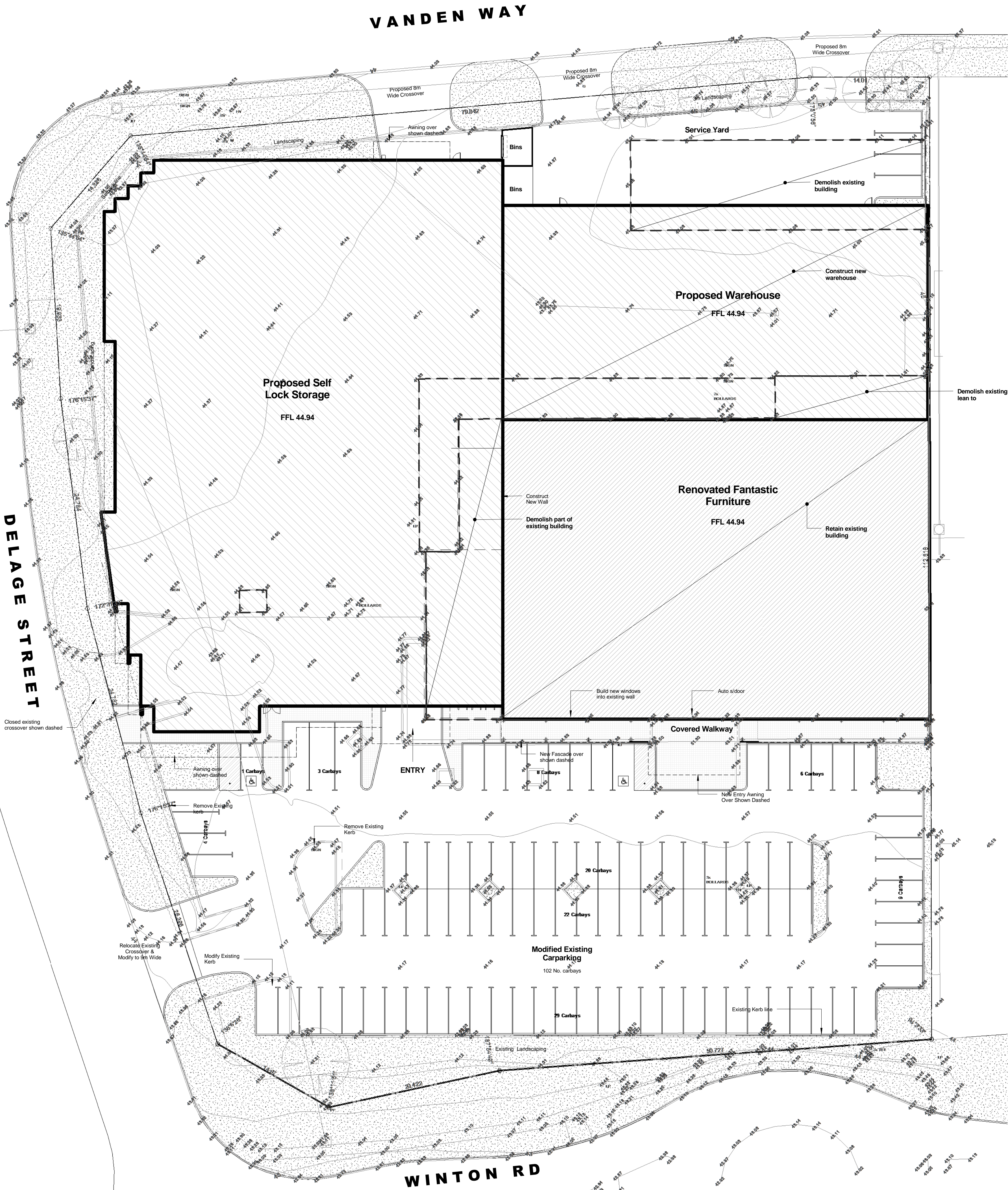
BY : TEMBO P/L FOR : OPENUP ENTREPRISES PTY LTD

PROJECT No 7907
SKETCH No SK008
SHEET No 4
SCALE As indicated @ B1
DATE SEP 2015

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ACN 115 189 216



SITE CRITERIA

1. Zoning
i. Business Support
ii. Building Height = 3 Storey Maximum

2. Site Area
i. Site Area 10,835.6m²

3. Landscaping
i. Landscaping Required (8% of Site) 866.8m²
ii. Landscaping Provided
a. Soft 1,239.1m²
b. Hard 358.7m²
Total 1,597.8m² (14.7% of site)

4. Floor Areas
i. Fantastic Furniture
a. Showroom/Warehouse 2,928.7m² NLA
b. External walls 37m²
c. Toilets & lunch 40m²
Total 3,005m² GFA

ii. Proposed Self Lock Storage
Ground Floor
a. Ground Floor: Stairs, Passages, External Wall, Lift, Office, Entry 603.9m² NLA
b. Ground Floor: External Self Lock Storage 615.0m² NLA
c. Ground Floor: Internal Self Lock Storage 969.1m² NLA
Total 2,188m² GFA

First Floor
a. Stairs, Passages, External Wall, Lift, Loading zone 808.7m²
b. Self Lock Storage 2,107.5m² NLA
Total 2,916.2m² GFA

Second Floor
a. Stairs, Passages, External Wall, Lift, Loading zone 808.7m²
b. Self Lock Storage 2,107.5m² NLA
Total 2,916.2m² GFA

Gross Total GFA 8,020.4m² GFA
Gross Total NLA 5,799.1m² NLA

5. Carparking

- a. Cars Required

i. Fantastic Furniture

- a. Showroom/Warehouse 2,928.7m² NLA @ 1/50m² 58.5 cars

ii. Proposed Self Lock Storage

- Ground Floor

- i) Internal Self Lock Storage 969.1m² NLA @ 1/100m² 9.69 carbays

- ii) External Self Lock Storage 615.0m² NLA @ 0/100m² NIL

First Floor

- i) Self LockStorage 2,107.5m² @ 1/100m² NLA 21.1 carbays

Second Floor

- i) Self LockStorage 2,107.5m² @ 1/100m² NLA 21.1 carbays

iii) Total Required 110.39 carbays

Carparking as required by attached self storage facilities traffic & Parking study for the Self Storage Association of Australia by Aurecon.

- Cars required for 5,799.1m² NLA 10 carbays

b. Actual Carparking Provided 111 cars (Include loading bays)

6. Glazing

Required

- i. Building Frontage to both Winton Road & Delage Street 152m x 4m (Ground Floor Facade) x 50% = 324m²

Provided

- ii. a. Ground Floor Shopfronts: 71m x 3m = 213m²

- b. Glazing above Ground Floor: 15.2m x 7m = 106.4m²

- c. Entry Opening to Self Lock 7m x 4m = 28m²

- Total 347.4m²

NOTE:

Carparking recalculated under proposed new structure plan, self lock storage and amended carparking calculations.

1. Final position of Fire Stairs still to be determined.

2. Final Location and number of Fire Stairs & Escape doors still to be determined & may reduce floor area slightly.

3. Fire Compartment Floor Area & Volumes to Ground Level Access to be determined .

- a. Max Floor Area 2,000m²

- b. Max Volume 12,000m³

Landscaping

- A. Hard Landscaping Defined as paved walkways either open or covered.

- B. Soft Landscaping Defined as vegetative landscaping.

Gross Floor Area - GFA

- A. All Floor Areas on this plan are shown as GROSS FLOOR AREA. Unless otherwise noted as Net Floor Area

- B. Definition of Gross Floor Area is defined as:

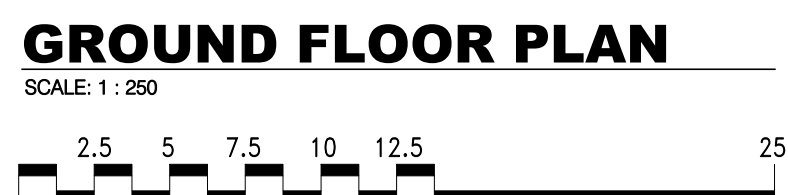
- i. GROSS FLOOR AREA OF TENANCY: Gross Floor Area of an individual Tenancy is defined as the area contained between the centre line of common tenancy walls and the outside edge of external walls.

- ii. GROSS FLOOR AREA OF A BUILDING: Gross Floor Area of a Building is defined as the total area contained between the outside edge of external walls

Net Floor Area: NFA & Net Leasable Area - NLA

- A. Net Floor Area of a Tenancy on this plan is defined as the area between external or tenancy dividing walls.

- B. This area is inclusive of toilets if the toilets are exclusive to the Tenancy.



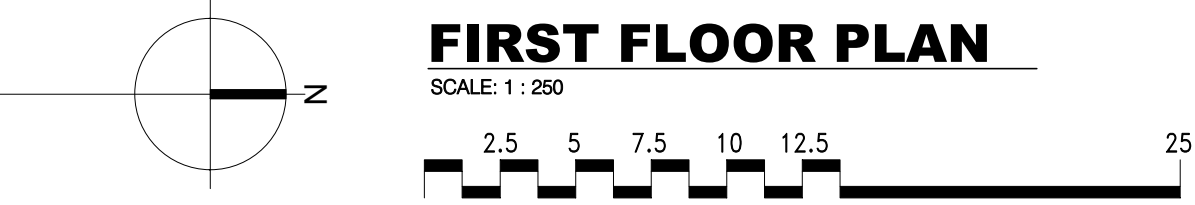
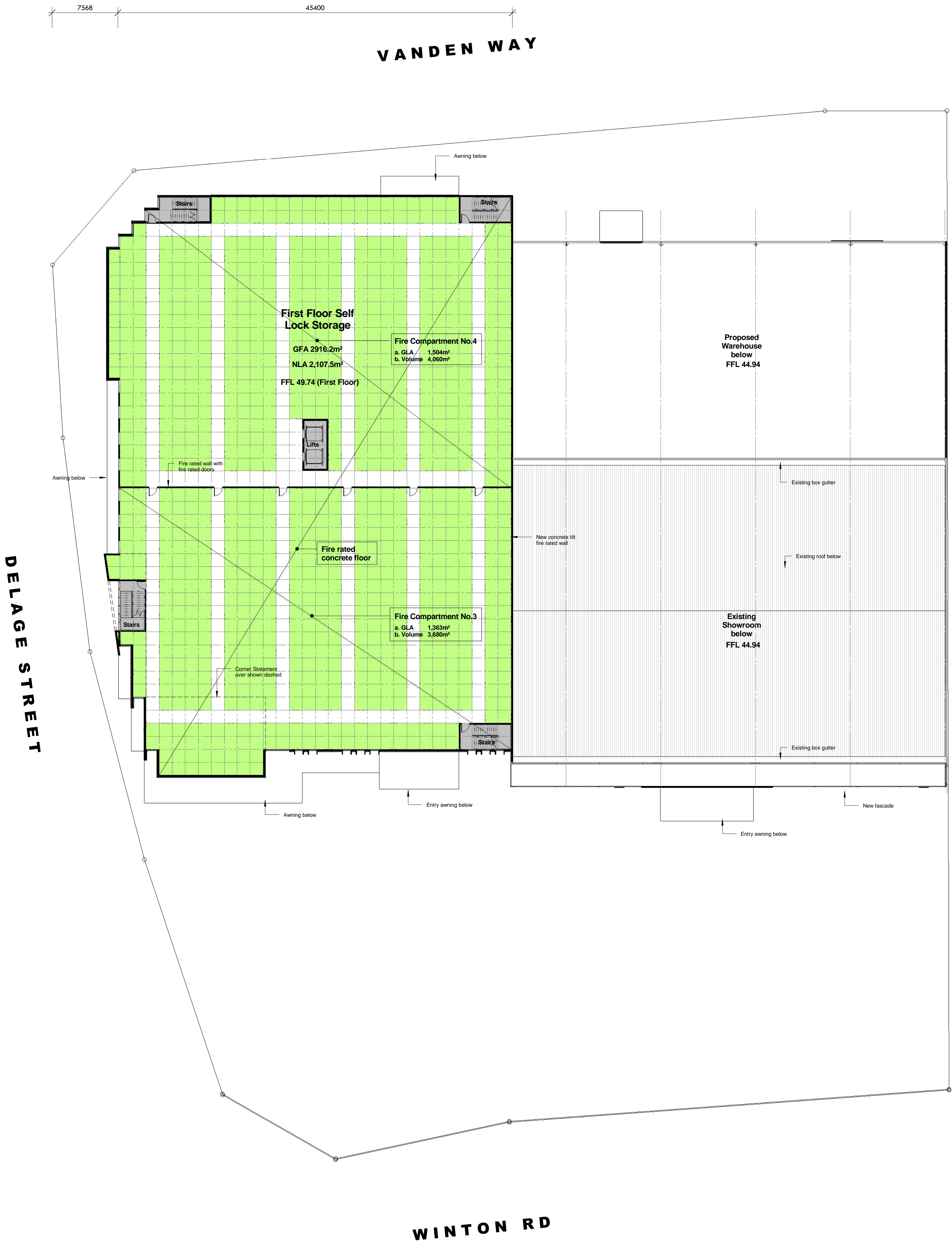
LOCATION : LOT 140 (HN2), CNR WINTON RD & DELAGE ST, JOONDALUP

BY : TEMBO P/L FOR : OPENUP ENTREPRISES PTY LTD

meyer
shircore
and associates
ARCHITECTS

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FIRST FLOOR PLAN
SCALE: 1 : 250

PROPOSED SELF LOCK STORAGE & EXISTING BUILDING EXTENSIONS

LOCATION : LOT 140 (HN2), CNR WINTON RD & DELAGE ST, JOONDALUP

BY : TEMBO P/L FOR : OPENUP ENTREPRISES PTY LTD

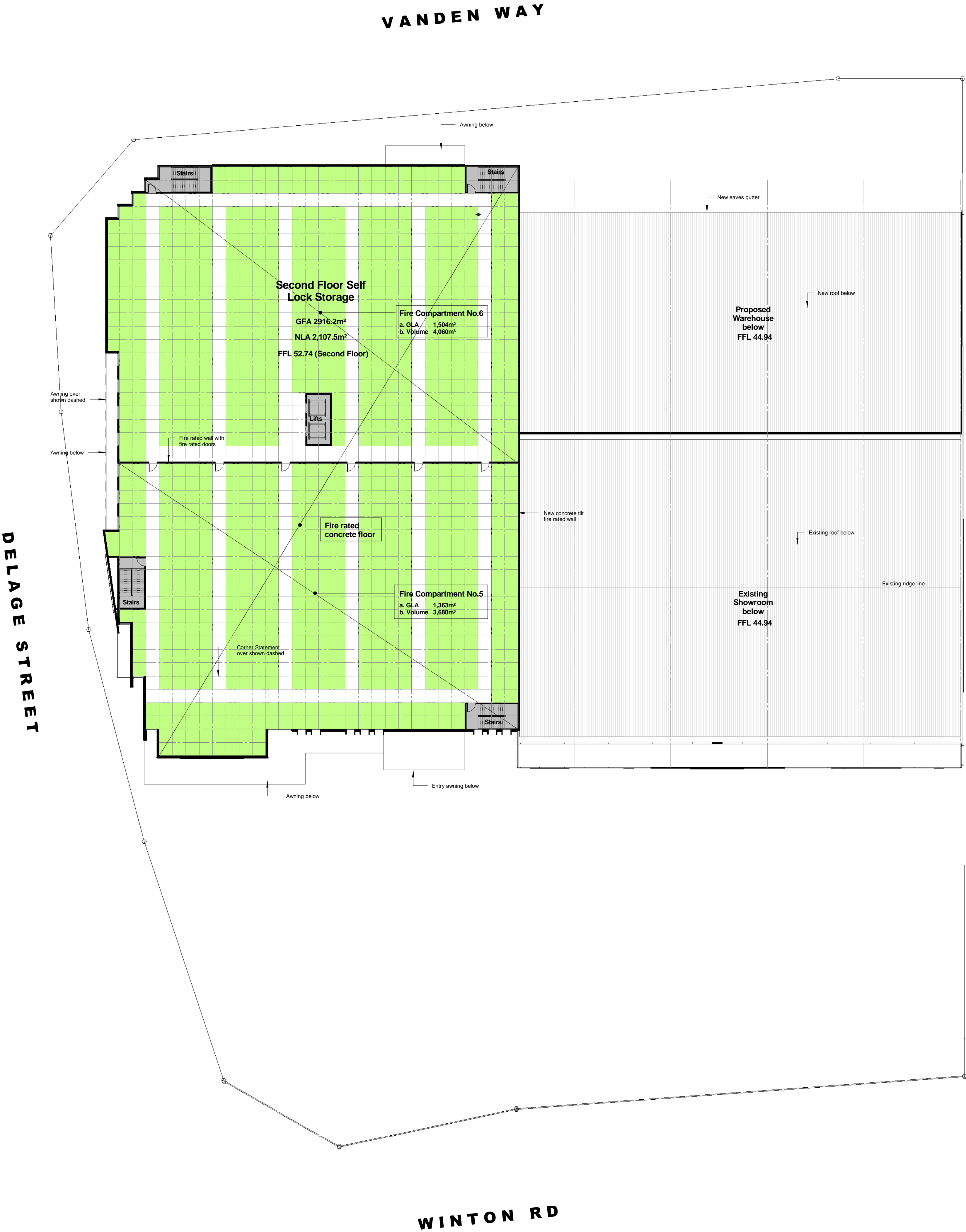
PROJECT No 7907
SKETCH No SK008
SHEET No 6
SCALE 1 : 250 @ B1
DATE SEP 2015



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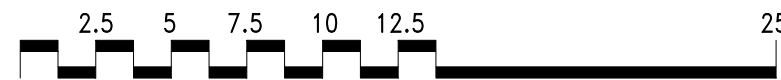
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SECOND FLOOR PLAN

SCALE: 1 : 250



PROPOSED SELF LOCK STORAGE & EXISTING BUILDING EXTENSIONS

LOCATION : LOT 140 (HN2), CNR WINTON RD & DELAGE ST, JOONDALUP

BY : TEMBO P/L FOR : OPENUP ENTREPRISES PTY LTD

PROJECT No 7907
SKETCH No SK008
SHEET No 7
SCALE 1 : 250 @ B1
DATE 01/11/16



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PROPOSED SELF LOCK STORAGE & EXISTING BUILDING EXTENSIONS

LOCATION : LOT 140 (HN2), CNR WINTON RD & DELAGE ST, JOONDALUP

MSA PROJECT NUMBER: 7907



SK008
JAN 2016

7907

PROPOSED SELF LOCK STORAGE & EXISTING BUILDING EXTENSIONS

LOCATION : LOT 140 (HN2), CNR WINTON RD & DELAGE ST, JOONDALUP

MSA PROJECT NUMBER: 7907



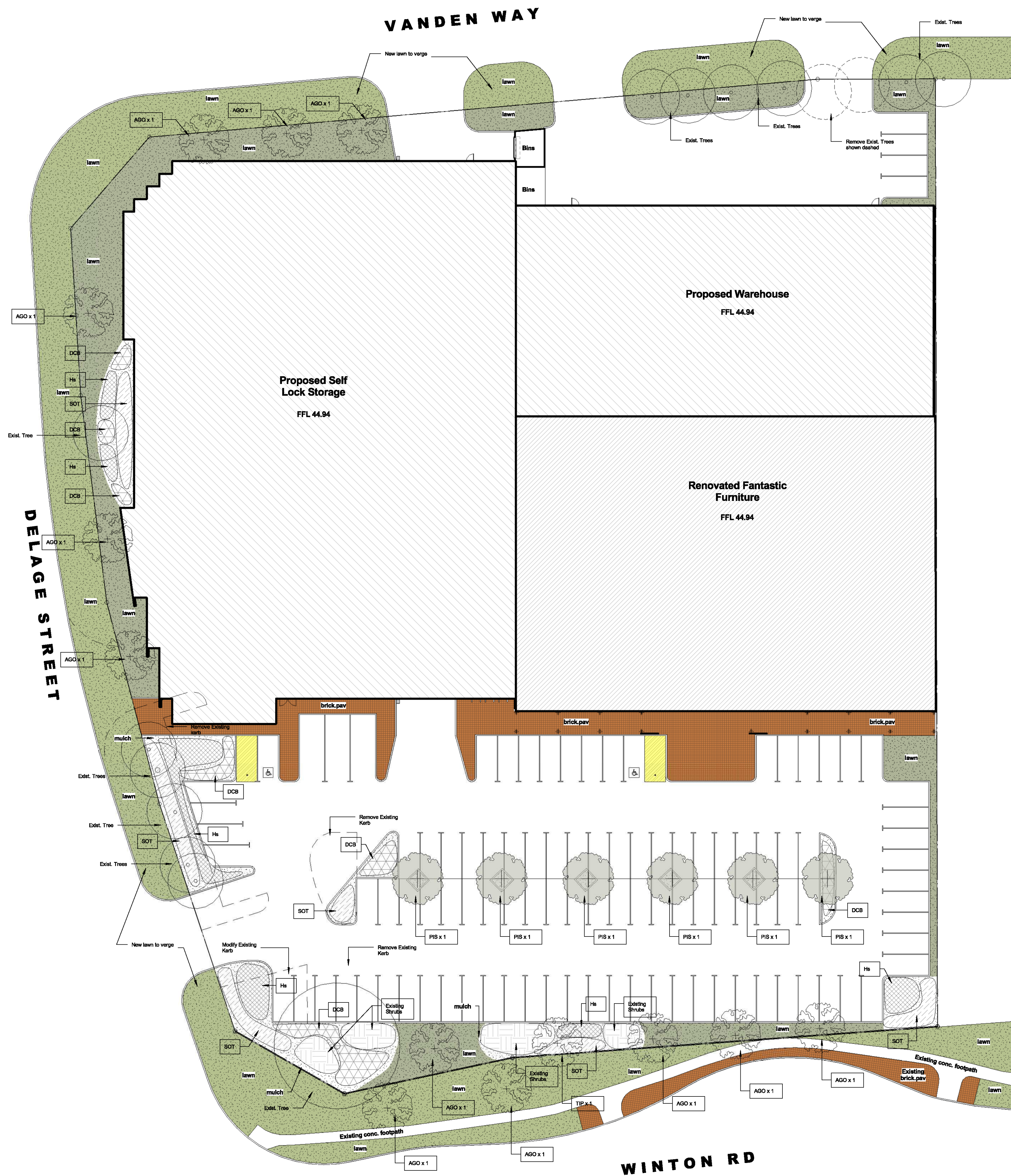
(TREES OMITTED FOR CLARITY)



(ARTISTS IMPRESSION FROM DELAGE ST WITH TREES)

SK008
JAN 2016
0

7907



Landscape Legend

Symbol	ID	Name	Qty	Size
	lawn	Lawn - Winter Green A low maintenance, hard wearing hybrid lawn. Reticulated.		2,100m²
	brick.pav	Brick Paving		355m²
	PIS	Pistachia chinensis	6x	25Ltr
	AGO	Agonis flexuosa	13x	45Ltr
	SOT	Syzygium Orange Twist	49x	5Ltr
	Hs	Hibbertia Scandens	82x	14cm
	DCB	Dianella Cassia Blue	55x	5Ltr

Irrigation and Reticulation

Area	Method
Street Verge Plants	Drip Fed Irrigation
Street Verge Lawn	Sprinkler Reticulation
Proposed Landscape	Drip Fed Irrigation

(NOTE: All Irrigation and reticulation will be install off mains.)

PROPOSED SELF LOCK STORAGE & EXISTING BUILDING EXTENSIONS

LOCATION : LOT 140 (HN2), CNR WINTON RD & DELAGE ST, JOONDALUP

BY : TEMBO P/L FOR : OPENUP ENTREPRISES PTY LTD

PROJECT No 7907
SKETCH No SK008
SHEET No 10-REV
SCALE As indicated @ B1
DATE JAN 2016

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Environmentally Sustainable Design – Checklist

Under the City's planning policy, *Environmentally Sustainable Design in the City of Joondalup*, the City encourages the integration of environmentally sustainable design principles into the construction of all new residential, commercial and mixed-use buildings and redevelopments (excluding single and grouped dwellings, internal fit outs and minor extensions) in the City of Joondalup.

Environmentally sustainable design is an approach that considers each building project from a 'whole-of-life' perspective, from the initial planning to eventual decommissioning. There are five fundamental principles of environmentally sustainable design, including: siting and structure design efficiency; energy efficiency; water efficiency; materials efficiency; and indoor air quality enhancement.

For detailed information on each of the items below, please refer to the *Your Home Technical Manual* at: www.yourhome.gov.au, and *Energy Smart Homes* at: www.clean.energy.wa.gov.au.

This checklist must be submitted with the planning application for all new residential, commercial and mixed-use buildings and redevelopments (excluding single and grouped dwellings, internal fit outs and minor extensions) in the City of Joondalup.

The City will seek to prioritise the assessment of your planning application and the associated building application if you can demonstrate that the development has been designed and assessed against a national recognised rating tool.

Please tick the boxes below that are applicable to your development.

Siting and structure design efficiency

Environmentally sustainable design seeks to affect siting and structure design efficiency through site selection, and passive solar design.

Does your development retain:

- ☒ existing vegetation; and/or
- ☒ natural landforms and topography

Does your development include:

- ☐ northerly orientation of daytime living/working areas with large windows, and minimal windows to the east and west
- ☒ passive shading of glass
- ☐ sufficient thermal mass in building materials for storing heat
- ☒ insulation and draught sealing
- ☐ floor plan zoning based on water and heating needs and the supply of hot water; and/or
- ☐ advanced glazing solutions

Energy efficiency

Environmentally sustainable design aims to reduce energy use through energy efficiency measures that can include the use of renewable energy and low energy technologies.

Do you intend to incorporate into your development:

- ☐ renewable energy technologies (e.g. photo-voltaic cells, wind generator system, etc); and/or
- ☒ low energy technologies (e.g. energy efficient lighting, energy efficient heating and cooling, etc); and/or
- ☐ natural and/or fan forced ventilation

Water efficiency

Environmentally sustainable design aims to reduce water use through effective water conservation measures and water recycling. This can include stormwater management, water reuse, rainwater tanks, and water efficient technologies.

Does your development include:

- ☐ water reuse system(s) (e.g. greywater reuse system); and/or
- ☐ rainwater tank(s)

Do you intend to incorporate into your development:

- ☒ water efficient technologies (e.g. dual-flush toilets, water efficient showerheads, etc)

Materials efficiency

Environmentally sustainable design aims to use materials efficiently in the construction of a building. Consideration is given to the lifecycle of materials and the processes adopted to extract, process and transport them to the site. Wherever possible, materials should be locally sourced and reused on-site.

Does your development make use of:

- ☐ recycled materials (e.g. recycled timber, recycled metal, etc)
- ☐ rapidly renewable materials (e.g. bamboo, cork, linoleum, etc); and/or
- ☐ recyclable materials (e.g. timber, glass, cork, etc)
- ☐ natural/living materials such as roof gardens and "green" or planted walls

Indoor air quality enhancement

Environmentally sustainable design aims to enhance the quality of air in buildings, by reducing volatile organic compounds (VOCs) and other air impurities such as microbial contaminants.

Do you intend to incorporate into your development:

- ☐ low-VOC products (e.g. paints, adhesives, carpet, etc)

'Green' Rating

Has your proposed development been designed and assessed against a nationally recognised "green" rating tool?

- ☐ Yes
- ☐ No

If yes, please indicate which tool was used and what rating your building will achieve:

Self Lock Storage Development has no Green Tool requirement or assessment criteria.

If yes, please attach appropriate documentation to demonstrate this assessment.

If you have not incorporated or do not intend to incorporate any of the principles of environmentally sustainable design into your development, can you tell us why:

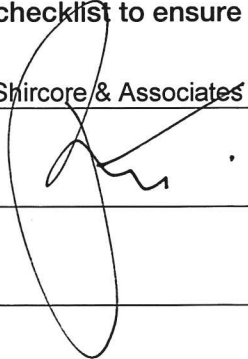
Is there anything else you wish to tell us about how you will be incorporating the principles of environmentally sustainable design into your development:

Self Lock Storage has no requirement for either heating or cooling. The building is a Storage Facility and there is very low people movement. All lighting will be controlled by sensor movement.

When you have checked off your checklist, sign below to verify you have included all the information necessary to determine your application.

Thank you for completing this checklist to ensure your application is processed as quickly as possible.

Applicant's Full Name: Meyer Shircore & Associates Contact Number: 9381 8511

Applicant's Signature:  Date Submitted: 18/11/2012

Accepting Officer's Signature: _____

Checklist Issued: March 2011



Form 1 - Responsible Authority Report (Regulation 12)

Property Location:	Lot 603, House Number 5, Milldale Way, Mirrabooka
Application Details:	Four Storey Office & Restaurant
DAP Name:	Metropolitan North-West JDAP
Applicant:	TPG Town Planning
Owner:	Department of Housing
LG Reference:	DA15/2283
Responsible Authority:	City of Stirling
Authorising Officer:	Ross Povey Director Planning and Development
Department of Planning File No:	DAP/15/00915
Report Date:	19 January 2016
Application Receipt Date:	19 October 2015
Application Process Days:	93 days
Attachment(s):	<p>Attachment 1 Development Application Plans date stamped 12 January 2016:</p> <ul style="list-style-type: none">a. TP00 – Revision Cb. TP01 – Revision Cc. TP02 – Revision Cd. TP03 – Revision Ce. TP04 – Revision Cf. TP05 – Revision Cg. TP06 – Revision Ch. TP07 – Revision Bi. TP08 – Revision Cj. TP09 – Revision Ck. Landscaping Plan date stamped 26 October 2015 - MD-01l. Itchen Lane Concept Plan date stamped 24 December 2015 - DA15-2283-SK01 <p>Attachment 2 Aerial Location Plan</p> <p>Attachment 3 Metropolitan Region Scheme (MRS) Zoning Map</p> <p>Attachment 4 City of Stirling Local Planning Scheme No. 3 (LPS 3) Zoning Map</p> <p>Attachment 5 Applicants Justification:</p> <ul style="list-style-type: none">a. 19 October 2015b. 9 December 2015c. 7 January 2016

	<p>Attachment 6 Certificate of Title</p> <p>Attachment 7 Local Planning Policy 5.9 – Mirrabooka Town Centre Parking Policy</p> <p>Attachment 8 Staged Concept for Future Office Development</p>
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Officer Recommendation:

That the Metro North-West JDAP resolves to:

Approve DAP Application reference DAP/15/00915 and accompanying plans (Attachment 1) for a Four Storey Office and Restaurant, in accordance with Clause 10.3 of the City of Stirling's Local Planning Scheme No.3, subject to the following conditions:

Conditions:

1. Prior to the occupation of the development, the allocation of car and motorcycle parking bays on the site shall be in compliance with the Mirrabooka Town Centre Local Development Plan and Local Planning Policy 5.9, as follows:
 - a. Public Bays – A minimum of 62 bays; and
 - b. Short Stay Public Bays – A minimum of 37 bays;

Alternatively a 20% reduction in public car bays can be achieved via a cash-in-lieu payment for twelve (12) public car parking bays, based on the value of 21m² of land area per bay (valuation being obtained from the Valuer Generals Office at the applicant's cost), and construction costs (to be determined by the City of Stirling) in accordance with Clause 5.8 of the City of Stirling Local Planning Scheme No. 3 to the satisfaction of the City of Stirling, prior to the commencement of development (refer to Advice Note 1).

2. A cash-in-lieu contribution of \$162,094.00 (+GST) for the provision of public car parking bays and associated road works along Milldale Way, prior to the commencement of development.
3. The development is to provide 22 on-site motorcycle parking bays within the basement level, in compliance with Local Planning Policy 5.9, to the satisfaction of the City prior to occupation of the development.
4. The development is to provide one (1) dedicated Service Bay, in compliance with Local Planning Policy 5.9. The bay shall be signposted on site, to the satisfaction of the City prior to occupation of the development.
5. Itchen Lane is to be upgraded in compliance with concept drawing no. DA15/2283-SK01, including the construction of twelve (12) embayed on-street parking bays within the Itchen Lane road reserve, at the owner/applicant's expense, to the satisfaction of the City, prior to occupation of the development. (Refer to advice note 3).

6. Footpaths along Milldale Way abutting the site are to be upgraded to comply with to a minimum width of 2.4m in compliance with concept drawing no. DA15/2283-SK01, and to the satisfaction of the City, prior to occupation of the development.
7. A Parking Management Plan shall be submitted to the City of Stirling for approval prior to commencement of development. The Parking Management Plan shall demonstrate how:
 - a. Access to the parking areas will be controlled;
 - b. How will different types of parking within the facility be managed and controlled;
 - c. What management will be imposed on public parking to reflect short stay or long stay parking restrictions;
 - d. What methods will be used to police and enforce compliance with Local Planning Policy 5.9 – Mirrabooka Town Centre Parking Policy;
 - e. How will evidence be collected and reported to demonstrate compliance; and
 - f. What safety and security measures will be implemented to protect those using the facility.The Parking Management Plan is to be complied with for the duration of the occupation of the development, unless otherwise varied by the City of Stirling.
8. The 12 tenancy bays highlighted on the development plans within the basement level are to be allocated for tenancy use only, to the satisfaction of the City. The bays shall thereafter be maintained for the life of the development.
9. The main vehicular ramp grades to the basement level are to be in accordance with AS/NZS2890.1 section 3.3(a).
10. Illuminated pedestrian warning signs and any other warning devices deemed necessary by the City of Stirling are to be provided on the exit ramps to the basement level, prior to occupation of the development.
11. Vehicular parking manoeuvring and circulation areas indicated on the approved plan shall be sealed and drained, the parking spaces marked out and maintained in good repair.
12. All parking areas (including disabled car parking bays) are to comply with AS/NZS2890.1:2004, AS2890.2:2002 and AS/NZS2890.6:2009.
13. The basement level headroom is to comply with Australian Standard AS/NZS2890.
14. The development is to provide awnings to a minimum width of 2.5m for the entire Milldale Way and Doncaster Road facades. The awnings shall be constructed in compliance with the Mirrabooka Town Centre Local Development Plan.
15. The development is to provide 67 bicycle lockers for each bicycle bay provided, in compliance with Local Planning Policy 6.2.
16. A Site Management Plan to be submitted and approved by the City of Stirling prior to the issue of a building permit. The Site Management Plan to address dust, noise, waste management, storage of materials, traffic and site safety/security. The Site Management Plan is to be complied with for the duration of the construction of the development.

17. A Waste Management Plan to be submitted and approved by the City of Stirling prior to the issue of a building permit. The refuse area shall comply with the City of Stirling Waste Management Local Law 2010.
18. All land indicated as landscaped area on the approved landscaping plan shall be developed on practical completion of the building and are to be maintained in good condition thereafter.
19. Verges abutting street frontages are to be upgraded to comply with the City's Mirrabooka Town Centre Local Development Plan to the satisfaction of the City of Stirling.
20. Proposed verge trees are to be located to comply with minimum road setback requirements and sight lines, in compliance with the City's Street and Reserve Trees Policy.
21. Pedestrian entrances shall be at finished pavement level of the adjacent public road to allow for Universal Access.
22. No goods or materials being stored, either temporarily or permanently, in the parking or landscape areas or within access driveways. All goods and materials are to be stored within the buildings or storage facilities, where provided.
23. Architectural lighting of the building and lighting under all awnings and at all entry points to be provided prior to occupation of the development.
24. Lighting to be provided to all public spaces including under awnings, parking areas, service areas, footpaths and entry and exit points.
25. Any outside lighting to comply with Australian Standards AS 4282-1997 for the control of obstructive effects of outdoor lighting and not spill into any adjacent residential premises.
26. All signage is to be in strict accordance with the City of Stirling's Advertising Signs Policy, unless the further approval from the City of Stirling is obtained.
27. Compliance with the colours and materials schedule provided on the approved plans.
28. All air conditioning units, plant and roof equipment and other external fixtures are to be screened from view of a public street.
29. All stormwater from all roofed and paved areas shall be collected and contained on site.
30. The development to be connected to the reticulated sewerage network.
31. All ground floor external walls are to be treated with an anti-graffiti coating to reduce the likelihood of and improve ease of graffiti removal.

Advice Notes:

1. Short Stay Public Parking Bays means bays that are provided or offered to members of the public (whether or not upon a payment of a fee or subject to other condition) but does not include parking that involves the use of reserved or dedicated parking bay.

The Public Parking Bays shall be publicly accessible at all times. The following time limits are to apply:

- a. 50% of vehicles are permitted to stay less than 4 hours; and
 - b. 90% of vehicles are permitted to stay less than 6 hours.
2. Construction noise is not permitted outside of the hours of 7.00am to 7.00pm Monday to Saturday inclusive. Any construction works are to comply with the Environmental Protection (Noise) Regulations 1997. Noisy construction works to comply with times specified under the Noise Regulations unless a Noise Management Plan for the construction site has been issued.
 3. For all proposed works within the road reserve, detailed engineering construction plans are to be submitted and approved by the City of Stirling prior to any works commencing on site.
 4. Delivery and service vehicles are not permitted to enter the site outside of the hours 7:00am to 7:00pm Monday to Saturday and 9:00am to 5:00pm Sundays and public holidays.
 5. Detailed fit out plans and specifications for the proposed café to be submitted to and approved by the City's Health Unit prior to the commencement of fitting out.
 6. Proposed cafe to comply with the requirements of the Food Act 2008 and the Australia New Zealand Food Standards code.
 7. Potential nuisance from artificial light to be addressed in accordance with Australian Standard AS 4282- 1997.
 8. All designated exits are to have the doors opening towards egress unless otherwise approved by the City's Health and Compliance Business Unit.
 9. Ventilation of underground car park to comply with Australian Standard AS 1668.2.
 10. A construction site management plan is required to be submitted to address potential impacts during the construction phase.
 11. Development to comply in all respects with the Health (Public Building) Regulations 1992.
 12. Works relating to the subject development, required or proposed within the road reserve require separate approval of the City.

Background

Property Address:	Lot 603, House Number 5, Milldale Way, Mirrabooka
Zoning MRS:	Urban
LPS:	Development
Use Class:	Office / Restaurant
Strategy Policy:	Not Applicable
Development Scheme:	Local Planning Scheme No. 3
Lot Size:	3078m ²
Existing Land Use:	Vacant

Value of Development:	\$15 million
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The subject site is located in the local municipality of Stirling, approximately 10km north of the Perth CBD. The subject lot is zoned 'Urban' under the Metropolitan Region Scheme (MRS) (Attachment 3) and 'Development' under the City of Stirling's Local Planning Scheme No. 3 (LPS3) (Attachment 4).

The subject site abuts Milldale Way to the south, Doncaster Road to the east and Itchen Lane to the north and west (Attachment 2).

Outline of Development Application

The development application proposes the construction of a four (4) storey Office building, with a Café abutting Doncaster Road and basement level car parking. A total of 96 car parking bays are provided within the basement level, accessible via one (1) entry point to Itchen Lane. The development also proposes 24 on-street car parking bays abutting Itchen Lane, Doncaster Road and Milldale Way. The proposal also includes a communal landscaped garden on the western boundary of the subject site.

Legislation & Policy:

Legislation

- Planning & Development Act 2005
- Metropolitan Region Scheme (MRS)
- Local Planning Scheme No. 3 (LPS3)
- Draft Local Planning Scheme Amendment No. 63
- Planning and Development (Local Planning Schemes) Regulations 2015

Local Policies

The following Local Planning Policies are applicable to the development:

- Local Planning Policy 5.9 – Mirrabooka Town Centre Parking Policy
- Local Planning Policy 6.2 – Bicycle Parking
- Local Planning Policy 6.3 – Bin Storage
- Local Planning Policy 6.6 – Landscaping
- Mirrabooka Town Centre Structure Plan
- Mirrabooka Town Centre Local Development Plan

Local Planning Scheme No. 3

LPS3 provides the following objectives for the Development Zone:

- a) *To provide for coordinated development through the application of a comprehensive structure plan to guide subdivision and development.*
- b) *To avoid the development of land for purposes likely to compromise its future development for purposes, or in a manner likely to detract from the amenity or integrity of the area.*

Mirrabooka Town Centre Special Control Area

The subject lot is located within the Mirrabooka Town Centre Special Control Area and subject to the provisions of part 6.8 of LPS3. The objectives of this Special Control Area are as follows:

- i) *To facilitate development of a safe, vibrant, mixed use town centre based on sustainable design principles, integrated with public transport;*
- ii) *Greater use of the Mirrabooka public transport facilities through increased density of both residential and non residential uses;*
- iii) *The development of a diverse range of housing types;*
- iv) *The development of a variety of public open space areas;*
- v) *The development of a range of non residential uses that contribute to economic development, local employment and viability of the Centre;*
- vi) *The development of a range of community facilities;*
- vii) *The development of a permeable transport network through the provision of additional road connections;*
- viii) *Introduce a developer contributions regime to fund key infrastructure;*
- ix) *The development of a main street; and*
- x) *High quality private and public spaces and buildings that contribute towards a sense of place.*

Clause 5.8 – Cash-in-lieu of Car Parking

In relation to car parking shortfall, Clause 5.8.1 of LPS3 states that:-

“...an applicant for planning approval for a non-residential development or use may, if Council agrees, make a cash payment to the Council in lieu of providing all or any of the number of car parking spaces required under a Local Planning Policy for the development or use for which planning approval has been sought by the applicant.”

Clause 5.8.2 of LPS3 further states that:-

“Before Council agrees to accept a cash-in-lieu payment under Clause 5.8.1, it must have:-

- a. *a reasonable expectation that a cash payment can be applied to provide additional transport infrastructure in the vicinity of the development site.”*

Local Planning Policies

Local Planning Policy 5.9 – Mirrabooka Town Centre Parking Policy

On 21 April 2015, Council initiated the advertising of Local Planning Policy 5.9 – Mirrabooka Town Centre Parking Policy (Attachment 7) concurrent with the Draft Scheme Amendment No. 63. The purpose of this policy is to reduce the parking provisions in the Mirrabooka Town Centre and to ensure that there is sufficient amount of publicly accessible parking while avoiding an over-supply of parking infrastructure. The objectives of the policy are:-

- *To facilitate the provision of adequate car, bicycle and motorcycle parking facilities within the policy area;*
- *To prioritise access to the town centre by public transport, walking and cycling;*
- *To provide a balanced parking supply, with sufficient publically accessible and timed parking to prevent over supply of parking infrastructure;*
- *To ensure that parking is provided for various services, facilities and developments at a rate that is appropriate for a town centre environment, and to efficiently manage parking supply and demand; and*
- *To assist in the funding of the necessary upgrade of the parking facilities associated with the redevelopment of the Mirrabooka Town Centre.*

LPP 5.9 – Mirrabooka Town Centre Parking Policy was adopted by Council on 8 December 2015 and is currently awaiting a newspaper notice to come into effect. This is expected to occur on 26 January 2016.

Local Planning Policy 6.2 – Bicycle Parking

Local Planning Policy 6.2 (LPP 6.2) contains the following objectives:-

- *To facilitate the development of adequate bicycle parking facilities;*
- *To ensure the provision of end of journey facilities; and*
- *To encourage the use of bicycles for all types of journeys.*

Local Planning Policy 6.3 – Bin Storage Areas

Local Planning Policy 6.3 (LPP 6.3) contains the following objectives:-

- *To provide sufficient space for the storage of bulk refuse bins; and*
- *To ensure that bin areas are screened from the street and are in harmony with the materials and finishes of the building.*

Local Planning Policy 6.6 – Landscaping

Local Planning Policy 6.6 (LPP 6.6) contains the following objectives:-

- *To promote improved landscaping provision and design;*
- *To improve the visual appeal of development, screen service areas and provide a buffer to boundaries;*
- *To provide shade and 'green relief' in built up areas; and*
- *To promote more environmentally sustainable landscaping.*

Mirrabooka Town Centre Structure Plan

On 17 March 2015, Council adopted the Mirrabooka Town Centre Structure Plan for the Mirrabooka Town Centre Special Control Area. The subject site is located within the Mixed Use sector of the Structure Plan to which the following objectives apply: -

- *To provide for a wide variety of active commercial uses on the street level that contribute to a vibrant and active street which are compatible with residential and other non-active uses on upper floors;*
- *To facilitate the creation of employment within the area so as to reduce the demand for travel, and enhance the level of self-sufficiency; and*

- *To ensure a high standard of design that negates issues such as noise, odour and vibration that are related to mixed use developments.*

Council considered and adopted changes to the Structure Plan at its Ordinary Council Meeting held on 8 December 2015. The updated structure plan has been forwarded to the WAPC for their approval.

Mirraboooka Town Centre Local Development Plan

On 17 March 2015, Council adopted the Mirraboooka Town Centre Local Development Plan (LDP) for the Mirraboooka Town Centre Special Control Area. Council considered and adopted proposed changes to the LDP at its Ordinary Council Meeting held on 8 December 2015.

Consultation

Public Consultation

As 'Office' and 'Restaurant (Café)' land uses are permitted within the Mixed Use sector under the Mirraboooka Town Centre Structure Plan, consultation with the public was not required to be undertaken.

Planning Assessment

The development has been assessed against the City of Stirling's Local Planning Scheme No.3 (LPS3) and relevant local planning policies. It should be noted that while LPS3 provides guidance in respect to zoning and objectives of zones, the specific development standards are provided within the Mirraboooka Town Centre Local Development Plan and relevant local planning policies. The assessment of the main components of the proposed development, as it relates to the non-compliance with the applicable development standards, has been broken down as follows:

- Mirraboooka Town Centre Local Development Plan (LDP);
- Car Parking;
- Engineering Design Considerations;
- Motorcycle Parking;
- Bicycle Parking and End of Trip Facilities; and
- Access & Manoeuvring.

Mirraboooka Town Centre Local Development Plan (LDP)

The subject property is classified as 'Façade Type C' within the LDP. The LDP requires any modifications to the development standards of the LDP to be assessed against the relevant statement of intent, which in this instance states:

This Façade Type is intended to facilitate medium sized mixed-use buildings with a shopfront interface at ground floor. The at-grade ground floor level, glazing requirement, awning standards, and setback provisions create a high level of street activation.

The development proposes the following variations to the Development and Land Use standards contained within the LDP:

Pedestrian Awning

The LDP requires an awning feature with a minimum depth of 2.5m to be provided at ground floor level for the full length of the building fronting Milldale Way and Doncaster Road. The development proposes no pedestrian awning to Doncaster Road and a partial feature to Milldale Way. Notwithstanding this, the awning requirements can be addressed by condition of approval in the event the Metro North-West Joint Development Assessment Panel resolves to approve the application.

Finished Floor Level

The LDP requires development to have a finished floor level at grade. The development proposes a raised finished floor area to the small piazza to the east of the site. Given the minor nature of the variation and that it relates to providing terraced seating for the café, the City is satisfied that the raised finished floor level to the piazza meets the design intent of the LDP.

Street Setback

The LDP requires development to have nil setbacks to street boundaries. The development proposes a recessed setback to Doncaster Road to allow for the small piazza and café land use. Given the variation relates to providing seating the restaurant use, which will add activity to the street, the City is satisfied that the Doncaster Street setback meets the design intent of the LDP.

Activation – Glazing

The LDP requires a development to provide 80% glazing activation to the ground floor. The development proposes 72% glazing activation to the Doncaster Road façade. It is considered that the overall design of the building is consistent with the wider objectives of the LDP.

Car Parking

Local Planning Policy 5.9

LPP 5.9 – Mirrabooka Town Centre Parking Policy was adopted by Council on 8 December 2015 and is currently awaiting a newspaper notice to come into effect. This is expected to occur on 26 January 2016. The intent of LPP 5.9 is to provide a balanced parking supply appropriate for a town centre environment, with sufficient publicly accessible and timed parking, to assist in promoting reciprocal public parking between adjoining lots.

The car parking requirements for the subject site as per LPP 5.9 is as follows:

Size Of Development	Maximum Net Hectare Car Parking	Minimum Public Parking	Minimum Short Stay Parking
Development with plot ratio over 1.0 of non-residential floor space	400 bays per hectare	200 bays per hectare	60% public parking*

*May include on-street parking directly abutting the site.

Based on the above provisions, the on-site parking bays required for the proposed development is as follows:

Area of Site	Max Net Hectare of Parking	Car Minimum Parking	Public Minimum Parking	Short Stay
3,078m ²	123.2 bays (123)	61.6 bays (62)	36.9 bays (37)	
Proposed	96 bays	24 bays	14.4 bays (14)	
Shortfall	-	38 bays	23 bays	

The development provides the following car parking provision:

- a. 96 car parking bays within the basement level for the exclusive use of the office tenancy; and
- b. 24 on-street public car parking bays; of which 14 are on-street short stay public parking bays.

The development is required to provide a total of 62 public car parking bays which can include on-street bays abutting the site. A total of 37 of these public bays are to be short stay parking bays. The development proposes a total of 24 on-street public parking bays, representing a shortfall of 38 bays, with the 96 parking bays within the basement level for the exclusive use of the future tenancies. It is important to note that the development can achieve the required number of public and short stay car parking, however due to the allocation of car parking in the basement, results in the parking shortfall identified above.

The proposed plans (Attachment 1) demonstrate two existing bays within the road reserve with a further 12 proposed to be constructed as part of the development. In relation to the parking bays along Milldale Way, these were shown on an earlier concept provided by the applicant. However given the uncertainty of the final road design for Milldale Way, which has been identified as the route of the MAX Light Rail, it is proposed that the applicant pay cash in lieu for these bays in order for the City to construct them at a later date. This is discussed further in the engineering comment section below.

The City requested amended development plans from the applicant to address the public car parking shortfall on two separate occasions on 11 November 2015 and 5 January 2016, respectively. The applicant submitted the following additional information in response (Attachment 5 and 8):

- Concept plans of future staged development on the site; and
- Additional information regarding tenancy staff numbers and forecast car usage; and
- Further justification against the parking requirements of LPP 5.9.

The following extract from the applicant's submission deals specifically with the parking shortfall:

It is important to note that the currently proposed development is a Stage 1 development with a building/site coverage of 63 percent, and the remaining area to be landscaped as a public space in-lieu of additional development (as part of a separate application) at some time in the future. It is therefore reasonable to argue that the currently proposed development need only provide 63 percent of the minimum public parking requirement, as long as it can be demonstrated that the full requirement can (and will) be provided when the future additional development

occurs. The 24 on-street spaces will satisfy the minimum short-stay requirement of 23 spaces (63% of required short term total of 37 bays).

The proposed development is envisaged to contain 400 staff members, of which 96 of these will utilise the available basement car parking spaces, representing approximately 25% of staff. Vehicles utilising the basement car park will consist of predominantly fleet vehicles as well as some private vehicles. The remaining numbers of staff are anticipated to utilise the available high frequency public transport services in the vicinity. It is therefore not possible to accommodate public parking within the Basement at this stage of the development.

It is therefore recommended for this current Application to adopt the provision of the proposed 96 spaces within the Basement for tenant parking, plus the additional 24 on-street spaces within Itchen Lane and Milldale Way as short-stay public parking.

When the future development on the remainder of the site is proposed, it will be necessary at that time to ensure that 37 on-site spaces are made available for public use, bringing the total public parking provision to the required minimum of 62 spaces. This could be achieved by simply allocating 37 spaces within the Basement as public parking (and ensuring that public access to ground level is available), or by providing public at-grade parking within an undercroft at the western end of the site as part of the future development.

Summary of car parking assessment

The car parking requirement under LPP 5.9 is based on a fixed number of car bays per hectare and is not based on the floor area and land use of a proposed development. The intention is that individual sites provide the required car parking under this policy while also making provision for the minimum requirements of short stay and public parking, including bicycle and motorbike parking.

The proposed car parking shortfall is required to be considered against the objectives of LPP 5.9 which is as follows: -

- To facilitate the provision of adequate car, bicycle and motorcycle parking facilities within the policy area.*
- To prioritise access to the town centre by public transport, walking and cycling.*
- To provide a balanced parking supply, with sufficient publically accessible and timed parking to prevent over supply of parking infrastructure.*
- To ensure that parking is provided for various services, facilities and developments at a rate that is appropriate for a town centre environment, and to efficiently manage parking supply and demand.*
- To assist in the funding of the necessary upgrade of the parking facilities associated with the redevelopment of the Mirrabooka Town Centre.*

The City has assessed the public parking shortfall against the objectives of LPP 5.9 and considers the proposed public parking provision inadequate and not consistent with the realistic demand for public parking within a town centre environment. The development fails to provide a balanced parking supply with 80% of the total parking provision allocated for exclusive tenancy use only.

The City has considered the applicant's justification in relation to a portion of the site being developed, however this rationalisation can be discounted as the car parking requirement under LPP 5.9 is calculated on a plot ratio basis. The development proposes a plot ratio figure greater than 1.0 therefore the full car parking requirement is required to be provided under this policy. The plot ratio proposed is 2.1 and therefore any future development on the remainder of the site under 'Stage 2' would not trigger a requirement for additional parking to be provided.

This position is further justified on review of the Staged Concept Plans (Attachment 8) provided by the applicant, which illustrate that no additional car parking bays are to be provided at 'stage 2' of the development on site.

Furthermore, the Mandatory Development Controls of the LDP states that:

All new developments are to provide sufficient car parking in order to meet the requirements and provisions of the Structure Plan.

The applicant is proposing to provide 96 employee car parking bays exclusively within the basement level of the development and 24 on-street public car parking bays. In accordance with the provisions of draft LPP 5.9 this represents a car parking shortfall of 38 public bays.

The City has the ability to seek a cash in lieu contribution for the shortfall of on-site parking under Clause 5.8 of LPS3. Further, LPP 5.9 provides the ability for the City to reduce the amount of public car parking required up to a maximum of 20% (12 bays of the total 62 bays required on site) subject to the owner making a payment for cash in lieu to the City as follows:

7. Cash-in-lieu of Public Parking Provision

7.1 In accordance with the minimum number of bays to be provided on site for public parking, under Table 1, the City may approve a 20% reduction in the minimum amount of public parking required subject to the owner making a payment to the City prior to the issue of a building permit for development or the approval of a deposited plan for a subdivision or amalgamation or of a strata plan or survey strata plan, whichever occurs first, as a cash-in-lieu payment of public parking provision to meet the cost of the requirement for public parking. The cash-in-lieu payment will be calculated in accordance with Clause 5.8 of Local Planning Scheme No. 3.

7.2 Where payment is received by the City for the provision of public parking bays, these bays shall not be provided on the site the subject of the approval.

7.3 The cash-in-lieu payment shall be used to fund or partially fund:

- Construction of public parking on part of lot 603, Sudbury Road and part of Lot 507 Sudbury Road, Mirrabooka;*
- Purchase of part of lot 507 Sudbury Road, Mirrabooka*
- Additional on-street public parking in the Mirrabooka Town Centre.*

Clause 10 of LPP 5.9 does not permit variations to the minimum short stay parking and the minimum cash in lieu for the shortfall of the minimum public parking. Should the applicant choose not to provide the required minimum public car parking bays, then cash

in lieu may be considered to offset the parking shortfall. However, the variation only allows for a 20% (12 bays) reduction in the minimum amount of onsite public car parking required, which still requires the applicant to provide the remainder (26 bays) of public car parking on site.

Despite the proposed public car parking shortfall it is evident that the development has the capacity to provide both public and short stay car parking provision in compliance with both LPP 5.9 and the LDP Mandatory Development Controls with suitable allocation. Accordingly, the City recommends that a cash-in-lieu payment for 12 public parking bays be provided by the applicant under the provisions of LPP 5.9 and the remaining shortfall of 26 public parking bays be allocated within the basement level of the development or the full shortfall of 38 bays is allocated in the basement in accordance with the planning framework.

Such measures would ensure that the development complies with the Structure Plan, the LDP, LPP 5.9 and would meet the objectives of Clause 6.8.5 of LPS3. These requirements can be addressed by recommended conditions of approval.

Engineering Design Considerations

The City's Engineering Design Business Unit reviewed the proposal and is not supportive of the on-street car parking bays proposed along Milldale Way and Itchen Lane, for the following reasons:

Milldale Way - The proposed on-street parking on Milldale Way (a total of ten bays) is not supported given the uncertainty of the ultimate cross-section requirements. The applicant's proposal would require a large amount of construction works to remove the existing flush brick paved median, trees, re-instatement of the road, and required tie-in works along Milldale Way. There would also be significant traffic management issues and costs.

Engineering Design therefore recommends that a cash-in-lieu payment should be requested for the construction costs of the ten parking bays on Milldale Way, this will allow the construction of the on-street bays as part of the City's future upgrades.

Itchen Lane - The applicant's proposed layout of Itchen Lane is not supported as the trees are located against the building and no pedestrian path is being provided.

Consequently, the following conditions should be applied:

- Itchen Lane is to provide a 1.5m footpath against the building with 2.1m wide parking bays adjacent, in compliance with the attached concept drawing no: DA15/2283-SK01, and to the satisfaction of the City.*
- For all proposed works within the road reserve, detailed engineering construction plans are to be submitted for approval prior to any works commencing.*

In reference to the Milldale Way public parking bays, based upon a design for 10 on-street bays the City's Engineering Design Business Unit have provided a cash-in-lieu contribution figure for the provision of the parking bays and associated road works. Dependent upon the final road design for Milldale Way, in accordance with the Structure Plan, the public parking bay number is subject to change.

In light of the above, the City recommends that the applicant provides a cash-in-lieu payment for the Milldale Way car parking bays, rather than constructing at this time, and adheres to the Itchen Lane concept drawing. These requirements are addressed by recommended conditions of approval.

Motorcycle Parking

LPP 5.9 additionally makes provision for motorcycle parking bays. The ratio for calculating motorcycle parking provision is as follows:

Activity/Use	No. Motorcycle Parking Spaces For Employees	No. Motorcycle Parking Spaces For Customer/Visitors	Proposed floor area	Motorcycle bays required
Office	0.2 space per 100m ² of GFA	0.1 space per 100m ² of GFA	7,138m ²	21 bays
Other Non - Residential Uses	0.1 space per 100m ² of GFA	0.1 space per 100m ² of GFA	18m ²	1 bay

The total motorcycle parking required for the development based on the above table is 22 bays. The development provides 23 motorcycle bays to the north western corner of the site with access via Itchen Lane.

The City's Engineering Design Business Unit reviewed the proposal and is not supportive of the location of the parking facilities, primarily as the access point to Itchen Lane does not provide compliant vehicle sightlines. Furthermore the relevant Objectives and Design Intent contained within the LDP specifies that: '*car parks and service entries do not detract from the streetscape*' and '*developments should be designed to minimise large expanses of hard surface and car parking areas*', respectively.

The City is not supportive of the motorcycle bays in the proposed location as it does not comply with the LDP. Notwithstanding the above, it is evident that the development has the capacity to provide motorcycle parking provision in compliance with both LPP 5.9 and the LDP by relocating the bays within the basement level. These requirements are addressed by a recommended condition of approval.

Bicycle Parking and End of Trip Facilities

The provisions of LPP 5.9 require the development to provide 62 on-site bicycle parking bays. The development provides a total of 67 bicycle parking bays, 57 within the building and 10 bays at grade. Clause 4.3.5 of the LDP requires Bicycle Parking to be provided in accordance with the City's relevant Bicycle Parking Policy, which in this case is Local Planning Policy 6.2 (LPP 6.2).

Based on this policy, the following bicycle parking and end of journey facilities are required to be provided:-

- The development is required to provide 62 bicycle parking bays;

- One female and one male shower located in separate changing rooms (The changing rooms shall be secure facilities capable of being locked);
- An additional one female and one male shower for every additional ten (10) bicycle bays required, to a maximum of five (5) male and five (5) female showers per building; and
- One locker shall be provided for every bicycle parking space provided. Lockers shall be well ventilated and be of a size sufficient to allow the storage of cycle attire and equipment.

These requirements are addressed by recommended conditions of approval.

Access & Manoeuvring

The application has been referred to the City's Development Engineer who raised concerns regarding the following:

- The proposed two-way traffic flow within the basement level;
- The basement vehicle ramp grades; and
- Vehicle sightline and manoeuvring at the foot of the basement ramp.

In relation to concerns regarding the two-way traffic flow within the basement level, the City recommends the allocation of 12 car bays highlighted on the development plans to a single tenancy to ensure the safe movement of vehicles at basement level. Furthermore the City considers the issues raised by the Development Engineer can be addressed through appropriate conditions of approval.

Conclusion

The proposed development has been assessed against the current and proposed statutory planning framework. Overall with the imposition of appropriate conditions the proposal represents an acceptable form of development in this location, and is compliant with the City's planning framework. The application is therefore recommended for approval subject to conditions.

DRAWING LIST

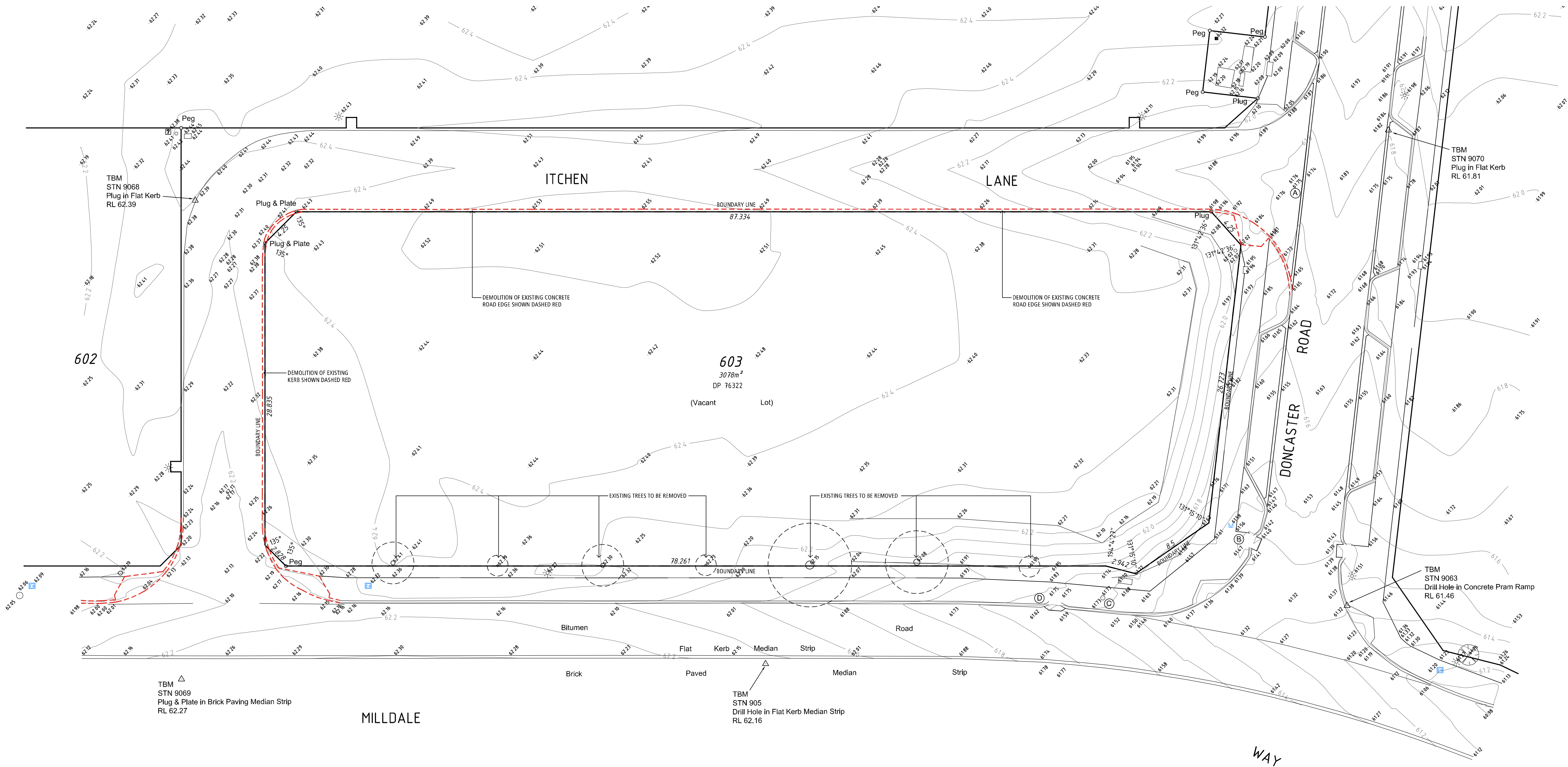
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TP01	BASEMENT PLAN
TP02	SITE & GROUND FLOOR PLAN
TP03	LEVEL 1 PLAN
TP04	LEVEL 2 PLAN
TP05	LEVEL 3 PLAN
TP06	ROOF PLAN
TP07	ELEVATIONS
TP08	SECTIONS
TP09	PERSPECTIVES
TP10	BASEMENT PLAN - FUTURE DEVELOPMENT
TP11	SITE & GROUND FLOOR PLAN - FUTURE DEVELOPMENT
TP12	LEVEL 1 PLAN - FUTURE DEVELOPMENT
TP13	LEVEL 2 PLAN - FUTURE DEVELOPMENT
TP14	LEVEL 3 PLAN - FUTURE DEVELOPMENT
TP15	ROOF PLAN - FUTURE DEVELOPMENT
TP16	ELEVATIONS - FUTURE DEVELOPMENT
TP17	SECTIONS - FUTURE DEVELOPMENT
TP18	PERSPECTIVES - FUTURE DEVELOPMENT



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Proposed Office Development
5 (Lot 603) Milldale Way, Mirrabooka, WA

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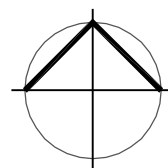


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Proposed Office Development
5 (Lot 603) Milldale Way, Mirrabooka, WA

TITLE:
Existing & Demolition Plan



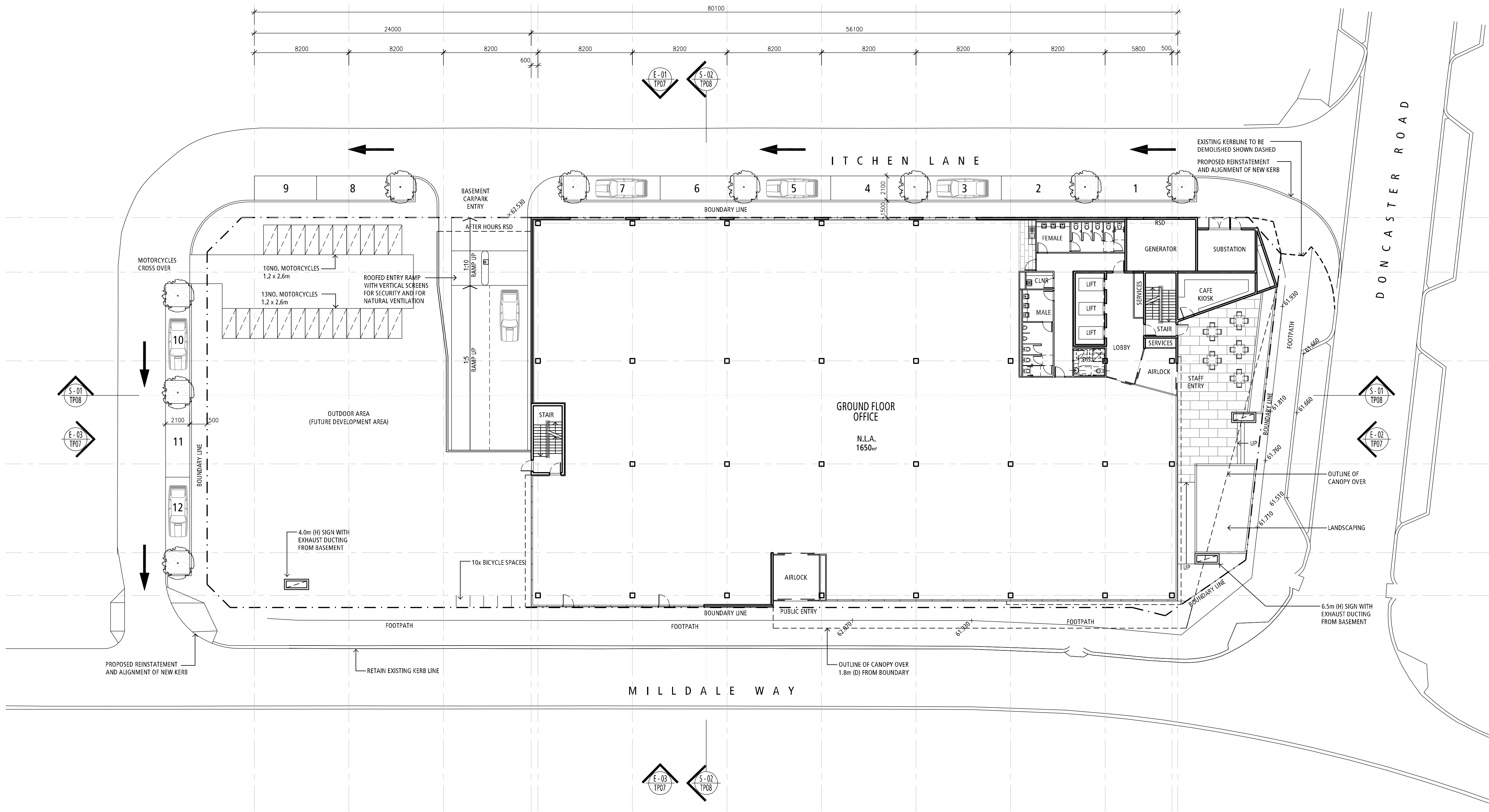
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REVISION:	C

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DEVELOPMENT ANALYSIS

BUILDING (GFA)	
BASEMENT	3,078 m ²
GROUND FLOOR	1,928 m ²
LEVEL 1 (INC. TERRACE)	1,892 m ²
LEVEL 2 (INC. TERRACE)	1,895 m ²
LEVEL 3 (INC. TERRACE)	1,895 m ²
TOTAL GROSS FLOOR AREA	10,688 m ²

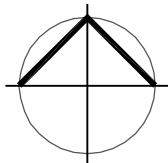
SITE COVERAGE	
BASEMENT (GFA)	3,078 m ²
TOTAL SITE AREA	3,078 m ²
SITE COVERAGE	100 %

CAR PARKING	
CARS PROVIDED IN BASEMENT (INC. 2x ACCESSIBLE)	96

OFFICE (NLA)	
GROUND FLOOR	1,650 m ²
LEVEL 1	1,625 m ²
LEVEL 2	1,632 m ²
LEVEL 3	1,627 m ²
TOTAL NET LETTABLE AREA	6,534 m ²

PROJECT:
Proposed Office Development
5 (Lot 603) Milldale Way, Mirrabooka, WA

TITLE:
Site & Ground Floor Plan



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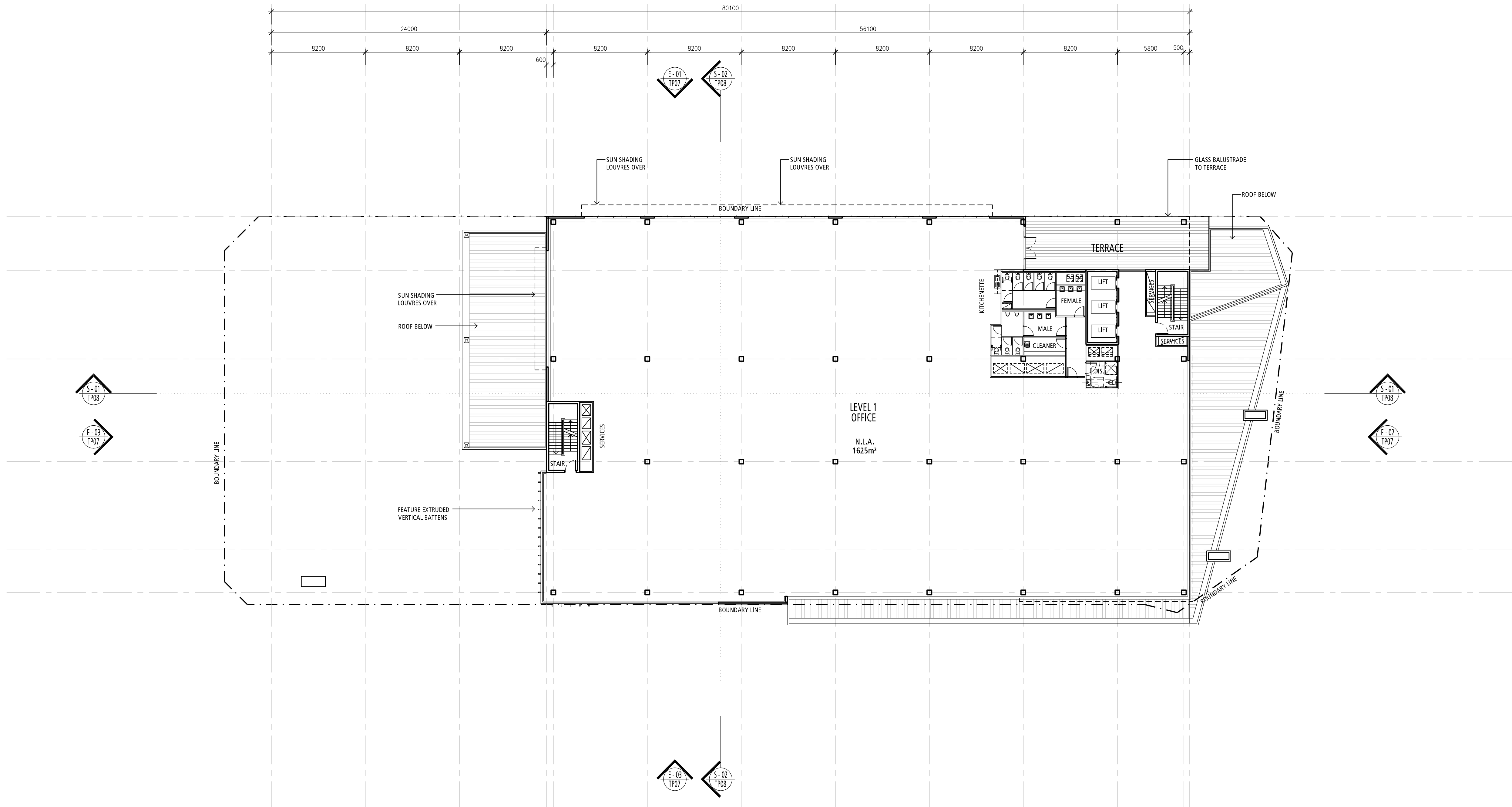
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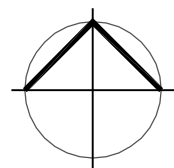
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Proposed Office Development
5 (Lot 603) Milldale Way, Mirrabooka, WA

TITLE:
Level 1 Plan



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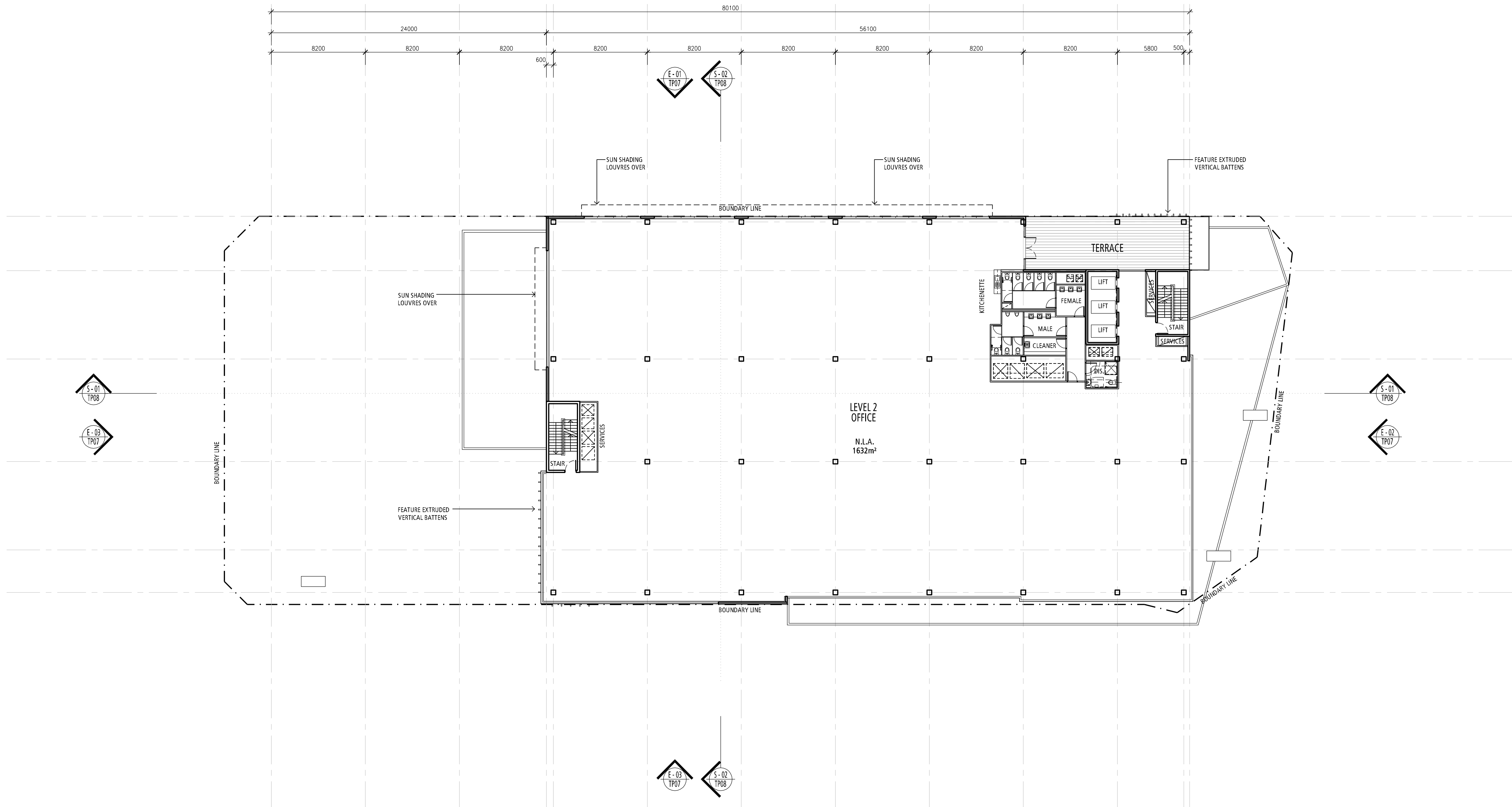
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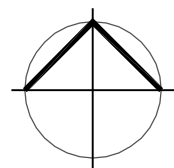
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PROJECT:
Proposed Office Development
5 (Lot 603) Milldale Way, Mirrabooka, WA

TITLE:
Level 2 Plan



CUENT:
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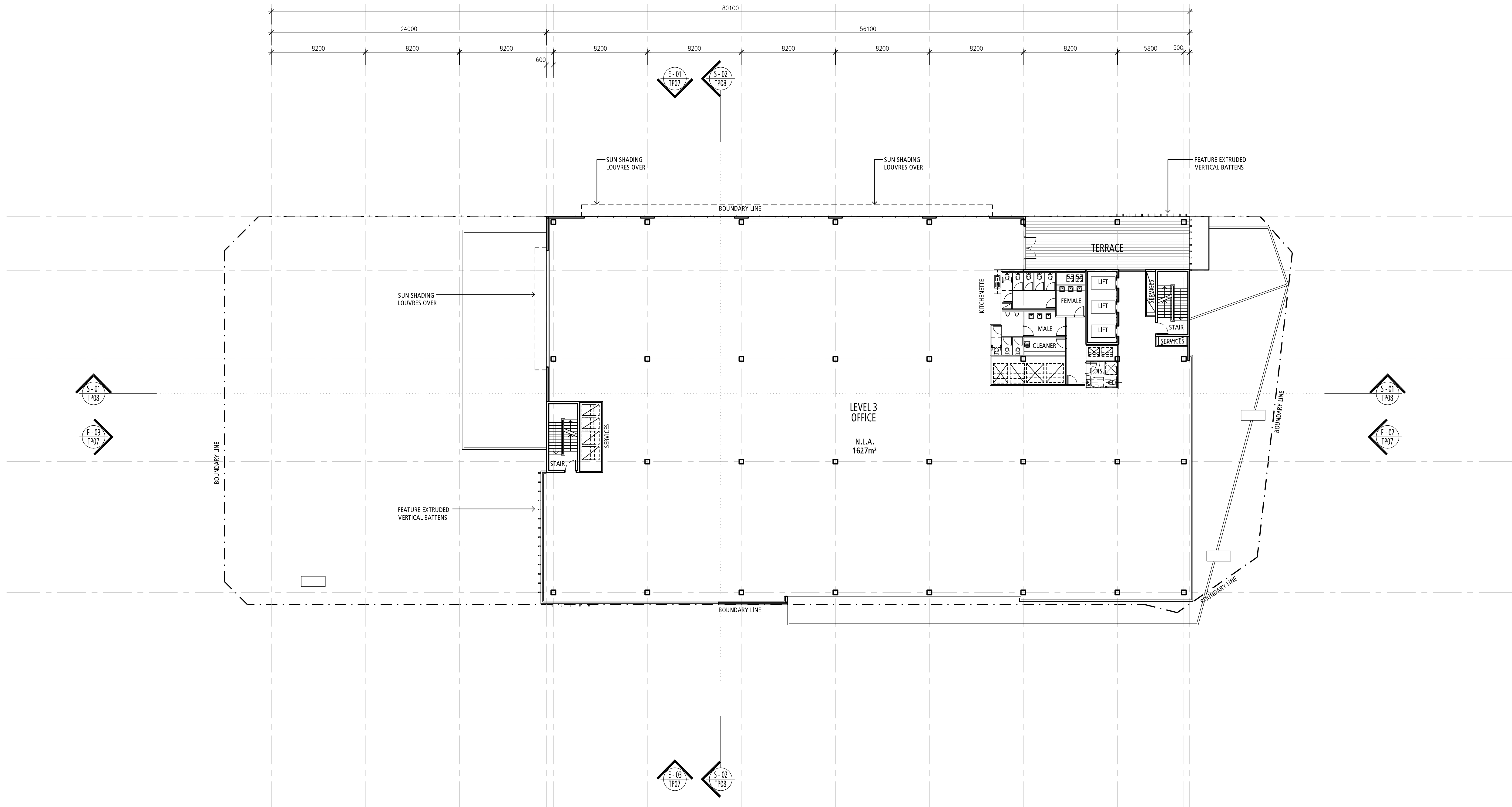
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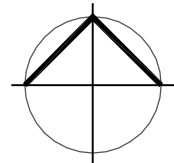
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PROJECT:
Proposed Office Development
5 (Lot 603) Milldale Way, Mirrabooka, WA

TITLE:
Level 3 Plan



CUENT:

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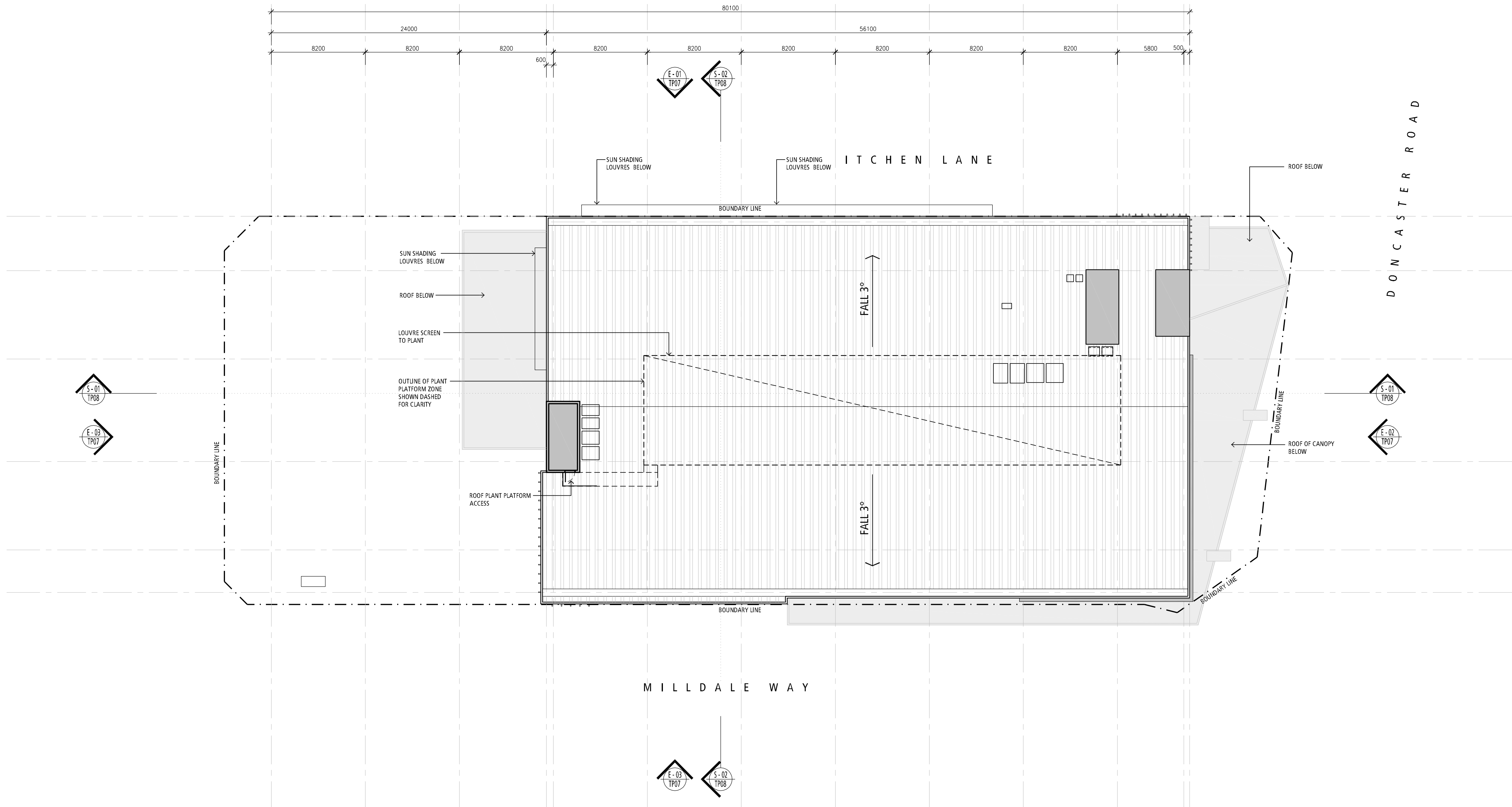
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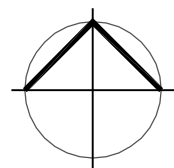
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PROJECT:
Proposed Office Development
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TITLE:
Roof Plan



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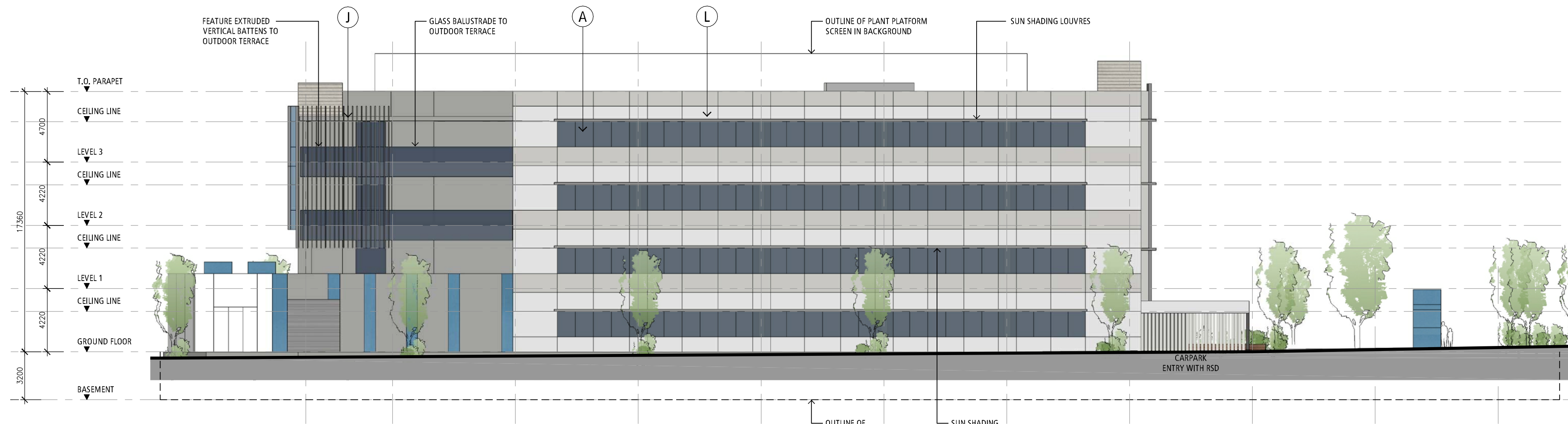
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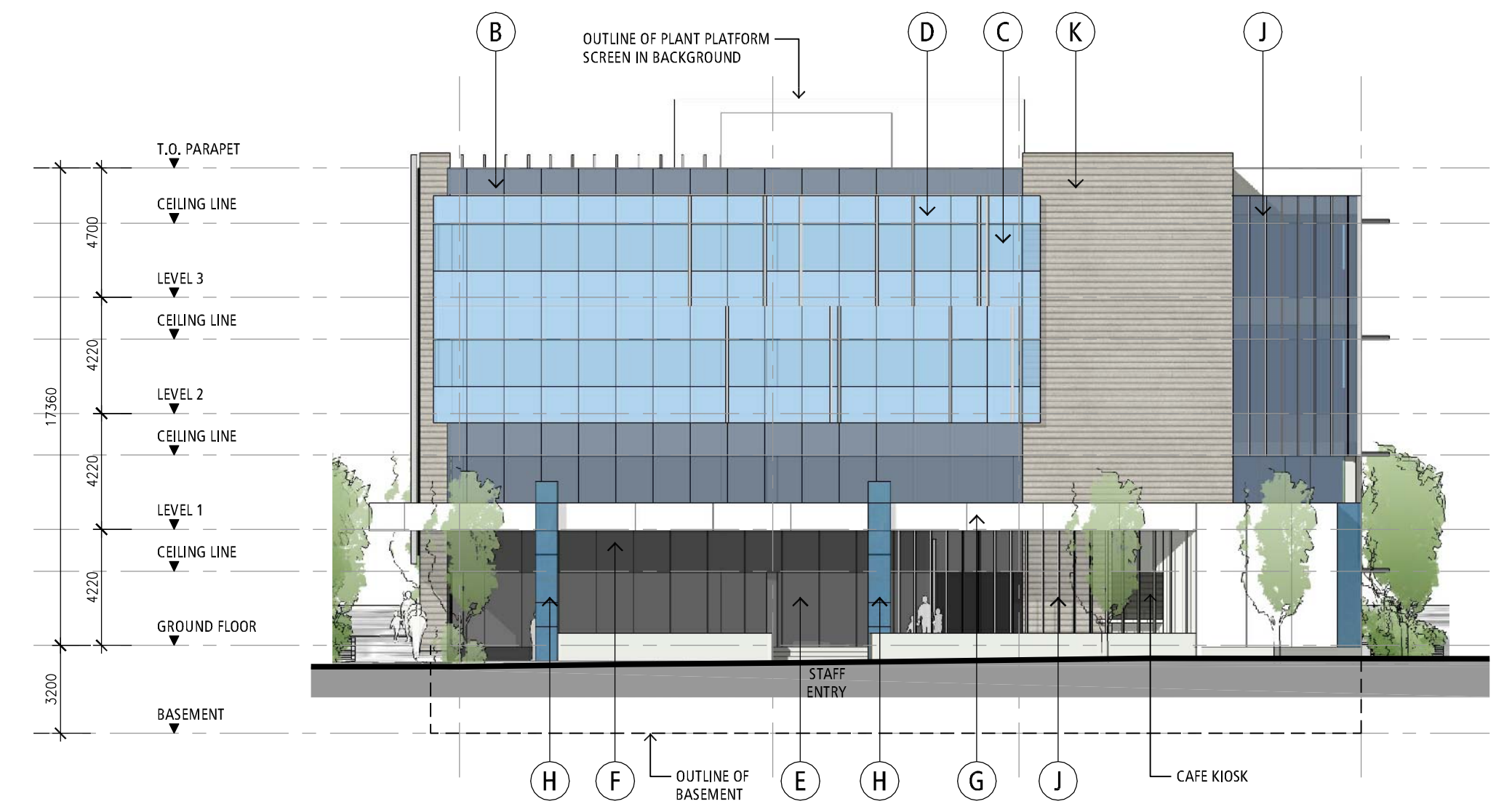
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B	01.12.2015	TOWN PLANNING ISSUE	JM	CW
C	11.01.2016	TOWN PLANNING ISSUE	JM	CW

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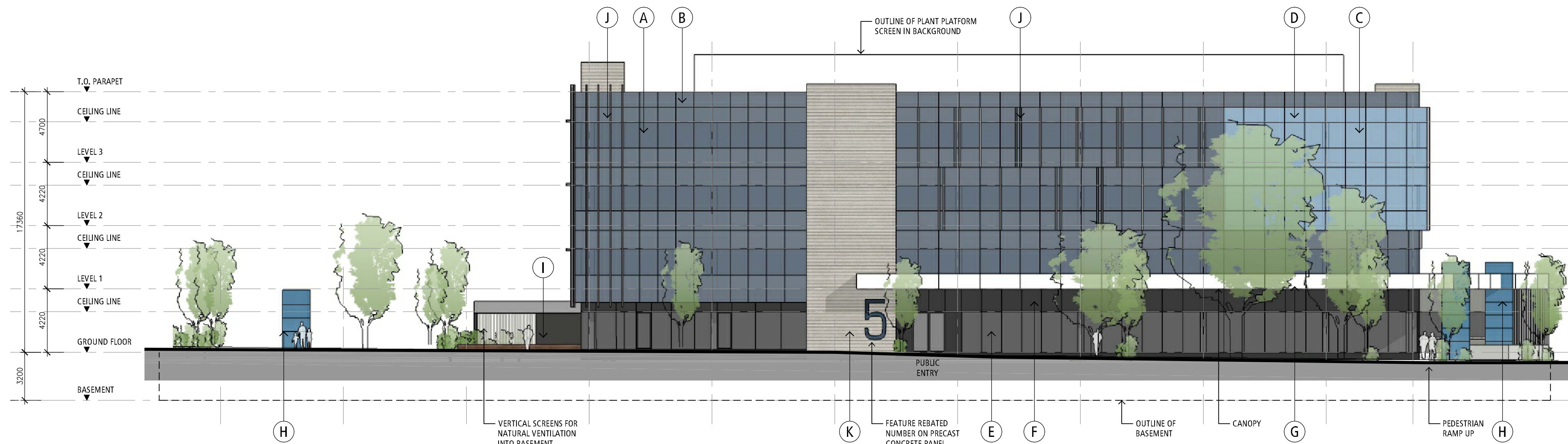
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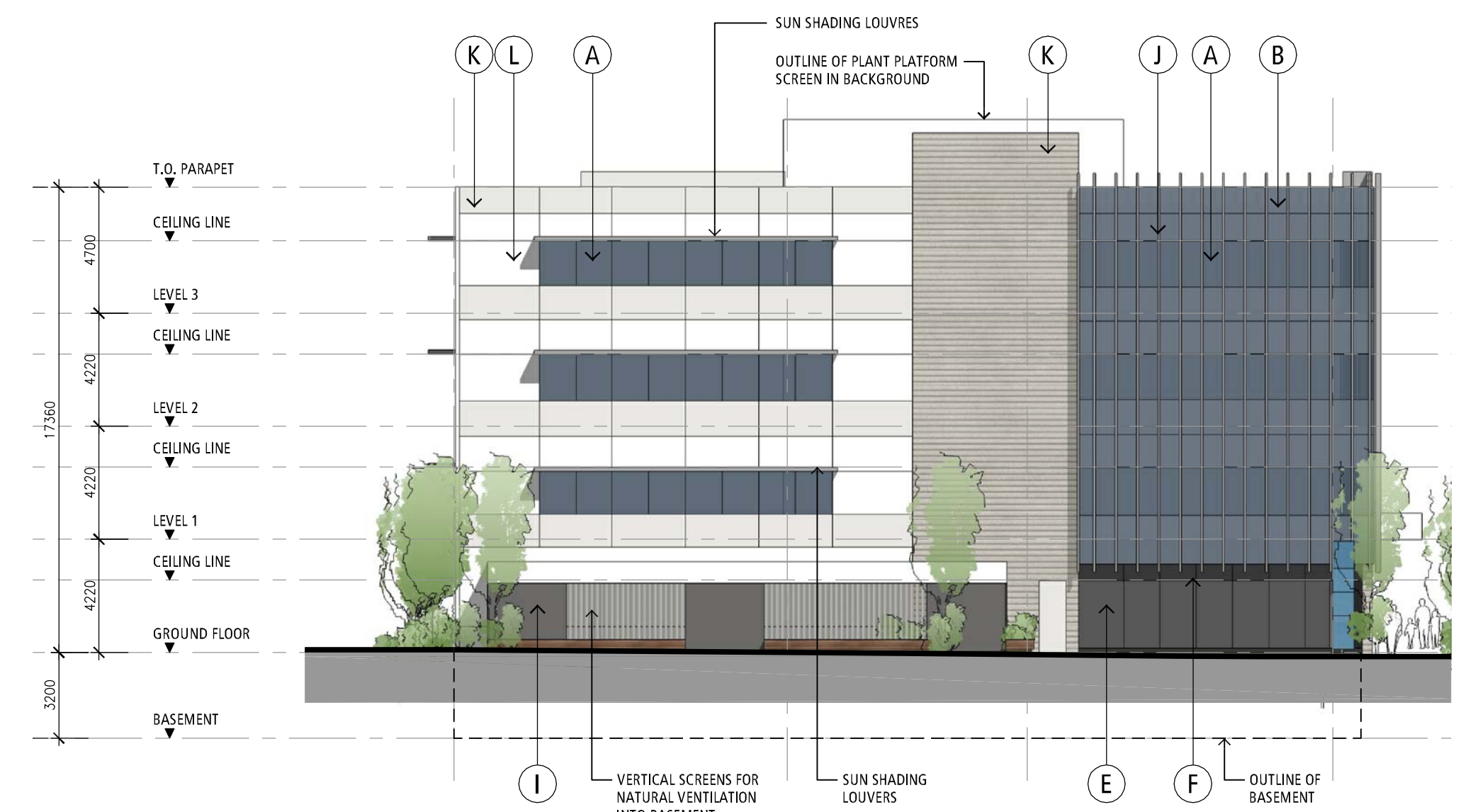
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ELEVATION 01 - NORTH
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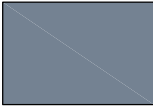

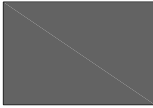

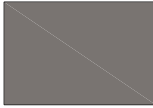






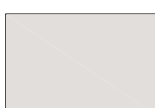
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TP02
ELEVATION 02 - EAST
SCALE : 1:200



E - 03
TP02
ELEVATION 03 - SOUTH
SCALE : 1:200



E - 04
TP02
ELEVATION 04 - WEST
SCALE : 1:200

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 B COLORBACKED SPANDREL GLAZING COLOUR: BLUE	 D COLORBACKED SPANDREL GLAZING COLOUR: LIGHT BLUE	 F COLORBACKED SPANDREL GLAZING COLOUR: GREY	 H PREFINISHED CLADDING COLOUR: BLUE	 J VERTICAL ALUMINIUM BATTENS	 L PAINT FINISH COLOUR: LIGHT NEUTRAL

PROJECT:
**Proposed Office Development
5 (Lot 603) Milldale Way, Mirrabooka, WA**

TITLE:
Elevations

CLIENT:
CastHerock

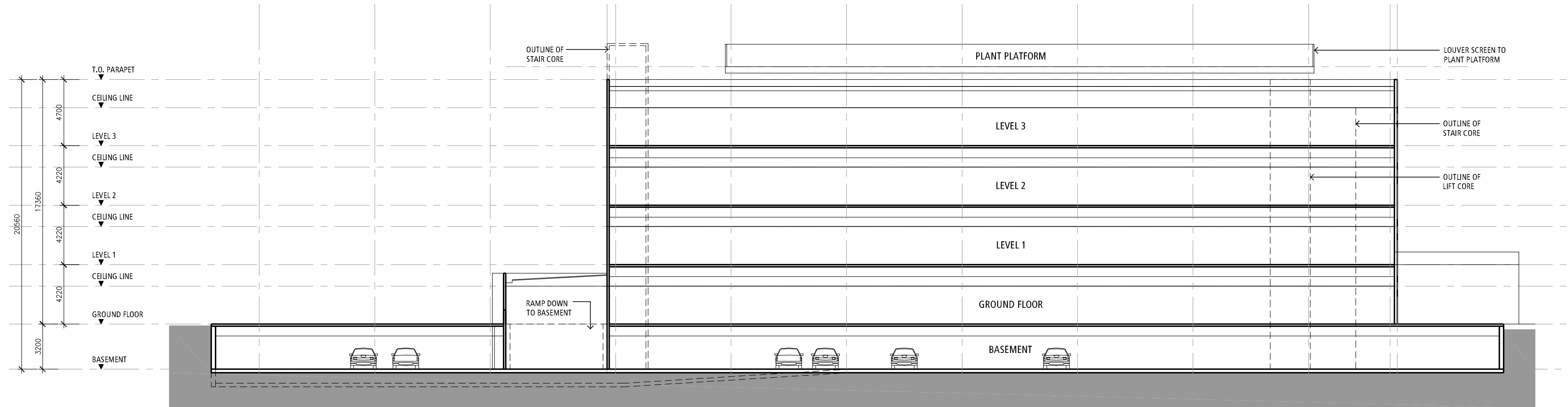
DATE: August, 2015
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SCALE: - @ A3

JOB NO:
14081
DRAWING NO:
TP07
REVISION:
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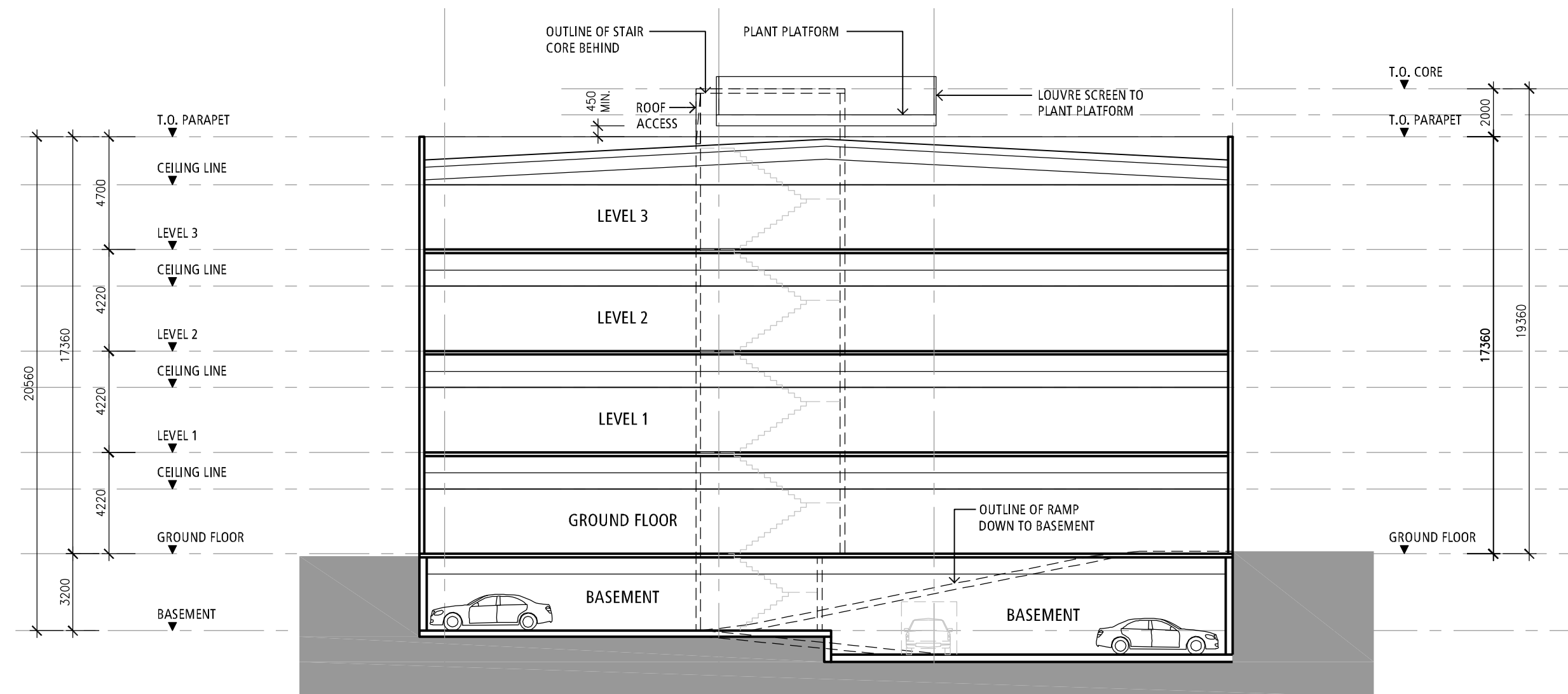
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A	18.09.2015	TOWN PLANNING ISSUE	SY	CW
B	01.12.2015	TOWN PLANNING ISSUE	JM	CW
C	11.01.2016	TOWN PLANNING ISSUE	JM	CW

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S - 01
TP02
SECTION 01
SCALE: 1:200



S - 02
TP02
SECTION 02
SCALE: 1:200

NO.	DATE:	REVISION:	BY	CHK
A	18.09.2015	TOWN PLANNING ISSUE	SY	CW
B	01.12.2015	TOWN PLANNING ISSUE	JM	CW
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PROJECT:
Proposed Office Development
Milldale Way, Mirrabooka, WA

TITLE:
Sections

CUENT:

Castlerock

DATE: August, 2015
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SCALE: -@ A3

JOB NO:
14081
DRAWING NO:
TP08
REVISION:
C

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PERSPECTIVE 01
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PERSPECTIVE 02
SCALE: NTS



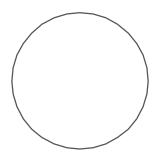
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SCALE: NTS



PERSPECTIVE 04
SCALE: NTS

PROJECT:
Proposed Office Development
5 (Lot 603) Milldale Way, Mirrabooka, WA

TITLE:
Perspectives



CLIENT:
Castlerock

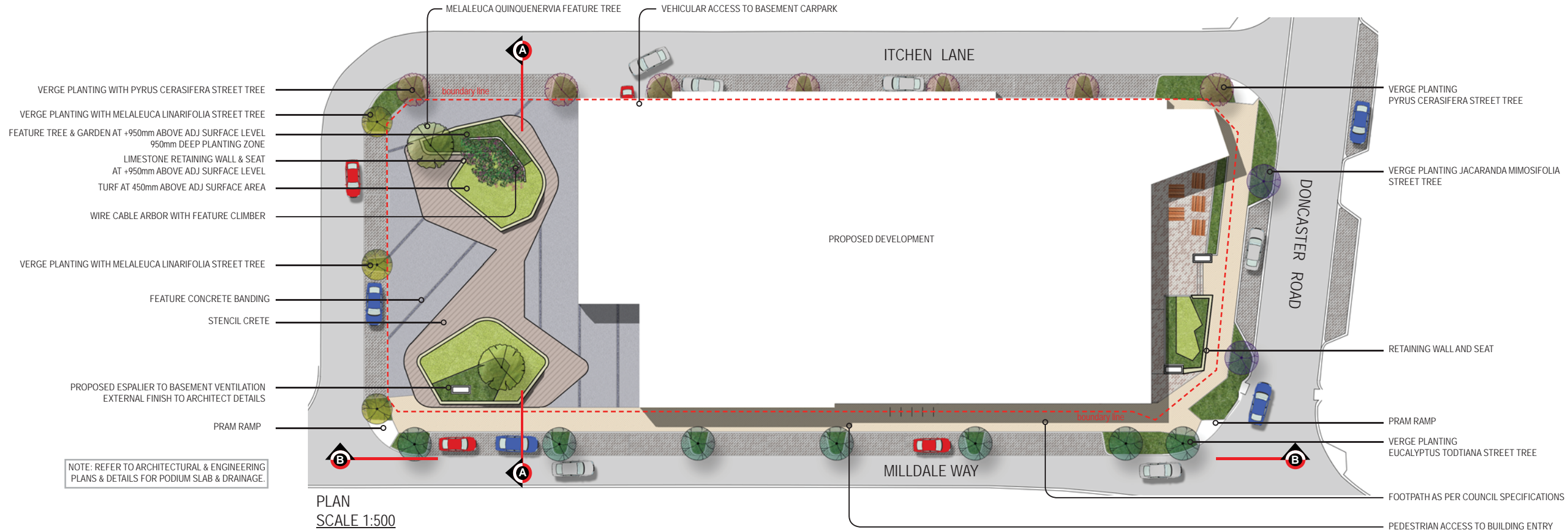
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JOB NO:
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DRAWING NO:
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REVISION:
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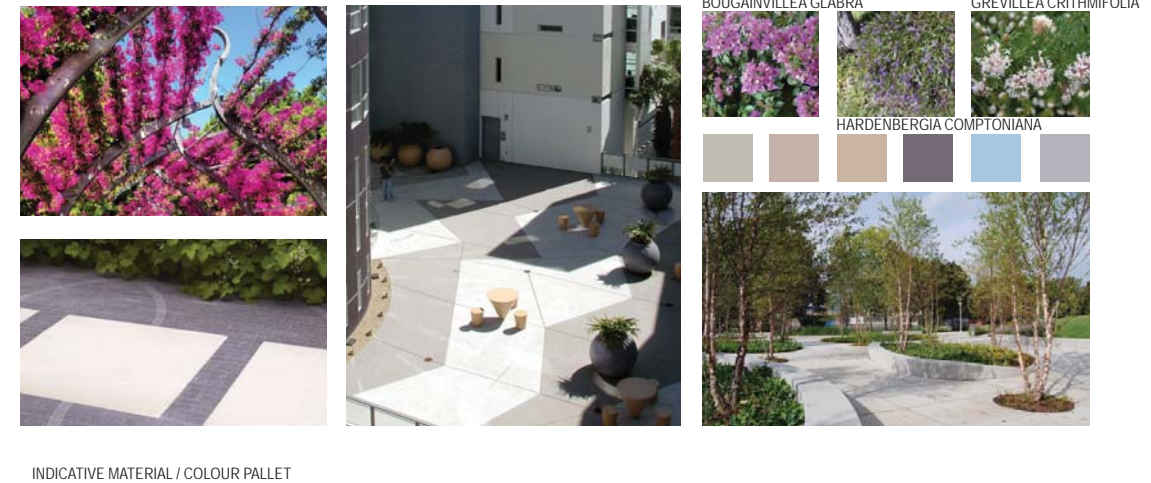
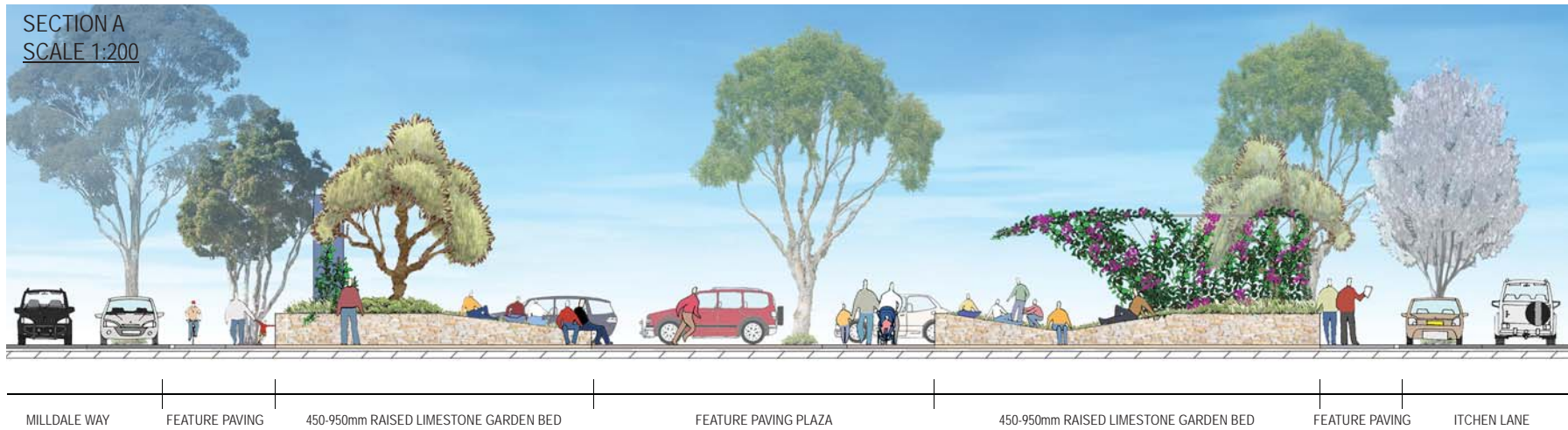
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NO.	DATE:	REVISION:	BY	CHK
A	18.09.2015	TOWN PLANNING ISSUE	SY	CW
B	01.12.2015	TOWN PLANNING ISSUE	JM	CW
C	11.01.2016	TOWN PLANNING ISSUE	JM	CW

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LEUCOPHYTA BROWNII	ANIGOZANTHOS 'GOLD VELVET'
LOMANDRA LONGFOLIA	CONOSTYLUS CANDICANS
PROPOSED PLANT PALLET	
AREA	SPECIES
TRELLIS CLIMBERS	BOUGAINVILLEA GLABRA HARDENBERGIA COMPTONIANA
RAISED GARDEN BEDS (VARIES 140 - 300mm POTS)	ANIGOZANTHOS 'GOLD VELVET' CONOSTYLUS CANDICANS LEUCOPHYTA BROWNII LOMANDRA LONGFOLIA
STREET TREES (100lt)	JACARANDA MIMOSIFOLIA EUCALYPTUS TODTIANA PYRUS CERASIFERA MELALEUCA LINARIFOLIA
VERGE GARDEN BED (140mm POTS)	CONOSTYLUS CANDICANS GREVILLEA CRITHMIFOLIA LEUCOPHYTA BROWNII



dwg • MD-01
date • OCT 2015
rev • D
scale • VARIES

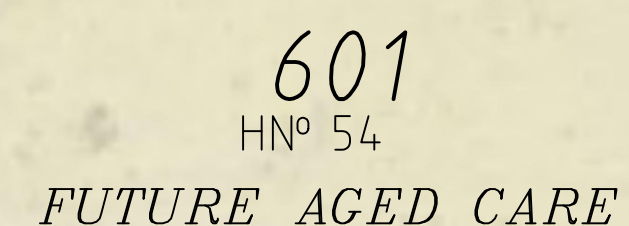
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MILLDALE WAY, MIRRABOOKA

LANDSCAPE CONCEPT

emerge
ASSOCIATES
Integrated Science & Design



CONSTRUCTION OF BAYS AND PATH BY FUTURE ADJOINING DEVELOPERS.

602
HN^o 1

ITCHEN LANE

CONSTRUCTION OF BAYS 1 TO 12 AND PATH IS
REQUIRED AS PART OF LOT 603 DEVELOPMENT
AT THE APPLICANTS COST AND TO THE
SATISFACTION OF THE CITY.

603
HN^o 5
OFFICES

**GROUND FLOOR
OFFICE**

**N.L.A.
1650m²**

DWG No: 14081-TP02-B
01.12.2015

DONCASTER ROAD

MILDALE WAY

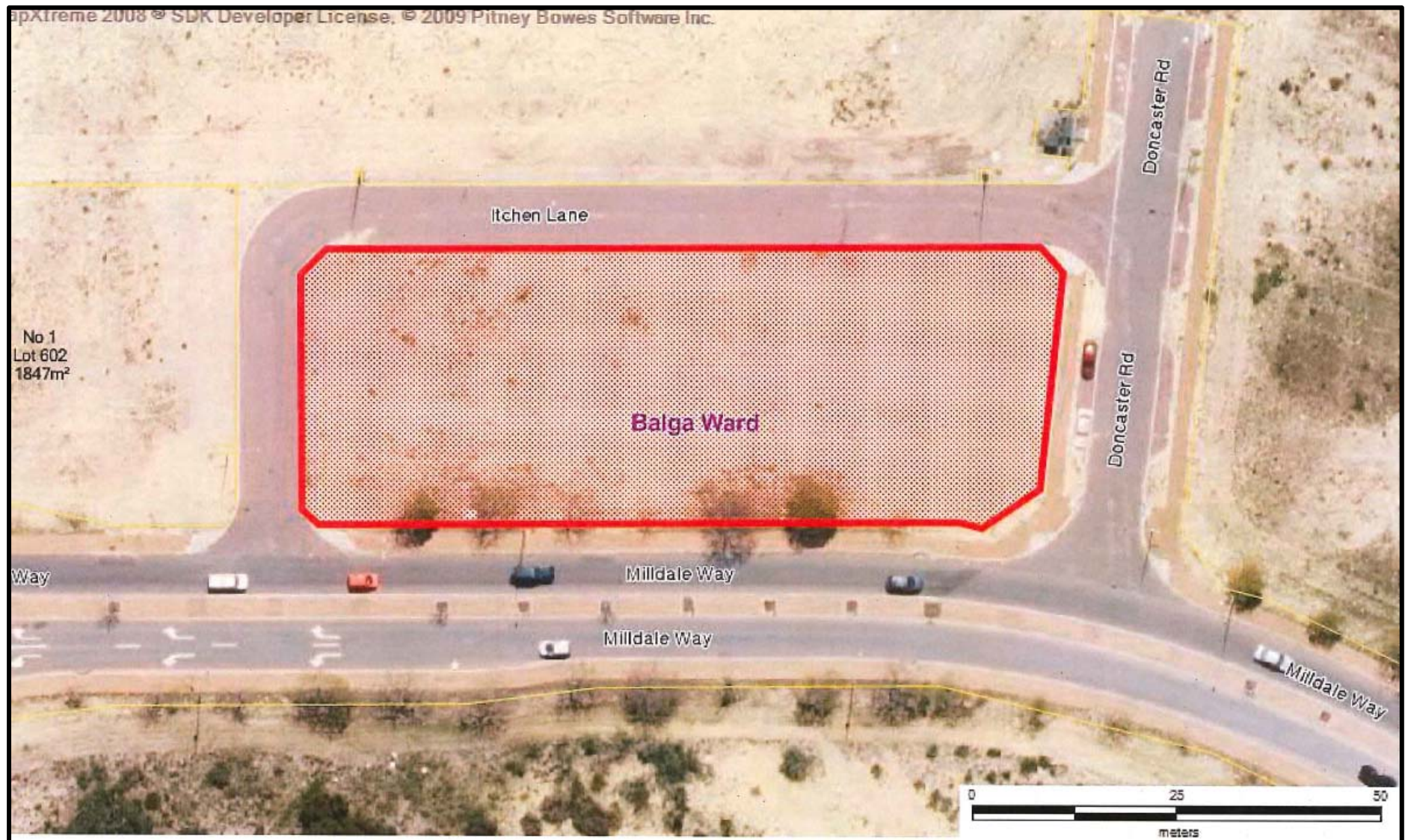
61
HNº 2
FUTURE HOSPITAL

Tax Sheet	-
Survey No	
FB	p
File No	

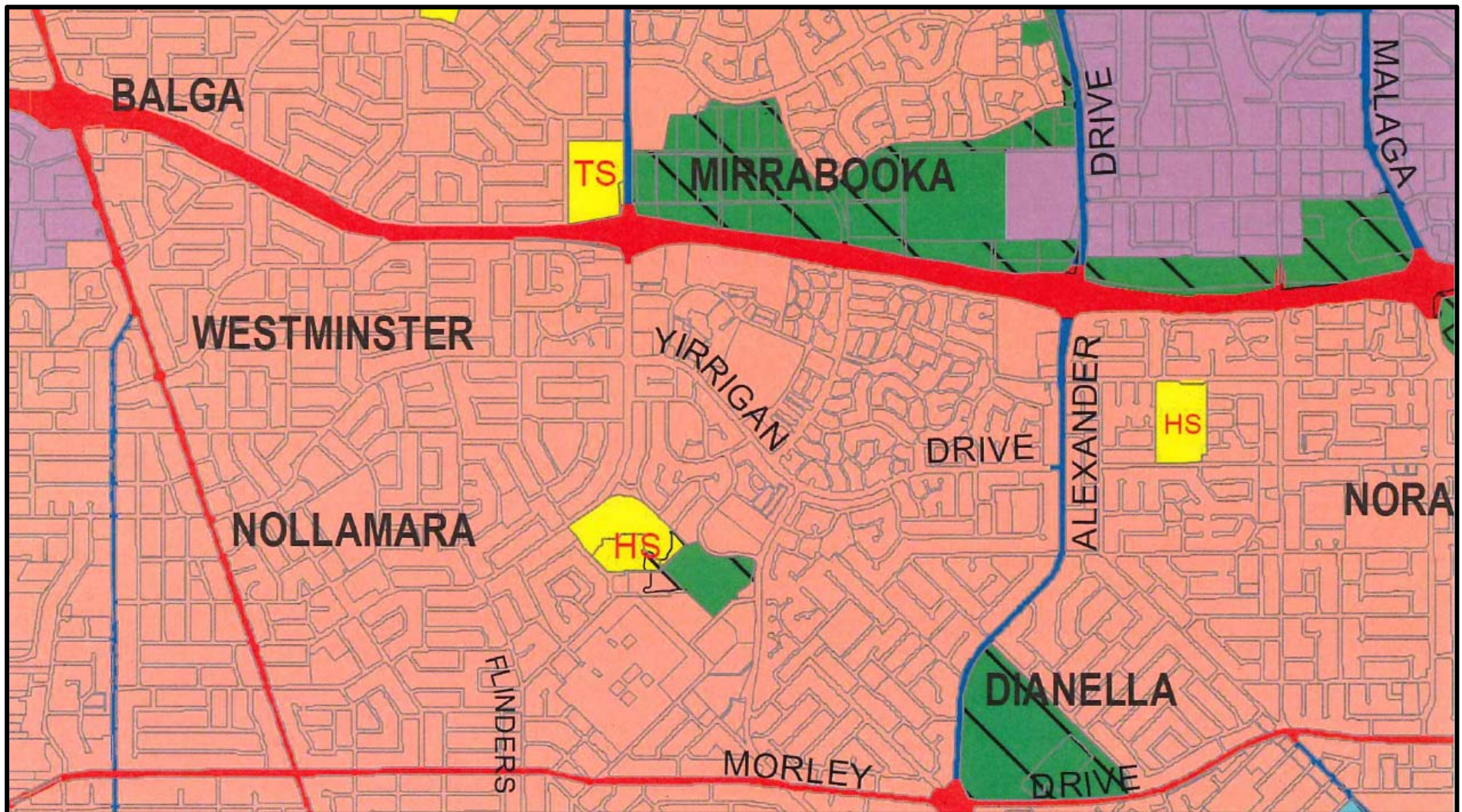


DA15/2283 - PROPOSED OFFICE DEVELOPMENT LOT 603 Hn5 MILLEDALE WAY, MIRRABOOKA ITCHEN LANE CONCEPT	Job No.	-	A	
	SHEET	- OF -		
	DRAWING No.	DA15-2283-SK01		REV No.

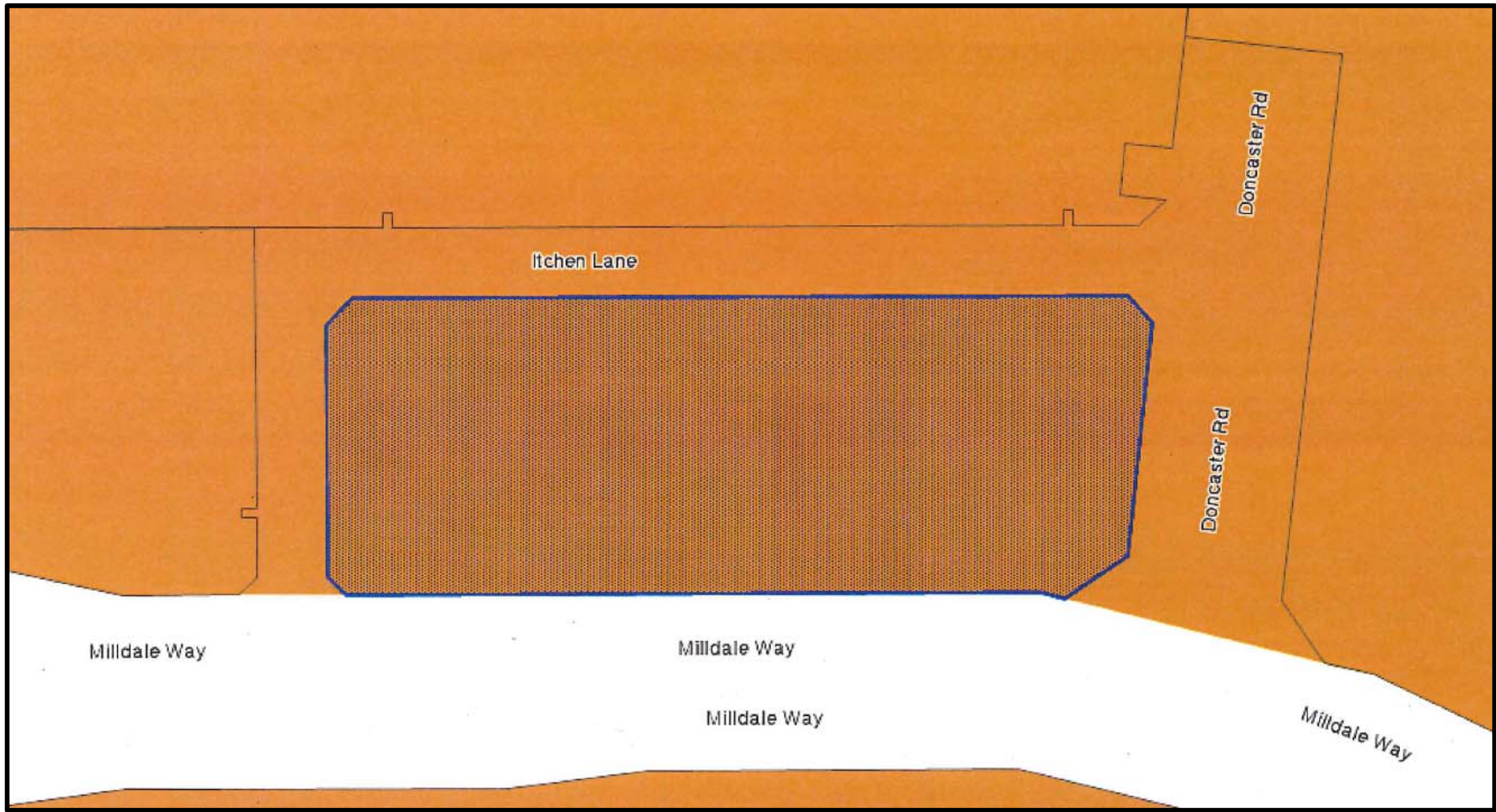
Attachment 2 – Aerial Location Plan



Attachment 3 – Metropolitan Region Scheme (MRS) Zoning Map



Attachment 4 - City of Stirling Local Planning Scheme No. 3 (LPS 3) Zoning Map





January 7 2016

Chief Executive Officer
City of Stirling
PO Box 1533
OSBORNE PARK WA 6916

Attention: Patricia Wojcik

Dear Patricia,

FOUR STOREY OFFICE DEVELOPMENT – LOT 603 (NO.5) MILLDALE WAY, MIRRABOOKA

Further to the City of Stirling's email correspondence dated 4 January 2016 requesting additional information be provided for the abovementioned development, TPG Town Planning, Urban Design and Heritage (TPG) on behalf of Castlerock Property Pty Ltd are pleased to provide the following additional information that will be accompanied by further supporting plans on 12 January 2016.

1. Planning Assessment

Mirraboooka Town Centre LDP – Staged Development

A second stage of this development will form part of a new application in the future to be assessed at such time. Notwithstanding this, a second stage development plan is being prepared and will be provided to the City as an indicative concept that demonstrates the ability of the balance parcel to be appropriately developed. It is anticipated that the City will have this concept plan on Tuesday 12 January 2016.

Car Parking

96 secure basement car parking spaces are required to be provided as part of this development to meet the needs of the government department tenants.

All bays are considered to be able to meet the relevant Australian Standard and it is anticipated that a condition of approval will ensure that the development complies with AS2890.

The development has responded to the overall parking supply in the Mirraboooka Town Centre area, the tenants specific requirements and the City's Local Planning Policy 5.9 to provide what is considered to be a suitable amount of parking supply. The provision of on-street car parking surrounding the development has been provided as part of this development directly in accordance with the intent of the Façade Type as outlined in the LDP and is therefore considered appropriate.

Additionally, the development will provide 24 on-street car parking spaces in total. It is accepted (subject to the cost to be agreed) that the 10 on-street car parking bays along Milldale Way are to be taken as a cash in lieu payment for the construction of these bays at a later date. These bays should therefore still form part of the overall parking supply as they will be provided as part of the overall development in due course.

The proposed development is envisaged to contain approximately 400 staff members, of which 96 of

X

Chief Executive Officer
City of Stirling

FOUR STOREY OFFICE DEVELOPMENT – LOT 603 (NO.5) MILLDALE WAY, MIRRABOOKA

these will utilise the available basement car parking spaces, representing approximately 25% of staff. Vehicles utilising the basement car park will consist of predominantly fleet vehicles as well as some private vehicles. The remaining number of staff are anticipated to utilise the available high frequency public transport services in the vicinity, which will continue to support future upgrades to public transport services in this locality.

The overall provision of parking supply as part of this development is directly related to the currently proposed tenants requirements for secure parking whilst providing what is considered to be an appropriate amount of parking to be used by the public. It is noted that the requirement for car parking may actually change over time as future tenants may not require secure basement car parking which would allow the basement car parking area to be a publicly accessible parking area in the future. It is anticipated that any subsequent development on site, such as a stage 2 development, would need to be assessed against the relevant statutory controls in place that relate to short term car parking provision at that time to ensure its compliance.

It is also acknowledged that the allocation of bays may need to be amended in the future to allow for future development, however, the proposed parking layout is already the optimal number of bays which can be created on the property.

22 motorcycle bays will be incorporated into the development and this will be provided to the City in due course. Motorcycle parking spaces and bicycle parking spaces will be retained as part of a second stage development.

2. Engineering Design

Milldale Way

It is noted that the City has outlined the significant costs involved in undertaking the required modifications to the road reserve along Milldale Way and therefore suggests that a cash in lieu payment be made for the construction of the 10 on-street car parking spaces at a later date. This is supported, subject to the cost of the cash in lieu payment (this has not been provided as yet). It is anticipated that a cash in lieu payment for the construction cost of the 10 on-street car parking spaces would form part of a condition of approval and require payment prior to occupation of the building.

Itchen Lane

The City's comments are noted and it is accepted that a condition of approval will require 1.5m footpath against the building with a 2.1m parking bays adjacent as shown in the City's drawing no: DA15/2283-SK01.

It is agreed that all proposed works within the road reserve require detailed engineering construction plans to be submitted for approval prior to any works commencing. It is anticipated that this will form part of a condition of approval to ensure that such works are complete prior to occupation of the building.

Other Items

All bicycle parking spaces and motorcycle parking spaces (to be shown on plan supplied to the City in due course) will be retained as part of a second stage of development. This is demonstrated in the staging concept plan that will be provided to the City on 12 January 2016.

Chief Executive Officer
City of Stirling

FOUR STOREY OFFICE DEVELOPMENT – LOT 603 (NO.5) MILLDALE WAY, MIRRABOOKA

3. Approvals Engineer

Parallel bays

As previously outlined above, all 96 car parking spaces in the basement are required to be provided as part of this development and are able to meet the relevant Australian Standard. For example, the central eastern bays can be made smaller car bays to reduce their width to increase the aisle width and in exchange for bays 20-24 on the northern boundary being standard width bays and bays 7-9 on the northern row can be located further inward to abut the wall and the parallel bay under the ramp can be moved inward 100mm such to comply. We are prepared to accept a condition of approval to require compliance with the Australian standards.

Small car bays

The number of small car bays provided through this development are directly related to the government department tenant, landlord and sustainability requirement outlined in the LDP. The number of small car parking spaces are considered to be reasonable.

Ramp to be two way

It is considered appropriate to allocate the 12 bays referred to in the City's correspondence dated 4 January 2016 and it is anticipated that this will form part of a condition of approval.

Sightlines and Maneuvering at foot of ramp

As previously outlined in our letter dated December 9 2015, it is considered that the development is capable of addressing this matter through the incorporation of vehicular safety warning mechanisms such as mirrors and warning signals. This is considered appropriate and will ensure the development meets the relevant Australian Standard. It is anticipated that this will form part of a condition of approval.

Additional items

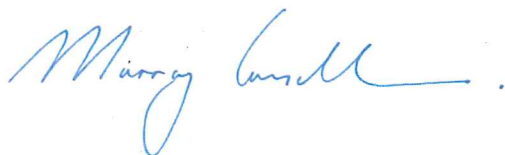
It is confirmed that headroom is in compliance with AS2890.1 (2200mm) and AS2890.6 (2500mm above ACROD bays).

The proposed development will utilise a private contractor for waste removal and is able to remove bins for collection through the use of a tug onto Itchen Lane. A refuse collection vehicle will pull into the initial section of the basement car park crossover when collecting waste to ensure that Itchen Lane is not obstructed.

The basement ramp grades can be adjusted to comply with AS2890 without impacting headroom requirements as suggested. The ramp can be modified to meet AS2890 and is anticipated to form part of a condition of approval.

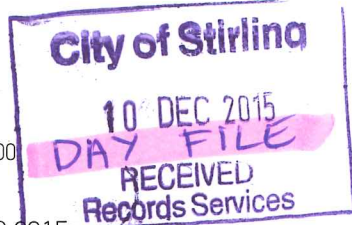
Yours sincerely

TPG TOWN PLANNING, URBAN DESIGN AND HERITAGE



Murray Casselton
Principal Planner

PERTH
SYDNEY



Our ref: 715-400

December 9 2015

Chief Executive Officer
City of Stirling
PO Box 1533
OSBORNE PARK WA 6916

Attention: Chris Fudge

Dear Chris,

City of Stirling
Document Registration

RP		No	6394269
A	Adrian	Action Officer	Adrian
ATT.		Note	Adrian

Orig to Dept



FOUR STOREY OFFICE DEVELOPMENT – LOT 603 (NO.5) MILLDALE WAY, MIRRABOOKA

Further to the City of Stirling's (the City) letter dated 11 November 2015 requesting additional information be provided for the Development Application (DA) at Lot 603 (No. 5) Milldale Way, Mirrabooka (the subject site). TPG Town Planning, Urban Design and Heritage (TPG), on behalf of Castlerock Property Pty Ltd are pleased to provide the following additional information and accompanying revised plans to the City for its consideration and approval by the Metro North West Joint Development Assessment Panel (JDAP).

Revised Plans

The proposed development plans have been revised to incorporate a number of amendments that reflect and respond to the City's comments made in relation to the DA. The revised plans incorporate the following changes:

1. Ten (10) bicycle spaces previously within the Milldale Way road reserve have been relocated within the subject site boundary on the western side of the building;
2. Itchen Lane has been shown as a one way vehicular laneway operating in an anti-clockwise direction;
3. Ground floor shade devices along Itchen Lane have been removed; and
4. Eastern basement ramp wall has been widened as suggested and shown in the Uloth and Associates Transport Assessment Report.

Local Planning Policy 5.4 – Mirrabooka Regional Centre Design Guidelines

It has been confirmed that the City's Local Planning Policy 5.4 – Mirrabooka Town Regional Centre Design Guidelines (LPP5.4) are no longer applicable and are in the process of being revoked. Therefore, the City's comments in relation to LPP5.4 have not been addressed.

Mirrabooka Town Centre Structure Plan

The proposed development is considered to be consistent with the Mirrabooka Town Centre Structure Plan (the Structure Plan). The proposed development has responded to the Structure

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The Planning Group WA Pty Ltd
ABN 36 097 273 222

FOUR STOREY OFFICE DEVELOPMENT – LOT 603 (NO.5) MILLDALE WAY, MIRRABOOKA

Plan through providing high levels of glazing, on street car parking bays, activated frontages and an appropriate degree of weather protection. As discussed with the City previously, the proposed development is unique in that it will house a number of government department tenants, which has been specifically recognised by the City through associated amendments made to the Structure Plan and Mirrabooka Town Centre Detailed Area Plan (DAP) (discussed in detail below) to allow for the proposed development to occur and retain these uses in Mirrabooka.

Mirrabooka Town Centre Detailed Area Plan

The City's letter raises a number of matters in respect to DAP requirements. In this respect, the DAP is still considered to be in draft form, regardless of the document being adopted by Council and it is noted that the Western Australia Planning Commission (WAPC) may require modifications to be made to the draft DAP. As such, the draft DAP should be used as a guide in the determination of the proposed development, which has had significant regard for the overall intent of the DAP as outlined below.

The City's comments in its letter dated 11 November 2015 are summarised and discussed below.

Shop Interface

The City's letter states that the DAP requires a high level of 'shop interface' along the southern and eastern frontages, however, the DAP does not specifically outline such a requirement and rather outlines the intent of the Façade Type C, which is to facilitate medium sized mixed-use buildings with a shopfront interface at the ground floor.

The proposed development is primarily made up of office space for the specific needs of the government department tenants as recognised by the Structure Plan and consequentially high levels of shop front interface at the ground floor are not practical. Nevertheless, high levels of glazing, entry points and an open space area and café/kiosk at either side of the development along Milldale Way ensures that the building frontage is activated and consistent with the requirements of the government department tenants, as well as meeting the intent of the Structure Plan and DAP.

Weather Protection

The proposed development has provided a series of awnings and weather protection elements in key locations in line with the DAP intent. The width of the awnings provided have been reduced in places to ensure a 900mm clearance from on street car parking spaces as required by the DAP.

Floor Height

The DAP specifies a minimum floor to floor height requirement of four metres. The proposed development provides a minimum floor to floor height of 4.25 metres and is therefore consistent with this requirement.

Open Space

The City's letter states that, *'At least 50% of the landscaped public realm to the west is required to be softscape planting'*. The proposed landscaping has been developed in accordance with the

FOUR STOREY OFFICE DEVELOPMENT – LOT 603 (NO.5) MILLDALE WAY, MIRRABOOKA

provisions of the DAP, which requires all landscaping to be in accordance with the City's Local Planning Policy 6.1 – Landscaping (LPP6.1)

It is noted the DAP specifies that 10% of the parcel is required to be developed for communal open space, with 50% of this space to be softscape planting. In this regard, the proposed development provides a surplus amount of landscaped space (in excess of 10%) that exceeds the requirements outlined in the City's LPP6.1 and is in line with DAP requirements and intent, and therefore is acceptable.

Staged Development

Any subsequent development that is going to take place on the subject site is required to respond to the requirements of the planning framework that apply at that time. It is envisaged that various development options may arise in relation to this part of the subject site in response to market conditions, which will be dealt with appropriately at that time, including addressing such matters as the basement car park, landscaping space, car parking provision and so on.

Sustainability

The proposed development has been designed to achieve a 5 Star Green Star rating as well as a 5 Star NABERS rating. Credits are given to a development for incorporating various sustainability measures, including small car parking bays to encourage and recognise the use of more fuel efficient vehicles for commuting to work and day to day operational use.

The provision of small car parking bays in the proposed development is also reflective of the government department's use of smaller vehicles.

Local Planning Policy 6.7 – Parking and Access

The proposed development is able to set aside an on street car parking bay as a service bay for couriers if required by the City. It is anticipated that this can be included as a condition of approval.

Local Planning Policy 6.2 – Bicycle Parking

The revised plans have relocated ten bicycle parking spaces to within the subject site that were previously proposed to be located within the Milldale Way road reserve. The ten bicycle parking spaces have been provided at the western side of the building, in close proximity to the building entrance within the open space area.

Approvals Engineer and Engineering Design

It is recommended that Itchen Lane be treated as a shared area, with pedestrians walking along the trafficable area rather than providing a footpath along the edge of the building. Sight truncations at the exit from the proposed basement are therefore provided as a result of the set-back of the parking bays from the exit point. This configuration is anticipated to promote slower vehicle speeds and result in a safer pedestrian environment.

The proposed parallel parking bays are compliant with all aspects of AS 2890.1 and there is no justification to support the removal of these bays.

FOUR STOREY OFFICE DEVELOPMENT – LOT 603 (NO.5) MILLDALE WAY, MIRRABOOKA

The sightlines at the base of the ramp are considered to be acceptable, however, if there is concern regarding this matter then a convex mirror or other alternative visual cue can be installed to adequately resolve any perceived issues in this regard.

The number of small car bays can be readily adjusted to cater for larger vehicles, although this will directly impact the sustainability outcomes that are being pursued and also required by the DAP. These small bays reflect the operational requirements of the tenant and support the building in achieving a sustainable development outcome.

There is no requirement for the ramp at the western end to be 2-way. The 1-way ramp prevents the northern parking aisle from being a 'blind aisle', and the small portion of blind aisle to the west of the entry ramp is compliant with the maximum blind-aisle length requirements of AS 2890.1.

Refuse collection has been addressed in Figure 8 of the Transport Assessment Report that formed part of the original submission. Servicing and deliveries can be managed through the basement in the same way (suitable for Small Rigid Vehicles at 6.6 metres in length), or via the parking bays in Doncaster Road or Itchen Lane.

An access laneway in the Structure Plan caters for 2-way traffic with no parking. However, in order to allow parking along Itchen Lane, it is proposed to make Itchen Lane 1-way westbound, allowing anti-clockwise circulation via Milldale Way and Doncaster Road. It is not recommended to define a footpath within Itchen Lane, since a 12.5 metre Heavy Rigid Vehicle will need to use the full width of the Lane at various locations (as shown in the attached Figure 7a). Instead, it is recommended to provide 2.5 metre parking bays immediately adjacent to the boundary, leaving a 5.5 metre 'shared area' for 1-way traffic flow plus pedestrians.

Please refer to the enclosed Figure 7a that forms an amendment to the Transport Assessment Report (Uloth and Associates).

It is agreed to provide a wider verge in Milldale Way by removing the trees within the median. This has been reflected in the revised development plans and also shown in Figure 7a enclosed.

The revised plan in the attached Figure 7a shows the retention of the existing footpath and verge on the northern side of Milldale Way, with the inclusion of a 2.5 metre parking lane. This leaves a 5.0 metre carriageway (sufficient for a 1.5 metre cycle lane and a 3.5 metre traffic lane), with a narrow painted median and no change to the westbound lanes.

Waste and Fleet

The proposed development will be serviced by an independent waste removal contractor and will therefore not require servicing by the City's Commercial Waste Services.

Parks and Reserves

It is anticipated that the proposed landscaping will be undertaken in accordance with the landscaping plan as provided to the satisfaction of the City through a condition of planning approval.

Chief Executive Officer
City of Stirling

FOUR STOREY OFFICE DEVELOPMENT – LOT 603 (NO.5) MILLDALE WAY, MIRRABOOKA

Conclusion

The revised development plans have had regard to the relevant matters that were outlined in the City's letter and a number of changes have been made to deal with these issues. The resultant development is considered to be highly consistent with the planning framework, in particular the Structure Plan and DAP.

The development will benefit the City through contributing to the strategic vision of the Mirrabooka Town Centre Structure Plan and DAP. Furthermore, the proposed development will support a number of government department tenants, which will retain key high quality employment in Mirrabooka and continue to support the ongoing development and realisation of the Town Centre area.

This submission also reinforces the uniqueness of the proposed development at this location and the need to meet the requirements of the proposed tenants.

The resultant development is consistent with orderly and proper planning and is consistent with the planning vision for the area. If you wish to discuss any of the above please feel free to contact Lewis Shugar or the undersigned on (08) 9289 8300.

Yours sincerely

TPG TOWN PLANNING, URBAN DESIGN AND HERITAGE



Murray Casselton
Principal Planner

Encl.

**LOT 603 (NO. 5)
MILLDALE WAY,
MIRRABOOKA**

**DEVELOPMENT
APPLICATION
FOUR STOREY OFFICE
DEVELOPMENT**

OCTOBER 2014

RECEIVED

19 OCT 2015

CITY OF STIRLING



**TOWN PLANNING
URBAN DESIGN AND HERITAGE**

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			Name	Initials	Name	Initials
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2	19.10.15	Final	Lewis Shugar	LS	Murray Casselton	MC

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Introduction

This report has been prepared by TPG Town Planning, Urban Design and Heritage (TPG) on behalf of Castlerock Property to support the proposed development of a four-storey office development located at Lot 603 (No. 5) Milldale Way, Mirrabooka (the subject site). Castlerock Property were selected as part of an EOI process undertaken in 2014 by Building Management and Works to develop a contemporary office building to accommodate State Government Department tenants in the Mirrabooka Town Centre area.

This report outlines the proposed development and provides a detailed planning assessment having regard for the relevant development standards and requirements specified by the City's Local Planning Scheme No. 3 (LPS3), the draft Mirrabooka Town Centre Structure Plan (the Structure Plan) and the Mirrabooka Town Centre Detailed Area Plan (DAP) and other applicable development requirements. Where necessary, the report will outline the specific requirements as set out in the statutory planning framework, identify variations to the applicable requirements and provide well considered contextual justifications that address the particular discretion sought as part of this proposal.

The proposed development is considered to be compliant with the relevant planning framework requirements as discussed in this report. Equally as important, the proposed development is an appropriate response to the contemporary development standards and requirements as set out in the Structure Plan and DAP as well as the current car parking surplus in the immediate locality as identified in the City's Mirrabooka Town Centre Parking Surveys and Analysis (GHD, 23 March 2015) (the Parking Study).

This proposal will contribute to the implementation of the vision and objectives for the Mirrabooka Town Centre as identified in the Structure Plan and DAP and ensure a development outcome that can support the existing businesses and services in the area. Additionally, the proposed development will bring with it a number of staff

that will encourage further social and economic activity within the Mirrabooka Town Centre, acting as a catalyst for further development and activation to occur toward the north western most portion of the Mirrabooka Town Centre area.

Planning Approval Required

The proposed development has an estimated cost of \$15 million and as such is a mandatory Joint Development Assessment Panel application, requiring the determination of the Metropolitan North-West Joint Development Assessment Panel (JDAP).



Proposed Development

This application seeks approval for a high quality, architecturally designed, four-storey office development with a total **Gross Floor Area (GFA) of 7,610sqm**. The proposed development will utilise the entirety of the subject site and will comprise a moderately sized communal open space area on the western side of the development that is able to be enjoyed by tenants of the building, clients visiting the government agencies contained within the building as well as the general public.

The proposed development can be summarised as comprising the following:

- Basement tenant car parking with access derived from Itchen Lane;
- On street short-stay car parking surrounding the development;
- End of trip facilities and bicycle storage facilities;
- Four levels of dedicated office space and terrace areas;
- Ground floor café/kiosk and outdoor seating area for use by both tenants and the public; and
- A large communal open space area immediately west of the development for both tenant and public use.

The proposed development is a result of an EOI process undertaken in 2014 by Building Management and Works to develop a contemporary office building in the Mirrabooka Town Centre area, designed to specifically accommodate the sensitive operations of the proposed government tenants.

Importantly, the proposed development forms what is ultimately **Stage 1 of a 2 stage development, where Stage 1 includes a building/site coverage of 63% of the developable site area, with the remaining area being incorporated as landscaped communal open space in-lieu of additional development**. Ultimately, Stage 2 will be developed in the future as part of a separate application in response to market demand.

The proposed development will contribute to the achievement of the broader strategic planning for the Mirrabooka Town Centre area by providing a highly compliant employment intensive development that will act as a catalyst for future development in the area, contributing to the vitality and viability of the Mirrabooka Town Centre.

Architectural Statement

The proposed office development is a new 4-storey building on a currently vacant lot located within the Mirrabooka Town Centre area. The proposed development is situated on a corner with two prominent frontages, being to Milldale Way and Doncaster Road. Pedestrian access is proposed to be situated on these two streets while vehicular access will be derived from Itchen Lane to the north of site.

The design of the proposed office development is well-thought out and has a clear definition of activated ground levels and well articulated upper level office façade treatment. The choice of materials and colour palette in general is in response to local context and will define the development as high quality and contemporary in nature.

Key Principles

- Create a built form that is strong in presence and in scale with the new boulevard-style entry gateway into the Mirrabooka Town Centre.
- Establish a design character that is contemporary/modern in approach having regard to the future development context.
- Develop the site to link the 'journey' in between the many stages to connect with the new Commercial and Community Services redevelopment along Milldale Way.
- Maximise opportunities for pedestrian engagement at street level.
- Respond appropriately to public and private realms by providing suitable amenities both at street level and within the building itself.

Architectural Language

- The built form is inherently a multi-storey office development and the building presents a scale that responds to the immediate site constraints.
- The building footprint at ground is sited more towards the east, bounding the corners of Milldale Way and Doncaster Road to take advantage of the best possible streetfront prominence.
- The western part of the site at ground level provides a landscaped outdoor area and forms part of a future potential development area.
- Access for secured vehicle parking into a basement level will be from the rear of the site via Itchen Lane while parking for visitors will be on street and strategically placed in between landscaped islands to soften the hardscapes along adjacent pedestrian paths.
- Whilst the building has four levels of office space, the façade appearance has been carefully articulated to provide a varying visual streetscape interest on all elevations.
- Public and tenant entry foyers have separate access and are both addressed accordingly.
- The main public access fronting Milldale Way has a large cantilevered canopy above the pedestrian path and the entry is numbered and visually anchored with a solid concrete panel break that extends full height.
- Staff entry will be located on the eastern elevation on a raised level adjacent to the Café Kiosk within a more semi-private zone.
- Vertical metal extrusions or battens have been introduced on the glazed facades. These are used to create a pleasing systematic rhythm around the corners whereas a more inconsistent pattern is used to the rest of the façade to visually alleviate the extent of office curtain glazing.
- In response to site and building orientation, a generally neutral palette has been given preferential consideration to ensure the building ages well.
- Sun shading elements have been introduced to the northern and western facades and will be finished in a neutral aluminium colour scheme.

Materials Selection and Colour Palette

- Consideration of material use is predominantly glazed windows, textured form-liner concrete panels and metal-clad feature blades and cladding.
- Ground floor office glazing has been given a different treatment from the upper floors while the white metal-clad canopy at ground level will bring down the visual scale of building and provide protection to pedestrians.
- The south east corner of levels 2 and 3 has a slightly extended façade with a light blue tint to create a visual highlight to address and reinforce the corner of Milldale Way and Doncaster Road.

Subject Site

Property Location and Description

The subject site is described as Lot 603 (No. 5) Milldale Way, Mirrabooka and is located within the municipality of the City of Stirling (the City).

Refer to Figure 1 – Location Plan

The subject site has a total land area of 3,078sqm and is of a regular rectangular shape with a 243.92 metre combined frontage to Milldale Way, Doncaster Road and Itchen Lane. The site is currently vacant and located within the north western most portion of the Mirrabooka Town Centre area, which remains largely undeveloped when compared to the remainder of the Town Centre area.

Refer to Figure 2 – Site Plan

Refer to Figure 3 – Aerial Plan

The particulars of the Certificate of Title of the subject site are summarised in the table below.

Lot	Volume/ Folio	Diagram	Area	Registered Proprietor
603	2810/945	76322	3,078sqm	Housing Authority

Refer to Appendix A – Certificate of Title

Site Context and Surrounding Development

The subject site is located approximately 9.5 kilometres north from the Perth Central Business District (CBD), five kilometres east from Osborne Park Industrial Area and two kilometres west from the Malaga Industrial Area. The subject site is afforded excellent connections to major road networks including Reid Highway to the north and Mirrabooka Avenue to the west via the existing local road network.

Within the immediate vicinity, the subject site is surrounded by a number of vacant lots to the north and a mixture of vacant and underdeveloped land parcels to the immediate south and south east, which are characterised by a number of existing offices and showroom developments. The Mirrabooka Bus Station is located approximately 300 metres south east and the State Softball Headquarters within approximately 200 metres to the east of the subject site.

The subject site is located toward the western perimeter of the Mirrabooka Town Centre area, which is defined by Mirrabooka Avenue. Development located west of Mirrabooka Avenue is characterised by predominantly low to medium density residential development.

Heritage and Environmental Constraints

A desktop search of Indigenous and European heritage registers has revealed that the site has no known heritage constraints.

A desktop search has revealed there are no known environmental constraints that affect the subject site.

Acid Sulphate Soils

A desktop search indicates that there is no risk of encountering acid sulphate soils in this location.

Figure 1 – Location Plan

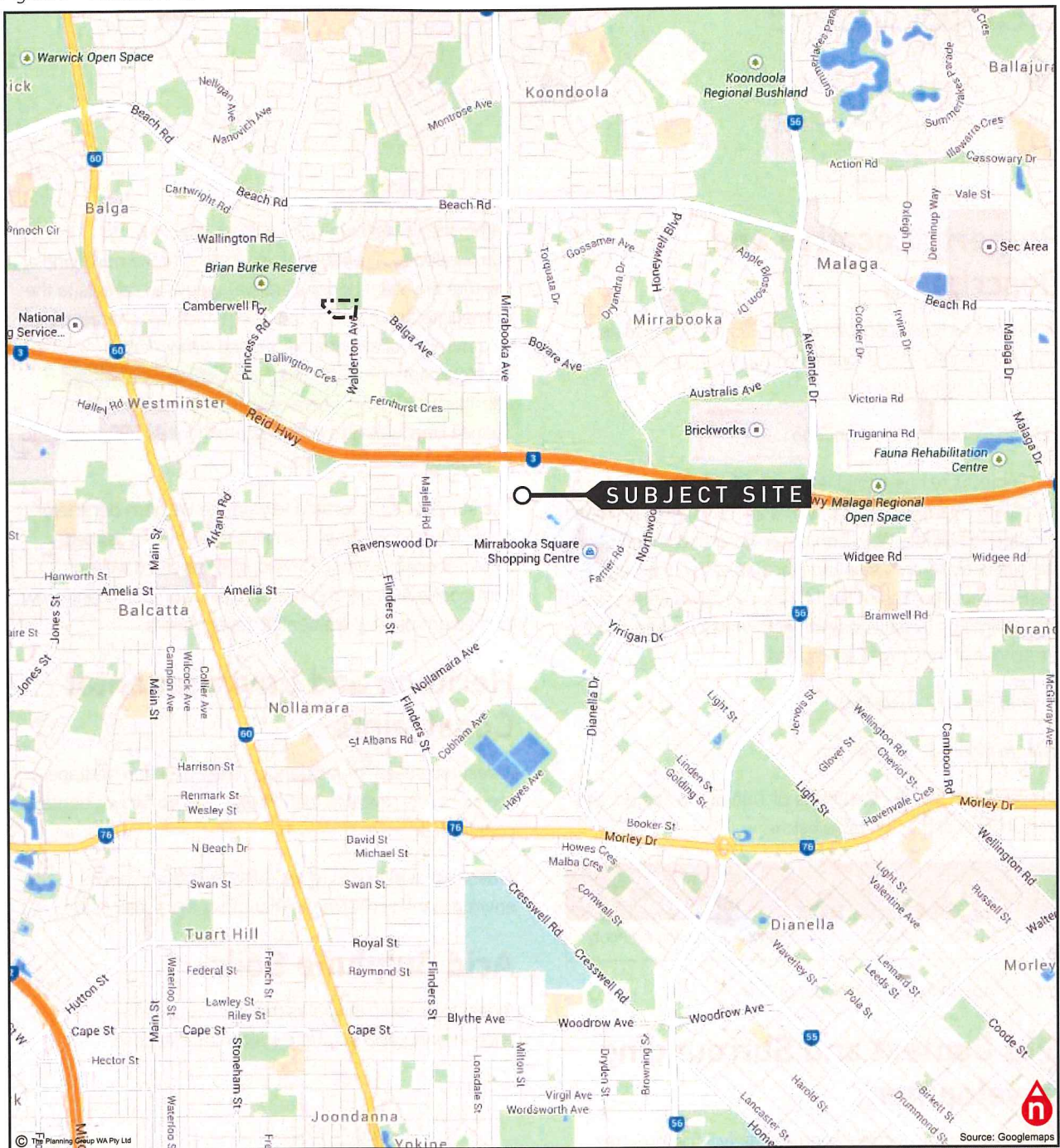


Figure 2 – Site Plan

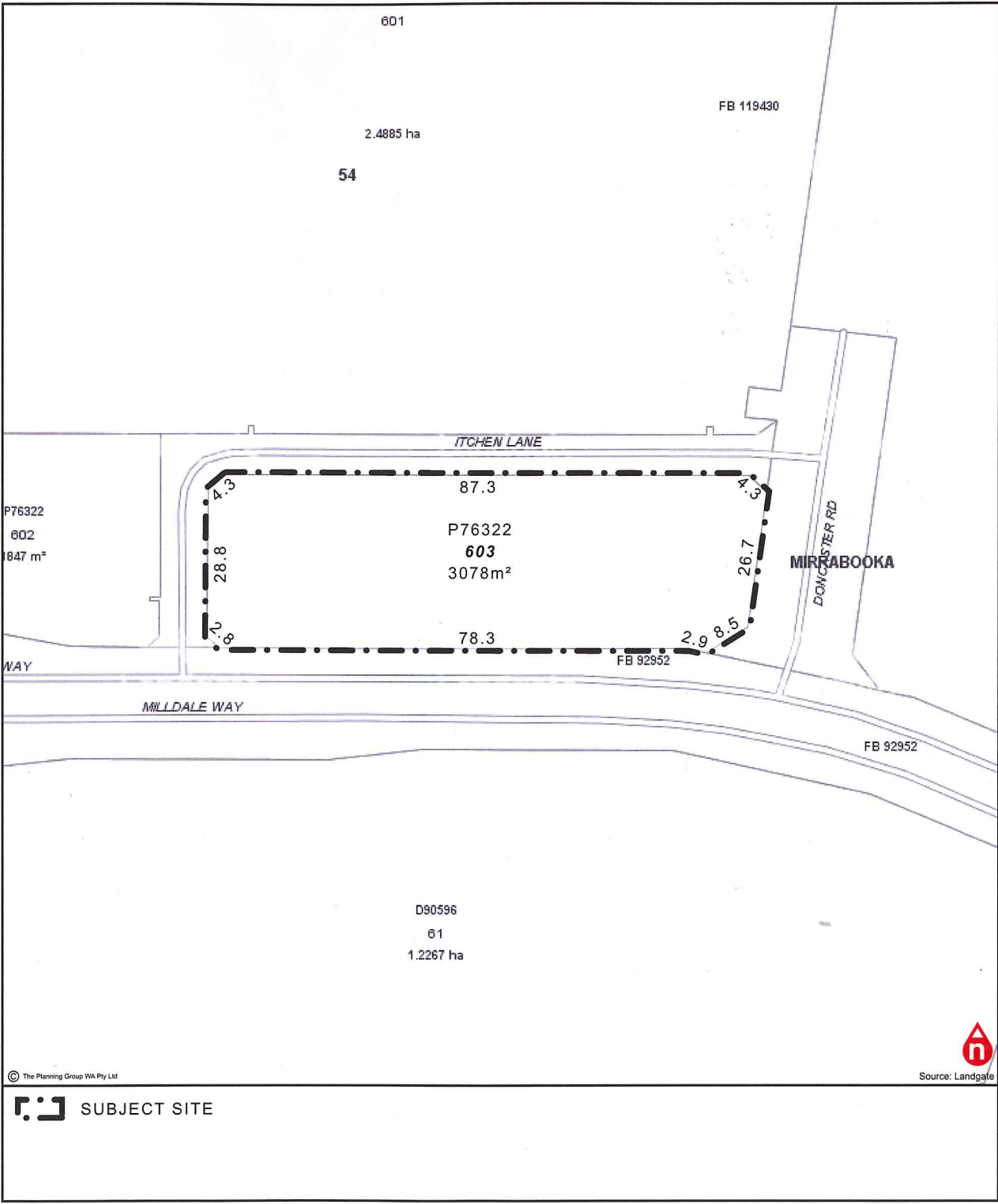
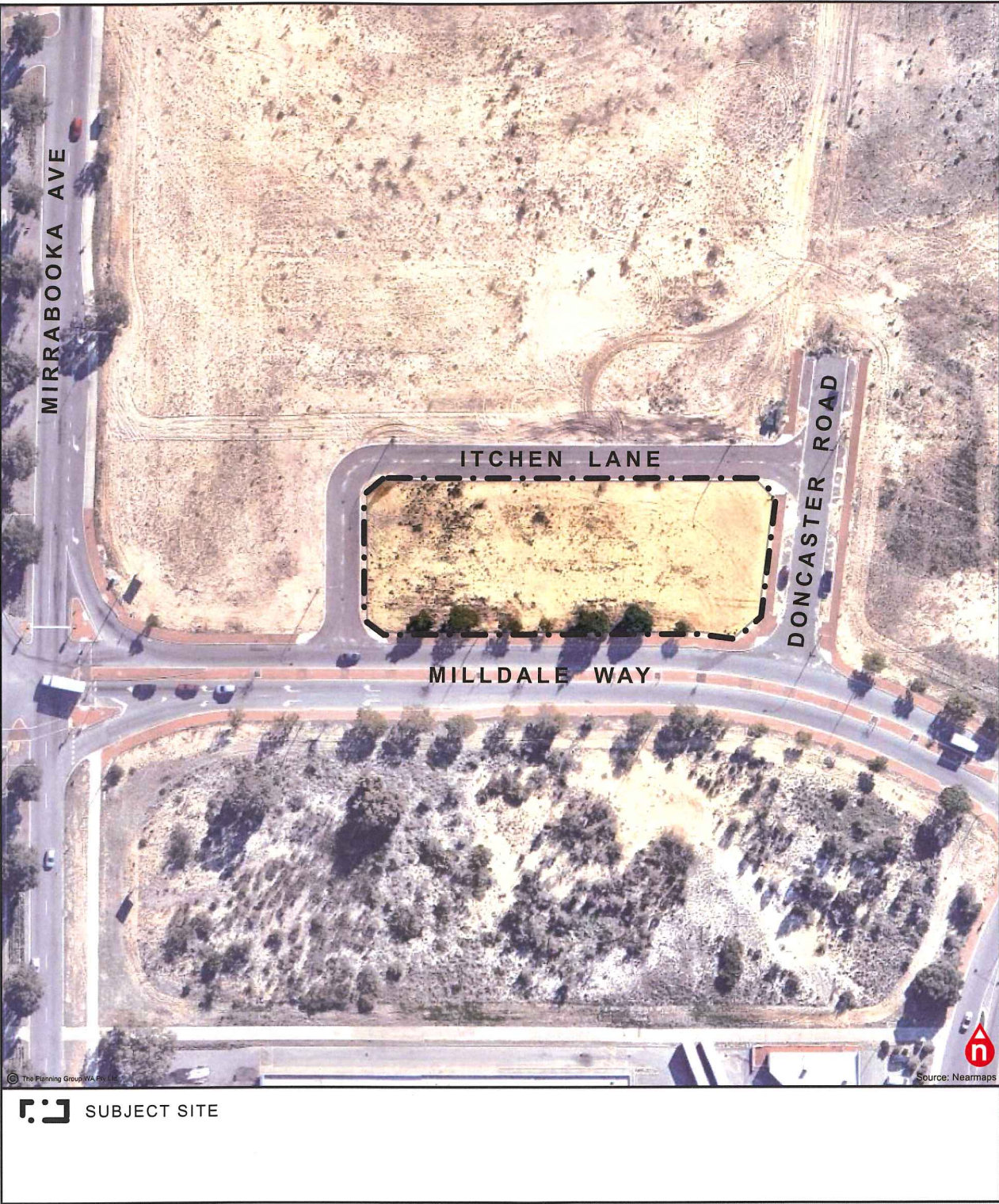


Figure 3 – Aerial Plan



Planning Framework

The proposed development has been assessed against all relevant strategic planning objectives and statutory planning standards and requirements. These are outlined below.

Metropolitan Region Scheme

The Metropolitan Region Scheme (MRS) is the overriding statutory land use planning scheme for the Perth Metropolitan Region. The MRS's functions are to reserve and zone land for specific purposes and to control development. The MRS reflects the agreed strategic direction for land within the Perth Metropolitan Region with all local planning schemes being required to be aligned to it in terms of planning controls at the local level, including local area planning and development processes.

Under the MRS, the subject site is zoned 'Urban', which is an appropriate zone for the envisaged office land use as part of a broader suite of commercial and mixed use development in the Mirrabooka Town Centre.

Refer to Figure 4 – Extract from Metropolitan Region Scheme

State Planning Policy 4.2 – Activity Centres for Perth and Peel

State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP 4.2) represents the Western Australian Planning Commission's (WAPC's) state level planning policy for the planning and development of activity centres throughout the Perth Metropolitan and Peel Regions. The main purpose of the policy is to specify broad planning requirements for the planning and development of new activity centres and the redevelopment and renewal of existing centres in the Perth Metropolitan and Peel Regions. The objectives of the SPP 4.2 that are relevant to the proposed development are as follows:

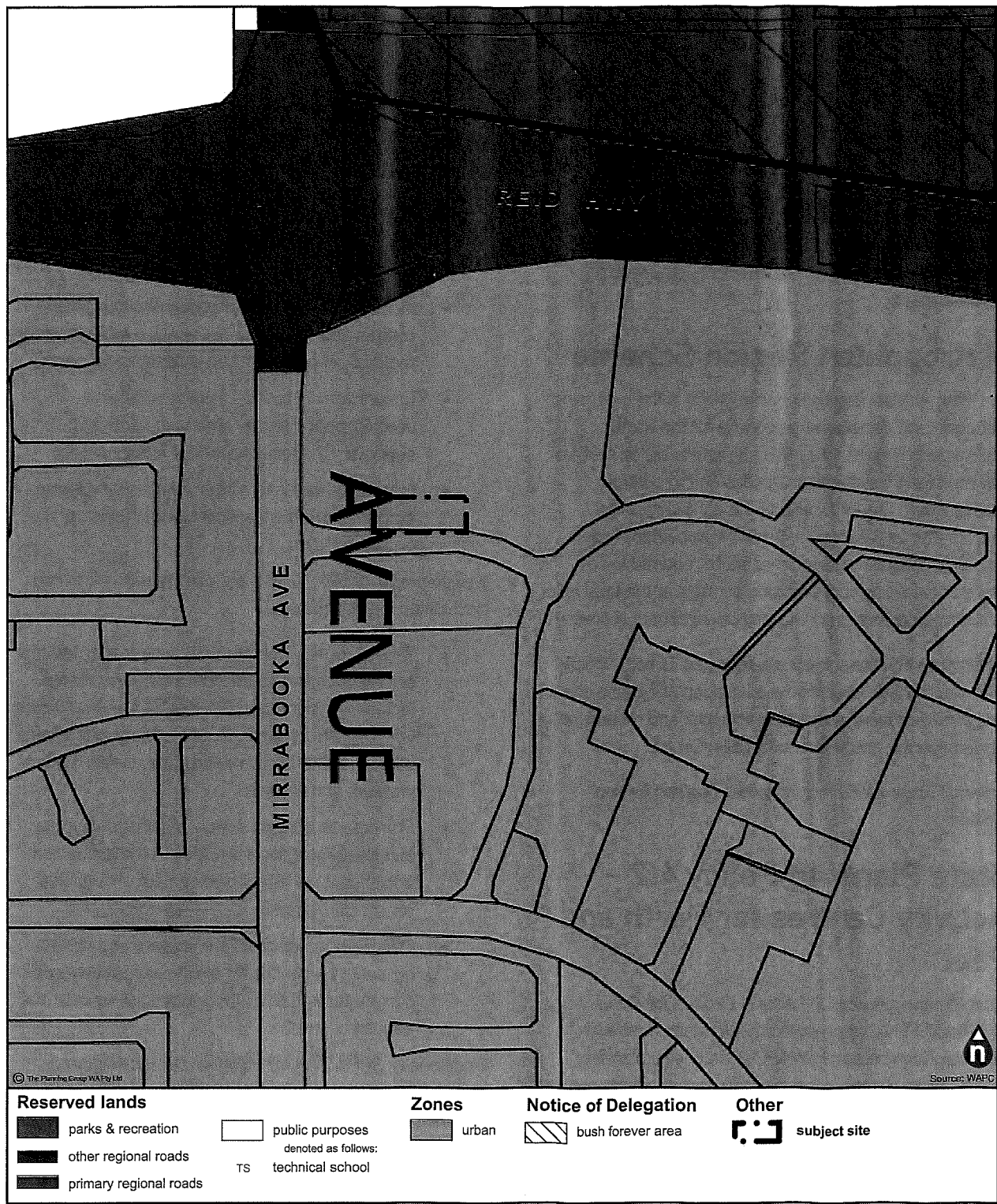
- Plan activity centres to support a wide range of retail and commercial premises and promote a competitive retail and commercial market;
- Increase the range of employment in activity centres and contribute to the achievement of sub-regional employment self-sufficiency targets;
- Ensure activity centres provide sufficient development intensity and land use mix to support high-frequency public transport; and
- Maximise access to activity centres by walking, cycling and public transport while reducing private car trips.

Key elements of SPP 4.2 that are directly relevant to this application are as follows:

- Take account of the need for access and parking priority accorded to different users and modes including public transport, freight/delivery, people with a disability, bicycles, pedestrians and private cars, and balance competing user needs such as workers and visitors;
- Promote an efficient supply of car parking by a suitable allocation of on-street, off-street public and shared parking including cash-in-lieu and reciprocal / shared use arrangements; and
- Prioritise access by different users and modes. eg. central locations for short-stay parking with commuter and other long-stay parking near the edge of centres.

Additionally, SPP 4.2 recognises that car parking has a major influence on how people choose to travel to activity centres and the amount of parking provision can be more significant than public transport provision in determining the mode of travel. Large amounts of car parking space is not supported by SPP 4.2, given the potential for visual blight, reduced densities and physical separation of centres from the surrounding community.

Figure 4 – Extract from Metropolitan Region Scheme



The policy encourages the diversity and intensity of activity centres to create a compact urban form, promoting a more equitable distribution of services, facilities and employment and an overall reduction in travel demand.

Consistent with Directions 2031 and Beyond, Mirrabooka is designated as a Secondary Centre in SPP 4.2 and shares similar characteristics with strategic metropolitan centres, performing an important role in the City's economy and providing essential services to their catchments.

Directions 2031 and Beyond

The WAPC's *Directions 2031 and Beyond: Metropolitan Planning Beyond the Horizon* (Directions 2031) document is a strategic plan that establishes a vision for future growth of the Perth Metropolitan and Peel regions. The document seeks to guide the delivery of housing to accommodate the forecast population growth of the Perth and Peel regions, based on the adopted vision:

'By 2031, Perth and Peel people will have created a world class liveable city; green, vibrant, more compact and accessible with a unique sense of place.'

The area in which the subject site is located is identified as being a 'Secondary Centre' in an 'existing developed area'. Directions 2031 seeks improvements on current infill residential development trends and has set a target of 47% or 154,000 of the required 328,000 dwellings for Perth as infill development. Secondary centres provide an essential service to their growing catchment populations and are encouraged to develop into mixed use employment centres. The efficient use of land and infrastructure is encouraged, including effective use of existing developed areas to provide services, employment and activities that are appropriate to the surrounding community.

The proposed development aligns with the objectives of Directions 2031 by encouraging a higher density of commercial development and intensity of employment in an existing underperforming activity centre with excellent access to existing infrastructure and facilities. The subject site is located within close proximity to the existing Mirrabooka Bus Station, offering access to a high frequency public transport network, which is expected to improve significantly through the future development of the proposed MAX Light Rail project or high frequency public transport equivalent. The proposed office development will support the surrounding businesses and residential area and will assist with achieving the vision

and objectives of Directions 2031 and the Structure Plan as discussed later in this report.

WAPC Development Control Policy 1.6 – Planning to Support Transit Use and Transit Oriented Development

The WAPC's Development Control Policy 1.6 – Planning to Support Transit Use and Transit Oriented Development (DC 1.6) seeks to encourage opportunities through the provision of public transport. The policy applies throughout the State within transit-oriented precincts as defined under DC1.6 as being within:

- An 800 metre walkable catchment for railway stations, transit interchanges or major bus transfer stations or terminals; or
- A 400 metre walkable catchment for bus stops located on bus routes with multiple high frequency bus services during peak periods.

The subject site is located within 300 metres of the existing Mirrabooka Bus Station where high frequency bus services are available. The site is capable of taking advantage of the existing public transport facilities, supporting the objectives of DC 1.6 which are outlined as follows:

- *To promote and facilitate the use of public transport as a more sustainable alternative to the private car for personal travel, to enhance community accessibility to services and facilities, including employment opportunities, community services and recreational facilities, and to improve equity in accessibility for those who do not own or have access to a car.*
- *To encourage spatial patterns of development that make it easier to plan and efficiently operate public transport services, and for the existing and potential users of public transport to access those services.*
- *To encourage balanced public transport rider-ship along transit corridors by creating places that are destinations as well as points of departure.*
- *To ensure the optimal use of land within transit oriented precincts by encouraging the development of uses and activities that will*

benefit from their proximity and accessibility to public transport, and which will in turn generate a demand for the use of transit infrastructure and services.

- To ensure that opportunities for transit supportive development are realised, both on public and privately owned land, and that transit infrastructure is effectively integrated with other development, to maximise safety, security and convenience for transit users.
- To promote and facilitate walking and cycling within transit oriented precincts by establishing and maintaining high levels of amenity, safety and permeability in the urban form, and to promote and facilitate opportunities for integrating transport modes by creating opportunities for convenient, safe and secure mode interchange.

City of Stirling Local Planning Scheme No. 3

Under LPS3 the subject site is within the 'Development' Zone, is located within the Mirrabooka Town Centre Special Control Area and is identified as a 'Development Area' in Schedule 10 requiring the preparation of a structure plan.

Refer to Figure 5 – City of Stirling Local Planning Scheme No. 3 Zoning

The objectives of the Development Zone under LPS3 are as follows:

- a) To provide for coordinated development through the application of a comprehensive structure plan to guide subdivision and development.
- b) To avoid the development of land for purposes likely to compromise its future development for purposes, or in a manner likely to detract from the amenity or integrity of the area.

The objectives of the Mirrabooka Town Centre Special Control Area under Clause 6.8.1 of LPS3 are as follows:

- i) To facilitate development of a safe, vibrant, mixed used town centre based on sustainable design principles, integrated with public transport;
- ii) Greater use of the Mirrabooka public transport facilities through increased density of both residential and non residential uses;
- iii) The development of a diverse range of housing types;

- iv) The development of a variety of public open space areas;
- v) The development of a range of non residential uses that contribute to economic development, local employment and viability of the Centre;
- vi) The development of a range of community facilities;
- vii) The development of a permeable transport network through the provision of additional road connections;
- viii) Introduce a developer contributions regime to fund key infrastructure;
- ix) The development of a main street; and
- x) High quality private and public spaces and buildings that contribute towards a sense of place.

Pursuant to Part 6A of LPS3, the draft Mirrabooka Town Centre Structure Plan has been prepared by the City and applies specific land use requirements and controls to the subject site.

Clause 6A.2.1 indicates that the purpose of the Development Zone is to identify and coordinate the subdivision and development of land in areas that require comprehensive planning.

Under Clause 6A.16.1, Council may require the preparation of a Detailed Area Plan (DAP) for any lot or lots where, 'it is considered desirable to enhance, elaborate or expand the details or provisions contained in a structure plan'. A DAP has been prepared for the Mirrabooka Town Centre area, which comprises the subject site as outlined in more detail below, along with the Structure Plan requirements and an assessment of the proposal against the relevant planning framework.

Land Use Permissibility

Under LPS3, an 'Office' use is defined as meaning:

'premises used for administration, clerical, technical, professional or other like business activities.'

Table 1 of LPS3 lists the permissibility of uses within the relevant corresponding land use zone. Within the development zone, all development and use of land is to be in accordance with an approved Structure Plan prepared and adopted under Part 6A of LPS3 as previously mentioned.

Figure 5 – City of Stirling Local Planning Scheme No. 3 Zoning



A Structure Plan and DAP have been prepared and apply to the subject site, as discussed in more detail below.

Mirraboooka Town Centre Structure Plan

The subject site is located within the Structure Plan area. The Structure Plan was recently endorsed at the 17 March 2015 Council meeting and is understood to have now been forwarded to the WAPC for final endorsement.

The Structure Plan aims to result in the creation of a centre with a diverse range of uses, which is attractive, safe and a focus for the region's shopping and service needs. The adopted Structure Plan will facilitate the redevelopment of both private and public landholdings in the centre in a comprehensive manner, incorporating higher density residential dwellings and additional office facilities.

The subject site is located within the 'Business' Zone under this Structure Plan and has the following objectives, which are intended to provide the context for future development:

- *To provide for a limited range of small-scale commercial development which is compatible with residential development.*
- *To provide for a range of housing types compatible with a mixed use environment.*

Refer to Figure 6 – Mirraboooka Town Centre Structure Plan Zoning

Mirraboooka Town Centre Detailed Area Plan

The DAP was also endorsed at the 17 March 2015 Council meeting. The DAP aims to coordinate and facilitate subdivision and development within the Structure Plan area and is intended to be read in conjunction with the Structure Plan. It has a key focus on the delivery of high quality built-form outcomes.

Refer to Figure 7 – Mirraboooka Town Centre Detailed Area Plan Façade Types Plan

The DAP sets out a number of built form controls that relate to specific areas through a series of 'Façade Types' within the Structure Plan area. The guidelines are primarily aimed at the building façade outcome and

provide a form based design that provides an indication of the general presentation of buildings.

Development Principles

The key objectives of the DAP are to:

- Provide for community needs, enable employment and allow goods and services to be accessed efficiently and equitably by the community;
- Look to create a wide range of retail and commercial uses that create a competitive retail and commercial market;
- Create a vibrant, well-activated 'high street' precinct;
- Increase the density and diversity of housing within the Town Centre to improve land efficiency and housing variety;
- Maximise access to and through the Town Centre with an emphasis on walkability and integrated public transport initiatives;
- Create a fine grained network of high quality public open space that is safe, well-lit and has enhanced passive surveillance;
- Create a legible Town Centre with ease of movement, landmarks and a building hierarchy; and
- Reinforce the distinct character of Mirraboooka and create a sense of community pride.

Local Planning Policy 5.4 – Mirraboooka Regional Centre Design Guidelines

The City's Local Planning Policy 5.4 – *Mirraboooka Regional Centre Design Guidelines* (LPP 5.4) has been effective for many years as an interim measure prior to the completion of the Structure Plan and DAP. The Structure Plan and DAP as endorsed by Council on 17 March 2015 have now effectively replaced LPP 5.4.

Figure 6 – Mirrabooka Town Centre Structure Plan Zoning

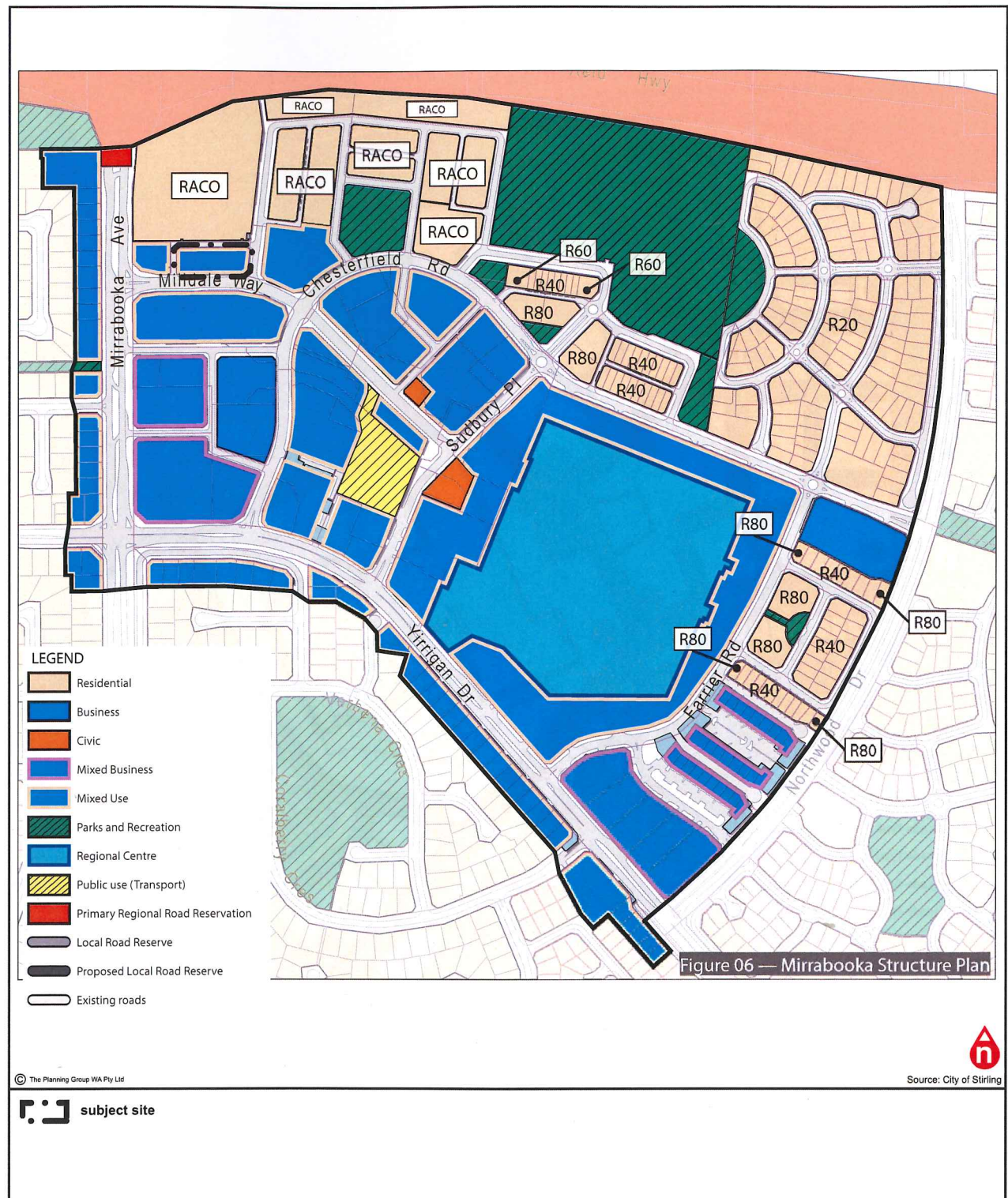
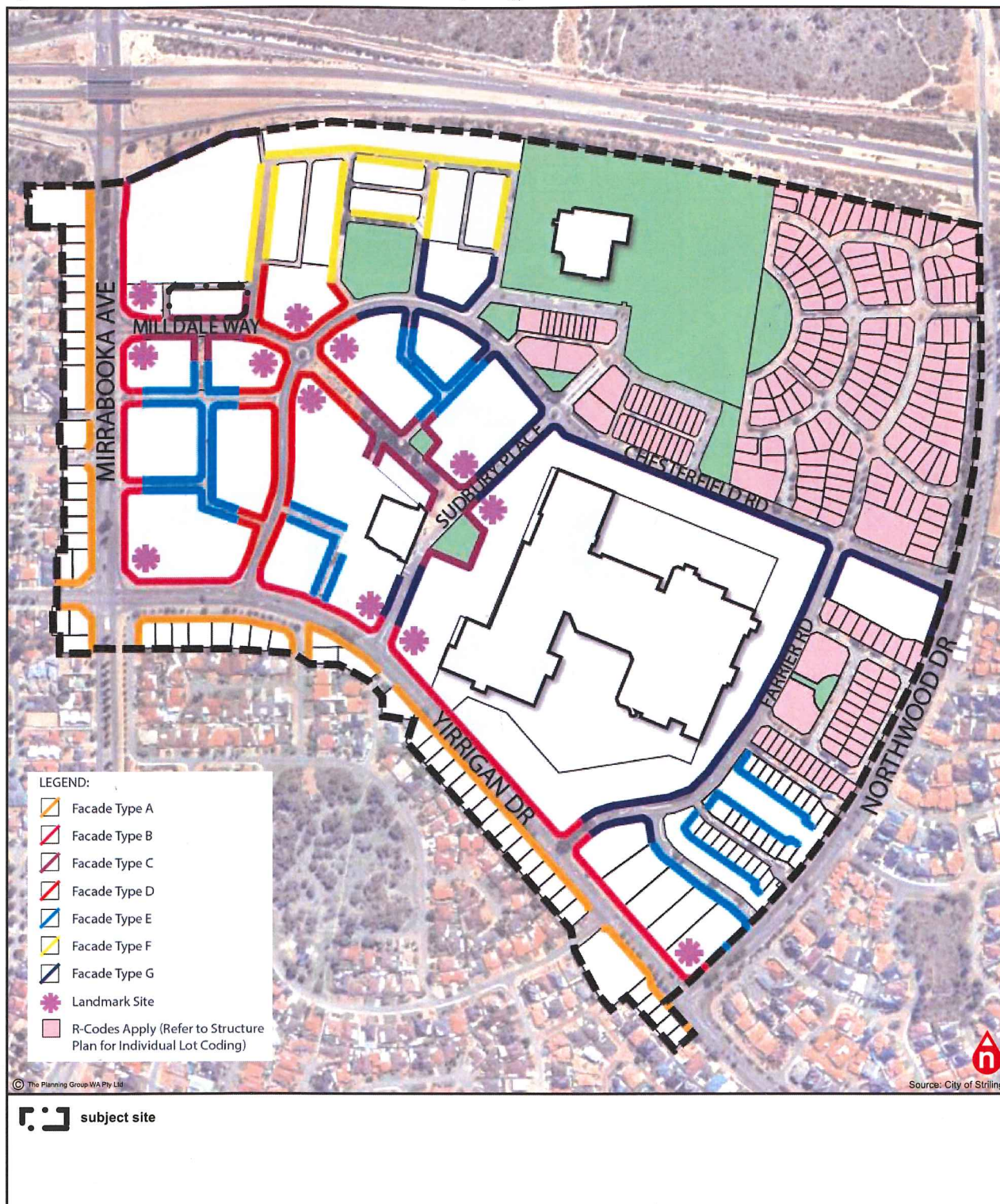


Figure 7 – Mirrabooka Town Centre Detailed Area Plan Façade Types Plan



Local Planning Policy 6.1 – Advertising Signs

The City's Local Planning Policy 6.1 – Advertising Signs (LPP 6.1) is to be read in conjunction with the City's LPS3 and the City's Local Law that relates to signs. The objectives of the policy are:

- to ensure that the display of advertisements on private sites does not adversely impact on the amenity of surrounding land;
- to avoid a proliferation of signs on individual sites and buildings;
- to improve the streetscape of major roads;
- encourage the rationalisation of advertising signs on individual premises;
- encourage the incorporation of advertising signs into the design consideration of buildings;
- ensure that signs are not discriminatory or offensive; and
- ensure that signs only relate to services and products on the site.

The policy defines a number of different signage types, prescribing various development standards and areas where the particular sign type is permitted. Where a sign proposes to vary the standards outlined by LPP 6.1, planning approval is required to be obtained from the City. The proposed development will display the street address number '5' for the subject site on the ground level façade adjacent to the main pedestrian entrance, as well as a 4m high monolith sign proposed within the communal open space area that will also act to screen exhaust ducting from the basement.

Local Planning Policy 6.2 – Bicycle Parking

The City's Local Planning Policy 6.2 – *Bicycle Parking* (LPP 6.2) applies to all non-residential development in excess of 400m² gross floor area (GFA) and therefore applies to the proposed development. The objectives of the policy are to:

- Facilitate the development of adequate bicycle parking facilities;
- Ensure the provision of end of journey facilities; and

- Encourage the use of bicycles for all types of journeys.

The policy specifies the number of bicycle parking spaces required, end of trip facility requirements and location requirements for bicycle parking facilities.

Local Planning Policy 6.3 – Bin Storage Areas

The City's Local Planning Policy 6.3 – *Bin Storage Areas* (LPP 6.3) applies to the proposed development and states the following objectives:

- To provide sufficient space for the storage of bulk refuse bins; and
- To ensure that bin areas are screened from the street and are in harmony with the materials and finishes of the building.

LPP 6.3 sets out a number of requirements in relation to the design and location of bin storage areas, which are discussed in more detail in the planning assessment section of this report.

Local Planning Policy 6.6 – Landscaping

The City's Local Planning Policy 6.6 – *Landscaping* (LPP 6.6) applies to all non-residential developments requiring planning approval under LPS3. The objectives of the policy are to:

- Promote improved landscaping provision and design;
- Improve the visual appeal of development, screen service areas and provide a buffer to boundaries;
- To provide shade and 'green relief' in built up areas; and
- Promote more environmentally sustainable landscaping.

LPP 6.6 provides specific landscaping provisions for commercial developments and requires a minimum of 10% landscaping of the total site area and must include 'soft' landscaped buffers, where setbacks are provided to adjacent properties with a minimum width of 1.5 metres. The specific development requirements for landscaping are further discussed in the planning assessment section of this report.

Local Planning Policy 6.7 – Parking and Access

The City's Local Planning Policy 6.7 – *Parking and Access* (LPP 6.7) applies to all development within the City. The objectives of the policy are:

- To facilitate the development of adequate parking facilities;
- To ensure safe, convenient and efficient access for pedestrians, cyclists and motorists;
- To ensure that a major parking problem is unlikely to occur;
- To ensure that car parking areas and access ways do not have a detrimental impact on the character and amenity of an area; and
- To ensure that an oversupply of parking does not occur that discourages alternative forms of transport and is detrimental to the urban design and character of the locality.

LPP 6.7 stipulates the minimum car parking requirement for a particular activity/use and goes on to specify cash-in-lieu requirements, parking layout, and design and access considerations. Under LPP 6.7, the car parking requirements can also be reduced through specific performance criteria. Parking in relation to the proposed development is discussed later in the planning assessment section of this report.

Draft Local Planning Policy 5.9 – Mirrabooka Town Centre Parking Policy

Currently, the City's LPP 6.7 is a generic, City-wide policy that is particularly applicable to a suburban context. The City has consequentially developed Local Planning Policy 5.9 – Mirrabooka Town Centre Parking Policy (Draft) (LPP5.9) to respond to the specific parking requirements for the urban environment of the Mirrabooka Town Centre.

Most notably, LPP 5.9 controls the maximum number of car parking bays that are to be provided for a development through a specified ratio of car parking bays per net hectare. This differs from LPP6.7, which requires a minimum number of car parking bays, with no limit on the maximum number of bays that can be provided.

Additionally, LPP 5.9 requires that a minimum number of car parking spaces are provided as 'public parking' and a minimum number of bays are provided as 'short stay parking'. This terminology has been defined and is proposed to be included within Schedule 1 – Dictionary of Defined Words of LPS3 through Town Planning Scheme Amendment No. 63.

An assessment of the proposed development and car parking against LPP5.9 requirements is contained within the planning assessment section of this report.

Planning Assessment

State Planning Policy 4.2 – Activity Centres for Perth and Peel

As previously mentioned, SPP 4.2 defines the Mirrabooka Town Centre as a Secondary Centre. This is consistent with Directions 2031. SPP 4.2 outlines the importance of secondary centres as being priority locations for employment generating activities, concentrated in centres to generate an overall reduction in travel demand. The proposed development is considered consistent with SPP 4.2 objectives and requirements for the following reasons:

- It does not undermine the established and planned future activity centre and is in accordance with the Structure Plan and DAP as endorsed by the City;
- It supports the development of the activity centre through an appropriately scaled and located land use;
- It is close to existing and planned high frequency public transport connections;
- It promotes an efficient supply of car parking through proposing a number of on street car parking bays; and
- Takes into account the access arrangements by different users and modes of transport.

Directions 2031 and Beyond

The proposed development contributes to the objectives of Directions 2031 through:

- Encouraging additional high quality employment in a secondary centre to support the growing population in the Mirrabooka Town Centre and surrounding area; and
- Supporting the diversification of land use in the Mirrabooka Town Centre area and facilitating its development into a mixed use centre for residential, employment and service needs.

The subject site presents an opportunity to introduce high quality development that enables growth and employment to occur, assisting the Mirrabooka Town Centre area in achieving its role as becoming an activity centre that is characterised by a diversity of intensive uses, excellent access to public transport and reduced dominance of the private car.

WAPC Development Control Policy 1.6 – Planning to Support Transit Use and Transit Oriented Development

The proposed development is consistent with the objectives of DC 1.6 in that it ensures the optimal use of land within a transit oriented precinct and is highly accessible to both employees and customers. The proposed development is located within close proximity to the Mirrabooka Bus Station, serviced by high frequency bus routes with good access to the surrounding Perth Metropolitan Region. The proposed development of the site is therefore in accordance with the provisions and recommendations contained within this policy, which specifically advocates the optimal development potential of the site being achieved. The proposed development also supports the objectives of DC 1.6 through the provision of car parking, which is later discussed in more detail.

City of Stirling Local Planning Scheme No. 3

As previously mentioned, the proposed development is within the 'Development' Zone under LPS3 and is required to be in accordance with an approved structure plan. The Structure Plan has recently been endorsed by the City and this development application responds to the Structure Plan requirements as demonstrated by the following planning assessment.

Mirraboooka Town Centre Structure Plan

The Structure Plan prescribes the land use permissibility within the identified zones in the Mirrabooka Town Centre and includes an explanatory section to provide additional guidance on the interpretation of associated requirements. The proposed 'Office' use is identified as a 'D' use within the 'Mixed Use' zone under the Structure Plan, which is given the following definition under LPS3:

'means that the use is not permitted unless the Council has exercised its discretion by granting planning approval'

In this regard, land use permissibility is further articulated through the DAP, which outlines a number of preferred land uses to specific areas defined by the various 'Façade Types'. This is discussed in more detail below.

Mirraboooka Town Centre Detailed Area Plan

The DAP sets out a number of built form controls that are specific to the designated 'Façade Type'. The subject site is identified as being within the 'Façade Type C' area, which has the following intention:

'This Façade Type is intended to facilitate medium sized mixed-use buildings with a shop front interface at ground floor. The at-grade ground floor level, glazing requirement, awning standards, and setback provisions create a high level of street activation.'

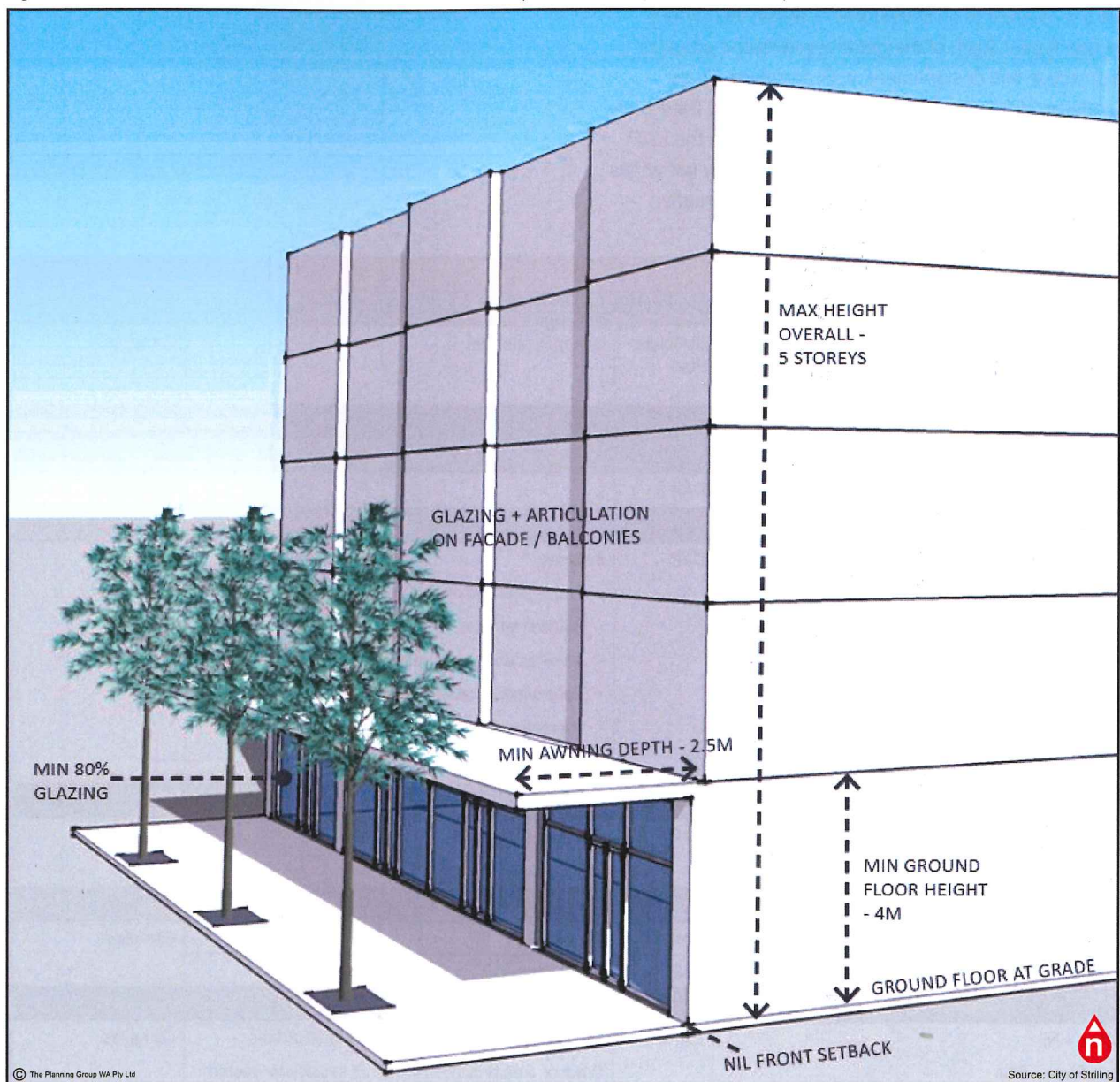
Refer to Figure 8 – Mirrabooka Town Centre Detailed Area Plan – Explanatory Diagram Façade Type C

The proposed development is generally consistent with all of the DAP requirements for development within the 'Façade Type C' area as is summarised in the table below.

Table 1: Façade Type C Standards

Development and Land Use Standards			Compliance
Ground Floor	Finished Floor Level	At Grade	Complies.
	Min Floor to Floor Height	4metres	4.22 metres+ provided – Complies.
	Activation (min % glazing)	80%	Complies.
Setbacks	Street	Nil Setback	Complies.
	Side/Rear	BCA	Complies.
Building Height	Maximum	5 storeys	4 storeys proposed – Complies.
	Minimum	2 storeys	Complies.
Preferred Land Use	Ground Floor	Office/Shop Required	Office provided – Complies
	Above	Office/Residential	Office provided – Complies.

Figure 8 –Mirrabooka Town Centre Detailed Area Plan – Explanatory Diagram Façade Type C



The DAP also provides a number of general provisions that are relevant to all development within the various 'Façade Types'. Each of the general provisions provides an objective and design intent, with some imposing mandatory development control requirements. These are addressed in the table below. As provided for in the DAP objective and design intent, justifications for any variations to the mandatory requirements is provided thereafter.

Table 2: General Development Requirements

Requirement	Source	Provided	Compliance
Land Use:			
'Mixed Use' zone: Office (D) Restaurant (P)	Structure Plan	Office/ Restaurant.	Complies.
Building Articulation			
Activation			
Min = 80% glazing on ground floor	DAP		Complies.
External Facades			
Shall include two or more of the following: <ul style="list-style-type: none">• Projections and/or recessions;• Balconies, roof gardens, verandahs;• Tower elements on corner/landmark sites;• Shade devices including awnings;• Deep window reveals; and• Interesting roof and wall forms.	DAP	Includes: <ul style="list-style-type: none">• Projections and recessions;• Outdoor terraces;• Awnings and shade devices;• Deep window reveals; and• Interesting wall forms.	Complies.
Building Height			
Minimum = 2 storeys Maximum = 5 storeys	DAP	4 storeys proposed.	Complies.
Ground Floor			
Finished Floor Level = At grade	DAP	At grade.	Complies.
Minimum Floor to Floor Height = 4.0 metres	DAP	4.22 metres +	
Setbacks			
Street = Nil Side/Rear = BCA	DAP	Predominant nil setback provided to all streets. Outdoor area provides 24 metres setback to western boundary along Itchen Lane. Potential for outdoor area to be developed into the future.	Complies.
Entry Points			
Mandatory Development Controls: <ul style="list-style-type: none">• Face the street.• Signage above entry door to clearly identify entry points.• Indentation of any entry point.• The height of any awning is not to be increased above the entry point greater than 3.2 metres above footpath level.• Pedestrian and vehicle access points are to be clearly defined.	DAP	Front façade is provided with: <ul style="list-style-type: none">• Direct street orientation;• Signage located directly adjacent to the entry point;• Indented entry point with airlock;• Awning is no greater than 3.2 metres;• Access points are clearly defined through use of materials and design features; and• Pedestrian and vehicle entry points are clearly separated with vehicle access being from Itchen Lane and pedestrian access from Milldale Way.	Complies.

Requirement	Source	Provided	Compliance
Weather Protection			
<p>Awning requirements:</p> <ul style="list-style-type: none"> • Shall include solid materials that are water proof and provide shade. • Shall not include glass, transparent or permeable materials. • Min Height of 3 metres. • Max Height 4.5 metres. • Min Depth 2.5 metres. 	DAP	<p>Awning provides a solid, water proof structure that provides shade.</p> <p>Awning provided along street frontage and entry point with the following dimensions:</p> <ul style="list-style-type: none"> • Height: 4.2 metres • Depth: 1.8 metres 	Refer to discussion below.
Colours and Materials			
<p>Mandatory Development Controls:</p> <ul style="list-style-type: none"> • Shall incorporate more than one façade material type (excluding glazing); • High quality sustainable materials shall be sympathetic to existing buildings; and • Fluorescent and intense colours shall not be permitted. 	DAP	<p>Incorporates a number of sustainable materials that are sympathetic to existing buildings.</p> <p>Does not propose to use fluorescent or intense colours as detailed in the elevations.</p> <p>Refer to Architectural Statement.</p>	Complies.
Design for Safety			
<p>Mandatory Development Controls:</p> <ul style="list-style-type: none"> • Developments shall clearly delineate between public and private realm; • Building entrances shall be oriented to face open and active spaces; • Extensive expanses of blank walls are not permitted; • New developments shall maximise passive surveillance by orienting habitable rooms with views over public streets and public open spaces; • Lighting is to be provided to all public spaces including under awnings, parking areas, service areas, footpaths and entry and exit points; and • Buildings shall be constructed from materials that are resistant to vandalism. 	DAP	<p>Nil setbacks provided help clearly define public and private spaces.</p> <p>High level of passive surveillance provided through large amount of glazing provided.</p> <p>Large windows, openings and outdoor terraces provide opportunities for passive surveillance, particularly along Itchen Lane.</p> <p>Development is broken up through the use of colours and materials to provide an articulated façade.</p> <p>Further lighting detail will be provided at the building permit stage. It is anticipated that a condition will be applied to the approval requiring lighting to be provided to the satisfaction of the City.</p>	Complies.
Landscaping			
<p>Shall be in accordance with City's LPP 6.6, which requires:</p> <ul style="list-style-type: none"> • 10% total site to be landscaped; and • 1.5 metres landscaping strip where setbacks provided to adjacent properties. 	DAP/LPP 6.6	<p>Landscaping has been provided where possible and exceeds 10% of the total site area.</p> <p>Development proposes numerous terrace areas and glazing to optimise solar access.</p>	Complies.
Sustainability			
<ul style="list-style-type: none"> • All new commercial developments shall demonstrate best practice ecologically sustainable design by achieving a minimum of 4 Star "best practice" under the Green Building Council of Australia (GBCA) rating system. • Indoor and outdoor living and entertainment areas and primary work areas shall be oriented and provided with sufficient openings to optimise solar access. 	DAP	<p>Development proposes to achieve a 4.5 Star Green Star rating as well as a 5 star NABERS rating.</p>	Complies - Refer to discussion below.

Requirement	Source	Provided	Compliance
Water Sensitive Urban Design			
<ul style="list-style-type: none"> Encourages the re-use of stormwater Ensure that all stormwater is retained on site Incorporate Water Sensitive Urban Design Treatment measures such as rainwater tanks, roof gardens etc. 	DAP	The development proposes to retain all stormwater on site through soaker pits as required and proposes to include rainwater tanks for re use of water on site.	Complies.
Communal Open Space			
<p>10% of the parcel is required to be developed as communal open space on all non-residential mixed use developments.</p> <p>A minimum of 50% of communal outdoor space shall be softscape planting.</p> <p>Shall be overlooked by habitable rooms and receive at least two hours of sunlight in mid winter for 25% of the accessible outdoor area.</p>	DAP	<p>There is a substantial communal open space area provided on western portion of the subject site.</p> <p>Habitable areas (office space) within the development provide overlooking of the communal open space.</p> <p>Open space area provides visual permeability and increased sightlines between the primary road frontage and Itchen Lane.</p>	Complies.
Signage			
All signage shall be in accordance with the City's LPP 6.1	DAP/LPP 6.1/LPS3	<p>Signage proposed displays the street address number '5' for the subject site on the ground level façade adjacent to the main pedestrian entrance.</p> <p>A four metre high monolith sign is proposed within communal open space area that also acts to screen exhaust ducting from the basement parking area.</p>	Complies.
Access, Parking and Services			
Vehicle Access			
<p>Shall be designed as an integral component of the development and be incorporated into the design of the streetscape.</p> <p>Maximum width of any crossover is to be no greater than six metres.</p> <p>Vehicles able to enter and exit a site in forward gear.</p>	DAP	<p>The proposed development takes advantage of being bound by road frontage on all four sides through incorporating 25 on-street publicly accessible short stay car parking bays.</p> <p>Basement car parking is accessed via an 8.2 metre wide crossover via Itchen Lane, separating vehicle access/servicing from the primary street frontage.</p>	Mostly complies – refer to discussion below.
Pedestrian and Cycle Access			
<p>Entrance to building to be provided directly from the street frontage.</p> <p>Footpaths shall be provided to the building entry point/s from any parking area and be a minimum of two metres wide.</p>	DAP	<p>Pedestrian access to building provided from Milldale Way.</p> <p>2.8 metre footpath provided.</p> <p>Public entrance provided from Milldale Way and tenant entrance provided via Doncaster Road.</p>	Complies.

Requirement	Source	Provided	Compliance
Service Access and Facilities			
<p>Loading/Unloading and delivery areas shall not be located near the main street frontage.</p> <p>Loading areas shall be designed to prevent crime and vandalism and shall be in accordance to the WAPC's Designing Out Crime Planning Guidelines.</p>	DAP	<p>Service areas are located away from the main site frontage on Milldale Way.</p> <p>Servicing areas predominantly located within the basement car park area.</p>	Complies.
Car Parking			
<p>Office parking requirements:</p> <ul style="list-style-type: none"> One bay per 30m² of GFA 15% reduction where development is within 200m of a high frequency bus station 10% reduction where the development is within a Regional Centre, 'Mixed Use' or 'Business' zone 	Structure Plan/LPP 6.7/DAP/LPS3	96 car parking bays proposed including 2 ACROD bays as well as 25 on street publicly accessible short stay car parking bays.	Refer to discussion below.
Bike Parking and End -Trip Facilities			
<p>Bicycle Parking:</p> <p>1 space per 400m² of GFA = 19</p>	DAP/LPP 6.2	57 bicycle parking spaces provided.	Complies.
Laneways			
<p>High quality landscaping and lighting shall be provided to laneways.</p> <p>Habitable rooms, studios and terraces to residential development shall overlook laneways.</p> <p>Development adjacent to laneways shall have windows to commercial floorspace and habitable spaces.</p>	DAP	Development responds to laneway responsibly and activates the space through the use of publicly accessible short stay on street car parking, high quality landscaping, glazing and outdoor terraces to provide passive surveillance.	Complies.
Waste Management			
<p>Mandatory Development Controls:</p> <ul style="list-style-type: none"> Provide a dedicated rubbish storage area that is accessible by waste removal vehicles; Area to be screened or located so as to not be visible from any street; and Demonstrate that adequate manoeuvrability exists for service vehicles. <p>To be in accordance with the City's LPP 6.3, which:</p> <ul style="list-style-type: none"> Requires a minimum size bin store area of 10m² with a minimum width of 3.5 metres. 	DAP/LPP 6.3	<p>Dedicated bin storage area provided within basement and as such is not visible from the street.</p> <p>Bin storage area is 28 sqm.</p> <p>Refuse vehicle swept paths shown in Transport Assessment Report.</p>	Complies.

Land Use

As identified in Table 1 above, the DAP specifies the preferred land uses on the ground floor level as being an office/shop and the above ground levels as being for office/residential. The proposed development is predominantly office, whilst also incorporating a café/kiosk use on the ground floor in accordance with the preferred land use as specified by the DAP.

Weather Protection

The DAP specifies both minimum and maximum dimension requirements for awnings within the mandatory development controls for all development within the Mirrabooka Town Centre area. The proposed development provides a continuous awning along key Milldale Way and Doncaster Road southern and eastern elevations and is largely compliant with DAP requirements. The proposed awning does however, seek a minor 0.7 metre variation to the minimum awning depth requirement. This minor variation is considered acceptable as it is sought for the southern elevation where the four storey building itself will provide ample weather protection in combination with the awnings provided.

Refer To Appendix B – Proposed Development Plans (Watson Young Architects)

Sustainability

The proposed NABERS base building rating of 5 stars is an alternative method that is effectively equivalent to the GBCA Green Star rating system specified under the DAP. There are numerous approaches to Environmentally Sensitive Design (ESD) currently in use internationally and within Australia, which arguably may result in better ESD outcomes than a 2 Star Green Star rating as required by the DAP.

Notwithstanding this, the proposed development aims to achieve a 4.5 Star Green Star rating as well as a 5 star NABERS rating. The sustainability outcomes will be achieved through the development being modelled to determine the most appropriate building materials to meet the required performance and sustainability measures for these ratings.

Access, Parking and Servicing

Access

The mandatory development controls specify that the maximum width of any crossover shall be no greater than six metres. The proposed development proposes an 8.2 metre wide crossover from Itchen Lane. The proposed width is considered appropriate as it will not have an impact on the overall streetscape amenity of the locality given that it is not located on either of the primary street frontages. The narrower road reserve width of Itchen Lane necessitates the proposed width to allow vehicles to enter and exit the subject site in a safe manner, which is further deliberated in the supporting Transport Assessment Report, provided at Appendix C.

Refer to Appendix C – Transport Assessment Report (Uloth and Associates)

Car Parking

Under the City's LPP6.7, being the currently relevant policy relating to the provision of car parking, the proposed development would require a minimum parking provision of 198 car parking spaces.

However, this is not considered to reflect the actual car parking requirements that are relevant to the subject site for the following reasons:

- LPP6.7 is a generic, City wide planning policy that applies to all types of development and is not considered to adequately reflect the sustainable and contextually appropriate car parking requirements for the Mirrabooka Town Centre;
- The proposed office development has been specifically designed for State Government department tenants and their specific car parking requirements. These are company vehicles for use by staff and are located within a secure access facility; and
- Additional publically accessible on-street short stay car parking has been provided along Milldale Way and Itchen Lane, which is supplementary to the office car parking provided in the basement.

In addition to the above, draft LPP5.9 has been prepared to reflect sustainable and contextually appropriate car parking requirements for the Mirrabooka Town Centre area and has recently been advertised for public comment. Although LPP5.9 is yet to be endorsed and implemented, the following car parking assessment has been provided

against draft LPP5.9.

Table 3: LPP5.9 Outer Area Parking Provisions

Size of Development	Maximum Net Hectare Car Parking	Minimum Public Parking	Minimum Short Stay Parking
Development with plot ratio over 1.0 of non-residential floor space	400 bays/ hectare = 124 bays	200 bays/ hectare = 62 bays	60% public parking = 38 bays

As seen from the calculations in the table above, draft LPP5.9 specifies a maximum number of car parking bays per net hectare, which the proposed development complies with having provided 96 car parking bays on the subject site. The proposed development also provides an additional 25 public car parking bays on the immediately adjacent street network that are considered to satisfy the intent of the short-stay parking requirement as they are ideally situated for multiple short stay users.

It is noted that this application relates to Stage 1 only and as such, it is also reasonable that the proposed development only provide 63% of the minimum public parking requirement, which is further outlined in the supporting Transport Assessment Report and the table below.

Table 4: Staged Development Car Parking Provision

Parking Provision Type	Stage 1 (current development)	Stage 2 (full development)
Maximum Parking Provision	124 spaces	124 spaces
Minimum Public Parking	39 spaces	62 spaces
Minimum short Stay Parking	24 spaces	38 spaces

Although the proposed development provides a technical car parking shortfall generally against LPP6.7 and the short stay parking requirements of draft LPP5.9, the actual parking requirement for the proposed development is in reality dictated by tenant requirements, which have been met through this development design. This is considered to clearly address actual projected car parking demand.

Notwithstanding this, the proposed development has effectively provided an additional 25 public car parking bays to meet the short stay parking requirement of 24 car parking spaces. The proposed shortfall of public parking would reasonably only be able to be accommodated in

place of the proposed communal open space area, which would be an undesirable outcome.

In addition to the above, the appropriateness of the technical car parking shortfall is further justified by the City's Parking Study dated 23 March 2015. The results of the Parking Study quantify the current car parking provision and use within the Mirrabooka Town Centre, which provide the following key outcomes most relevant to the proposed development:

- Within the study area an oversupply of parking exists with almost 4,200 spaces with one third having no time restrictions applying to them.
- The maximum accumulation of parked vehicles across the whole study area was 57% of the nominal capacity of all car parks with even greater capacity on Saturdays.
- The parking study was supported by zone based surveys of parking activity in the Mirrabooka Town Centre. The zone based analysis demonstrates significant spare capacity in terms of weekday car parking spaces even during peak periods.

In addition to the above findings of the Parking Study, it should be noted that:

- The subject site is well serviced by public transport, with frequent bus routes provided along Mirrabooka Avenue and from Mirrabooka Bus Station, providing high levels of accessibility to the subject site;
- The Structure Plan prescribes a number of higher density residential and mixed use development provisions that will maximise the potential for pedestrian walkability, thus limiting car dependency and car parking demand;
- The proposed car parking is consistent with the objectives of LPP6.7, in that the proposed development will not impede the provision of adequate, safe and convenient parking, it will not have any detrimental impact upon the local area and it will not result in any oversupply of parking;
- Having regard to the staged development of the subject site, the proposed number of car parking bays will comply with the maximum car parking and short-stay car parking requirements in accordance with draft LPP5.9; and

- The proposed development provides a safer pedestrian environment and the overall technical car parking shortfall is not considered to have a detrimental impact given the current oversupply of car parking in the area as identified by the Parking Study and high levels of public transport accessibility.

On the basis of the above, it is considered that the proposed car parking provided to service the development is reflective of the actual car parking needs for the proposed use of the building as an office and incidental café/kiosk.

Orderly and Proper Planning

Orderly and proper planning requires that new development is a logical and efficient extension of existing development, and consistent with the planning vision established for the area. The key points in relation to the proposed development are:

- It responds to and reflects the strategic and statutory framework guiding development within the Mirrabooka Town Centre area, through the provision of a high quality architecturally designed development that will provide greater land use diversity, intensity of employment and additional justification for significant government investment in public transport infrastructure in the locality;
- The development is highly compliant with the planning framework established for the area, in particular the Mirrabooka Town Centre Structure Plan and DAP that collectively set out the strategic planning intent and planning requirements in the area;
- The development is consistent with the objectives and requirements of applicable WAPC State planning policies and strategies including Directions 2031 and SPP 4.2 and will result in the development of a secondary centre with increased employment, greater land use diversity and intensity;
- The proposed development is largely compliant with planning standards and requirements and will make a positive contribution to the overall development of the Mirrabooka Town Centre area. The development represents an opportunity to act as a catalyst for the area by stimulating other desirable developments in the locality delivering the strategic planning vision for the Mirrabooka Town Centre; and
- The built form provides opportunities to activate all sides of the development through the provision of public on street car parking, communal open space and a café/kiosk for tenants and the public.

Conclusion

The proposed development accords with the development intent for the locality as outlined in SPP 4.2, the Structure Plan, DAP and applicable planning policies.

Development on the subject site is able to take advantage of its elevated potential in line with the recently endorsed Mirrabooka Town Centre Structure Plan and DAP requirements. The four storey office development provides an architecturally designed contemporary building that responds to the current strategic and statutory planning framework and anticipated built form outcomes within the Town Centre in the near future.

The development will support and provide services to nearby residential and commercial development. Car parking has been carefully considered and supports the City's and WAPC intentions to limit the supply of car parking in activity centres and to promote the use of alternative modes of transport. The development is within close proximity to existing and proposed services, including the Mirrabooka Bus Station, the proposed Max Light Rail route or high frequency public transport equivalent, Mirrabooka Square Shopping Centre and an existing oversupply of publicly available car parking as demonstrated in the recent Parking Study. The development will contribute to a more sustainable and liveable centre and will closely align with the City's intentions for the Mirrabooka Town Centre area to support the public transport system and to provide greater land use diversity and intensity in a strategically located and accessible centre.

The development responds to the current planning framework in place, while optimising the redevelopment potential of the subject site and will assist the City in delivering the vision and achieving its intentions to support appropriate development in the Mirrabooka Town Centre area.

WESTERN



AUSTRALIA

REGISTER NUMBER	
603/DP76322	
DUPLICATE EDITION	DATE DUPLICATE ISSUED
1	15/4/2013

RECORD OF CERTIFICATE OF TITLE
UNDER THE TRANSFER OF LAND ACT 1893

VOLUME
2810FOLIO
945

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

REGISTRAR OF TITLES

**LAND DESCRIPTION:**

LOT 603 ON DEPOSITED PLAN 76322

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

HOUSING AUTHORITY OF 99 PLAIN STREET, EAST PERTH

(AF M234811) REGISTERED 9 APRIL 2013

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)

1. SAVE AND EXCEPT THE RIGHTS TO MINES OF COAL OR OTHER MINERALS

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.

* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.

Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND:	DP76322.
PREVIOUS TITLE:	2081-417.
PROPERTY STREET ADDRESS:	5 MILLEDALE WAY, MIRRABOOKA.
LOCAL GOVERNMENT AREA:	CITY OF STIRLING.
RESPONSIBLE AGENCY:	DEPARTMENT OF HOUSING (SSHC).

5.9 MIRRABOOKA TOWN CENTRE PARKING POLICY

Introduction

Where this Policy is inconsistent with the provisions of a parking Local Planning Policy applying to the whole of the Scheme area, the provisions of this local planning policy shall prevail. This Policy shall be read in conjunction with the Mirrabooka Town Centre Structure Plan. The parking dispensations available under Clause 5.2.1 of the City's Parking and Access Policy do not apply within this Policy area.

Objectives

- To facilitate the provision of adequate car, bicycle and motorcycle parking facilities within the policy area.
- To prioritise access to the town centre by public transport, walking and cycling.
- To provide a balanced parking supply, with sufficient publically accessible and timed parking to prevent over supply of parking infrastructure.
- To ensure that parking is provided for various services, facilities and developments at a rate that is appropriate for a town centre environment, and to efficiently manage parking supply and demand.
- To assist in the funding of the necessary upgrade of the parking facilities associated with the redevelopment of the Mirrabooka Town Centre.

Applications Subject of this Policy

This Policy applies to all development within the area as defined in Figure 1.

Definitions and Interpretations

Definitions in this Policy shall be as per Local Planning Scheme Number 3, Mirrabooka Town Centre Structure Plan and those outlined below:

End-of-Journey Facilities: are secure bicycle storage and other secure 'end of trip' facilities such as lockers and showers.

Net Site Hectare: means the total area of the site upon which the development or use is approved as contained in the certificate of title or titles for the land if the whole of a lot (or if a portion of a lot, the area occupied by the approved development), including all landscaping and ancillary development, as a proportion of 10,000m².

Public Parking: means parking that is provided or offered to members of the public whether or not upon a payment of a fee or subject to other condition, but does not include parking that involves the use of reserved or dedicated parking bay.

Short Stay Parking: means bays that are available to the public where a minimum of 50% of vehicles stay less than 4 hours and a minimum of 90% stay less than 6 hours.

The area to which the Parking Policy applies is depicted in Figure 1 below:



Figure 1 – Parking Policy Area

POLICY PROVISIONS

1. Non - Residential Development

Car parking bays for non-residential development shall be provided on the site in accordance with Table 1.

Size Of Development	Max	Min Public Parking	Min Short Stay Parking
Core Area			
Development with plot ratio over 1.0 of non-residential floor space	200 bays per hectare	100 bays/ hectare	60% of public parking*
Development with a plot ratio of 1.0 or less of non-residential floor space	2.0 bays per 100m ² of non-residential floor space	1.0 bays per 100m ² of non-residential floor space	60%*
Outer Area			
Development with plot ratio over 1.0 of non-residential floor space	400 bays per hectare	200 bays/ hectare	60% public parking*
Development with a plot ratio of 1.0 or less of non-residential floor space	4.0 bays per 100m ² of non-residential floor space of gross floor area	2.0 bays per 100m ² of non-residential floor space of gross floor area	60% public parking*

*May include on-street parking directly abutting the site.

Table 1 - Non - Residential Development

2. Redevelopment of Existing Developments

Where an existing non-residential development, with approved parking in excess of the provisions set out in Table 1 of this policy applies for redevelopment, the City may, at its discretion, permit the existing level of parking to remain, subject to all of the parking in excess of the permitted level of car parking being provided and managed as Public Parking as outlined in Table 1.

3. Residential Development

3.1. Car parking bays for residential uses in areas coded between R20, and R160 density code as identified in the Structure Plan shall be in accordance with the R- Codes.

3.2. Parking for multiple dwellings in areas coded RACO shall be in accordance with Table 2.

Dwelling Size	Minimum Private Car Parking
Small (less than 75m ² or 1 bedroom)	0.75
Medium (75 – 110m ²)	1
Large (more than 110m ²)	1.25

Table 2 – Multiple Dwelling Car Parking Ratios for Areas Coded R-AC0

3.3 Residential visitor bays may be provided on-street at the expense of the applicant directly abutting the site.

4. Calculation of Car Parking Provision Requirements

4.1. All parking requirements are to be calculated by rounding to the nearest whole number. In the case of exactly 0.5, the requirement shall be rounded down to the nearest whole number.

5. Special Purpose Car Parking

In addition to the provision of car parking bays in accordance with Table 1, the approval of a development or use may require the on-site provision of parking reserved exclusively for the use of disabled motorists, delivery and servicing vehicles, couriers, taxis, buses and coaches, park and ride and kiss and ride at train stations at the discretion of the City of Stirling.

6. Use and Management of Car Parking Bays

6.1. A minimum of 60% of the public parking bays provided on site in accordance with Table 1 shall be used as Short Stay Public Parking.

6.2. Applications for new or redeveloped parking or for change of use of parking bays shall be required to be accompanied by a detailed Parking Management Plan to ensure the development is in accordance with this policy.

6.3. The Parking Management Plan shall describe how the onsite parking will be managed to ensure compliance with the Parking Policy and may include, but not be limited to, the following matters:

- How will access to the facility be controlled?
- How will different types of parking within the facility be managed and controlled?
- What management will be imposed on public parking to reflect short stay or long stay parking restrictions?
- What methods will be used to police and enforce compliance with the relevant planning approval and this Parking Policy?

Policy Manual

- How will evidence be collected and reported to demonstrate compliance?
- What safety and security measures will be implemented to protect those using the facility and their property?

6.4 Transport Assessments are required in accordance with the City's Parking and Access Policy.

7. Cash-in-lieu of Public Parking Provision

7.1 In accordance with the minimum number of bays to be provided on site for public parking, under Table 1, the City may approve a 20% reduction in the minimum amount of public parking required subject to the owner making a payment to the City prior to the issue of a building permit for development or the approval of a deposited plan for a subdivision or amalgamation or of a strata plan or survey strata plan, whichever occurs first, as a cash-in-lieu payment of public parking provision to meet the cost of the requirement for public parking. The cash-in-lieu payment will be calculated in accordance with Clause 5.8 of Local Planning Scheme No. 3.

7.2 Where payment is received by the City for the provision of public parking bays, these bays shall not be provided on the site the subject of the approval.

7.3 The cash-in-lieu payment shall be used to fund or partially fund:

- Construction of public parking on part of lot 603, Sudbury Road and part of Lot 507 Sudbury Road, Mirrabooka;
- Purchase of part of lot 507 Sudbury Road, Mirrabooka
- Additional on-street public parking in the Mirrabooka Town Centre.

8. Rate of Bicycle Parking Provision

The following levels of bicycle parking shall be provided on site as outlined in Table 3:

Activity/ Use	No. Bike Parking Spaces For Employees/Residents	No. Bike Parking Spaces For Customers/Visitors
Residential	1 space per dwelling unit (storage Unit)	Not Applicable
Office	0.75 spaces per 100m ² of GFA	0.1 spaces per 100m ² of GFA
Other Non – Residential Uses	0.25 spaces per 100m ² of GFA	0.1 spaces per 100m ² of GFA

Table 3 – Rate of Bicycle Parking Provision

Policy Manual

9. Rate of Motorcycle Parking Provision

In all developments, the following minimum levels of motor cycle parking (including scooters) shall be provided on-site in addition to Standard Car Parking Bays as follows:

Activity/ Use	No. Motorcycle Parking Spaces For Employees/Residents	No. Motorcycle Parking Spaces For Customers/Visitors
Residential	0.1 space per dwelling unit	Not Applicable
Office	0.2 space per 100m ² of GFA	0.1 spaces per 100m ² of GFA
Other Non – Residential Uses	0.1 spaces per 100m ² of GFA	0.1 spaces per 100m ² of GFA

Table 4 – Rate of Motorcycle Parking Provision

10. Variations

Variations will be limited to the following percentages for the clauses listed below:

- Table 2, maximum car parking rates may be increased by 20% for tavern and hotel uses only.

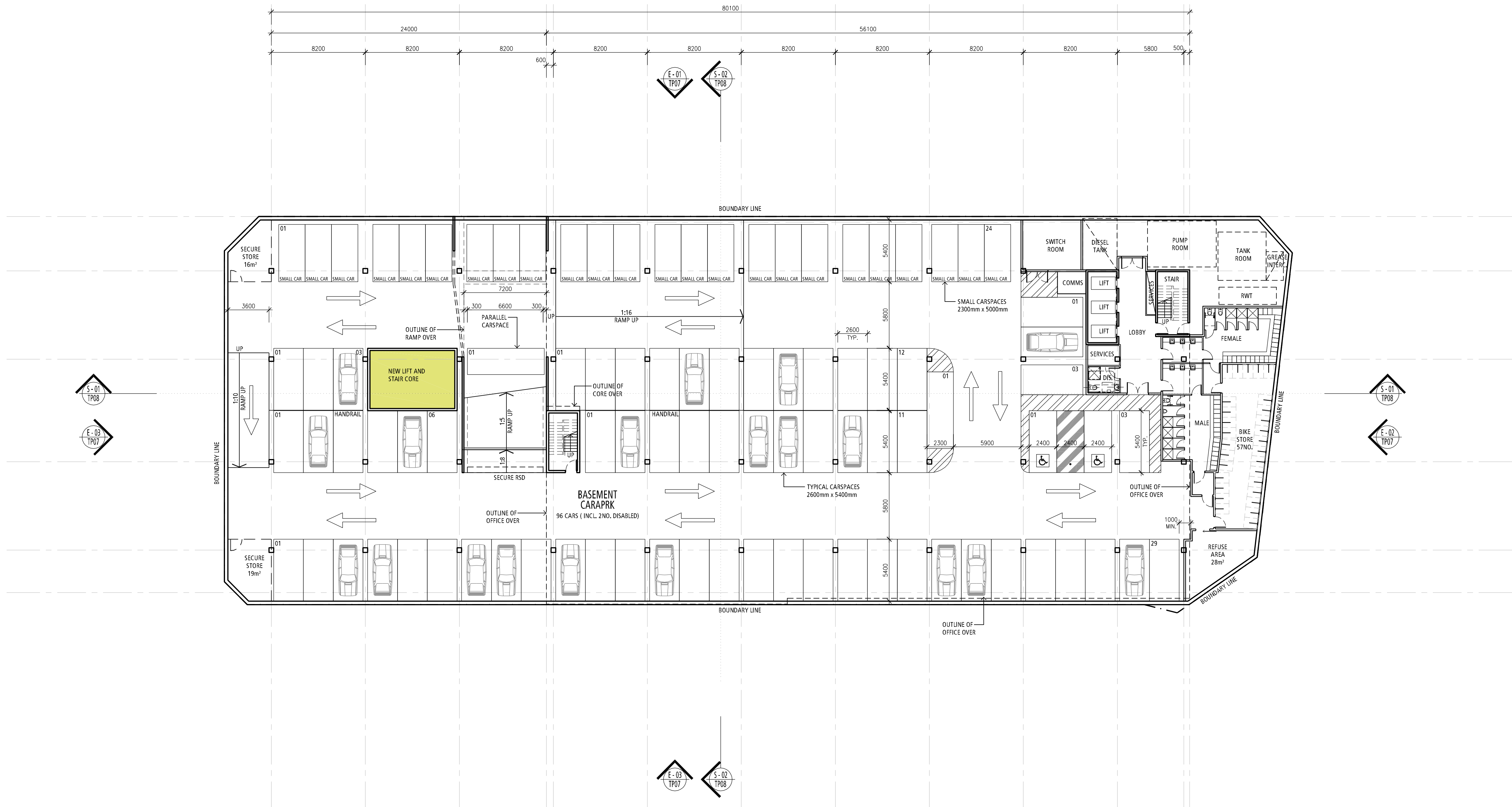
No variations will be permitted on the following clauses:

- Table 1 - Maximum parking for non-residential development;
- Table 1 - Minimum short stay parking;
- Clause 7 – Payment of cash-in-lieu for shortfall of minimum public parking.

Office Use Only:

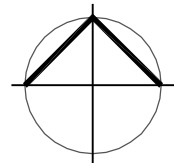
Policy Adoption and Amendment History:

Reviewed / Modified	Date	Resolution Number
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PROJECT:
Future Office Development
5 (Lot 603) Milldale Way, Mirrabooka, WA

TITLE:
Basement Plan



CUENT:
Castlerock

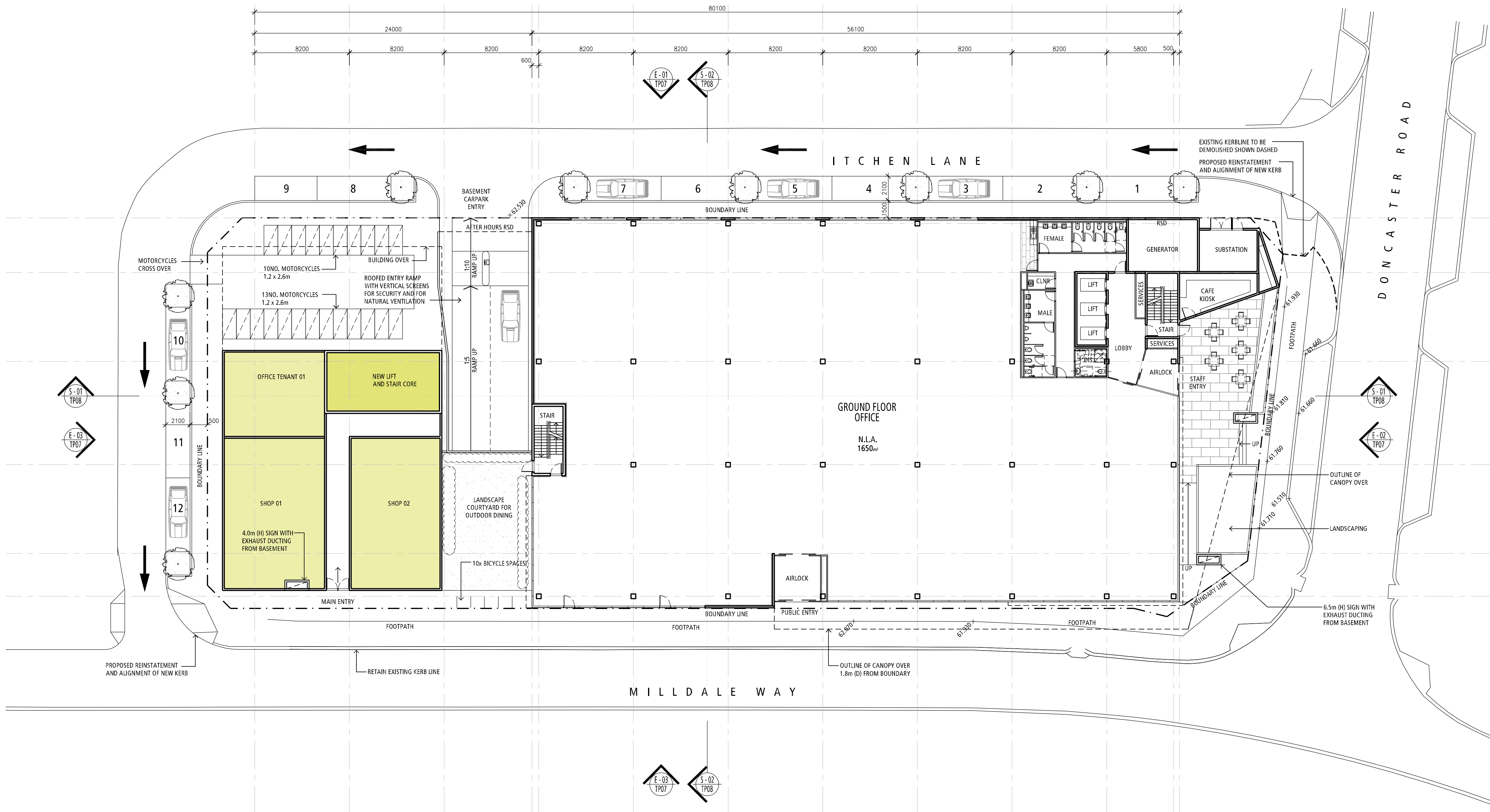
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JOB NO: 14081
DRAWING NO: TP10
REVISION: C

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NO.	DATE:	REVISION:	BY	CHK
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DEVELOPMENT ANALYSIS

BUILDING (GFA)	
BASEMENT	3,078 m ²
GROUND FLOOR	1,928 m ²
LEVEL 1 (INC. TERRACE)	1,892 m ²
LEVEL 2 (INC. TERRACE)	1,895 m ²
LEVEL 3 (INC. TERRACE)	1,895 m ²
TOTAL GROSS FLOOR AREA	10,688 m ²

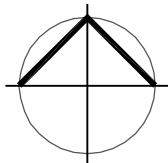
SITE COVERAGE	
BASEMENT (GFA)	3,078 m ²
TOTAL SITE AREA	3,078 m ²
SITE COVERAGE	100 %

CAR PARKING	
CARS PROVIDED IN BASEMENT (INC. 2x ACCESSIBLE)	93

OFFICE (NLA)	
GROUND FLOOR	1,650 m ²
LEVEL 1	1,625 m ²
LEVEL 2	1,632 m ²
LEVEL 3	1,627 m ²
TOTAL NET LETTABLE AREA	6,534 m ²

PROJECT:
Proposed Office Development
5 (Lot 603) Milldale Way, Mirrabooka, WA

TITLE:
Site & Ground Floor Plan



CLIENT:
Castlerock

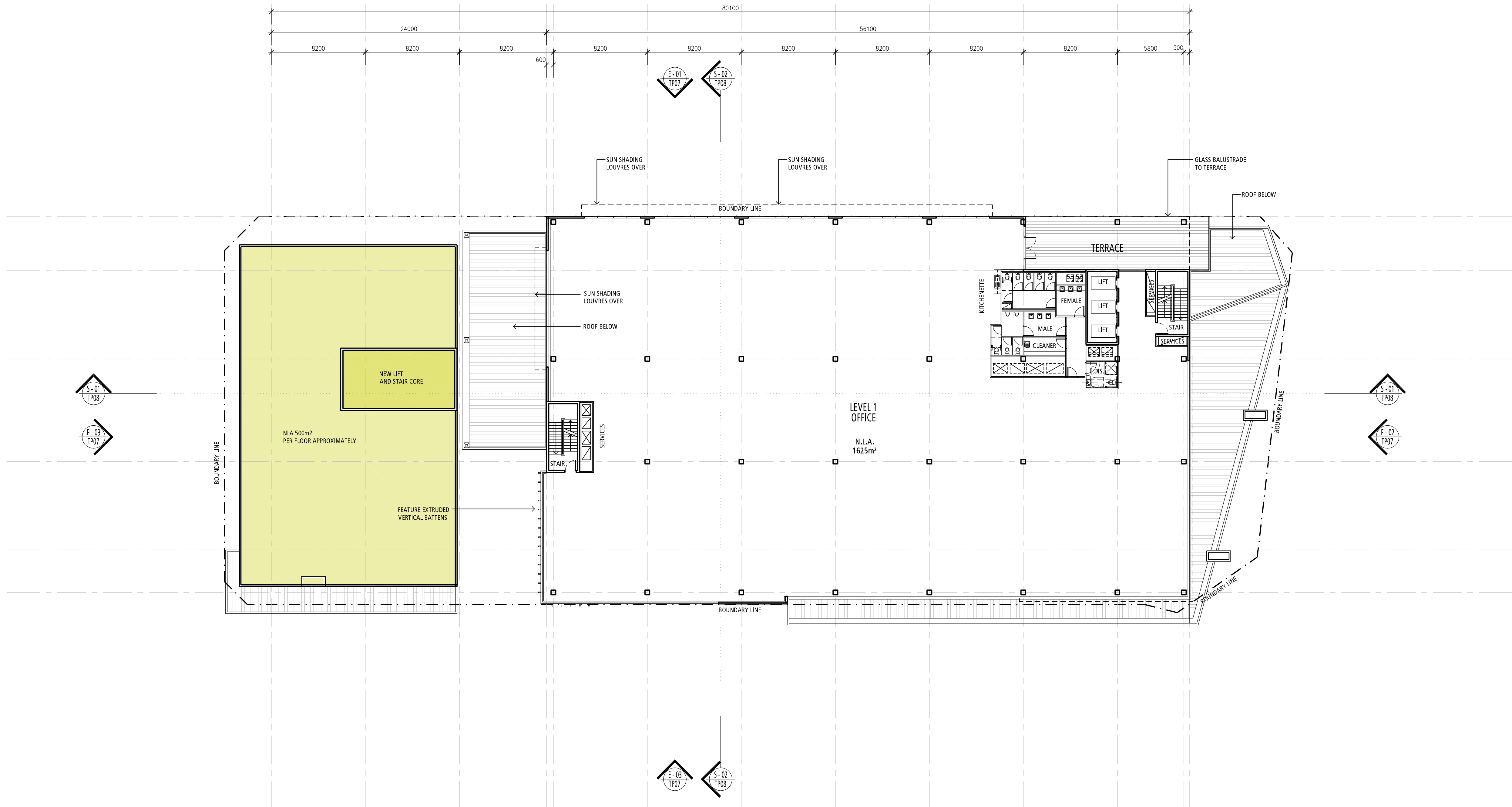
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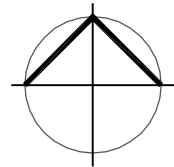


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PROJECT:
Future Office Development
5 (Lot 603) Milldale Way, Mirrabooka, WA

TITLE:
Level 1 Plan

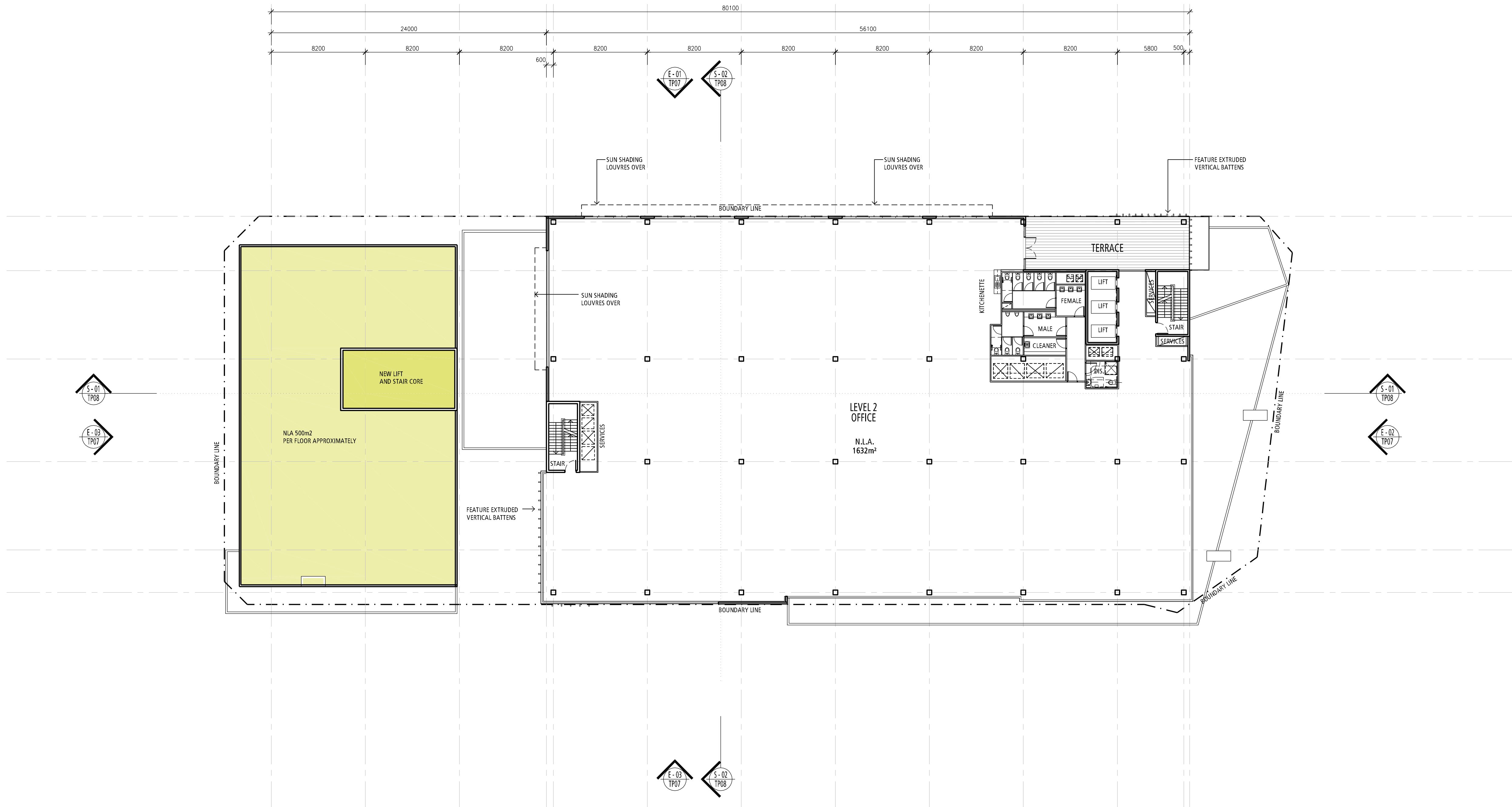


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Castlerock

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JOB NO:	14081
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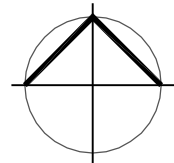


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PROJECT:
Future Office Development
5 (Lot 603) Milldale Way, Mirrabooka, WA

TITLE:
Level 2 Plan

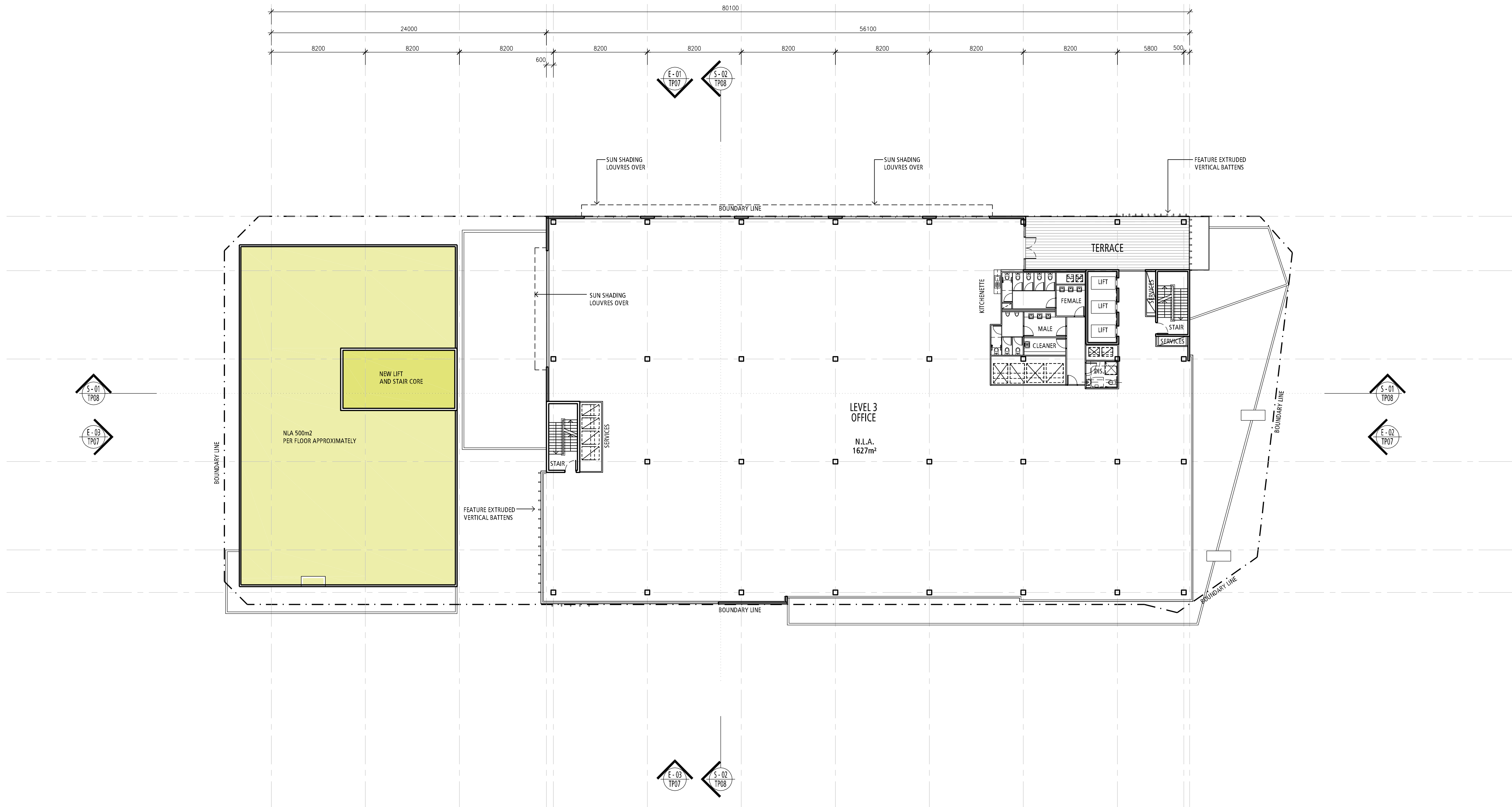


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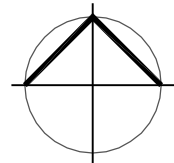


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PROJECT:
Future Office Development
5 (Lot 603) Milldale Way, Mirrabooka, WA

TITLE:
Level 3 Plan

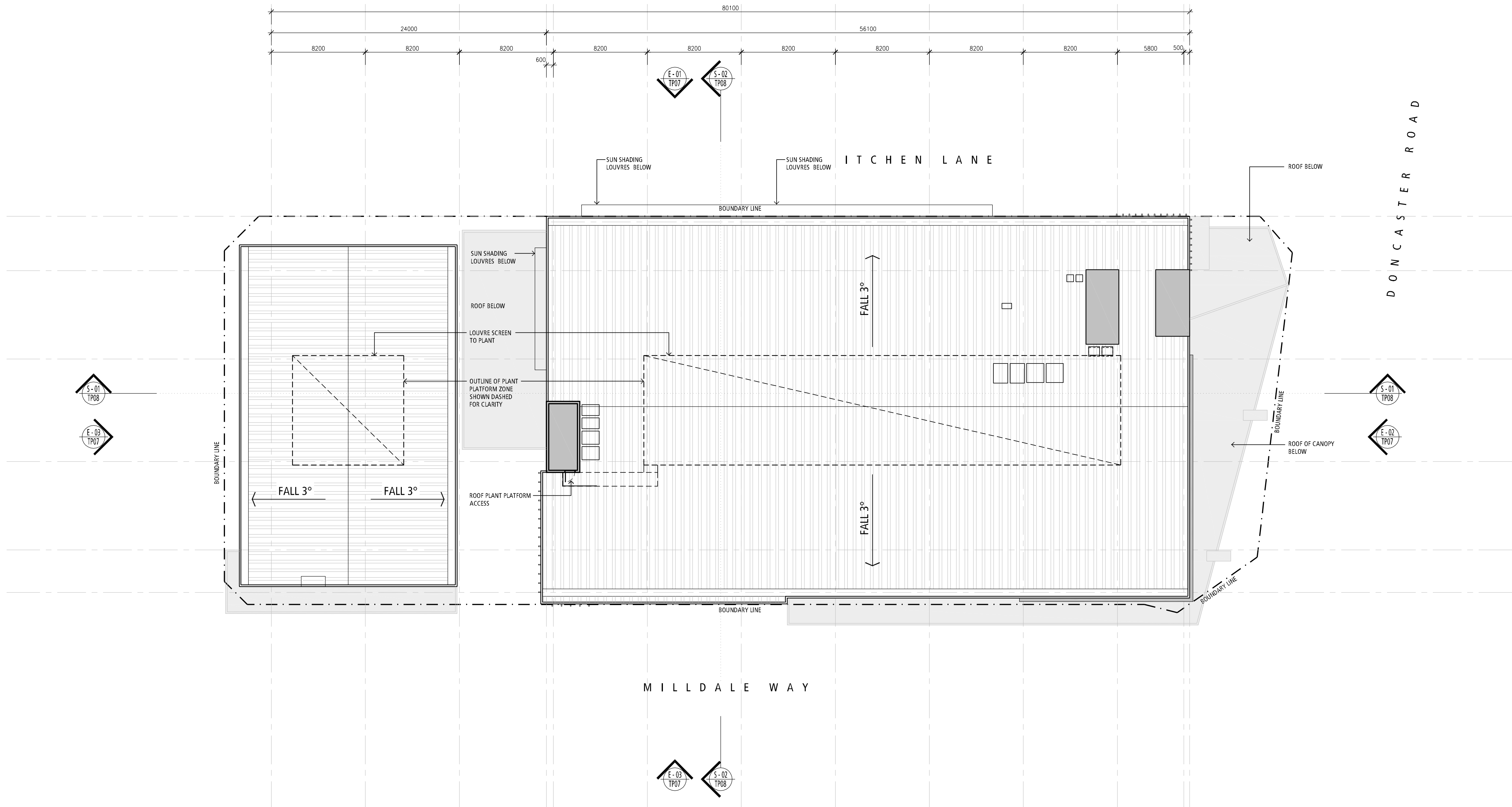


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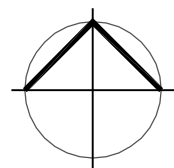
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REVISION:	C

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PROJECT:
Future Office Development
5 (Lot 603) Milldale Way, Mirrabooka, WA

TITLE:
Roof Plan



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Castlerock

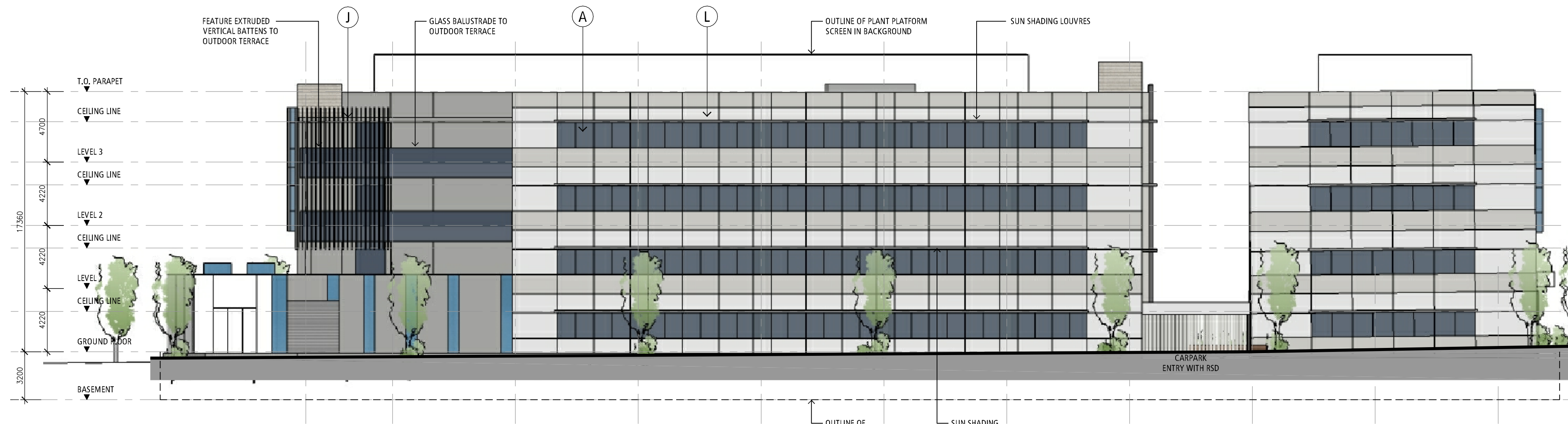
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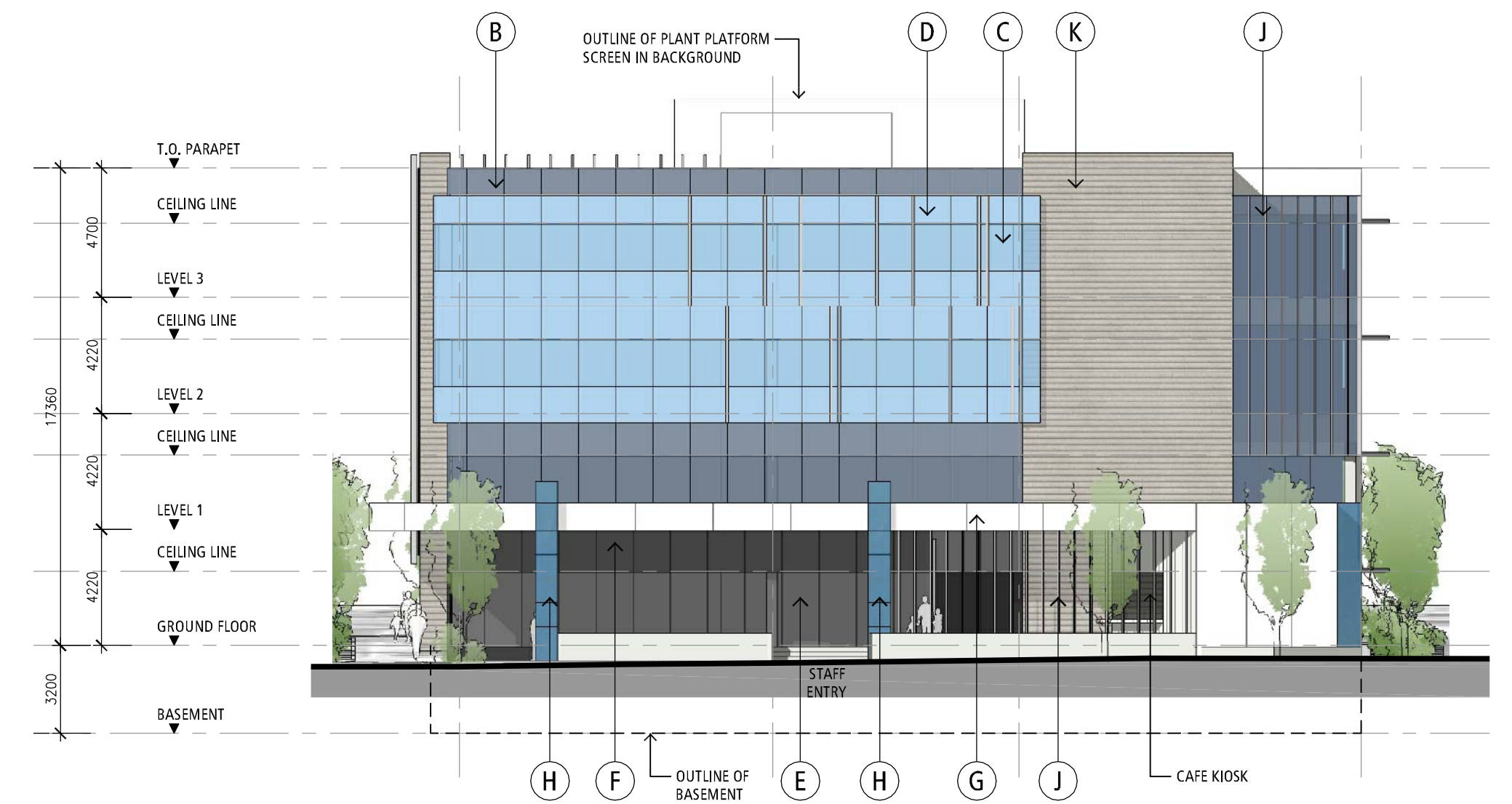
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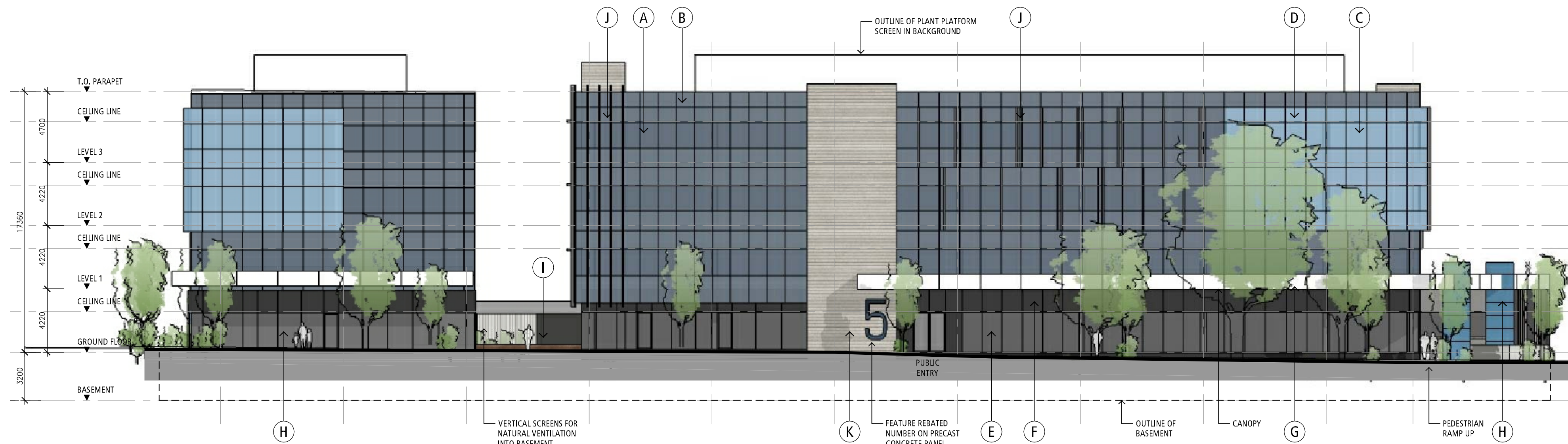
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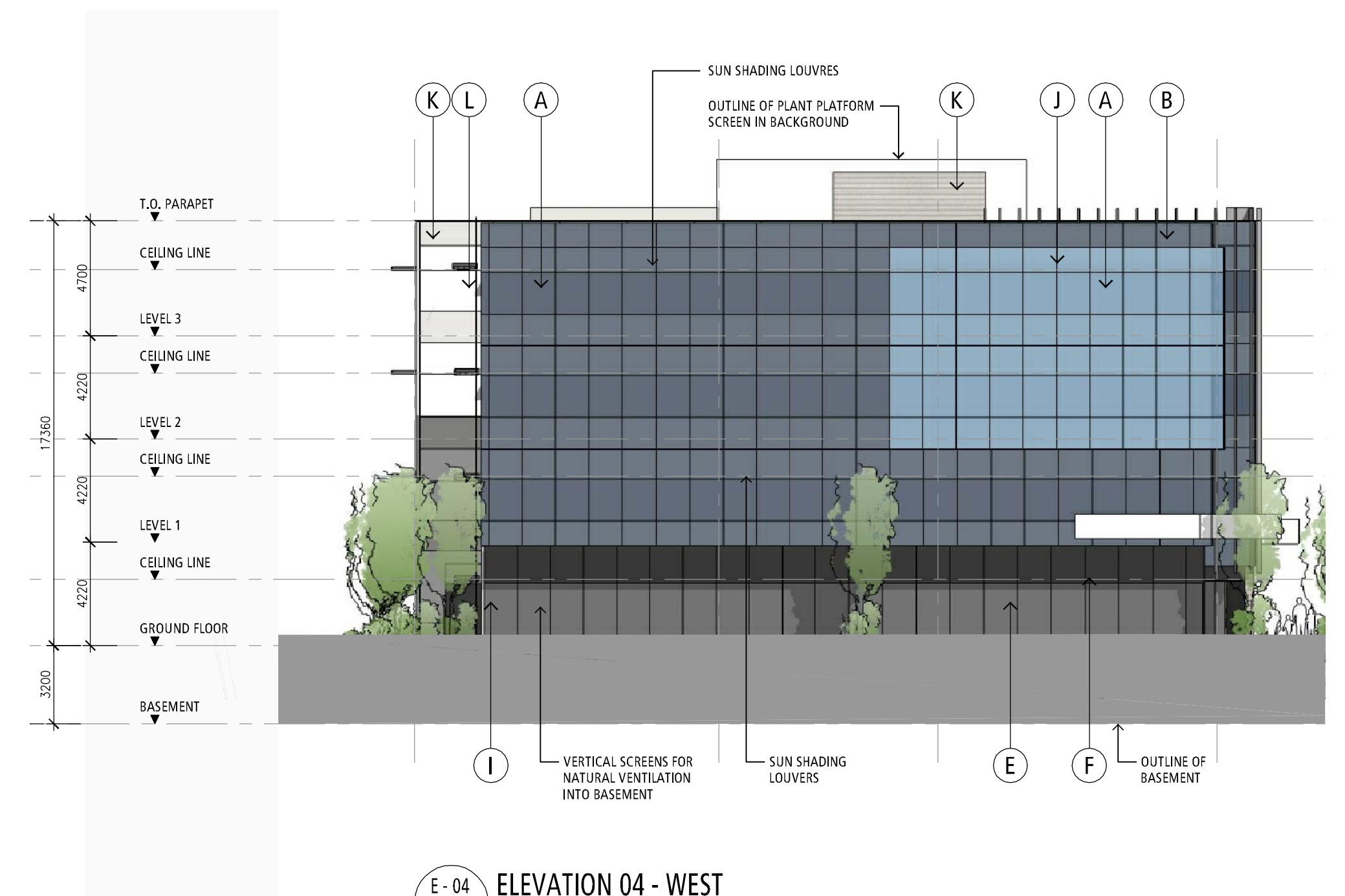
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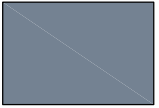

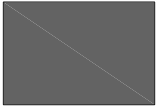

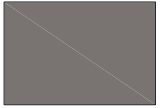


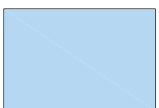
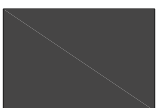


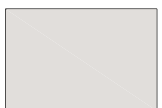
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TP02
ELEVATION 03 - SOUTH
SCALE : 1:200



E - 04
TP02
ELEVATION 04 - WEST
SCALE : 1:200

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PROJECT:
**Future Office Development
5 (Lot 603) Milldale Way, Mirrabooka, WA**

TITLE:
Elevations

CLIENT:
Castlerock

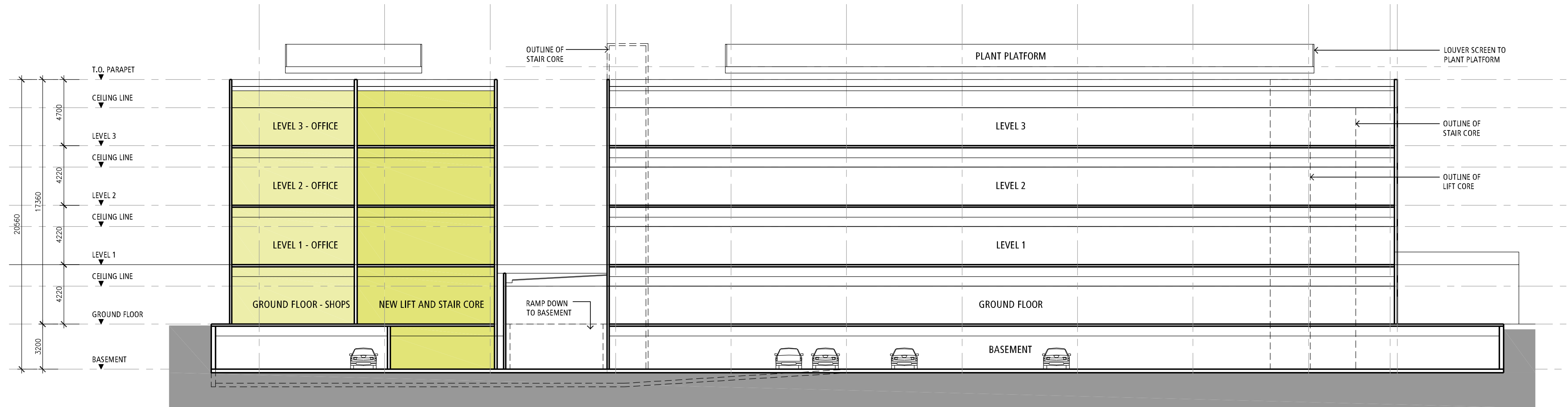
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DRAWING NO:
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REVISION:
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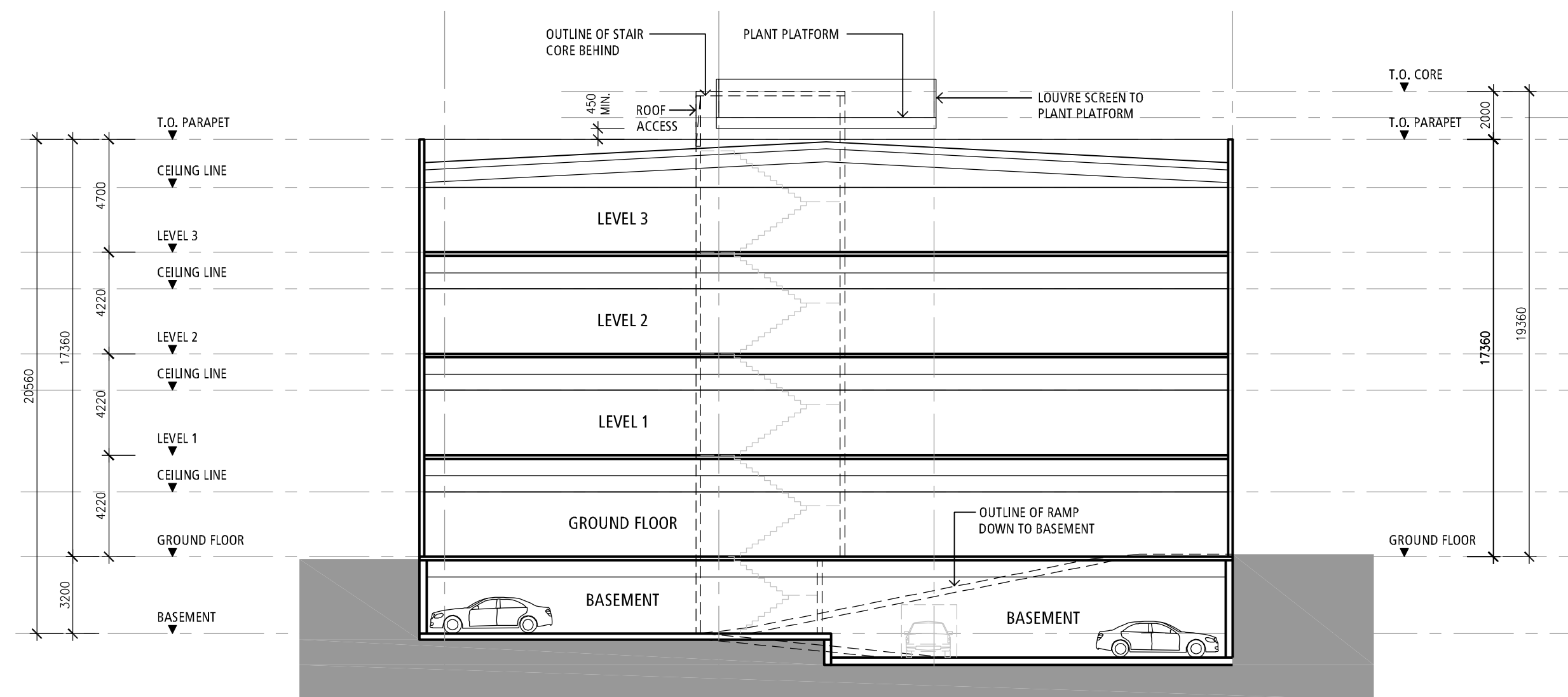
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S - 01 SECTION 01
TP02 SCALE : 1:200



S - 02 SECTION 02
TP02 SCALE : 1:200

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PROJECT:
Future Office Development
Milldale Way, Mirrabooka, WA

TITLE:
Sections

CUENT:

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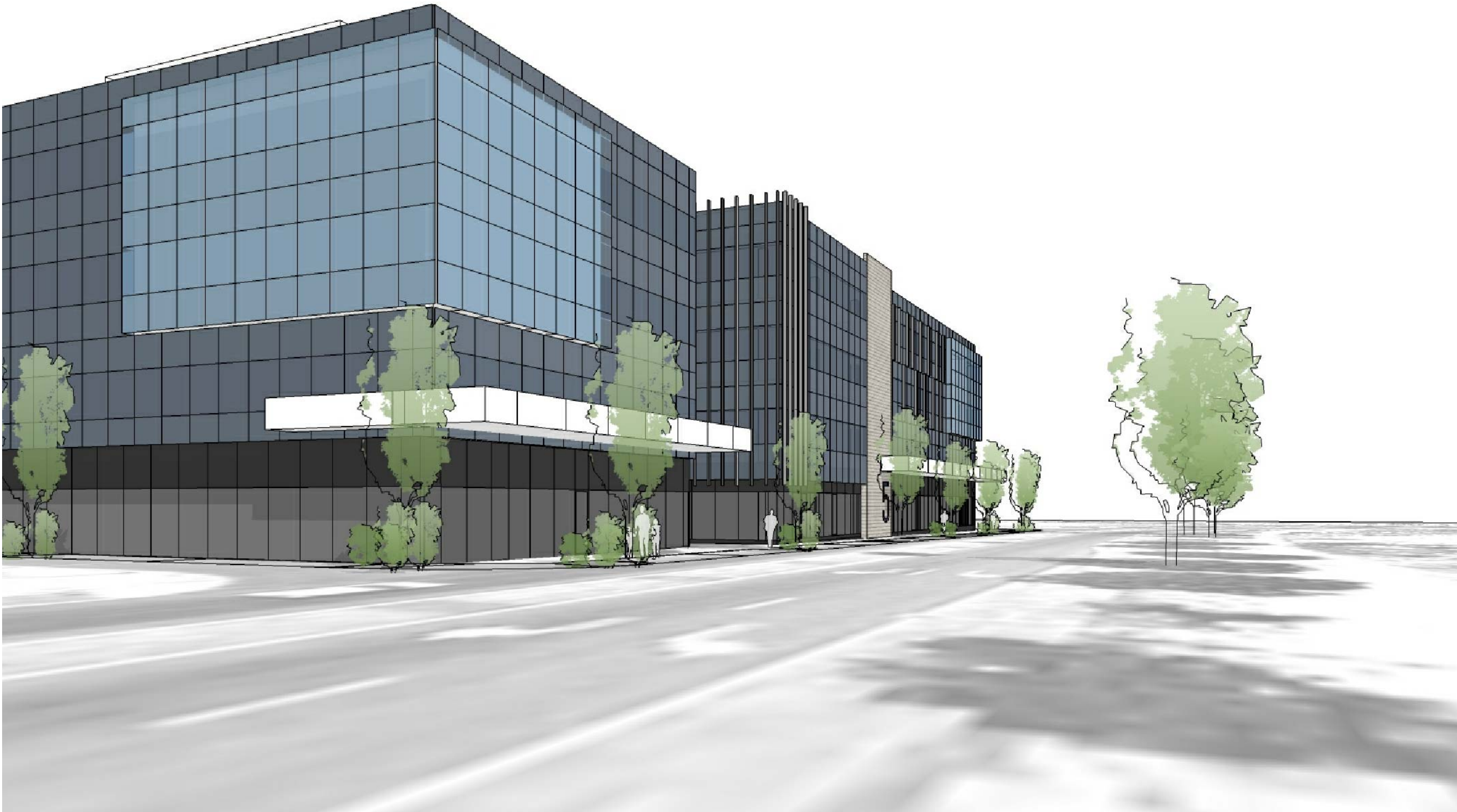
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DRAWING NO: TP17
REVISION: C

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PERSPECTIVE 02
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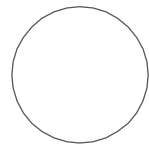
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PROJECT:
Future Office Development
5 (Lot 603) Milldale Way, Mirrabooka, WA

TITLE:
Perspectives



CLIENT:
Castlerock

DATE: August, 2015
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Form 1 - Responsible Authority Report

(Regulation 12)

Property Location:	Lot 7, House Number 17, Angelico Street, Woodlands
Application Details:	Proposed Nursing Home
DAP Name:	Metro North-West JDAP
Applicant:	TPG Town Planning, Urban Design and Heritage
Owner:	Dominican Fathers
LG Reference:	DA15/2633
Responsible Authority:	City of Stirling
Authorising Officer:	Ross Povey Director Planning and Development
Department of Planning File No:	DAP/15/00945
Report Date:	20 January 2016
Application Receipt Date:	1 December 2015
Application Process Days:	60 Days
Attachment(s):	<p>Attachment 1 Development Application Plans (all date stamped 1 December 2015):</p> <ol style="list-style-type: none">1. Cover Sheet (TP00)2. Existing Site Plan (TP01)3. Proposed Site Plan (TP02)4. Site Survey (TP03)5. Demolition Plan (TP04)6. Lower Ground Floor Plan (TP05)7. Ground Floor Plan (TP06)8. First Floor Plan (TP07)9. Second Floor Plan (TP08)10. Roof Plan (TP09)11. Elevations 1 (TP10)12. Elevations 2 (TP11)13. Sections (TP12)14. Shadow Diagram (TP13)15. Perspectives (TP14)16. Landscape Concept Plan – Level One (C1.101)17. Landscape Concept Plan – Level Two (C1.102)18. Landscape Concept Plan – Level Three (C1.103) <p>Attachment 2 Aerial Location Plan</p> <p>Attachment 3 Metropolitan Region Scheme (MRS) Zoning</p> <p>Attachment 4 City of Stirling Local Planning Scheme No. 3 (LPS3) Zoning</p>

	<p>Attachment 5 Applicant Submission received 1 December 2015</p> <p>Attachment 6 Transport Statement (i3consultants WA) received 1 December 2015</p> <p>Attachment 7 Arborist Report (Arbor Logic) received 1 December 2015</p> <p>Attachment 8 Waste Management Plan (Cleanaway) received 1 December 2015</p> <p>Attachment 9 Local Development Plan approved 17 November 2015</p>
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Officer Recommendation:

That the Metro North-West JDAP resolves to:

Approve DAP Application reference DAP/15/00945 and accompanying plans (ATTACHMENT 1) in accordance with Clause 10.3 of the City of Stirling Local Planning Scheme No. 3, subject to the following conditions:

Conditions

1. All stormwater from all roofed and paved areas to be collected and contained on site.
2. All land indicated as landscaped area on the approved plan being developed on practical completion of building works to the satisfaction of the City. All landscaped areas are to be maintained in good condition thereafter.
3. All driveways, parking and manoeuvring areas are to be constructed, drained and maintained to the satisfaction of the City.
4. Air conditioning units, ducts and other services shall be screened from view.
5. Pedestrian pathways providing wheelchair accessibility connecting all entries to buildings with the public footpath and car parking areas to the satisfaction of the City.
6. Adequate lighting being provided to communal pathways and parking areas to the satisfaction of the City.
7. All boundary fencing behind the front setback line is to accord with the provisions of the City's Local Laws pertaining to the provision of a sufficient fence.

8. The proposed crossover shall be designed and constructed in accordance with the City's Crossover Policy to the satisfaction of the City.
9. Any existing crossovers not included as part of the proposed development on the approved plan are to be removed. New kerbing and verge to be reinstated to the satisfaction of the City.
10. No walls fences or letterboxes above 0.75 metres in height to be constructed within 1.5 metres of where;
 - a. walls or fences adjoin vehicular access points to the site, or
 - b. a driveway meets a public street, or
 - c. two streets intersect,
 unless the further approval of Council is obtained.
11. All parking bays and areas are to comply with Australian Standards AS/NZS2890.1, AS2890.2 and AS/NZS2890.6. The number of disabled car parking bays and their design and layout are to comply with AS/NZS2890.6:2009 (Off-street Parking for People with Disabilities).
12. Servicing of all waste bins is to be to the satisfaction of the City, or as otherwise agreed in the Waste Management Plan.
13. A Site Management Plan shall be submitted to the satisfaction of the City prior to commencement of works. The Site Management Plan shall address dust, noise, waste management, storage of materials, traffic and site safety/security. The Site Management Plan is to be complied with for the duration of the construction of the development.
14. Any outside lighting to comply with Australian Standards AS 4282-1997 for the control of obstructive effects of outdoor lighting and must not spill into any adjacent residential premises.

Advice Note:

1. Under the Environmental Protection Act 1986 it is an offence to clear native vegetation unless the clearing is done in accordance with a clearing permit, or an exemption applies.

Background:

Property Address:	Lot 7, House Number 17, Angelico Street, Woodlands
Zoning	MRS: Urban
	TPS: Private Institution
Use Class:	Nursing Home
Strategy Policy:	Not Applicable
Development Scheme:	Local Planning Scheme No. 3
Lot Size:	15,606m ²
Existing Land Use:	Place of Worship
Value of Development:	\$26.6 million

The subject site is located in the local municipality of Stirling, approximately 10.8 km north-west of the Perth CBD. The site is located abutting Sabina Street to the south and Angelico Street to the east (Attachment 2).

The subject property is zoned 'Urban' under the Metropolitan Region Scheme (MRS) (Attachment 3) and 'Private Institutions' under the City of Stirling's Local Planning Scheme No. 3 (LPS 3) (Attachment 4).

Details: outline of development application

The development application proposes the construction of a new Nursing Home at the subject site, with total of 123 rooms (for 124 beds with one family room capable of accommodating a spouse's bed). The proposed Nursing Home will provide aged care services to the local community.

The development proposes a total of 50 car parking bays on-site, comprising of 21 bays at basement level and 29 bays at ground level. Access to the site is proposed to be provided from both Sabina Street and Angelico Street. The site is currently occupied by Our Lady of Holy Rosary Church. The development application proposes to retain Our Lady of Holy Rosary Church which is located on the north-east corner of the site, with development proposed for the remainder of the subject site.

The proposed Nursing Home land use will include high care facilities, including services relating to dementia, palliative care, transition, community respite as well as low care facilities. Aside from the topography, the design of the building proposes to respond to a number of influences for the site which include the need to maintain level floor plates suitable for aged persons care, maximise natural daylight access and ventilation for resident bedrooms and courtyard areas, provide communal areas, provide uniform room sizes at specific intervals, with appropriately located nursing stations and provide secure open space elements for residents with high care needs such as dementia.

Legislation & policy:

Legislation

- Planning and Development Act 2005
- Metropolitan Region Scheme (MRS)
- Local Planning Scheme No. 3 (LPS 3)

State Government Policies

Nil.

Local Policies

The following Local Planning Policies are applicable to the development:-

- Local Planning Policy 4.5 – Private Institution Design Guidelines
- Local Planning Policy 6.3 – Bin Storage
- Local Planning Policy 6.6 – Landscaping
- Local Planning Policy 6.7 – Parking & Access

Local Planning Scheme No. 3

Clause 4.2.10 – Objectives of the Private Institutions Zone

LPS 3 provides the following objectives for the Private Institutions zone:-

- a) *To provide for a range of privately owned community facilities, and uses that are incidental and ancillary to the provision of such facilities, which are compatible with surrounding development.*
- b) *To ensure that the standard of development is in keeping with surrounding development and protects the amenity of the area.*

Local Planning Policies

Local Planning Policy 4.5 – Private Institutions Design Guidelines

The City's Private Institutions Design Guidelines (herein referred to as the Design Guidelines) contain the following objectives:-

- *To ensure that development does not adversely affect the amenity of surrounding properties;*
- *To encourage development that is sympathetic to the scale and bulk of surrounding properties;*
- *To ensure that the efficiency of the local transport network is not encumbered by development;*
- *To support the provision of viable and high quality retirement and aged care developments; and*
- *To ensure that development is well integrated with the surrounding community.*

Consultation:

Public Consultation

This application was not required to be advertised given the development is consistent with the approved Local Development Plan.

Consultation with other Agencies or Consultants

Referrals to the City's Engineering Design, Parks and Reserves, City Planning and Health & Compliance Business Units were undertaken as a part of the City's assessment. Following their advice, relevant conditions and advice note have been included in the recommendation.

Planning assessment:

The development has been assessed against the City's Local Planning Scheme No. 3 (LPS3) and applicable Local Planning Policies. LPS3 provides guidance in respect to zoning and objectives of zones, however, more specific development standards are provided in relevant local planning policies.

The planning assessment part of this report has been broken down into the following sections:

1. Proposed Land Uses
2. Local Planning Policy 4.5 – Private Institution Design Guidelines
3. Local Development Plan

1. Proposed Land Uses

The table below summarises the zoning permissibility of the proposed uses, as stated in Table 1 of LPS3.

USE	LPS3 ZONING PERMISSIBILITY	
Nursing Home	D	The use is not permitted unless Council has exercised its discretion by granting planning approval.

Nursing Home

The proposed Nursing Home is considered to be primarily residential in nature and is not considered to have any undue impact on the surrounding residential properties. The vehicle access points are provided on both Sabina Street and Angelico Street and the number of bays in each parking area has been limited in order to disperse vehicle traffic between both entrances and limit the impact on any one street.

Service and delivery vehicle loading areas will be located in the basement level parking area, out of view from the street. The designated loading area in the basement has been setback from the main vehicular thoroughfare of the basement parking level and is abutted by the bin store to the east and kitchen to the west to sufficiently separate service vehicles from other traffic. The proposed Nursing Home is designed to reduce the impacts from delivery and waste servicing operations and preserve the amenity of the residential area.

It is considered that the varying setbacks of the proposed building to the adjoining residential properties and the proposed landscaping around the site will mitigate any potential noise impacts on adjoining residential properties.

The proposed nursing home is considered to address the objectives of the Private Institution zone, in that the proposal will provide a high quality private community facility with a number of ancillary facilities located on-site. The proposed nursing home is considered to be compatible with the residential area and will not have undue impact on the amenity of the area.

The City therefore has no objections to the approval of this Discretionary land use.

2. Local Planning Policy 4.5 – Private Institution Design Guidelines

Unless identified below, the application has been assessed as being in strict compliance with the balance of the provisions within Local Planning Policy 4.5 – Private Institution Design Guidelines.

Building Height

The City's Private Institutions Design Guidelines include the following standards relating to building height:

- *Development shall be restricted to two (2) storeys above natural ground level adjacent to lot boundaries and a maximum of four (4) storeys above natural ground level on the remainder of the site;*

- *Where buildings over two (2) storeys above natural ground level are proposed, an application shall include justification which addresses the impact of the proposal having regard to matters such as amenity, overshadowing, wind impacts and building design, siting, bulk, materials, scale and colour;*
- *Where buildings over 6.0 metres in height are proposed:*
 - a) *An application requiring the approval of the Council under Clause 8.1 of the Scheme shall include information which addresses the impact of the proposal having regard to matters such as amenity, overshadowing, wind impacts and building design, siting, bulk, scale and colour.*
 - b) *Before the determination of an application requiring the approval of the Council under Clause 8.1 of the Scheme, the Council shall cause the provision of Clause 9.4 (advertising for public comment) of the Scheme to be invoked in respect of the application.*

The proposed building is two storeys in height adjacent to the south, east and west lot boundaries. The remainder of the development is proposed to be four storeys with a maximum concealed wall height of 14.9m from natural ground level.

In line with the requirements of the City's Private Institutions Design Guidelines, the applicant provided information addressing matters such as amenity, overshadowing, wind impacts and building design, siting, bulk, materials, scale and colour. The proposed building is consistent with the approved Local Development Plan which permits development of no more than 4 storeys and a maximum concealed roof height of 15m.

The proposed building height raises no planning issues. The proposal meets the requirements of the City's Private Institutions Design Guidelines and the Local Development Plan.

3. Local Development Plan

The City's Local Planning Policy 4.5 – Private Institutions Guidelines requires applications for development to be accompanied by a Local Development Plan in certain instances. A proposed Local Development Plan for Lot 7, House Number 17, Angelico Street, Woodlands was received by the City of Stirling on 4 September 2015.

The *Planning and Development (Local Planning Schemes) Regulations 2015* were gazetted on 25 August 2015, and took effect as of 19 October 2015. Under Clause 47 (d) of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, a Local Development Plan may be prepared only if the Commission and the Local Government consider the Local Development Plan required for the purposes of orderly and proper planning.

Accordingly the City sought the agreement from the Department of Planning as to whether the Local Development Plan is required for the purposes of orderly and proper planning. The City has received agreement from the Department of Planning that a Local Development Plan for the subject site is required for the purposes of orderly and proper planning, as the Local Development Plan will help facilitate the development of an aged care facility (nursing home) on the site.

The Local Development Plan was approved by Council at the Ordinary Council Meeting held on 17 November 2015 (Attachment 9), subject to the following condition:

The proposed Local Development Plan be amended to incorporate the following:-

- i. A minimum 6.0m setback from Sabina Street to comply with the City's Local Planning Policy 4.5 – Private Institution Design Guidelines.*

The building height is the only variation to the City's Local Planning Policy 4.5 – Private Institution Design Guidelines which has been discussed in detail above. The proposed Nursing Home development complies with all other provisions of the approved Local Development Plan and the City therefore raises no objection to the proposal.

Conclusion:

The proposed development is consistent with the applicable planning framework, and in particular the objectives of the City's Private Institutions Design Guidelines. The application is therefore recommended for approval, subject to relevant conditions and advice notes.

REGIS WOODLANDS

AGED CARE DEVELOPMENT

LOT 7, ANGELICO STREET, WOODLANDS, WA 6018

TOWN PLANNING APPLICATION



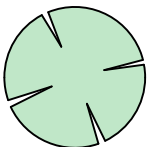
LOCATION PLAN

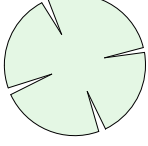
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TP 01	EXISTING SITE PLAN SITE	TP 10	ELEVATIONS 1
TP 02	PROPOSED SITE PLAN	TP 11	ELEVATIONS 2
TP 03	SITE SURVEY	TP 12	SECTIONS
TP 04	DEMOLITION PLAN	TP 13	SHADOW DIAGRAM - 21 JUNE 12PM
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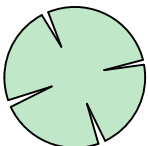
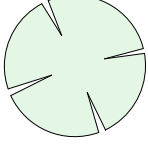




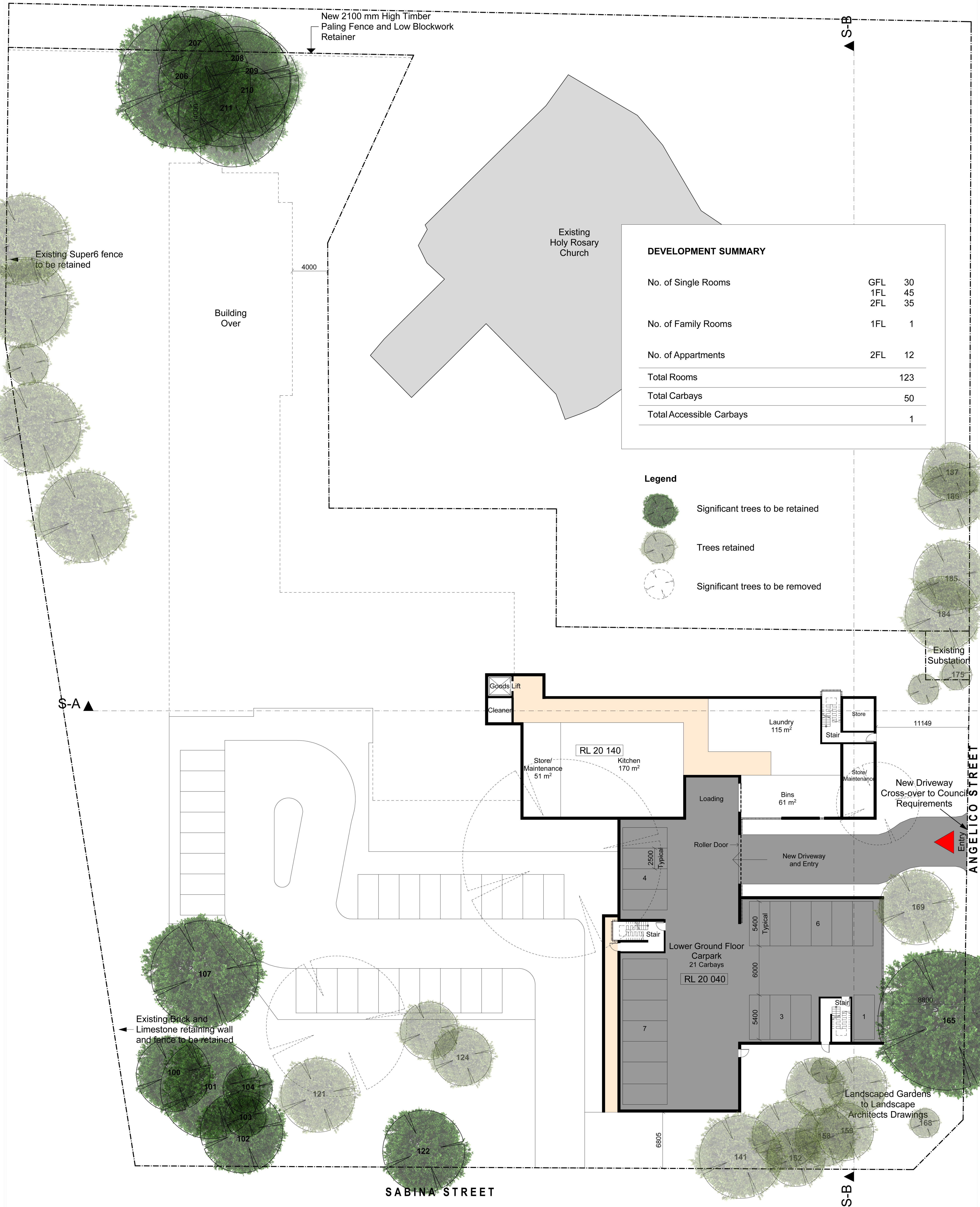
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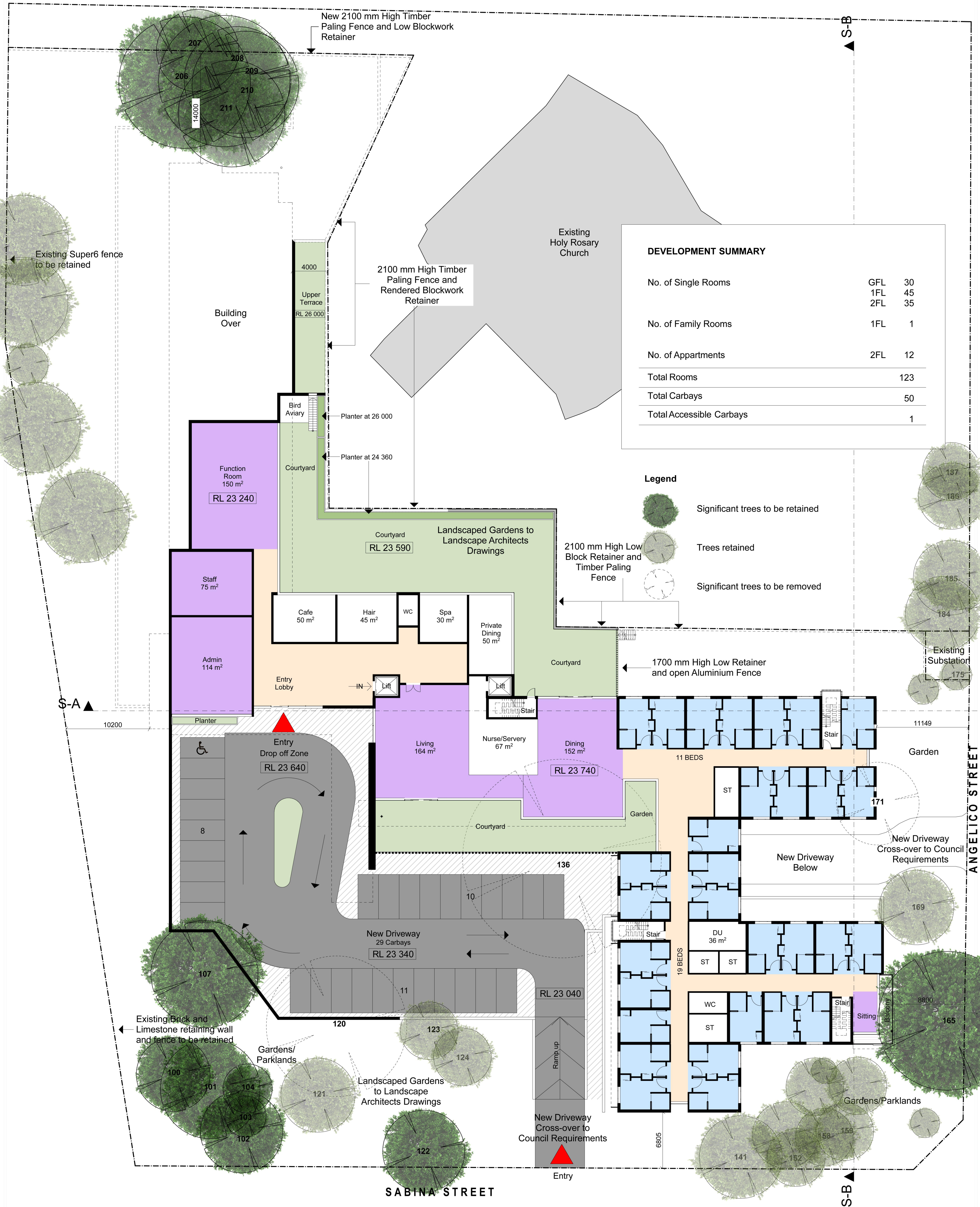
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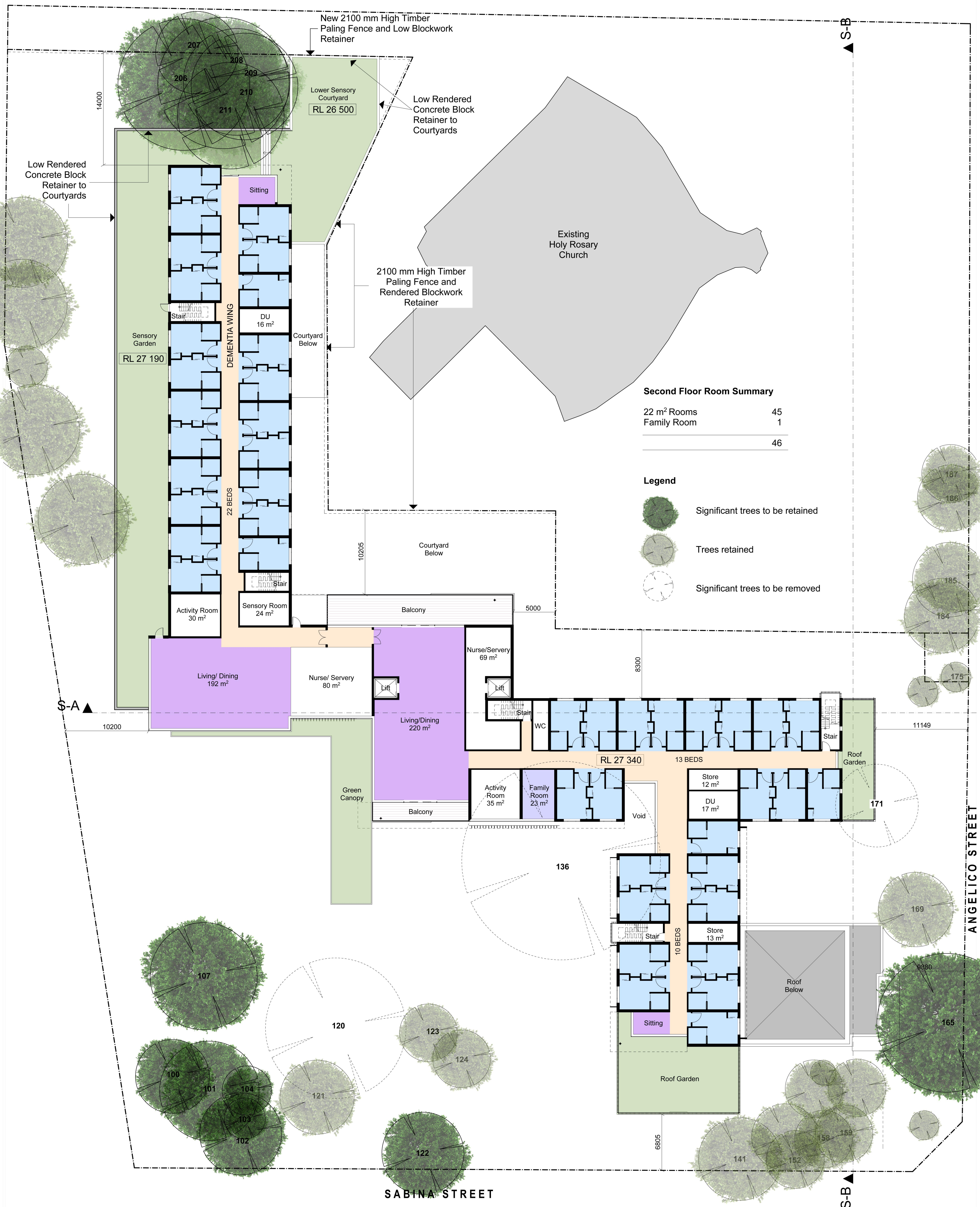
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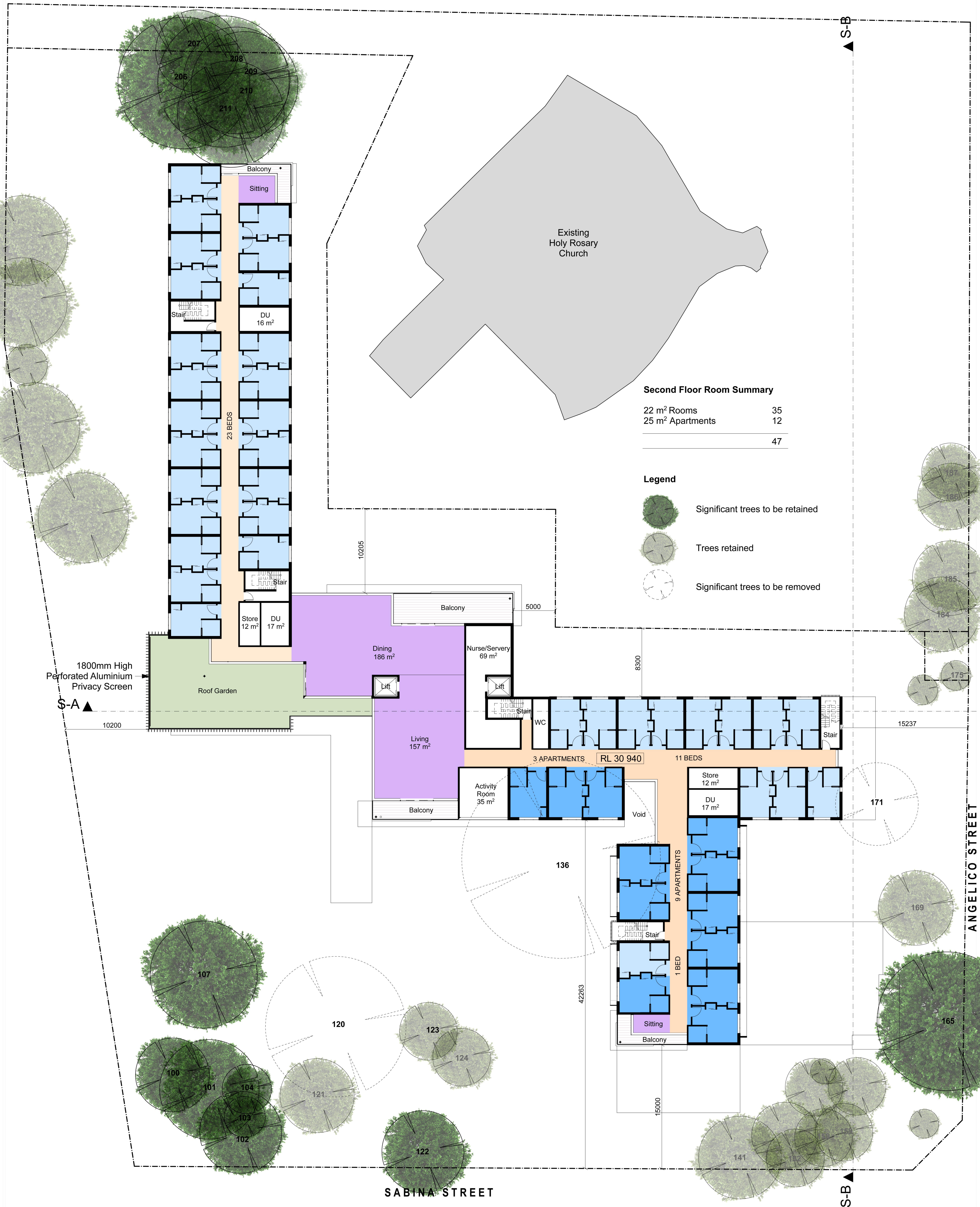


- KEY**
-  SIGNIFICANT TREE
 -  TREE
 -  SIGNIFICANT TREE TO BE REMOVED
 -  TREE TO BE REMOVED







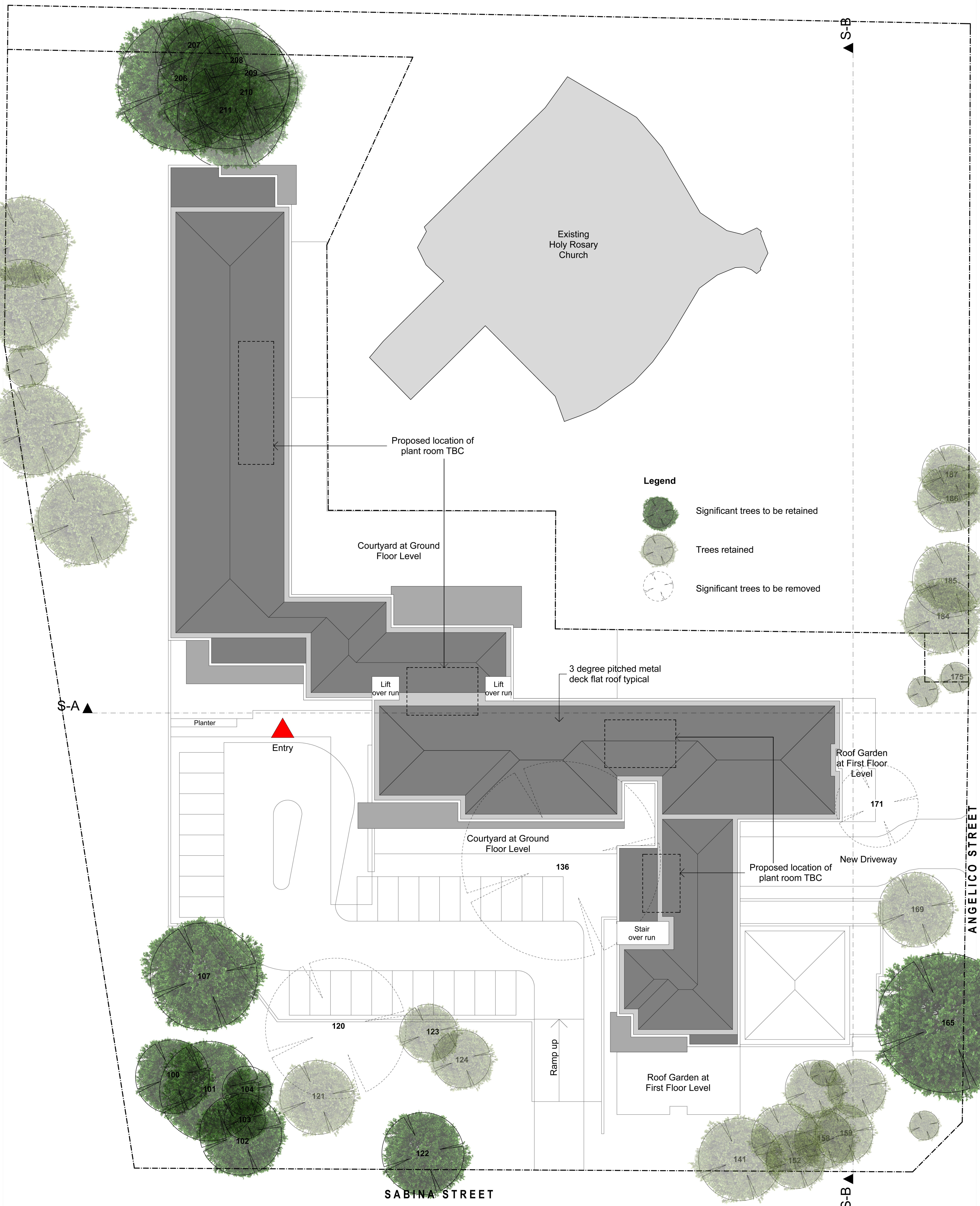


Second Floor Room Summary

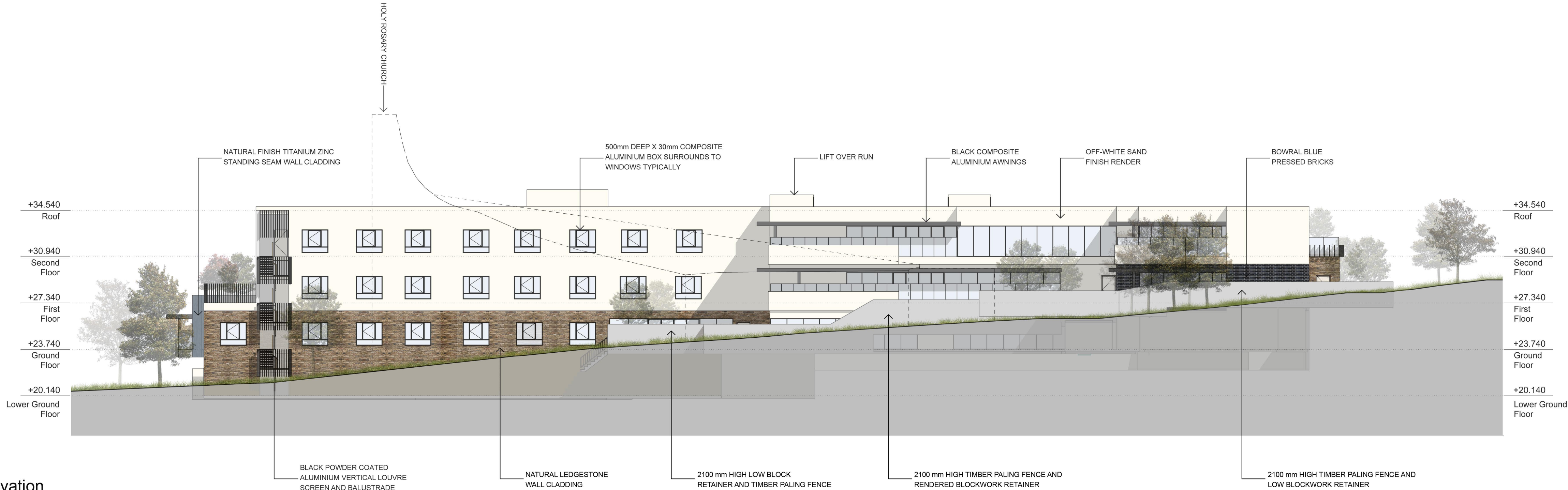
22 m² Rooms	35
25 m² Apartments	12
	47

Legend

-  Significant trees to be retained
-  Trees retained
-  Significant trees to be removed



North Elevation



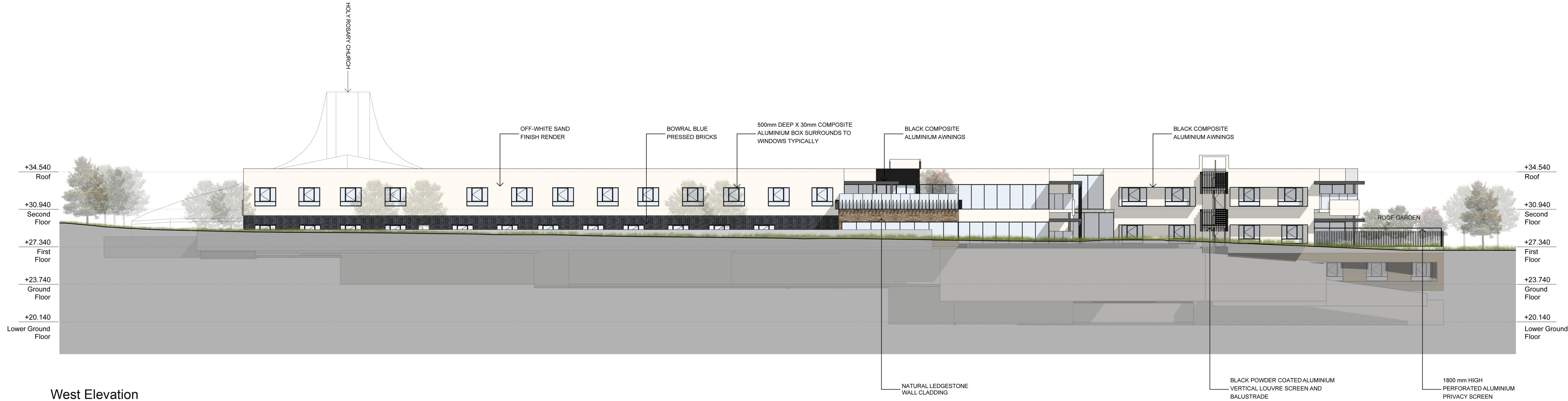
East Elevation



South Elevation



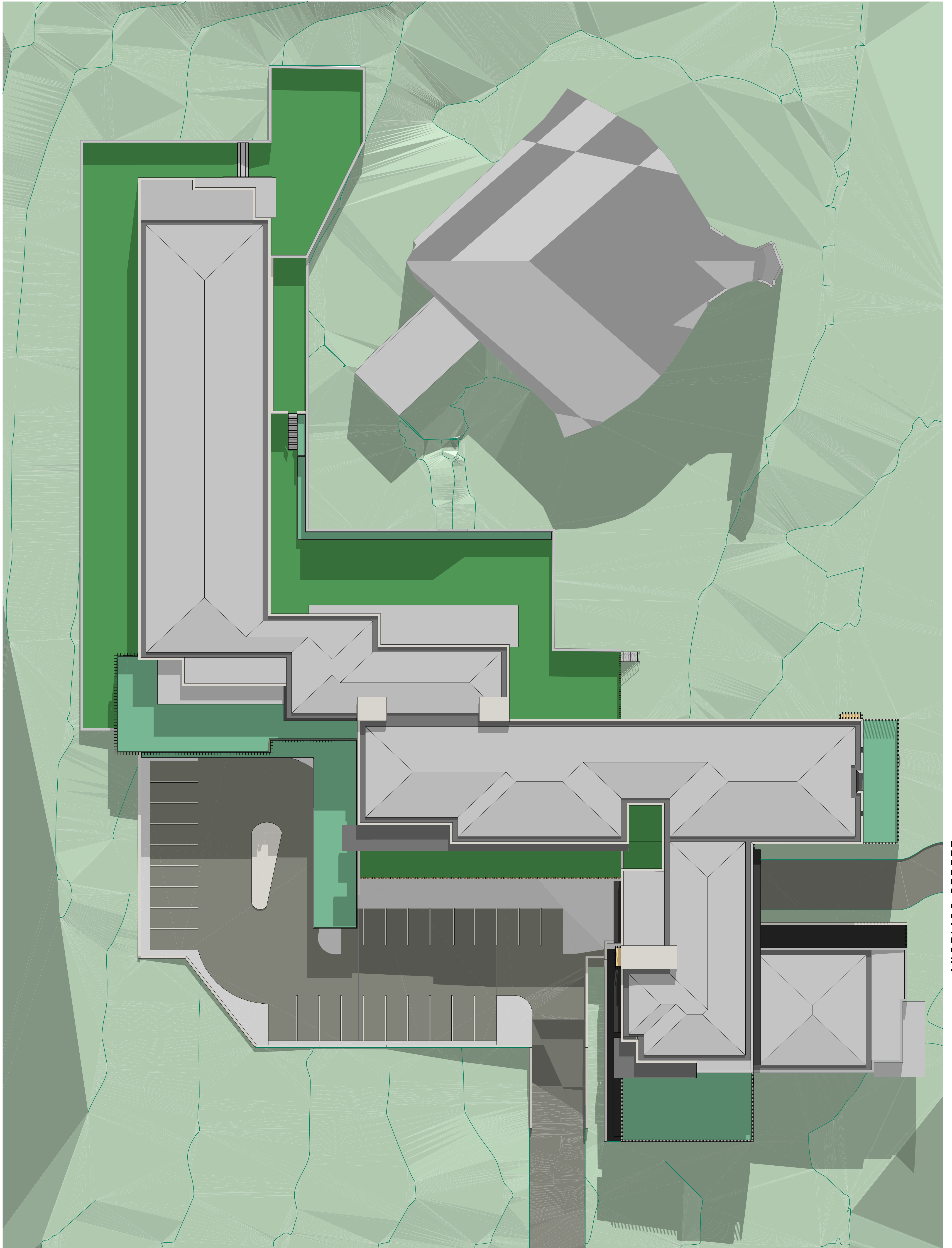
West Elevation





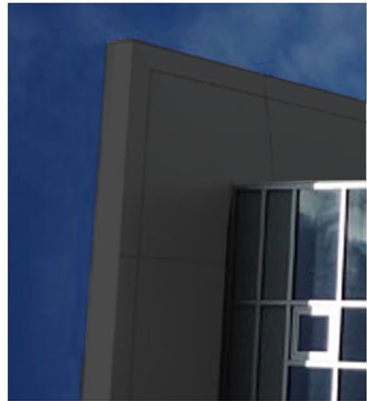
Section B





SABINA STREET

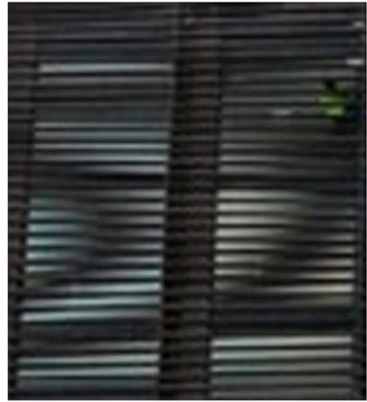
ANGELICO STREET



COMPOSITE ALUMINIUM
AWNING



RECYCLED TIMBER FENCE



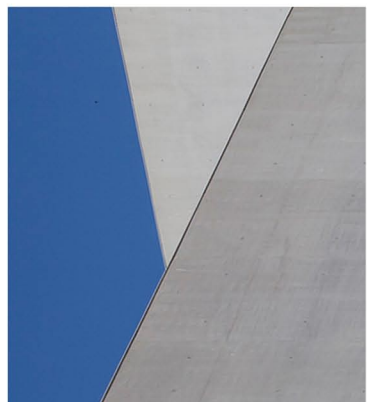
ALUMINIUM VERTICAL
LOUVRE SCREEN



PERFORATED MESH
GARAGE DOOR



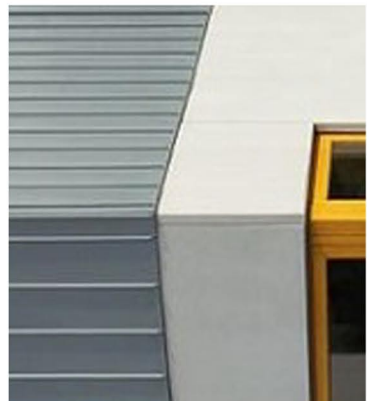
NATURAL LEDGESTONE
WALL CLADDING



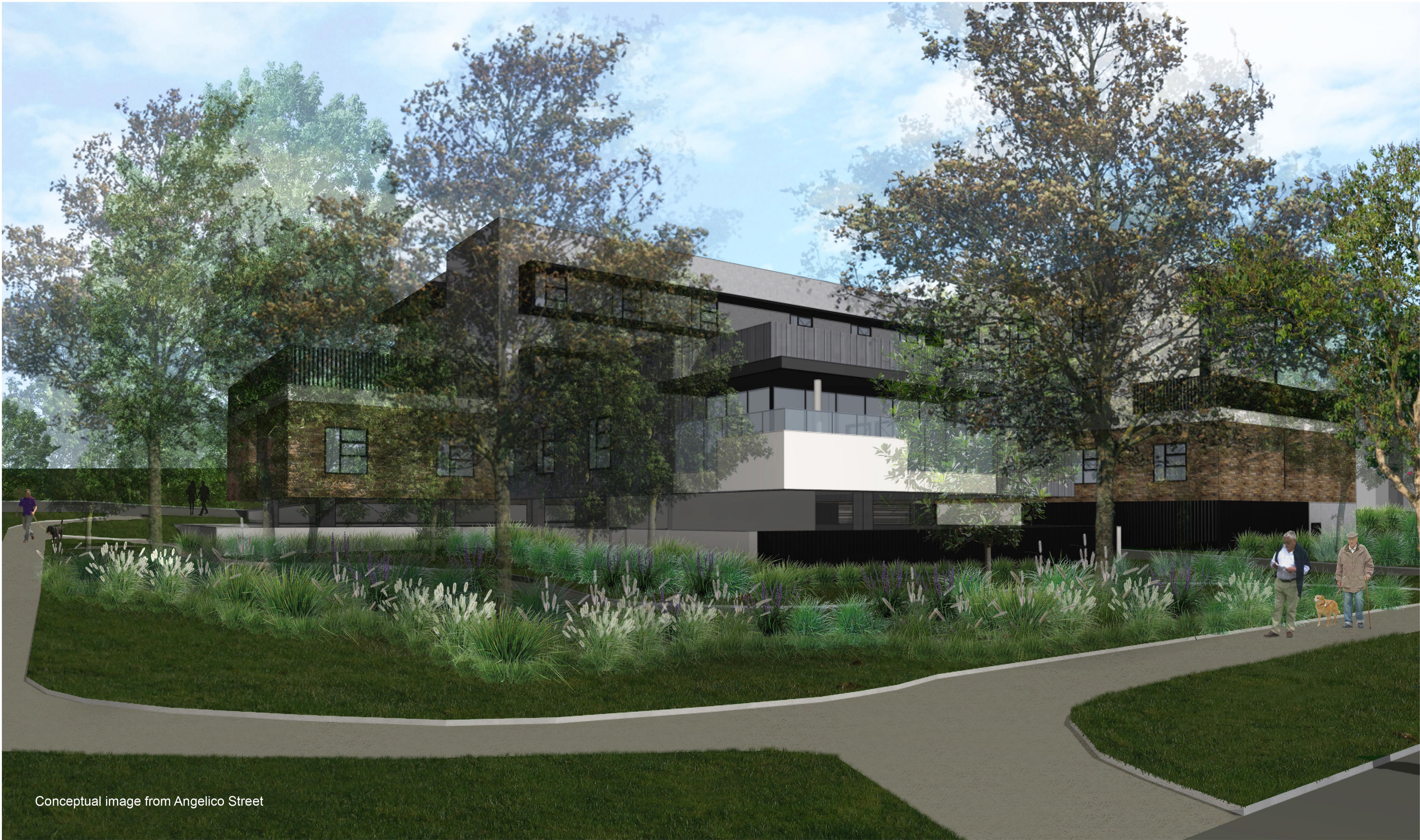
CONCRETE FINISH RENDER

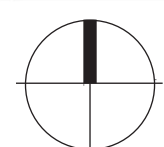


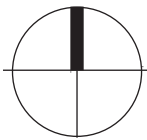
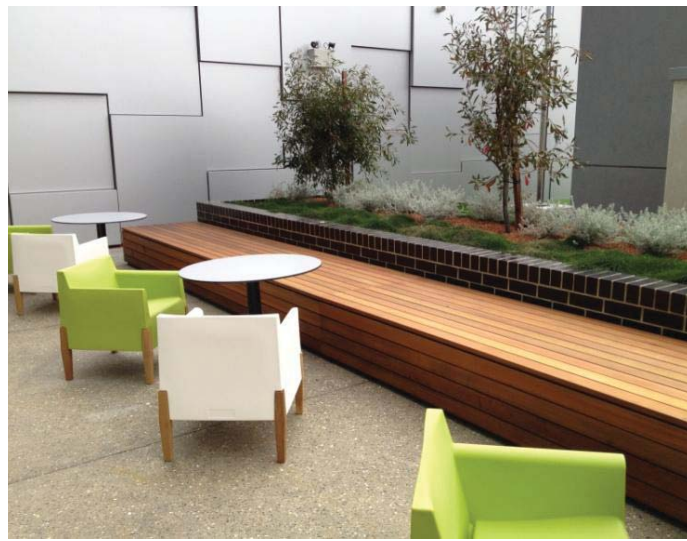
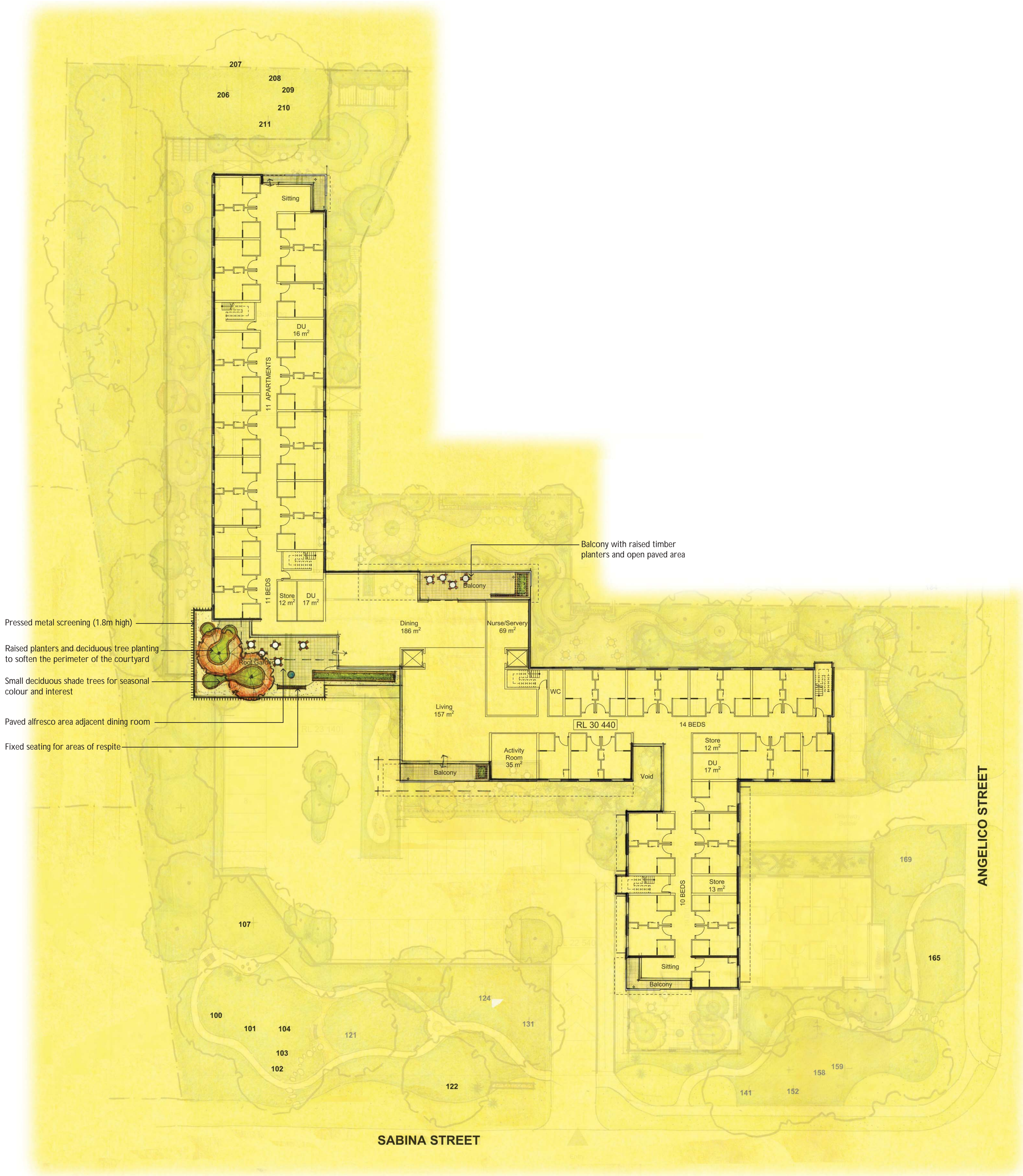
BOWRAL BLUE
PRESSED BRICKS



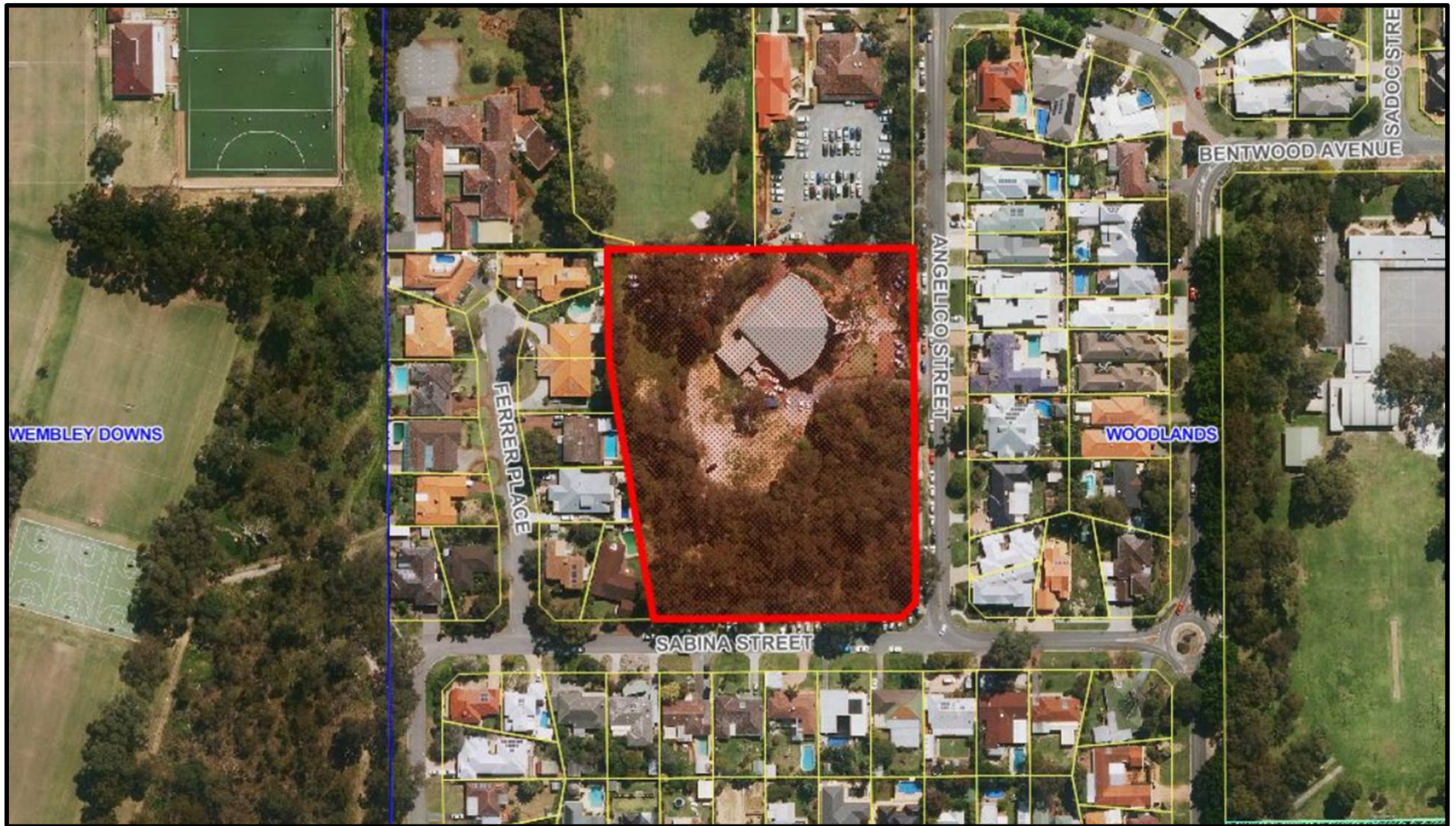
TITANIUM ZINC AND
SAND FINISH RENDER



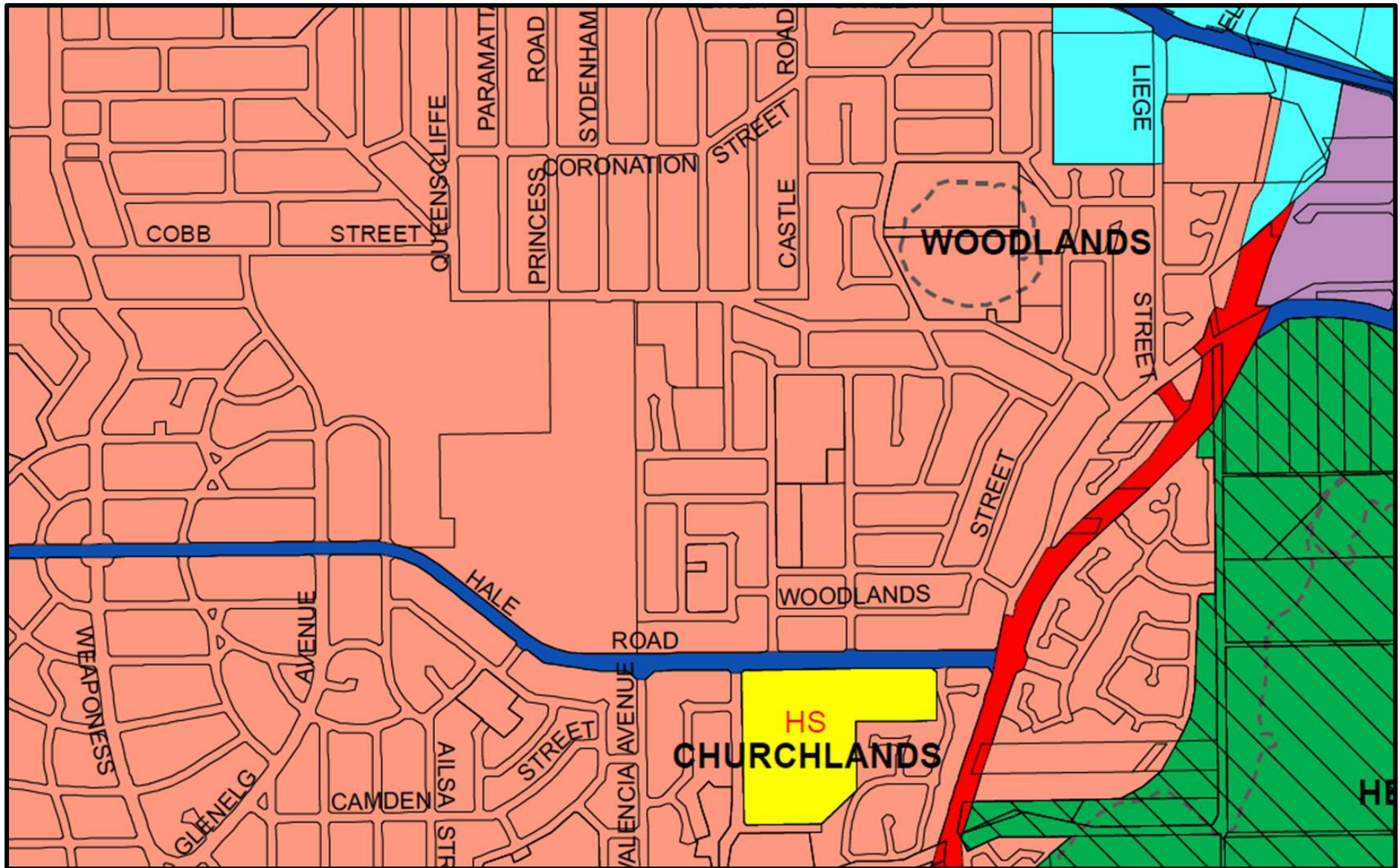




Attachment 2 – Aerial Location Plan



Attachment 3 – Metropolitan Region Scheme (MRS) Zoning Map



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**NO. 17 ANGELICO
STREET,
WOODLANDS**
**DEVELOPMENT
APPLICATION**
DECEMBER 2015



Document Control

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			Name	Initials	Name	Initials
1	27.11.15	Draft	Brandon Avery		David Read	
2	01.12.15	Final	Brandon Avery		David Read	
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Introduction

TPG Town Planning, Urban Design and Heritage, and Lex Carter Architects on behalf of Regis Aged Care (Regis), have been working with the local community through the WASAG group to prepare an application for the construction of a nursing home facility on the developable portion of Lot 7 (No. 17) Angelico Street, Woodlands. Whilst development of the site has been relatively controversial over many years, instead Regis and its team have taken a different approach by working within the established framework and with the local community to ensure the facility is something that the local residents can be proud of. Regis are unlike most developers who construct buildings, only to sell and leave. Regis are the long term operator of the facility and it is therefore critical that they become part of and add value to the community in which they wish to establish. We are therefore very grateful for the WASAG group for welcoming Regis and facilitating a direct dialogue with the community.

Regis provides high quality, aged care services across Australia with facilities in WA located in Nedlands, North Fremantle, Greenmount, Como, Bunbury and Embleton. Regis provides predominately high care facilities, but their services also include dementia, palliative, transitional, community, respite and low care facilities.

The proposed development will provide a 123-room nursing home facility which will provide high quality aged care services to the City of Stirling (the City) and specifically to the Woodlands community. The proposed development is to be spread over three storeys, with an additional undercroft parking area, and has been designed to respond to the site's existing contours. The resulting development will provide a high quality, architecturally designed building and will significantly improve the provision of aged care services in Woodlands.

The development is consistent with the Local Development Plan (LDP) for the site (which, at the time of lodgement, was due to be considered by Council at its December round of meetings), as well as the general objectives of the City's Private Institution Design Guidelines

and other relevant planning requirements. It is also consistent with the broader strategic vision of the State government, which identifies the need to provide additional aged care facilities in appropriate locations to cater for Perth's ageing population.

The proposed development has an estimated cost in excess of \$10 million and therefore is subject to mandatory determination by the Metropolitan North-West Joint Development Assessment Panel (JDAP) in lieu of the City of Stirling.

The following report will provide an overview of the subject site and the proposed development, as well as an assessment of the planning merits of the proposal in the context of statutory compliance, policy requirements and the principles of orderly and proper planning.

Background

No. 17 Angelico Street was subject to a previously approved (Detailed Area Plan) DAP, which proposed the development of a retirement living complex, comprising 44 aged person dwellings. The original proposal was relatively contentious and subject to opposition from the local community, with the key issues being height, loss of vegetation, increase in traffic and safety issues and potential loss of amenity. After several iterations of the proposal and a State Administrative Tribunal appeal, the original DAP was finally approved by the City in November 2013, subject to a number of conditions which sought to manage the remaining amenity concerns which had been raised by the neighbours.

The original proponents have not proceeded with the development, and are instead now subdividing the north-eastern corner of the site containing the Church from the remaining developable portion, which is to be sold. Regis are now seeking to develop this remaining portion for a nursing home facility, rather than the independent living units previously approved.

Due to the different, nursing home use sought by Regis, a new DAP (now referred to as a Local Development Plan (LDP)) as a result of the most recent amendments to the Planning and Development Regulations) was required to be prepared and approved to facilitate the development. The new LDP was lodged with the City in September 2015, and is scheduled to be considered by Council in December.

Site Description and Context

Site Location and Property Details

The subject site is located at the intersection of Angelico Street and Sabina Street, Woodlands, within the municipality of the City of Stirling. The subject site comprises the developable portion of Lot 7 (No.17) Angelico Street, Woodlands currently has a total land area of 15,606sqm, and has a frontage to each street of 140m and 100m respectively.

The lot contains the Our Lady of the Rosary Church in the north-eastern corner along Angelico Street. The southern and western portions of the lot remain undeveloped and contain remnant vegetation with a number of native trees of varying sizes and it is on the portion that the proposed development will take place. The topography of the site is characterised by a substantial fall down from the high point at the north-western corner, to the intersection of Sabina and Angelico Streets, with an overall fall of 10m.

Refer to Figure 1 – Location Plan

Refer to Figure 2 – Site Plan

Refer to Figure 3 – Aerial Plan

The table below provides a legal description of the subject lot. For reference purposes, a copy of the Certificate of Title is included as Appendix A.

Lot No.	Address	Volume	Folio	Plan/ Diagram	Registered Proprietor
7	17 Angelico Street, Woodlands	1382	547	9733	Dominican Fathers

The site is currently undergoing a subdivision process to enable the south-eastern portion of Lot 7 to be developed and sold. The subdivision has been approved by the WAPC and the deposited plan lodged, and it is anticipated new Titles will soon be issued.

The LDP covers the ‘developable’ future lot comprising 10,072sqm of land only (ie. the subject site), with the previous DAP to remain in place over the church site to facilitate any future development of that land.

Site Context and Surrounding Development

The subject site is approximately 11km north-west of the Perth CBD, less than 1.7km south-west of Innaloo Shopping Centre and approximately 700m south-west of Woodlands Shopping Centre on Rosewood Avenue.

Lot 7 is surrounded by predominately single storey residential dwellings with a density coding of R20, except to the north where it abuts the Newman Siena Centre, Holy Rosary Primary School and a small portion of St Catherine’s Dominican Convent. Woodlands Primary School is also located in relatively close proximity at the eastern end of Sabina Street, and the Hale School and grounds is located at the western end of the same street. Churchlands Senior High School is also located at the end of Lombardy Street, and the peak vehicle period is therefore typically at the start and finish of school.

Primary access to the site is from both Angelico Street and Sabina Street, with the site being afforded excellent road connectivity along the major arterial roads of West Coast Highway to the west, Scarborough Beach Road to the north, Hale Road to the south and Pearson Street to the east. The site is also served by a number of high frequency bus routes such as No. 412 along Rosewood Avenue/Williamstown Road, which connects to Stirling Train Station, as well as No. 84 along Hale Road, which connects to the Perth CBD. Additional bus services in close proximity of the site run along Pearson Street and connect with Glendalough Train Station and the Perth CBD.

Figure 1 – Location Plan

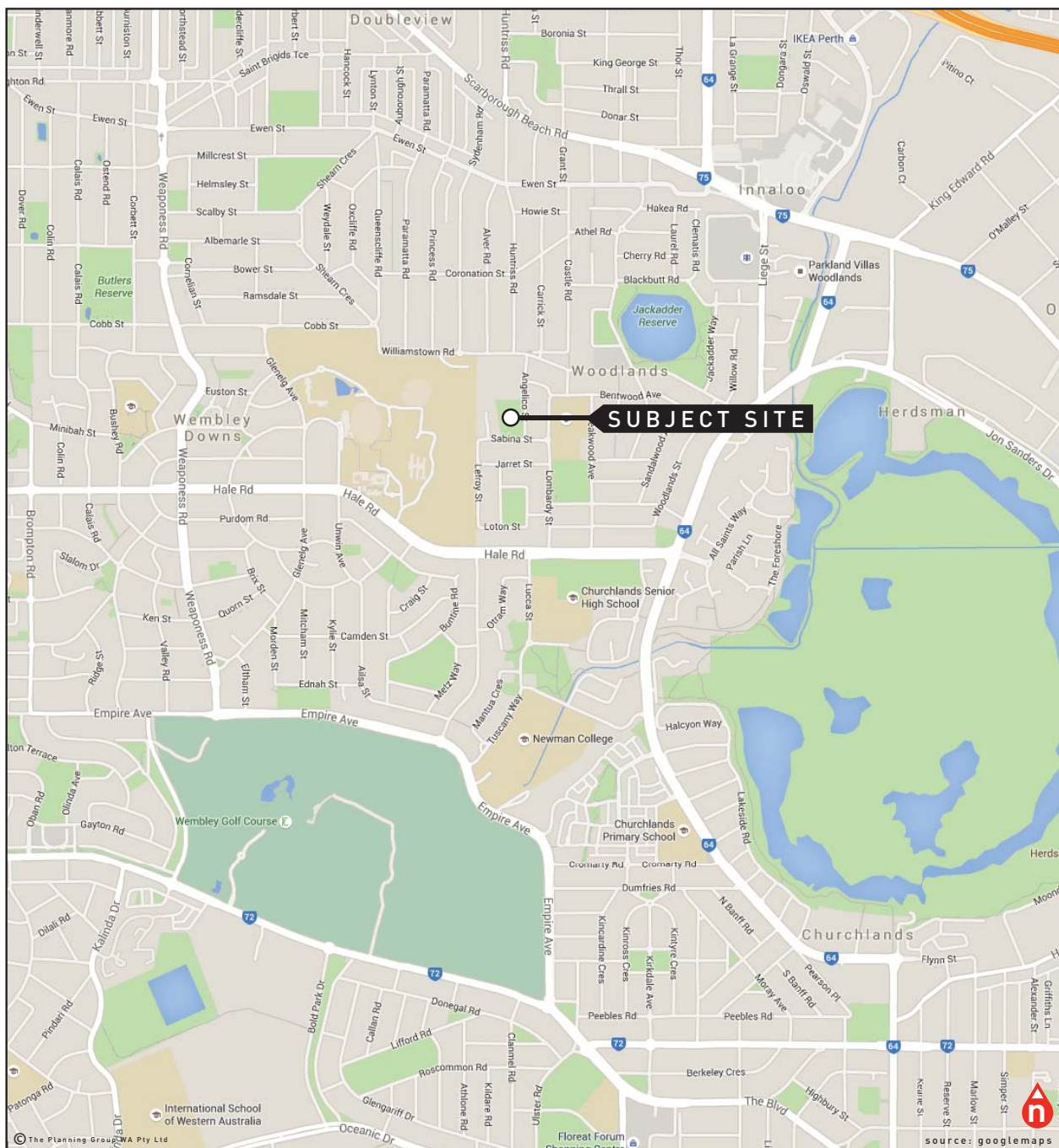


Figure 2 – Site Plan

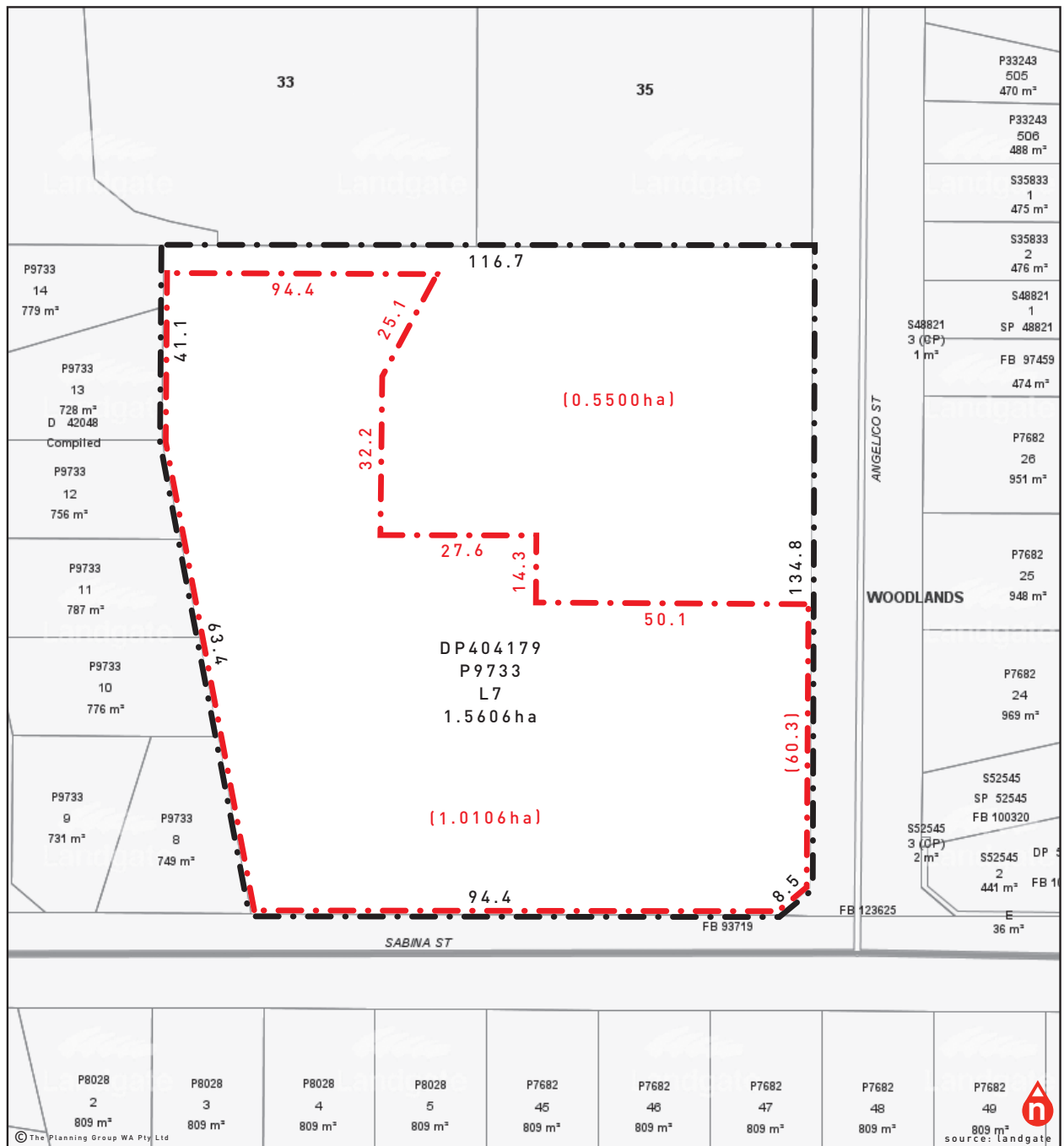


Figure 3 – Aerial Plan



Heritage

The Our Lady of the Holy Rosary Church located on the north eastern corner of Lot 7 is listed on the City's Heritage List as a Management Category A building, giving it a high level of protection. It is understood the City is currently progressing an amendment to the Heritage List which would clarify that the heritage status applies only to the Church itself and not the surrounding buildings. The proposed development is limited to the as yet undeveloped portion of land on Lot 7, and fits within the general building envelope (including heights) approved by the City under the previous Detailed Area Plan for the site, where keeping the height of the building below the height of the Church's spire was a key consideration. While of a modern design, the proposed materials of the building respond to those of the Church, and the building is therefore not expected to detract from the heritage or character of the area.

The subdivision of the site has already been approved and is very close to being implemented, which will mean the developable portion will soon sit on a separate Title to the Church. On this basis it is not anticipated that any further heritage impact assessment of the proposal is required.

There are not believed to be any other heritage issues which would impact on the development of the site.

Contamination

A desktop search of the Department of Environment and Conservation's Contaminated Sites Database indicates that the subject site is not contaminated and we are not aware of any evidence to suggest the site has ever been used for uses which could potentially cause contamination.

Acid Sulphate Soils

A desktop search of Landgate's online database 'WA Atlas' undertaken in November 2015 indicates the site as having a low risk of encountering Acid Sulphate Soils. Only minimal excavation works are proposed as part of this development so it is not expected Acid Sulphate Soils would be encountered, however, care will be taken during excavation to ensure appropriate management if encountered.

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Planning Framework

Strategic Planning Framework

Directions 2031 and Beyond

Directions 2031 and Beyond (Directions 2031) is a spatial planning framework; a high level strategic plan that establishes a vision for the future growth of the Perth and Peel region, and provides a framework to guide the detailed planning and delivery of housing, infrastructure and services necessary to accommodate that growth.

Directions 2031 identifies the subject site as being within the 'Central Sub-Region' and outlines the following priorities which are considered relevant to the proposed development:

- *Promoting a better balance between greenfield and infill development;*
- *Protecting and enhancing the natural environment, agricultural land, open spaces and our heritage and community wellbeing;*
- *Planning for an adequate supply of housing and land in response to population growth and changing community needs; and*
- *Facilitating increased housing diversity, adaptability, affordability and choice.*

Directions 2031 further states that while Perth's ageing population is likely to result in increasing demand for aged care services, private sector supply is declining due to rising costs, difficulties in securing suitable parcels of land and funding constraints. The proposed development responds directly to these objectives by increasing the supply the aged care services in an area with an ageing demographic, and by providing local employment opportunities which will contribute to the facilitation of economic development and employment in the Perth Metropolitan Region.

Draft Perth and Peel @ 3.5 Million

The Perth and Peel @ 3.5 Million framework comprises a series of subregional structure plans to build on the

vision established in Directions 2031. The frameworks aim to achieve a more consolidated urban form to meet long-term housing needs and strengthen key activity centres and employment nodes as the Perth and Peel population grows to 3.5 million. The framework guides infill development to increase residential housing choice and to reduce the need for people to commute long distances for work.

The subject site is located within the 'Central Sub-Region' which outlines the following objectives:

- *Achieve more consolidated urban form and development within the sub-region;*
- *Meet long-term housing requirements;*
- *Strengthen key activity centres and employment nodes to meet the future needs of industry, commerce and the community;*
- *Identify requirements for key community and social infrastructure such as those required for health and tertiary education; and*
- *Guide the staging and sequencing of future urban development.*

The proposed framework directly responds to the aspirations of this policy by intensifying the use of a currently underutilised site, in accordance with the urban consolidation strategy espoused by the WAPC. The proposed development is also to provide increased diversity in the provision of living options for aged people within the locality, which will contribute to the long term housing requirements for the 'Central Sub- Region'.

Churchlands-Wembley Downs-Woodlands-Herdsman-Wembley Local Area Plan

The City of Stirling has adopted a 'place based' planning approach which examines a wide range of issues relevant to a locality, allowing for consideration of a range of matters and the integration of these initiatives into one plan that guides the future direction of the area.

The subject site is covered by the Churchlands-Wembley Downs-Woodlands-Herdsman-Wembley Local Area Plan, which was adopted in February 2013 and outlines a number of priorities for the local area. Of particular relevance to this application is the need to provide infrastructure and facilities for the elderly, diversify housing stock, increase business and employment opportunities, and retain trees on private land where practicable.

This development application responds to these objectives by providing a facility which has been specifically designed to cater for the ageing population of the area to allow for ageing in place in the local community not only by providing a local facility for those in need of such care, but also a facility where partners, family and friends can readily visit and access their loved ones in care. The proposed development will also provide local employment opportunities and will retain a number of existing mature trees on the site, particularly adjacent to the streets.

Statutory Planning Framework

Metropolitan Region Scheme

Under the provisions of the MRS the subject site and its surrounds are zoned 'Urban', which is an appropriate zone for the proposed use and development of the site. Based on this zoning there is no reason for the application to be referred to the WAPC for comment.

City of Stirling Local Planning Scheme No. 3

The City of Stirling Local Planning Scheme No. 3 (LPS3) was gazetted in August 2010 and is the predominant statutory mechanism guiding development within the City of Stirling. Under LPS3, the subject site is zoned 'Private Institution' for which Clause 4.2.10 lists the following objectives:

- a) *To for a range of privately owned community facilities, and uses that are incidental and ancillary to the provision of such facilities, which are compatible with surrounding development.*
- b) *To ensure that the standard of development is in keeping with surrounding development and protects the amenity of the area.*

The proposed use falls within the 'Nursing Home' use class, which is defined in LPS3 as follows:

"...Means premises used for the care and maintenance of the aged or infirm or persons with physical or intellectual disabilities."

Table 1 of lists the permissibility of land uses within the 'Private Institution' zone, and specifies a 'Nursing Home' as a 'D' use, meaning it can be approved on a discretionary basis.

The proposed development responds to the objectives of the 'Private Institution' zone by providing privately owned and operated nursing home facilities on a site specifically zoned to accommodate such land uses, which will provide a much needed service for the Woodlands ageing population, whilst also retaining the residential amenity of the area.

Local Planning Policy 4.5 – Private Institution Design Guidelines

In conjunction with the Scheme, development within the 'Private Institution' zone is controlled by Local Planning Policy 4.5 – Private Institution Design Guidelines (LPP 4.5). LPP 4.5 provides the following objectives for land within the 'Private Institution' zone:

- To ensure that development does not adversely affect the amenity of surrounding properties;
- To encourage development that is sympathetic to the scale and bulk of surrounding properties;
- To ensure that the efficiency of the local transport network is not encumbered by development;
- To support the provision of viable and high quality retirement and aged care developments; and
- To ensure that development is well integrated with the surrounding community.

The 'Private Institution Design Guidelines' require that applications for development of this nature be accompanied by a DAP (now LDP) for the site.

A LDP has been prepared to facilitate the proposed development and lodged with the City in September 2015. The development has been designed to comply with the provisions of the document outlined in the Planning Assessment section of this report below.

Refer to Appendix B – Local Development Plan

It is also important to note that the City is in the process of reviewing LPP4.5. Advertising of the draft document has occurred and submissions are currently being considered by the City.

Local Planning Policy 6.2 – Bicycle Parking

In conjunction with LPS3, development matters relating to bicycle parking provision and the location of these facilities is controlled by Local Planning Policy 6.2 – Bicycle Parking (LPP6.2). LPP 6.2 provides the following objectives for development covered by the policy:

- To facilitate the development of adequate bicycle parking facilities;
- To ensure the provision of end of journey facilities; and
- To encourage the use of bicycles for all types of journeys.

The provisions of this Policy are addressed in the planning assessment section of this report.

Local Planning Policy 6.3 – Bin Storage Areas

In conjunction with LPS3, development matters relating to the location and design of bin storage areas are controlled by Local Planning Policy 6.3 – Bin Storage Areas (LPP6.3). LPP 6.3 provides the following objectives for development covered by the policy:

- To provide sufficient space for the storage of bulk refuse bins; and
- To ensure that bin areas are screened from the street and are in harmony with the materials and finishes of the building.

The provisions of this Policy are addressed in the planning assessment section of this report.

Local Planning Policy 6.6 – Landscaping

In conjunction with LPS3, development matters relating to the location, number and specifications for landscaped areas are controlled by Local Planning Policy 6.6 – Landscaping (LPP6.6). LPP 6.6 provides the following objectives for development covered by the policy:

- To promote improved landscaping provision and design;
- To improve the visual appeal of development, screen service areas and provide a buffer to boundaries;
- To provide shade and ‘green relief’ in built up areas; and

- To promote more environmentally sustainable landscaping.

The provisions of this Policy are addressed in the planning assessment section of this report.

Local Planning Policy 6.7 – Parking and Access

In conjunction with LPS3, development relating to car parking provision and the design specifications of such areas is controlled by Local Planning Policy 6.7 – Parking and Access (LPP 6.7). LPP 6.7 provides the following objectives for developments covered by the policy:

- *To facilitate the development of adequate parking facilities;*
- *To ensure safe, convenient and efficient access for pedestrians, cyclists and motorists;*
- *To ensure that a major parking problem is unlikely to occur;*
- *To ensure that car parking areas and accessways do not have a detrimental impact on the character and amenity of an area; and*
- *To ensure that an oversupply of parking does not occur that discourages alternative forms of transport and is detrimental to the urban design and character of the locality.*

The provisions of this Policy are addressed in the planning assessment section of this report.



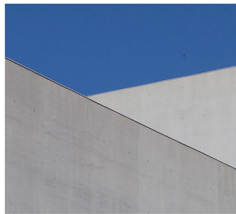
Conceptual image from Sabina Street



TITANIUM ZINC AND
SAND FINISH RENDER



BOWRAL BLUE
PRESSED BRICKS



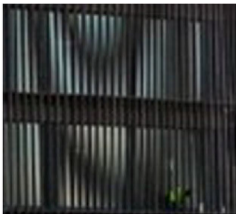
CONCRETE FINISH RENDER



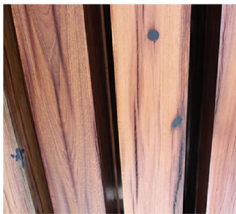
NATURAL LEDGESTONE
WALL CLADDING



PERFORATED MESH
GARAGE DOOR



ALUMINIUM VERTICAL
LOUVRE SCREEN



RECYCLED TIMBER FENCE



COMPOSITE ALUMINIUM
AWNING

Proposed Development

This application seeks approval for a high quality, architecturally designed nursing home facility which will be developed and operated by Regis Aged Care. The development incorporates 123-rooms (for 124 beds with one family room capable of accommodating a spouses bed), which will provide high quality aged care services to the Woodlands community and more broadly to the City of Stirling.

The configuration of the building envelope is designed to respond to the sloping topography of the site. The highest point of the site in the north-western corner is essentially over three storeys higher than the lowest point in the south-east, so in response the upper levels of the building will follow a consistent height plane, whilst the overall number of storeys effectively increases to a maximum of four (4) storeys (in the centre of the site) as the site falls. A maximum height of two storeys is proposed within 15 metres of any street boundaries, to provide an appropriate interface with adjacent residential properties, and minimise any perceived bulk and scale impacts from the street. The significant slope of the land will also ensure that from the west, the building essentially appears as a one to two storey building, commensurate with the height of the residential properties which directly abut the site on this side.

Refer to Appendix C – Development Plans

Aside from the topography, the design directly responds to a number of influences for the site which include the need to:

- Maintain level floor plates suitable for aged persons care;
- Provide for operational staff efficiencies;
- Maximise natural daylight access and ventilation for resident bedrooms and courtyard areas;
- Provide communal areas to facilitate community interaction;
- Provide uniform room sizes at specific intervals, with appropriately located nursing stations; and
- Provide secure open space elements for residents with high care needs such as dementia.

The built form of the proposed development responds to these design constraints by configuring a number of building elements such as resident bedrooms, courtyards and outdoor living areas, in such a manner to allow for effective daylight access and cross ventilation, whilst also accounting for the operational requirements of the nursing home. In addition to the above, the built form also responds to a number of site-specific influences such as maintaining appropriate setbacks to surrounding residential development, optimising view corridors to surrounding natural landscape elements, and retaining a number of the existing mature trees on the site.

Whilst being of contemporary design, the proposed development has also been designed to respond sympathetically to the natural landscape prevalent on the site and the prevailing residential streetscape of the locality which is characterised by single and double storey detached dwellings with brick or render finishes, as well as the existing church building which features extensive use of natural stone on its façade. The proposed development responds to these existing materials incorporating titanium zinc cladding, concrete and sand finished render, concrete finish render, natural stone wall cladding, aluminium vertical louvre screening, recycled timber fencing and composite aluminium awnings. The result is an aesthetically pleasing building that fits well in its natural landscape setting and contributes to the strong streetscape qualities along Angelico and Sabina Streets.

Access to the site will be via two separate crossovers fronting Angelico and Sabina Street. The Angelico Street crossover provides access to the basement level and undercroft parking area, whilst the Sabina Street entry provides access to the ground level parking area, as well as to the drop-off area adjacent to the main lobby of the building. This access configuration will disperse traffic between both streets and acts to reduce the impact of vehicle traffic on any one side of the development. It is intended that the basement will be used for service vehicles and primarily kitchen and laundry staff with some nursing parking, with the upper level car park being for visitors, administration and nursing staff. Following

consultation with the local WASAG group the basement has also been lowered and the bin store redesigned so that all servicing can occur within the basement of the development, thus minimising impact of reversing trucks, or the collection of bins from any potential amenity impacts.

A Waste Management Plan has been prepared by Cleanaway.

Refer to Appendix D – Waste Management Plan

A Landscaping plan has been prepared by Plan E Landscape Architects for the development, proposing to both retain a number of existing on-site trees where practicable to do so and to incorporate a number of landscape elements throughout the site.

Refer to Appendix E – Landscaping Plan

Refer to Appendix F – Arborist Report

The layout of the development has been designed to retain as many of the existing significant trees on site as possible, while still allowing for an appropriate development envelope. Of the existing trees, a number of significant trees to the north, south-west, and south-east of the site have been retained. Existing understory trees, particularly along the Angelico and Sabina Street frontages will also be retained wherever possible, to further soften the interface with the street. The landscaping plan proposes to supplement the retained trees with the planting of a range of low native species between existing trees, as well as a wildflower display garden. These areas are located on the Sabina Street frontage and incorporate a mulched path connection with shaded bench seating nodes for both facility resident and surrounding neighbour use.

Within the development itself, there are a number of landscaped areas on all levels including courtyards and rooftop gardens on the first and second floor level. These areas have been landscaped with a combination of paved walkways, timber seating, planter boxes and shade trees, including deciduous trees to provide shade over the summer months and allow daylight access in the winter months. On the western side of the development, a sensory garden has been provided specifically for dementia patients in the specialist dementia wing, allowing these residents outdoor access in a secure environment. This area is also intended to form part of these patients respite through sensory activation by incorporating a range of soft landscaping features with a variety of materials and textures.

The landscaping elements throughout the site respond to both the architectural design of the development and the characteristics of the surrounding area by selecting specific native species of varying sizes and including elements such as natural stone, limestone and timber which are common in the area. The result is a very high quality landscaped environment, which is both responsive to surrounding properties and enhances the overall streetscape qualities of the locality

Development Summary

The following table summarises the particulars of the proposed development:

Level	Development Component
Basement	<ul style="list-style-type: none"> • 22 undercroft car parking bays; • Kitchen; • Laundry; • Goods lift; • Bin room; • Loading dock; and • Various storage areas.
Ground Floor	<ul style="list-style-type: none"> • 30 standard rooms with en-suites; • Function room; • Staff room and administration offices; • Entry lobby; • Café; • Hair salon; • Spa; • Private dining; • Resident living and dining area; • Various nursing stations, ablutions and storage areas; • Landscaped gardens and courtyards; and • 28 ground level parking bays and 1 disabled access bay.
First Floor	<ul style="list-style-type: none"> • 45 standard rooms with en-suites (including 22 in a specialised dementia wing); • 1 family room; • Various communal living, dining and sitting areas; • Sensory and activity rooms; • Various nursing stations, ablutions and stores; and • Rooftop and sensory gardens.
Second Floor	<ul style="list-style-type: none"> • 35 standard rooms with en-suite; • 12 'apartments' with en-suite; • Various living, dining and sitting areas; • Various nursing stations and storage areas; and • Rooftop garden.

Planning Assessment

An assessment of the proposed development against the relevant provisions of the planning framework is included in the table below. Justification for variations to the requirements is discussed thereafter.

Requirement	Source	Provided	Compliance
Use			
Private Institution zone: Nursing Home – 'D'	LPS3	Nursing Home.	Complies.
Nursing Home to a capacity of 130-beds.	LDP	123 rooms comprising: <ul style="list-style-type: none"> • 110 single rooms (22sqm each). • 12 'apartments' (25sqm each). • 1 family room (23sqm). Total = 124 beds.	Complies.
Built Form			
Portion of the development fronting the street orientated towards the street to soften the 'institutional' feel of developments and achieve greater consistency with surrounding developments.	LPP 4.5	The proposed development addresses the street with entrances, openings and balconies that provide active and passive spaces, and will provide passive surveillance to the street.	Complies.
Building Height			
2 storeys above natural ground level adjacent to lot boundaries. 4 storeys above natural ground level on the remainder of the site.	LPP 4.5	2 storeys adjacent to lot boundaries to the south, east and west, with the exception of a minor portion of the Angelico Street interface, which is setback 15m from the street and within the approved LDP. 4 storeys for the remainder of the site.	Complies.
Development is not to exceed a height of 4 storeys and a maximum concealed roof height of 15m.	LDP	A maximum of 4 storeys at the highest point, with an overall maximum of 15m.	Complies.
Street Setbacks			
Front setbacks – 6.0m. Where adjacent sites have a greater or lesser front setback, the setback requirement shall match that of the adjacent site (In the City's assessment of the previous LDP, it was determined that adjacent residential properties to the east and south have varying street setbacks ranging from 1.5 metres to car ports to 5.0 metres to the significant bulk of buildings).	LPP 4.5	Angelico Street - 8.8m to closest point on ground floor balcony, whilst the bulk of the building on this level is setback a minimum of 9.8m. Sabina Street - 6.8m.	Complies.
Angelico Street – 8.8m. Sabina Street – 4.5m.	LDP	Refer above.	Complies.

Requirement	Source	Provided	Compliance
Side and Rear Setbacks			
Western Boundary			
Where adjacent to residential properties all side and rear setbacks of all development shall be calculated in accordance with the Residential Design Codes. For a wall with major openings, an average wall height of 7.1m and a wall length of over 25.0m = 7.3m.	LPP 4.5 / R-Codes	Varying setback with a minimum of 10.2m and a maximum of 19.5m.	Complies.
10.2m (southern end of wing closest to adjoining residential properties).	LDP	As above.	Complies.
Northern Boundary			
Where adjoining non-residential uses, setbacks of all development shall match those of adjacent and/or adjoining lots.	LPP 4.5	The non-residential site to the north contains large areas of car parking and open space. This requirement is therefore not considered to be applicable in this instance and the proposed setbacks are considered adequate.	Complies.
14m to northern boundary.	LDP	14m.	Complies
Streetscape Relationship			
New uses shall not cause a detrimental impact on the amenity of the surrounding lots in terms of traffic and parking impacts, noise, dust, vibration, odour and the like.	LPP 4.5	The proposed use of the site as a 'nursing home' is consistent with the zoning of the site and is not considered to have a detrimental impact on the amenity of surrounding residential properties, being largely residential in nature itself. Adequate onsite parking will be provided. Noise, dust, vibration and odour impacts are considered negligible and consistent with a residential amenity.	Complies (Discussed further below).
The levels of sites shall generally match the levels of adjoining sites. No more than 500mm of fill shall be permitted unless acceptable justification is provided.	LPP 4.5	The development reflects the existing topography and natural ground levels of the site by ensuring the upper levels follow a consistent height plane with the number of storeys increasing to four in the centre of the site, before dropping away again to two storeys at the interface with Sabina and Angelico Street. No substantial fill is required.	Complies.
Fencing shall be in accordance with the provisions of the City's Streetscapes local planning policy and shall be compatible with that of surrounding properties.	LPP 4.5	No fencing is proposed as part of this development application.	Complies.
Car Parking			
Parking bays for cars and other vehicles shall be provided for in accordance with the City's Parking Policy. Nursing Home = 1 bay per 3 beds. 124 beds / 3 = 42 bays.	LPP 4.5 / LPP 6.7	50 bays provided in total.	Complies.
A maximum of 60 bays in the following configuration: • Undercroft – 30 bays. • Ground Level – 30 bays.	LDP	Undercroft – 22 bays. Ground Level – 28 bays.	Complies.

Requirement	Source	Provided	Compliance
Parking areas shall be sealed, drained and marked to the satisfaction of the Council and maintained thereafter.	LPP 6.7	Parking areas will be sealed, drained and marked, and will be maintained for the duration of the use of the site.	Complies.
Parking areas shall be designed so as to enable all vehicles to return to the street in forward gear.	LPP 6.7	Two way access and sufficient manoeuvring space is provided to vehicles in accordance with AS 2890.1, allowing vehicles to enter and exit in forward gear.	Complies.
Parking bays shall not be provided in tandem.	LPP 6.7	All bays are provided in a singular arrangement.	Complies.
Access			
As required by the City's Parking Policy, applications for developments shall be accompanied by a Transport Statement. A full Transport Analysis (technical report) is required to be submitted for developments requiring or proposing more than 50 parking spaces.	LPP 4.5 / LPP 6.7	A comprehensive Transport Statement has been prepared and is attached to this report as Appendix G. Access points are provided on both Sabina Street and Angelico Street and the number of bays in each parking area has been limited in order to disperse vehicle traffic between both entrances and limit the impact on any one street.	Complies.
Applicants are required to demonstrate sufficient access and manoeuvring space for emergency vehicles (such as ambulances and fire engines) and service vehicles (delivery and pickup).	LPP 4.5	A drop-off and turn around area is provided adjacent to the entrance lobby on the ground floor and a designated loading bay is provided in the basement parking area, and has been designed in accordance with AS 2890.2.	Complies.
Service and delivery vehicle loading areas shall be located away from dwellings and out of view of the street.	LPP 4.5	Service and delivery vehicle loading areas will be located in the basement level parking area, out of view from the street.	Complies.
Entry and exit points and vehicle circulation patterns are to be clearly indicated.	LPP 6.7	All access ways are clearly accessible, with signage positioned adjacent to both entrances on street frontages.	Complies.
Access ways and crossovers shall be provided at a rate of no greater than one per street frontage.	LPP 6.7	One access way is provided to Angelico Street and one to Sabina Street.	Complies.
Access ways and crossovers shall be >6m and <10m in width.	LPP 6.7	All access ways are 6m in width.	Complies.
Access ways and crossovers shall be located >0.5m from the side boundary and steel poles.	LPP 6.7	All access ways are in excess of 0.5m from side boundaries.	Complies.
Access ways and crossovers shall be aligned at right angles to the street and parallel in width.	LPP 6.7	All access ways are at right angles to the street alignment and of an even width.	Complies.
Access ways and crossovers shall be designed so as to minimise traffic or pedestrian hazards, conflict with pedestrian/cyclist pathways and interference with public transport facilities.	LPP 6.7	All access ways have been positioned such that they are sufficiently setback from the intersection of Angelico and Sabina Street and buildings abutting access points have been sufficiently setback from the street so as to not obscure sightlines.	Complies.
Service access shall be so constructed that vehicles using it may return to a street in forward gear.	LPP 6.7	Service vehicles using the loading area in the basement level will enter the site in a forward direction and reverse into the loading area before leaving in a forward direction, as shown in Figure 5 of the Transport Statement attached as Appendix G.	Complies.
Service access shall be designed so as to segregate vehicles, both moving and stationary, from parking areas and access ways.	LPP 6.7	The designated loading area in the basement has been setback from the main vehicular thoroughfare of the basement parking level and is abutted by the bin store to the east and kitchen to the west to sufficiently segregate service vehicles from other traffic.	Complies.

Requirement	Source	Provided	Compliance
Bicycle Parking			
1 space per 400m ² of the gross floor area (GFA).	LPP 6.2	Bicycle parking to be provided in basement for staff use. No bicycle parking provided for residents.	Complies.
Developments providing >10 spaces shall provide a minimum of 1 male and 1 female shower, located in separate changing rooms (additional 1 shower each: 10 spaces).	LPP 6.2	End of trip facilities to be provided in laundry area in basement.	Compliance demonstrated at building permit stage.
Developments providing >10 spaces shall provide a locker for each bicycle space.	LPP 6.2	To be provided in laundry area.	As above.
Sustainability			
In order to optimise the sustainability of buildings, the following features are to be provided: <ul style="list-style-type: none"> • Low flow triple dripper or coarse sprays and timer connection; and • High efficiency lighting. 	LPP 4.5	Required features will be provided.	Compliance demonstrated at building permit stage.
Landscaping			
All individual planting areas, excluding those in or adjacent to public car parks, must have a minimum width in any direction of 500mm and a minimum plantable area of two square metres.	LPP 6.6	The majority of planting areas provided have a minimum width of 500mm and are in excess of 2sqm plantable area, with the exception of some minor planting areas situated on upper level balconies. As these planting areas are complementary to the provision of landscaping for the development, this requirement is considered to not be applicable in this instance.	Complies.
The inclusion of verge areas (abutting the site) in the overall landscaping design is required.	LPP 6.6	Verge areas abutting both Angelico and Sabina Street are included within the landscaping plan, including the planting of low native species between existing trees.	Complies.
1 tree per 6 bays in open parking areas. 28 ground floor parking bays = 5 trees.	LPP 6.6	10 native narrow feature trees are to be planted within the ground floor parking area, with additional trees to be accommodated within close proximity to the car park.	Complies.
Bin Storage Areas			
Bin storage areas in non-residential zones shall have the following minimum sizes: <ul style="list-style-type: none"> • Size - 10sqm. • Width - 3.5m. 	LPP 6.3	Size – 61sqm. Width – 5m.	Complies.
Bin storage areas shall be located behind the building setback line.	LPP 6.3	Bin storage areas are located behind the building setback line.	Complies.
Bin storage areas shall ensure that adequate space is available for the bulk refuse truck to access the bin area and manoeuvre.	LPP 6.3	A 2.7m ceiling height has been provided and the area adjacent to the bin store designed in accordance with AS 2890.1 to provide sufficient manoeuvrability for bulk refuse trucks.	Complies.
Bin storage areas shall be screened from view to a minimum height of 1.8m so that it is not be visible from the street.	LPP 6.3	Bin storage areas are contained within the basement level and are therefore sufficiently screened from view from both street frontages.	Complies.
Bin storage areas shall be designed of materials which match the building.	LPP 6.3	Bin storage areas are contained within the bulk of the building and are therefore designed of materials commensurate with the remainder of the building.	Complies.
Bin storage areas shall be sealed and regularly cleaned and maintained.	LPP 6.3	It is anticipated that this will be a condition of approval.	Complies.
Stormwater and effluent drainage facilities shall be contained within bin storage areas.	LPP 6.3	It is anticipated that this will be a condition of approval.	Complies.

Streetscape Relationship/Use

The City's Private Institution Design Guidelines require new developments to respond favourably to the surrounding streetscape, with the following considerations applicable to the proposed development:

- *New uses shall not cause a detrimental impact on the amenity of the surrounding lots in terms of traffic and parking impacts, noise, dust, vibration, odour and the like; and*
- *The levels of sites shall generally match the levels of adjoining sites.*

The use of the site as a 'nursing home' is not anticipated to have any detrimental impact on the amenity of neighbouring residential properties as it represents a use that is residential in nature itself, and will therefore not result in significant noise let alone any dust, vibration or odour generation. Adequate parking has been provided on-site, vehicle access to the site will be via dual crossovers dispersing traffic between both street frontages and reducing the potential impacts on any one street. All service access to the site will be via the basement level, to segregate these activities, and ensure they are not visible from the street.

As noted previously, the streetscape in this area is dominated by single and double storey detached dwellings of varying age, and characterised by brick and render finishes. The proposed development has been designed to respond sympathetically to these streetscape qualities, by incorporating a range of finishes, including extensive use of natural stone and sand finish render, as well as confining the building to a defined building envelope in order to mitigate the bulk and scale of the structure. The proposed development has also been designed to respond to the existing natural ground levels of the site, by ensuring the upper levels follow a consistent height plane, whilst stepping the floor levels of the building in accordance with the fall of the land.

As a result of these design considerations the development is considered to fit in well with the existing streetscape and will provide a positive contribution to the residential character of the area.

Traffic

A Transport Statement has been prepared by i3 Consultants to assess the potential impacts of the proposed development on the surrounding area and

the operation of the access and parking arrangements proposed.

Refer to Appendix G – Transport Statement

Trip generation for the proposed development has been calculated using trip generation rates from the Institute of Transportation Engineers (ITE) which specify a 'nursing home' type development will likely produce 0.20 vehicle trips per bed during the AM peak hour, and 0.26 vehicle trips per bed during the PM peak hour.

Using the trip generation rates provided above, the number of projected vehicle movements to and from the site have been calculated in the following table:

Period	Total Vehicle Movements
AM peak hour	25
PM peak hour	33

An automatic traffic volume survey was undertaken in October 2009, revealing an average weekday traffic flow of 295 vehicles for Sabina Street west of Angelico Street, and an average weekday traffic flow of 1,657 vehicles for Angelico Street north of Sabina Street. The proposed development is therefore considered to represent a minimal increase to the traffic volumes on the surrounding streets, given the current capacity and performance of the road network.

Access to the proposed development will be via a crossover on Angelico Street, which provides access to the basement level car parking area, as well as via a crossover with Sabina Street, which provides access to the ground level parking area and drop-off area adjacent to the entrance lobby of the development.

Due to the access arrangements discussed above, it is expected vehicle traffic will be dispersed onto both Angelico and Sabina Streets. A trip assignment assessment was undertaken to determine the dispersion of vehicle movements from both entrances to the proposed development and the resulting impacts on the intersection of Angelico and Sabina Streets. This assessment indicated a nominal increase of 15 vehicles through this intersection for the AM peak hour period and 19 vehicles through the intersection for the PM peak hour period, representing less than 5% of the current volume of vehicles through this intersection during these peak periods.

Based on the above, it has been established that the proposed development of the nursing home facility will not have a significant impact on the operation of the surrounding road network in terms of intersection and road capacity and performance, and that proposed access and movement arrangements are satisfactory.

Planning Merit

Based on the detailed planning assessment presented above, it has been demonstrated that the proposed development is compliant with the relevant development standards and is consistent with the current and intended future character of the wider Woodlands locality.

The principles of orderly and proper planning require that new development is a logical and efficient extension of existing development in the locality, and consistent with the planning vision for the area. The key points regarding the proposed development are summarised as follows.

- The proposed development complies with the LDP prepared for the site, as well as the Private Institution Design Guidelines, other statutory documents and the objectives of LPS3;
- The proposed development is considered an appropriate use for the location of the site, being a nursing home which is residential in nature itself and is therefore not anticipated to have any significant adverse impact on surrounding residential land uses;
- The proposed development is compatible in design to surrounding development and contributes to the strong streetscape qualities of the locality;
- The proposed development accords with the objectives of the WAPC in relation to the increased provision of aged care services to cater for a rapidly ageing population;
- The proposed development will contribute towards increased local employment opportunities and will improve employment self-sufficiency within the City;
- The proposed development will retain a number of the existing mature trees on site where appropriate to do so, consistent with City's intentions relating to tree preservation; and
- The proposed development will not have any undue adverse impact on the amenity of neighbouring properties or the wider the locality.

It is therefore considered that the development is in accordance with principles of orderly and proper planning and constitutes an appropriate use and development for the subject site.

Conclusion

This report has been prepared by TPG Town Planning, Urban Design and Heritage, in association with Regis Aged Care, in support of a development application for the construction of a nursing home facility in the southern and western portions of Lot 7 (No. 17) Angelico Street, Woodlands.

The proposed development comprises a 123-room nursing home facility, which includes a number of outdoor living elements as well as associated administrative and undercroft car parking facilities. The development will be owned and run by Regis Aged Care and will provide alternative living options for the aging population of Woodlands and the surrounding community. The building will incorporate external articulation and a range of finishes to the buildings façade to provide a high level of detail, resulting in an aesthetically appealing building that fits well with the residential context of the surrounding locality.

The proposed development is compliant with the applicable statutory requirements of the City of Stirling Local Planning Scheme No. 3 and generally accords with both State and local strategic planning objectives. This report has demonstrated the benefits of the proposed development to the community in providing an increase to the provision of aged care services in the region, a key priority due to Perth's ageing population, as well as providing an opportunity for local employment generation.

Based on the above, we respectfully request the support of the City of Stirling and approval of the Metropolitan North-West Joint Development Assessment Panel.

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Appendix A

Certificate of Title

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WESTERN



AUSTRALIA

REGISTER NUMBER 7/P9733	
DUPLICATE EDITION N/A	DATE DUPLICATE ISSUED N/A

RECORD OF CERTIFICATE OF TITLE
UNDER THE TRANSFER OF LAND ACT 1893

VOLUME
1382FOLIO
547

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

REGISTRAR OF TITLES

**LAND DESCRIPTION:**

LOT 7 ON PLAN 9733

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

DOMINICAN FATHERS OF 816 RIVERSDALE ROAD, EAST CAMBERWELL, VICTORIA
(T D116402) REGISTERED 25 SEPTEMBER 1985

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.
Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: 1382-547 (7/P9733).
PREVIOUS TITLE: 1314-440.
PROPERTY STREET ADDRESS: 17 ANGELICO ST, WOODLANDS.
LOCAL GOVERNMENT AREA: CITY OF STIRLING.

NOTE 1: M818440 DEPOSITED PLAN 404179 LODGED

Transfer A841120

WESTERN

AUSTRALIA

Volume 1314 Folio 440



1382 547

CERTIFICATE OF TITLE

UNDER THE "TRANSFER OF LAND ACT, 1893" AS AMENDED

I certify that the person described in the First Schedule hereto is the registered proprietor of the undermentioned estate in the undermentioned land subject to the easements and encumbrances shown in the Second Schedule hereto.

DATED 25th June, 1974

M. Edwards
REGISTRAR OF TITLES



ESTATE AND LAND REFERRED TO

Estate in fee simple in portion of Swan Location 1015 and being Lot 7 on Plan 9733, delineated and coloured green on the map in the Third Schedule hereto.

FIRST SCHEDULE (continued overleaf)

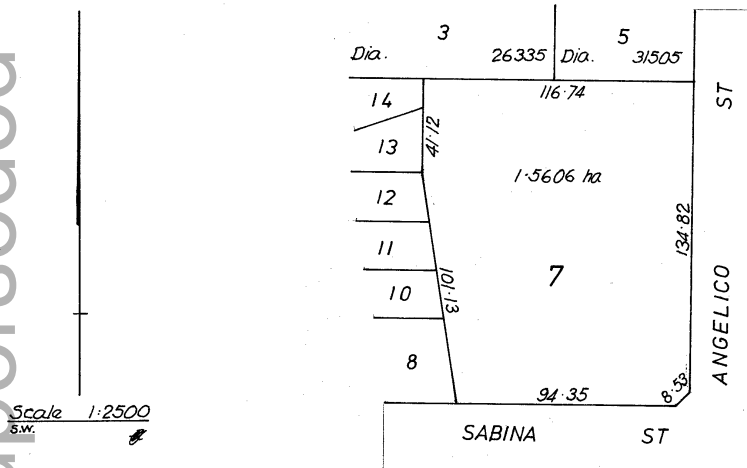
~~Dominican Fathers Incorporated of 4 Angelico Street, Doubleview~~

SECOND SCHEDULE (continued overleaf)

NIL

M. Edwards
REGISTRAR OF TITLES

THIRD SCHEDULE





NOTE: RULING THROUGH AND SEALING WITH THE OFFICE SEAL INDICATES THAT AN ENTRY NO LONGER HAS EFFECT. ENTRIES NOT RULED THROUGH MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS.

30267/8/73-30M-O/SOL

PERSONS ARE CAUTIONED AGAINST ALTERING OR ADDING TO THIS CERTIFICATE OR ANY NOTIFICATION HEREON

FIRST SCHEDULE (continued)

NOTE: RULING THROUGH AND SEALING WITH THE OFFICE SEAL INDICATES THAT AN ENTRY NO LONGER HAS EFFECT.
ENTRIES NOT RULED THROUGH MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS.

INSTRUMENT		REGISTERED	TIME	SEAL	INITIALS
NATURE	NUMBER				
REGISTERED PROPRIETOR					
Dominican Fathers of 816 Riversdale Road, East Camberwell, Victoria.	D116402	25.9.85	2.07		

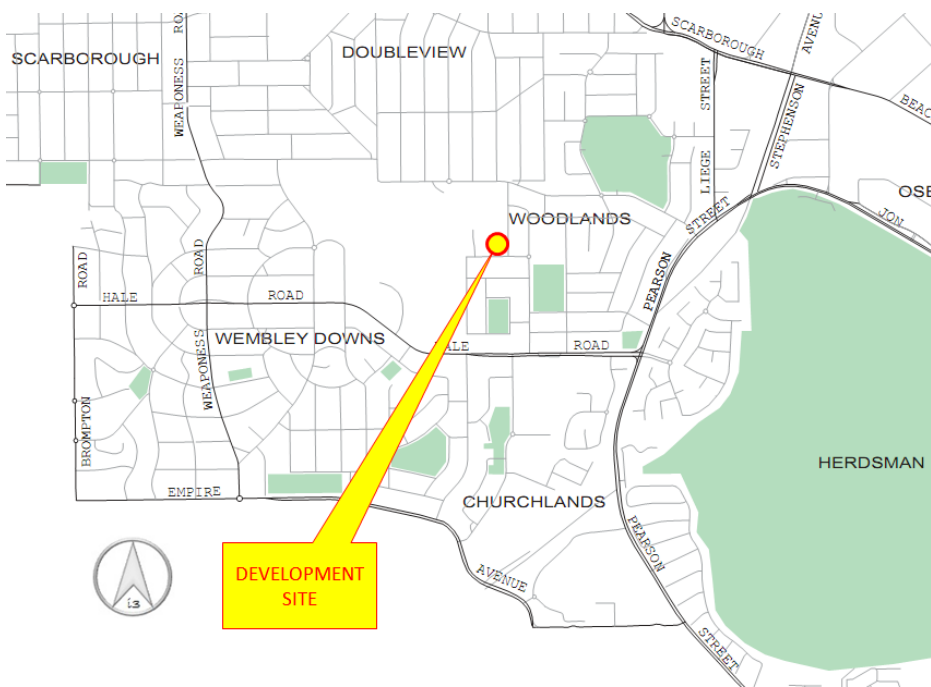
SECOND SCHEDULE (continued)

NOTE: RULING THROUGH AND SEALING WITH THE OFFICE SEAL INDICATES THAT AN ENTRY NO LONGER HAS EFFECT.
ENTRIES NOT RULED THROUGH MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS.

INSTRUMENT		PARTICULARS	REGISTERED	TIME	SEAL	INITIALS	CANCELLATION	NUMBER	REGISTERED OR LODGED	SEAL	INITIALS
NATURE	NUMBER										

CERTIFICATE OF TITLE VOL.

1382 547



Prepared for:



Proposed Nursing Home, Lot 7 HN 17 Angelico St, Woodlands



Transport Statement

Final 2.0



Transport Statement

Proposed Nursing Home, Lot 7 HN 17 Angelico St, Woodlands

Prepared for The Planning Group/ Regis Aged Care Pty Ltd





Project details

Project ID 01604
Client The Planning Group/ Regis Aged Care Pty Ltd
Description A Transport Statement in accordance with the WAPC Transport Assessment Guidelines For Development for a proposed Nursing Home on Lot 7 HN 17 Angelico Street (corner of Sabina Street) Woodlands.

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UPDATED REPORT STATUS

This Transport Statement was originally prepared in 2011 for a 46 unit retirement village on the site. It is now proposed to develop the site with a Nursing Home Residence comprising of 121 one-bed units. The City of Stirling has requested that the previous Transport Statement is updated with the relevant information pertaining to the new proposed land use. It also indicated that most of the background information provided in the 2011 report should still be valid and can be replicated in the updated report and that it was mostly interested in traffic issues within the site and at the interface with the surrounding road network*.

* Email dated 31/07/15: Damir Vagaja, Design Engineer – Traffic, Engineering Design, City of Stirling | Administration Centre 25 Cedric Street, Stirling, WA, 6021 Direct Telephone (08) 9205 8705 | Mobile 0438 967 564 | Fax (08) 9205 8822 E: Damir.Vagaja@stirling.wa.gov.au

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Transport Statement

Proposed Nursing Home, Lot 7 HN 17 Angelico St, Woodlands

Prepared for The Planning Group/ Regis Aged Care Pty Ltd



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1. INTRODUCTION

1.1 THE COMMISSION

i3 consultants (i3) has been commissioned by The Planning Group/ Regis Aged Care Pty Ltd to update a Transport Statement in accordance with the WAPC document *Transport Assessment Guidelines For Development* (1) to reflect a change in proposed use from a 46 unit Retirement Village to a Nursing Home Residence with 121 one-bed units on Lot 7 House No 17 Angelico Street on the corner of Sabina Street in Woodlands, as shown in **Figure 1**.

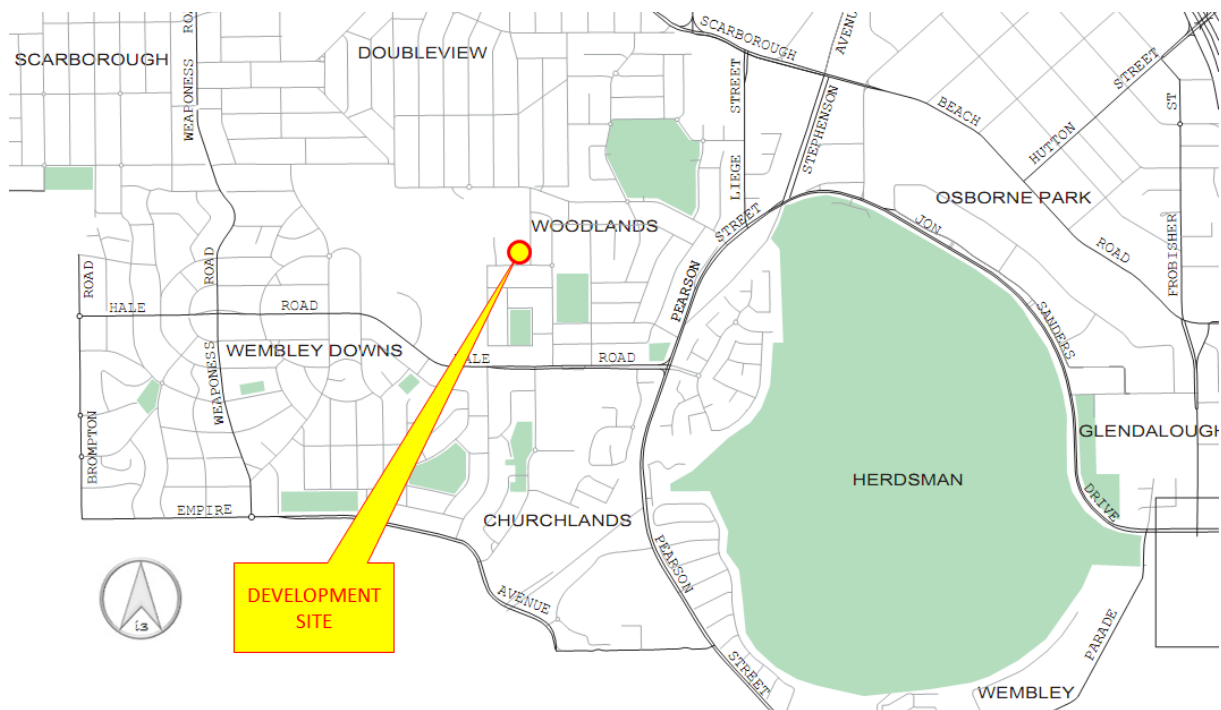


Figure 1 – Location Plan

1.2 THE DEVELOPMENT SITE

Lot 7 is located on the northwest corner of Sabina Street and Angelico Street in Woodlands. It has a designated House Number (HN) of 17 Angelico Street and an area of approximately 1.04 hectares. The existing site is heavily vegetated (as shown in **Photograph 1**) and contains buildings associated with the Our Lady of the Rosary Catholic Church, mainly located in the northeast quadrant of Lot 7.



Photograph 1

2. PROPOSED DEVELOPMENT

2.1 PROPOSED LAND USES

The proposal is for a 121 bed Nursing Home Residence to be constructed on the site.

The Nursing Home Residence will comprise of 121 one-bed units over three levels. An accommodation and parking space schedule is provided as **Table 1**.

	One-bed units	Parking Spaces
Level 3	46	
Level 2	45	
Level 1	30	28
Basement Level	-	22
TOTAL	121	50

Table 1 – Accommodation and parking space schedule

2.2 EXISTING LAND USES

The existing site is predominantly vegetated with large trees and contains the Our Lady of the Rosary Catholic Church. It is zoned “Private Institution” in the *City of Stirling Local Planning Scheme No 3* (2)& (3) as shown in the extract from the *Scheme Map* (4) at **Figure 2**.

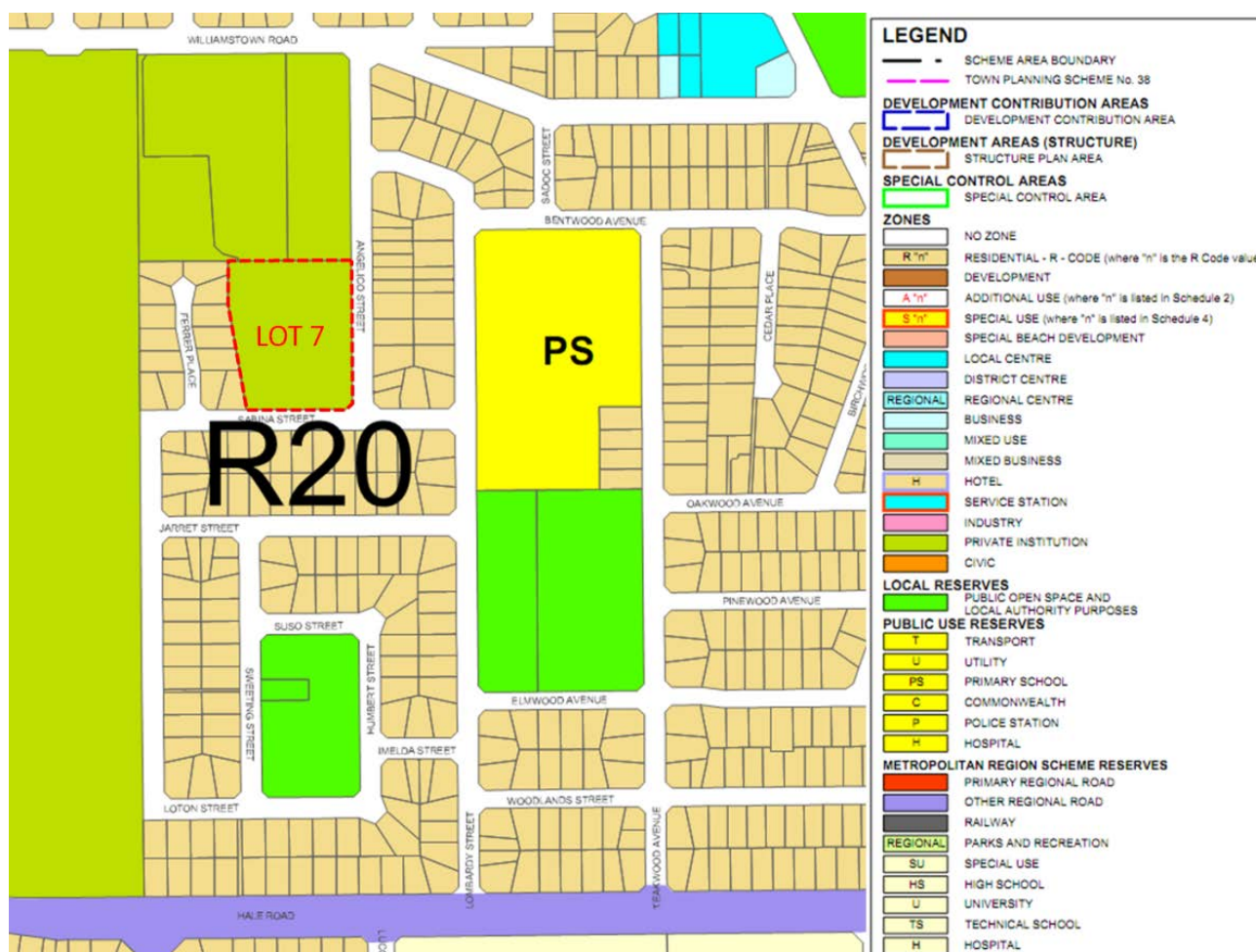


Figure 2 – Extract from *City of Stirling Local Planning Scheme No 3 Scheme Map* Sheet 1 of 2

2.3 CONTEXT WITH SURROUNDS

Lot 7 is bounded by single dwelling residences on its western boundary and the Holy Rosary Primary School on its northern boundary. Its southern boundary is Sabina Street and its eastern boundary is Angelico Street, both of which are local access roads providing frontage access to single dwelling residences.

Whilst the majority of the surrounding land use is residential there is also an abundance of public open space, several schools and a local shopping centre. These include the following, as shown in **Figure 3**:

- Schools
 - Hale School
 - Holy Rosary School
 - Woodlands Primary School
 - Churchlands High School
- Retail/ Doctors/ Pharmacy/ Cafe/ Restaurant/ Bar
 - Woodlands Shopping Centre
- Reserves
 - Jackadder Lake
 - Woodlands Reserve
 - Sweeting Reserve

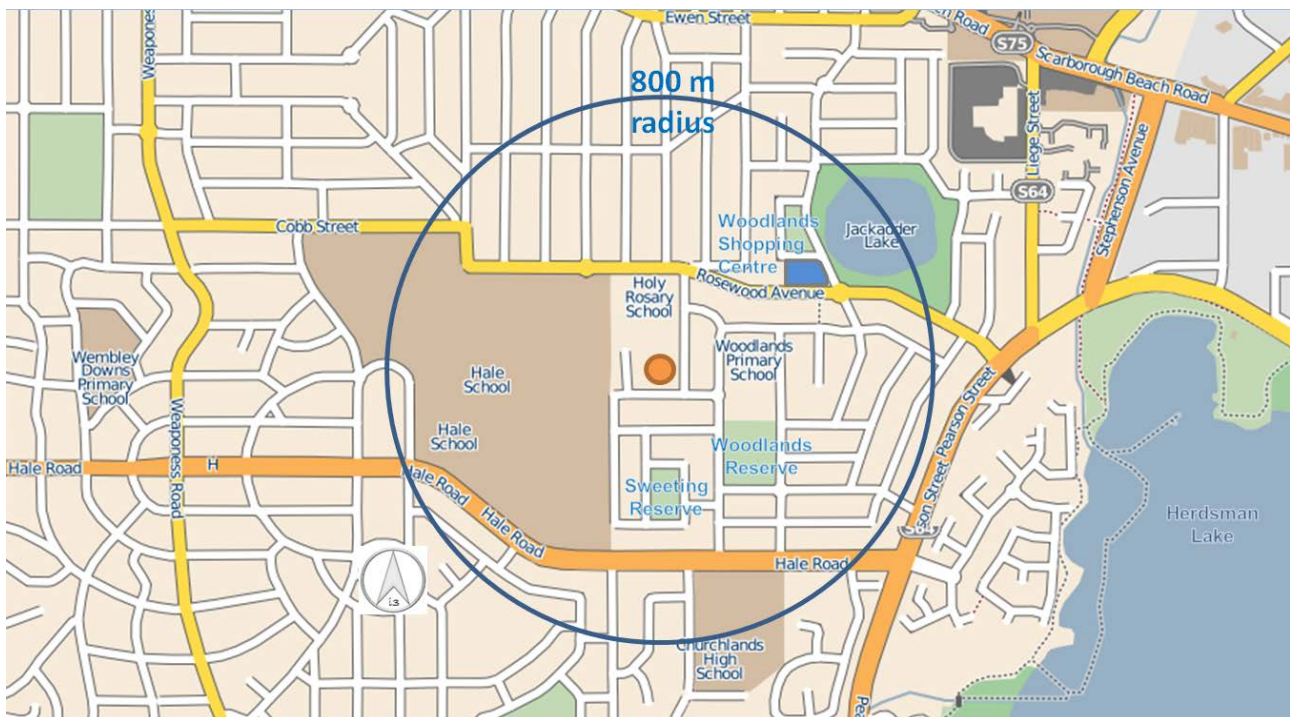


Figure 3 – Major attractors and generators within 800 m of the development site

3. VEHICULAR ACCESS AND PARKING

3.1 ACCESS ARRANGEMENTS

Standard peak hour trip generation rates such as those included in the RTA NSW *Guidelines for Traffic Generating Developments* (5) and the SA *Land Use Traffic Generation Guidelines* (6) are generally for retirement villages and allow for up to 80% of residents to own and use cars. It is understood that the proposal is for a higher level of care for residents who would not own or use cars, this does result however in a higher level of staff and visitors.

A review of traffic studies undertaken at various High Care Nursing Homes both interstate and overseas indicates that these types of developments can generate between 0.13 and 0.36 trips per bed for each road network peak hour, as shown in Table 2.

<i>Data Source</i>	<i>1</i>	<i>2</i>	<i>3</i>
Road Network AM Peak Hour	0.20	0.36	0.13
Road Network PM Peak Hour	0.26	0.36	0.16

1: Review of ITE (USA) Rates for Aged Care

2: Nursing Home Survey, Brookdale NSW

3: Nursing Home Surveys, Victoria

Table 2 – Nursing Home Survey Data

An estimation of peak hour traffic generation based on 122 one-bedroom Nursing Home units has been undertaken using the ITE generation rates (7) shown in **Table 2** as this is based on the largest number of surveys and fits within the range indicated by the other Australian surveys. The resultant trip generation, along with parking space requirements, is shown in **Table 3**.

Land Use		1 Bed Units	Parking Bays		Policy	Trip Gen	
			Provided	Required		AM	PM
Nursing Home	Level 3	46			CoS Policy 6.7: 1 bay per 3 beds		
	Level 2	45					
	Level 1	30	28				
	Basement		22				
	TOTAL	121	50	41		25	32

Table 3 – Estimation of Trip Generation and Parking Space Requirements

Table 3 indicates that the proposed development is likely to generate between 25 and 32 trips during the road network peak hours. The WAPC *Transport Assessment Guidelines for Developments* indicates that a development that generates between 10 and 100 trips during its peak hour is considered to be a moderate impact that requires a *Transport Statement*.

It is proposed to provide access to the development off Angelico Street and off Sabina Street as shown in **Figure 4** on the following page. Each access is a standard 6.0 m wide driveway (crossover) located between 50 and 60 metres from the Sabina Street/ Angelico Street intersection.

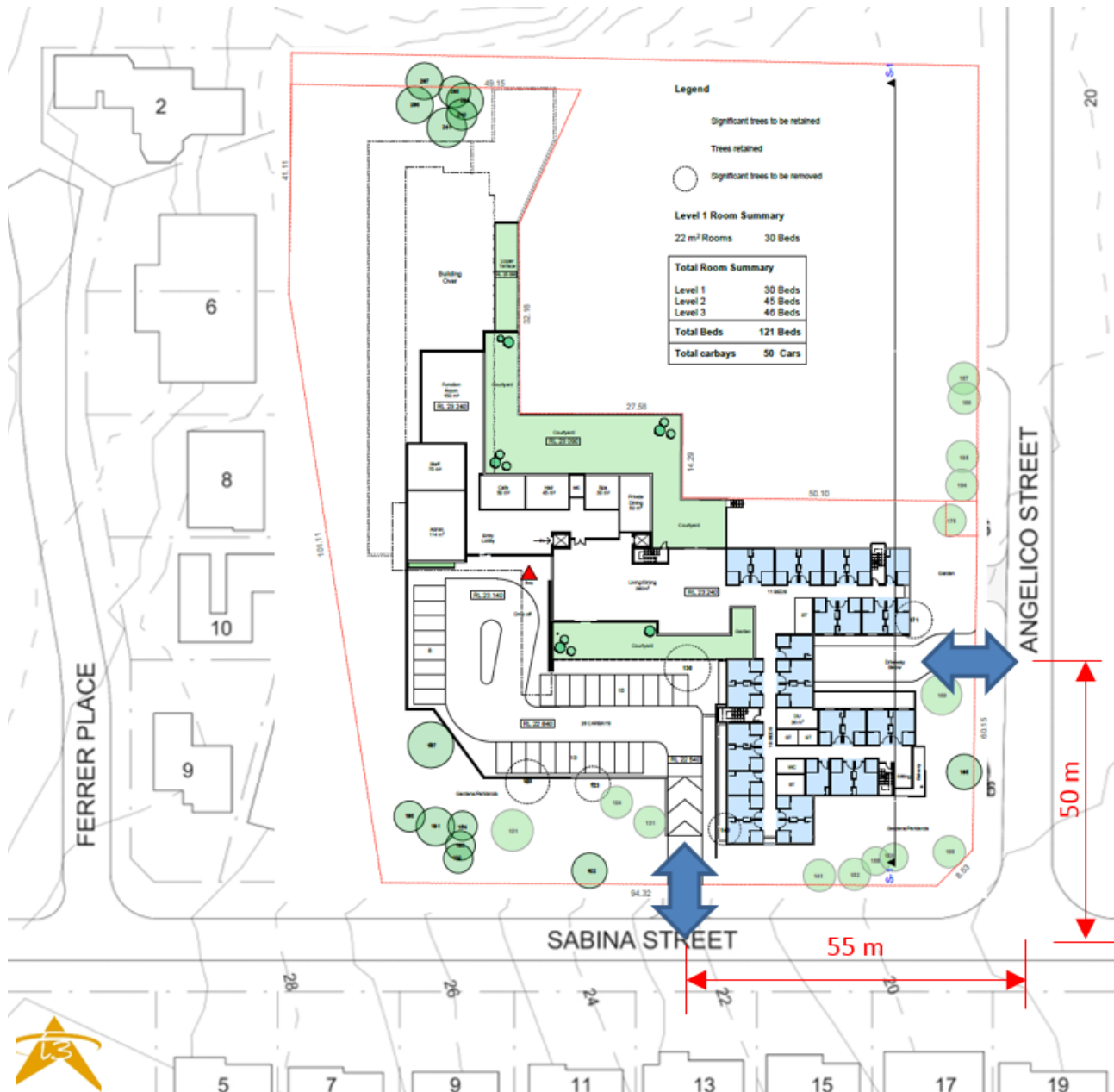


Figure 4 – Access Arrangements

3.2 PUBLIC, PRIVATE, EASY ACCESS (DISABLED) PARKING, SET-DOWN/ PICK-UP

The Angelico Street access will lead to a basement parking/ loading and servicing area under the development building to accommodate 28 cars for staff. Access to the level above the basement car park will be via stairs and a lift.

The Sabina Street access will lead to 28 visitor parking spaces including 1 space designated for people with a disability. The provision rate is 1 for every 100 spaces based on *BCA* (8) classification 9(c) – nursing home. Access to the Entry Lobby is from this car park level.

Easy Access (Disabled) parking bays, set-down/ pick up bays are to be provided but are not shown at this stage.



An assessment of total parking provision against the requirements is shown in **Table 3** on page 9.

Table 1 of the City of Stirling's Policy 6.7 (Parking & Access) requires that 1 space is provided per 3 beds and that this is rounded up. This results in a requirement for 41 parking spaces (i.e. $121/3$).

AS/ NZS 2890.6 (9) (Parking facilities: off-street parking for people with disabilities) requires parking spaces for people with disabilities are provided at the rate indicated in the Building Code of Australia and this indicates a requirement of 1 space for every 100 spaces or part thereof based on a Building Code Classification of 9(c) – Nursing Home (8).

The proposal to provide 50 parking spaces including 1 space for people with disabilities therefore meets and exceeds the parking provision requirement.

4. SERVICE VEHICLES

4.1 ACCESS ARRANGEMENTS

Access for vehicles will generally be via the Sabina Street entrance for visitors and the Angelico St entrance for staff and service vehicles.

4.2 ON/ OFF-SITE LOADING FACILITIES

There is a loading bay and area set aside in the basement level that can be accessed by a Small Rigid Vehicle (SRV) as per AS 2890.2 (10). The SRV will enter the site in a forward direction and reverse into the Loading Bay/ Area before leaving in a forward direction as shown in Figure 5. The height clearance will be signed. The proponent has indicated that the majority, if not all, service vehicles will be small delivery type vans.

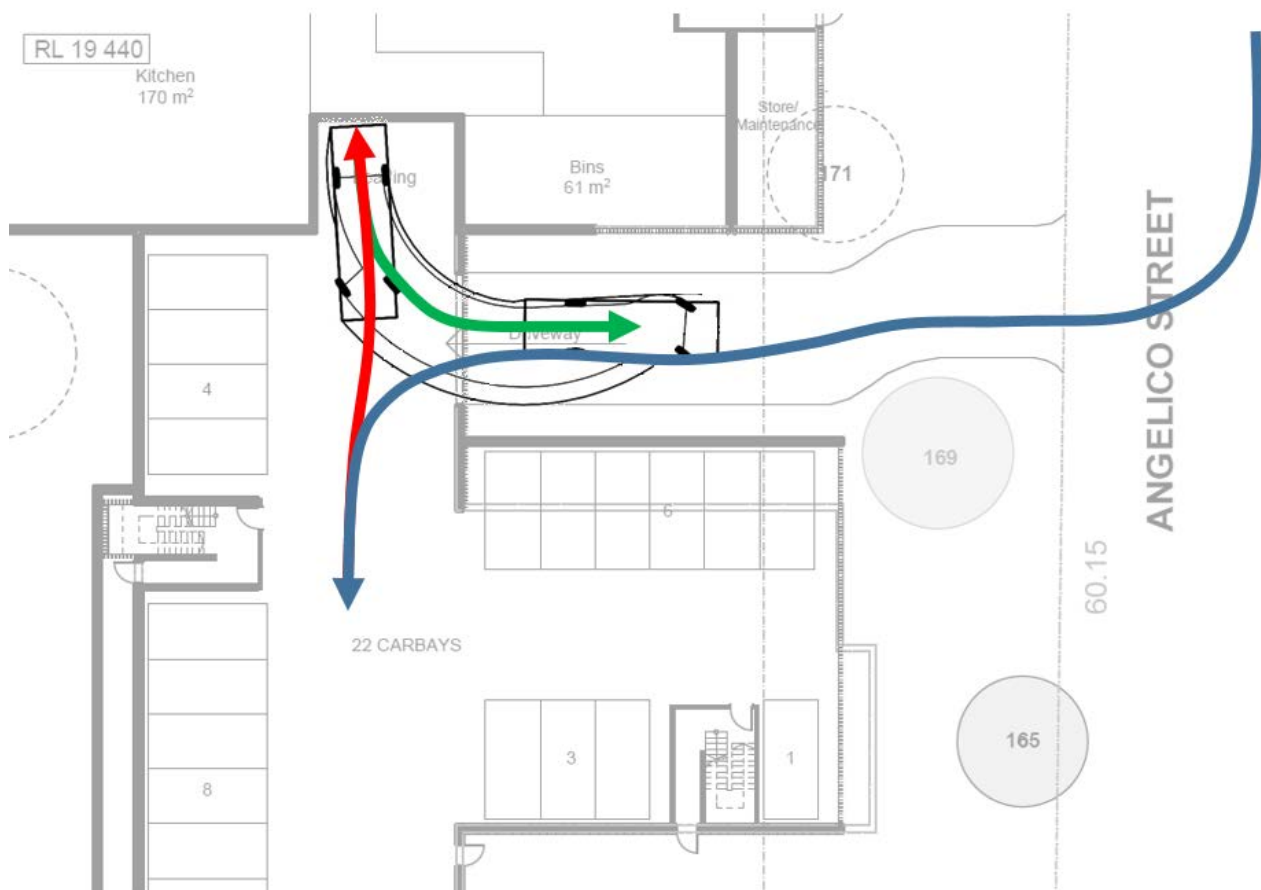


Figure 5 – SRV access/ egress to/ from on-site Loading Bay/ Area

4.3 RUBBISH COLLECTION

At this stage it has not been determined whether bin collection will be kerbside or internal or undertaken by the City of Stirling or private contractors. It is therefore recommended that a Waste Management Plan is prepared that addresses this.

4.4 EMERGENCY VEHICLE ACCESS

Via the formal accesses off Angelico St or Sabina St or via any kerb/ path surrounding the site if necessary

5. TRAFFIC VOLUMES

5.1 DAILY OR PEAK TRAFFIC VOLUMES

An automatic traffic volume survey for Sabina Street west of Angelico Street was undertaken in October 2009 and revealed an average weekday traffic flow of 295 (141 eastbound, 154 westbound) with an 85thile speed[†] of 51.8 km/h, 1.7% Heavy Vehicles and a maximum peak hour of 9.9% (i.e. 29).

An automatic traffic volume survey for Angelico Street north of Sabina Street was also undertaken in October 2009 and revealed an average weekday traffic flow of 1,657 (742 northbound, 915 southbound) with an 85thile speed of 58.3 km/h, 1.5% Heavy Vehicles and a maximum peak hour of 19.3% (i.e. 319).

None of this data indicates a specific concern with current traffic behaviour and the intended function of these streets. The higher weekday volumes and peak hour rate on Angelico Street are indicative of the presence of a school (Holy Rosary) on this street.

Trip assignment has been undertaken for both the forecast AM and PM peak hour volumes and is shown in Figure 5 and Figure 6 respectively on the following page. This shows that the distribution of traffic results in a forecast increase of 15 and 19 vehicles through the nearest intersection (i.e. Angelico St/ Sabina Rd) for the AM and PM Peak Hours, which is less than 5% of the volumes through this intersection during these peak hours. It is generally accepted that developments that generate less than 5% of traffic through intersections do not warrant detailed assessment of the intersection.

[†] The “85thile” or “85th percentile” speed is a major parameter used by traffic engineers and transport planners. Many standards (e.g. AS1742.3 (18)) and traffic engineering textbooks define the 85thile speed as “**The speed at or below which 85% of all vehicles are observed to travel under free flowing conditions past a nominated point.**” Note the term “free flowing” in the definition.

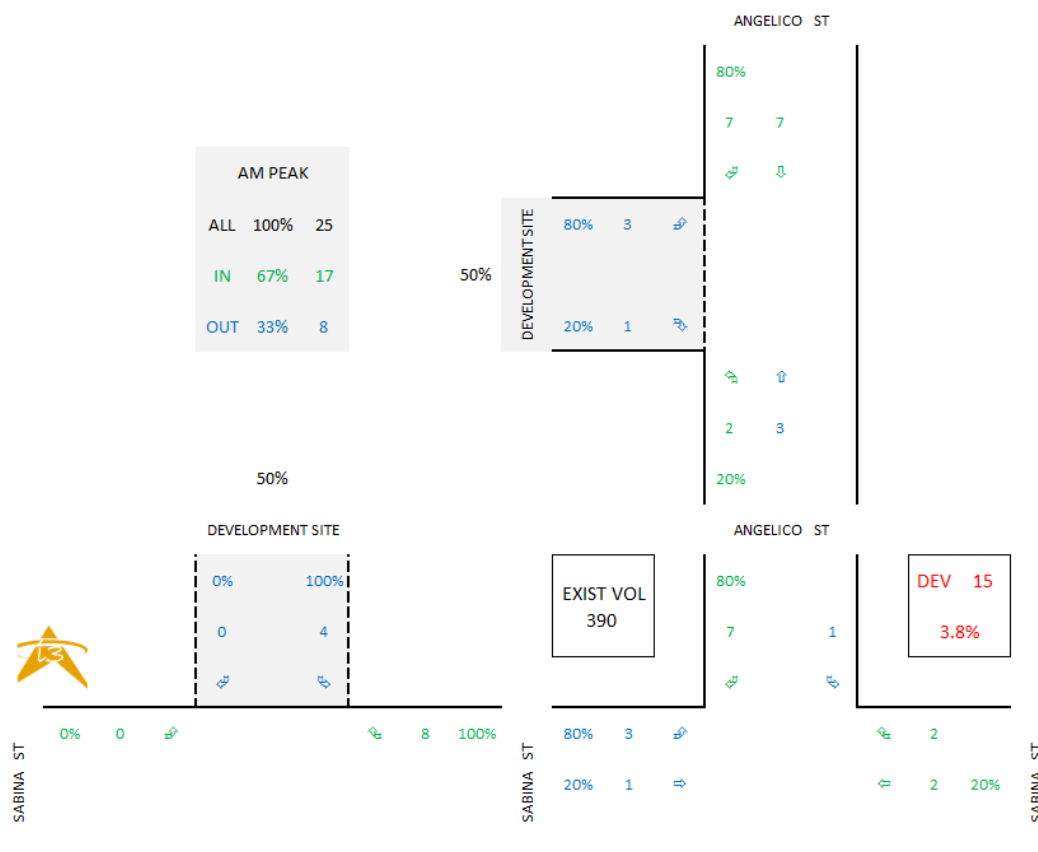


Figure 6 – Forecast Trip Generation and Assignment AM Peak Hour

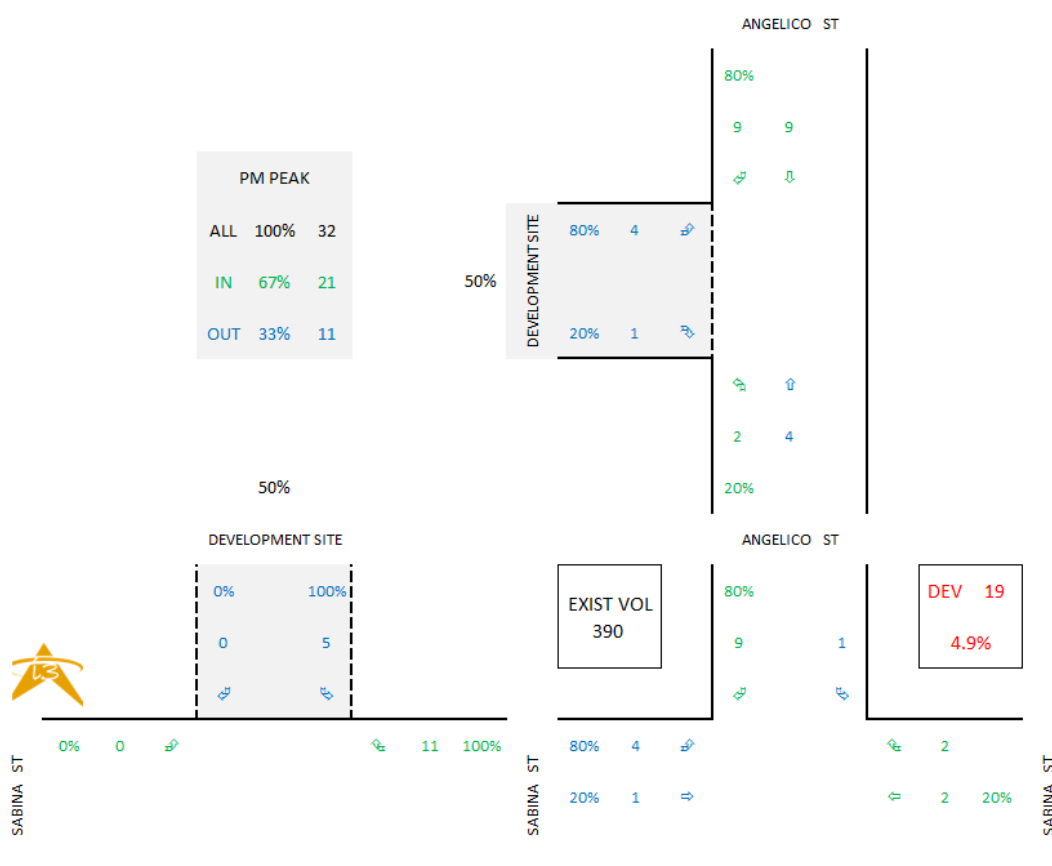


Figure 7 – Forecast Trip Generation and Assignment PM Peak Hour



This low impact assessment combined with an assessment of the existing volumes indicates that the overall performance of these roads, as well as the traffic environment of the street will not be adversely impacted by the proposed development in terms of intersection and road capacity and performance.

5.2 TYPE OF VEHICLES (E.G. CARS, TRUCKS)

As indicated in the traffic data above, trucks make up approximately 1.7% of Sabina Street traffic and approximately 1.5% of Angelico Street traffic. The proposed development is not expected to generate truck movements above these percentages as these are restricted to service vehicles. Refer **Section 4.3** regarding waste collection.

6. TRAFFIC MANAGEMENT ON FRONTAGE STREETS

6.1 ROAD CLASSIFICATIONS AND FUNCTIONS

Angelico Street and Sabina Street are local access roads in the *City of Stirling Road Classification Plan* (10) and the *Main Roads WA Perth Metropolitan Area Functional Road Hierarchy Plan* (11).

Local access roads are defined by the City of Stirling as “Roads carrying less than 3000 vehicles per day being part of the local road network (12)”.

Liveable Neighbourhoods (13) indicates that:

“Local streets should be laid out to support short trips for local traffic moving in and between neighbourhoods and to spread traffic to keep volumes low.

Local streets should be designed to discourage traffic travelling long distances from passing through.”

Liveable Neighbourhoods also provides an indication of the function and characteristics of different types of access streets as indicated in **Table 4**.

Street type and function	Street characteristics	Street name	Max design speed/ target operating speed (km/hr)	Indicative volume range* (vehicles per day)	Indicative street reserve width (metres)+	Indicative road pavement width (metres)
Access streets Access streets are to accommodate shared pedestrian, bike and vehicular movements. The requirements of adjacent land uses should be supported through street design.	Varied formats to suit a range of typical conditions in predominantly residential areas at different densities, and with different traffic volumes. An avenue access street (Access street A) with median is particularly suited to incorporation of a drainage swale. Access street B is a wider undivided street for situations with increased parking and/or traffic demand. The most typical and most common residential street will be Access street C – Yield street. Access street D is for short, low volume and low parking demand streets. In addition, a comprehensively designed variant with 3.5 m travel lane with indented parking, is also specified for very low volume short streets.	Access street A – avenue	50/40	3000	20-24	2 x 3.5 (or 2 x 3.6 under some conditions) plus indented parking.
		Access street B – wider street	50/40	3000	16.5-18	9.7
		Access street C – yield or give way street	50/40	3000	15.4-16	7.2 (7-7.5)
		Access street D – narrow yield or give way street	50/30	1000	14.2	5.5-6
			50/20	150	14.2	3.5 (plus parking indents)

Table 4 – Function and characteristics of local streets (Source: Table 4 Liveable Neighbourhoods (13))

6.2 ANGELICO STREET

Angelico Street consists of a single sealed and kerbed 8.0 m wide carriageway within a standard 20.12 m road reserve. It is subject to the default urban speed limit of 50 km/h with a 40 km/h speed limit applicable during the School Zone hours (7.30 – 9 AM and 2.30 – 4 PM on School Days). It is approximately 350 m long and terminates as T intersections with Williamstown Rd/ Rosewood Ave at its northern end and with Angelico Street at its southern end. Traffic islands at these intersections, as well as at the intersection with the Lombardy Street side road approximately 240 m north of Angelico Street act as speed reducing devices but are not spaced close enough to encourage speeds close to the 50 km/h speed limit (as is reflected in the surveyed 85%ile speeds of 58.3 km/h). The traffic island at Lombardy Street incorporates a pedestrian refuge with links and ramps to the Lombardy Street path.

The west (development site) side has no residential frontage as it is limited to the Our Lady of the Rosary Catholic Church and School sites. There is a verge parking area in the vicinity of the Church with a ¼ Hour Parking Restriction applicable during the School Zone hours. A 2.0 m wide path is provided adjacent to the property boundary for the full length of the street.

The east side has residential frontage for its full length with individual driveways (crossovers) to each residence. There is no path and the road is subject to No Stopping and No Parking restrictions at all times. Street lights with underground power supply are provided for the full length.

Angelico Street is best described as an “Access Street A” type road in *Liveable Neighbourhoods* (refer **Table 4** on page 16.)

A typical layout of Angelico Street is provided in **Photograph 2**.



Photograph 2 – Looking north on Angelico Street from Sabina Street

6.3 SABINA STREET

Sabina Street consists of a single sealed and kerbed 8.0 m wide carriageway within a standard 20.12 m road reserve. It is subject to the default urban speed limit of 50 km/h. It is approximately 300 m long and terminates as a roundabout at Lombardy Street at its eastern end and a 90° bend at Lefroy Street at its western end.

The north (development site) side has residential frontage from just east of Ferrer Place to the Lefroy Street bend and from Angelico Street to Lombardy Street. The remainder is predominantly vacant land (the development site) with a single driveway to the existing Church residence on the site. There is no path but there is evidence of a well worn walking track adjacent to the property boundary. Parking or stopping is not restricted.

The east side has residential frontage for its full length with individual driveways (crossovers) to each residence. There is no path and no evidence of a walking track on the verge. Street lights with underground power supply are provided for the full length.

Angelico Street is best described as an “Access Street A” type road in *Liveable Neighbourhoods* (refer **Table 4** on page 16.)

A typical layout of Sabina Street is provided in **Photograph 2**.



Photograph 3 – Looking east on Sabina Street towards Angelico Street

The layout, characteristics and function of these streets is considered to be consistent with the proposed development and associated traffic volumes and movements.

7. PUBLIC TRANSPORT ACCESS

7.1 NEAREST BUS/ TRAIN ROUTES AND STOPS

The development site is too far away from the nearest train line and stations to be considered within an acceptable walking distance (i.e. Stirling Train Station 3.5 kms and Glendalough Train Station 4.4 kms). However there is a regular bus service to (411) and from (412) Stirling Train Station via bus stops located within a 5 minute walking distance of the proposed development site (refer details below).

The nearest bus stops to the development site are located on both sides of Rosewood Avenue between Carrick Street and Sadoc Street, a walking distance of approximately 400 m or 5 minutes. Bus stops are also located on Hale Road, a walking distance of approximately 750 m or 9 minutes. These stops, as well as the walking routes, distances and bus routes served are shown in **Figure 7**.

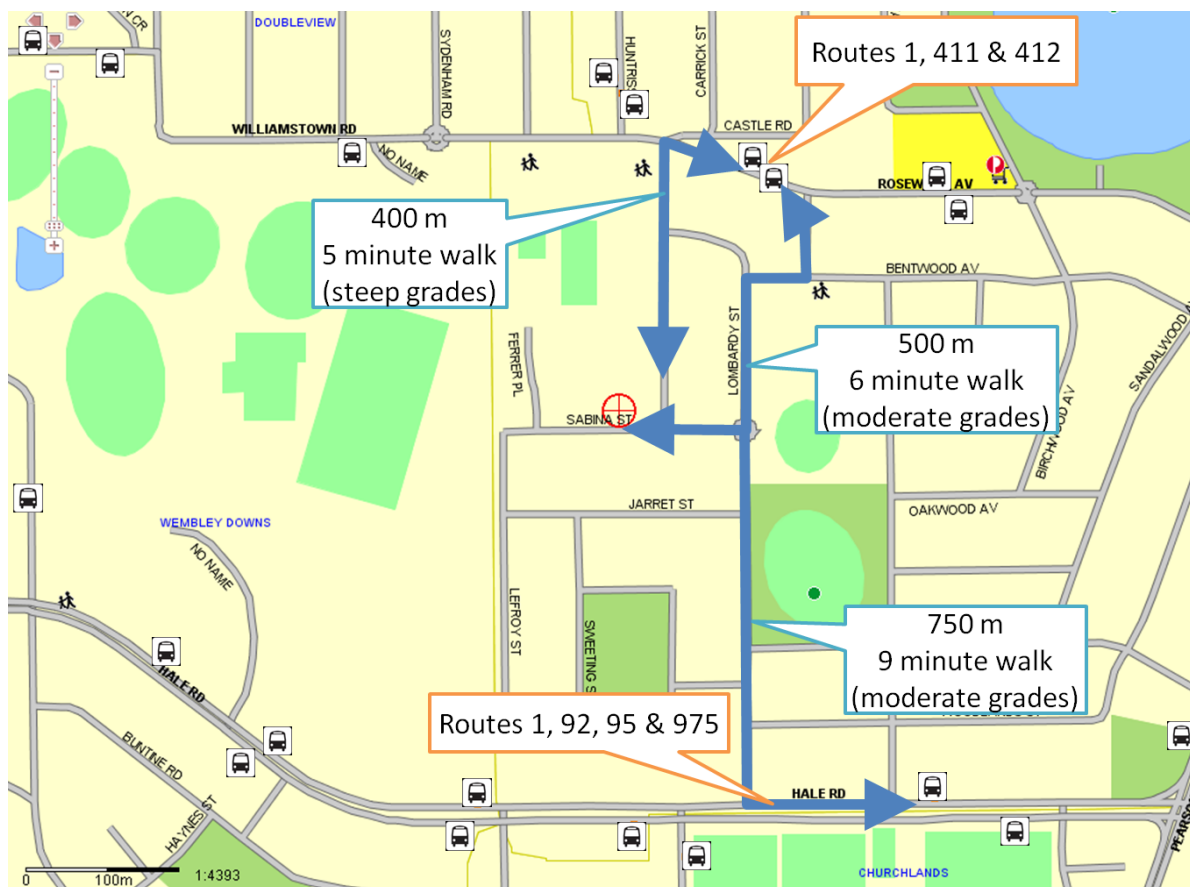


Figure 8 – Nearest bus stops, walking routes, distances and times to the proposed development site

A summary of the various bus services, routes, origins and destinations is provided as **Table 5**.

Service Number (Bus Route)	Timetable name	Origin/ Destination
1	School	Churchlands Senior High
92	Western 43	City Beach - Wellington St Bus Stn
95	Western 43	City Beach - East Perth
975	School	St Hilda's Primary School - Churchlands
411	Northern 60	Scarborough - Stirling Stn
412	Northern 60	Stirling Stn - Scarborough

Table 5 – Bus Route Timetable and Origin/ Destinations

7.2 PEDESTRIAN/ CYCLE LINKS TO BUS STOPS/ TRAIN STATION

As indicated in **Section 6.4**, the nearest public transport facilities are located on Roseberry Avenue (to the north of the site) and on Hale Road (to the south of the site).

With the exception of Sabina Street west of Angelico Street, there is a good path network between the development site and these facilities, including pedestrian refuge islands on Angelico Street, Lombardy Street, Hale Road and a wide flush median on Rosewood Avenue, all with ramps suitable for use by wheeled devices. The steep gradient of Angelico Street at its northern end (approximately 5%) and on Rosewood Avenue east of Angelico Street (approximately 10%) can be avoided by selecting an alternative route via Lombardy Street, Bentwood Avenue and Sadoc Street. Examples of the walking environment and pedestrian facilities along these routes are provided in **Photographs 4 to 17** on the following pages.

One of the five objectives of the City of Stirling's *Integrated Transport Strategy* (14) is "To improve accessibility for pedestrians, cyclists and public transport users to a variety of destinations". This Strategy contains a cycle network plan that shows the Lombardy Street, Brentwood Avenue, Sadoc Street route between the development site and Rosewood Avenue to the north and Hale Road to the south as a designated "Bicycle Safe Route".

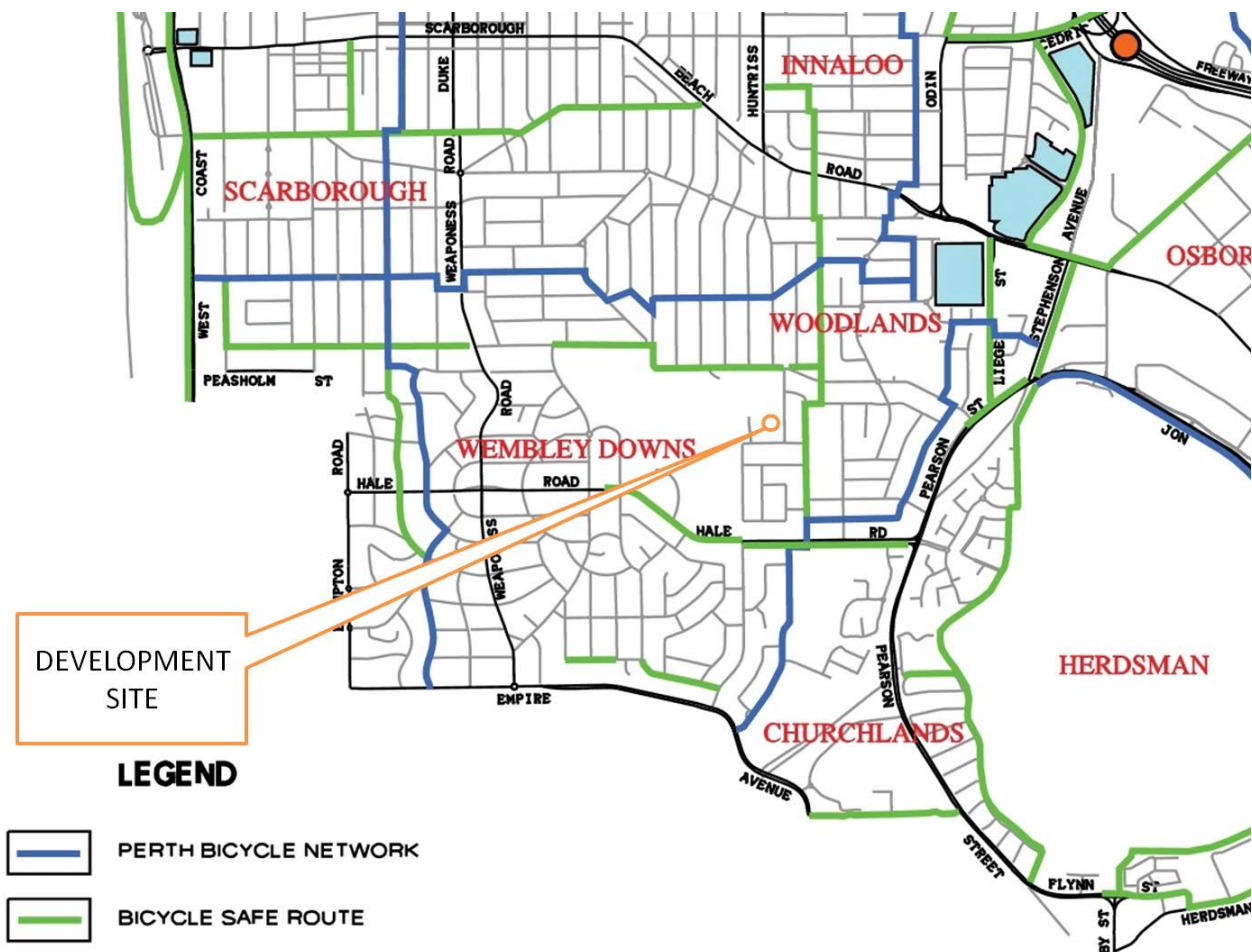


Figure 9 – Extract from the City of Stirling Cycle Plan (14)

Transport Statement

Proposed Nursing Home, Lot 7 HN 17 Angelico St, Woodlands

Prepared for The Planning Group/ Regis Aged Care Pty Ltd



Photograph 4 – looking north on Angelico St at Sabina St pedestrian crossing



Photograph 5 – looking north along the path on the west side of Angelico St near the Church



Photograph 6 – looking north along the path on the west side of Angelico St south of Lombardy St



Photograph 7 – looking east at Angelico St pedestrian crossing at Lombardy St



Photograph 8 – looking north along the path on the west side of Angelico St south of Rosewood Ave



Photograph 9 – looking east at Angelico St pedestrian crossing south of Rosewood Ave



Photograph 10 – looking east along Rosewood Avenue east of Angelico St



Photograph 11 – looking east at Rosewood Avenue eastbound bus stop and shelter

Transport Statement

Proposed Nursing Home, Lot 7 HN 17 Angelico St, Woodlands

Prepared for The Planning Group/ Regis Aged Care Pty Ltd



Photograph 12 – looking west on Rosewood Avenue towards Angelico St (top of hill)



Photograph 13 – looking south on Sadoc St from Rosewood Ave



Photograph 14 – looking south at pedestrian crossing of Brentwood Ave at Sadoc St



Photograph 15 – looking south along path on east side of Lombardy St



Photograph 16 – looking west at pedestrian crossing at Lombardy St/ Sabina St roundabout



Photograph 17 – looking west along path on north side of Sabina St from Lombardy St

8. PEDESTRIAN ACCESS/ FACILITIES

8.1 EXISTING PEDESTRIAN FACILITIES WITHIN THE DEVELOPMENT

Not applicable.

8.2 PROPOSED PEDESTRIAN FACILITIES WITHIN DEVELOPMENT

Pedestrian access within the development will be provided as an integral part of vehicular access roads with additional access being provided through the retained landscape/ amenity area in the south-west corner of the site.

8.3 EXISTING PEDESTRIAN FACILITIES ON SURROUNDING ROADS

Section 7.2 includes details of existing pedestrian facilities on surrounding roads including photographs of ramps, crossing and paths.

There is no path on Sabina Street west of Angelico Street. The verge here indicates that it is currently a well used walking track, as shown in **Photograph 18**.



Photograph 18 – looking northwest towards the development site from Sabina Street

It is noted that whilst there are facilities for people with mobility difficulties (i.e. ramps and wide paths) there are no facilities for people with vision impairment (i.e. tactile ground surface indicators at crossings and bus stops).

8.4 PROPOSALS TO IMPROVE PEDESTRIAN ACCESS

There are no known proposals to improve pedestrian access on roads in the vicinity of the proposed development site other than the strategic measures indicated in the City of Stirling's *Integrated Transport Strategy* (14).

9. CYCLE ACCESS/ FACILITIES

9.1 EXISTING CYCLE FACILITIES WITHIN THE DEVELOPMENT

Not applicable.

9.2 PROPOSED CYCLE FACILITIES WITHIN DEVELOPMENT

The proponent has indicated that cycling facilities will be provided on-site for staff during the detailed design stage.

9.3 EXISTING CYCLE FACILITIES ON SURROUNDING ROADS

Section 7.2 includes details of existing cycle facilities on surrounding roads including photographs of local roads used as part of the designated Bicycle Safe Route as shown in **Figure 8** on page 20.

9.4 PROPOSALS TO IMPROVE CYCLE ACCESS

There are no known proposals to improve cycle access on roads in the vicinity of the proposed development site other than the strategic measures indicated in the City of Stirling's *Integrated Transport Strategy*.

10. SITE SPECIFIC ISSUES

10.1 GRADIENTS

Some of the roads, and hence paths, in the vicinity of the proposed development site as well as the route between this and the bus stops and Woodlands Shopping Centre have short sections of steep gradients (i.e. $\approx 9\%$ on Sabina Street east of Ferrer Place, $\approx 5\%$ on Angelico Street south of Rosewood Avenue and $\approx 10\%$ on Rosewood Avenue east of Angelico Street).

Australian Standard AS 1428.1 (15) lists requirements for the design of sloped footpaths. Where the gradient is 3% level rest areas 1.2 m long should be provided at not greater than 25 m intervals whereas at 5% the interval should not exceed 15 m. Between gradients of 3% and 5% the interval should be interpolated. Landings are not required on gradients less than 3%. Paths with a gradient steeper than 5% are to be considered as ramps for design purposes. Adjacent ground for all footpaths should be within 25 mm of the level of the footpath (Austroads *Guide to Road Design Part 6 A: Pedestrian and Cyclist Paths* (16)).



11. SAFETY ISSUES

No road safety issues have been identified during the site inspections and assessment other than incorrect temporary road works management by others that were reported to the City of Stirling.

The City of Stirling did not indicate that there were any specific crash problems with the roads assessed.

12. References

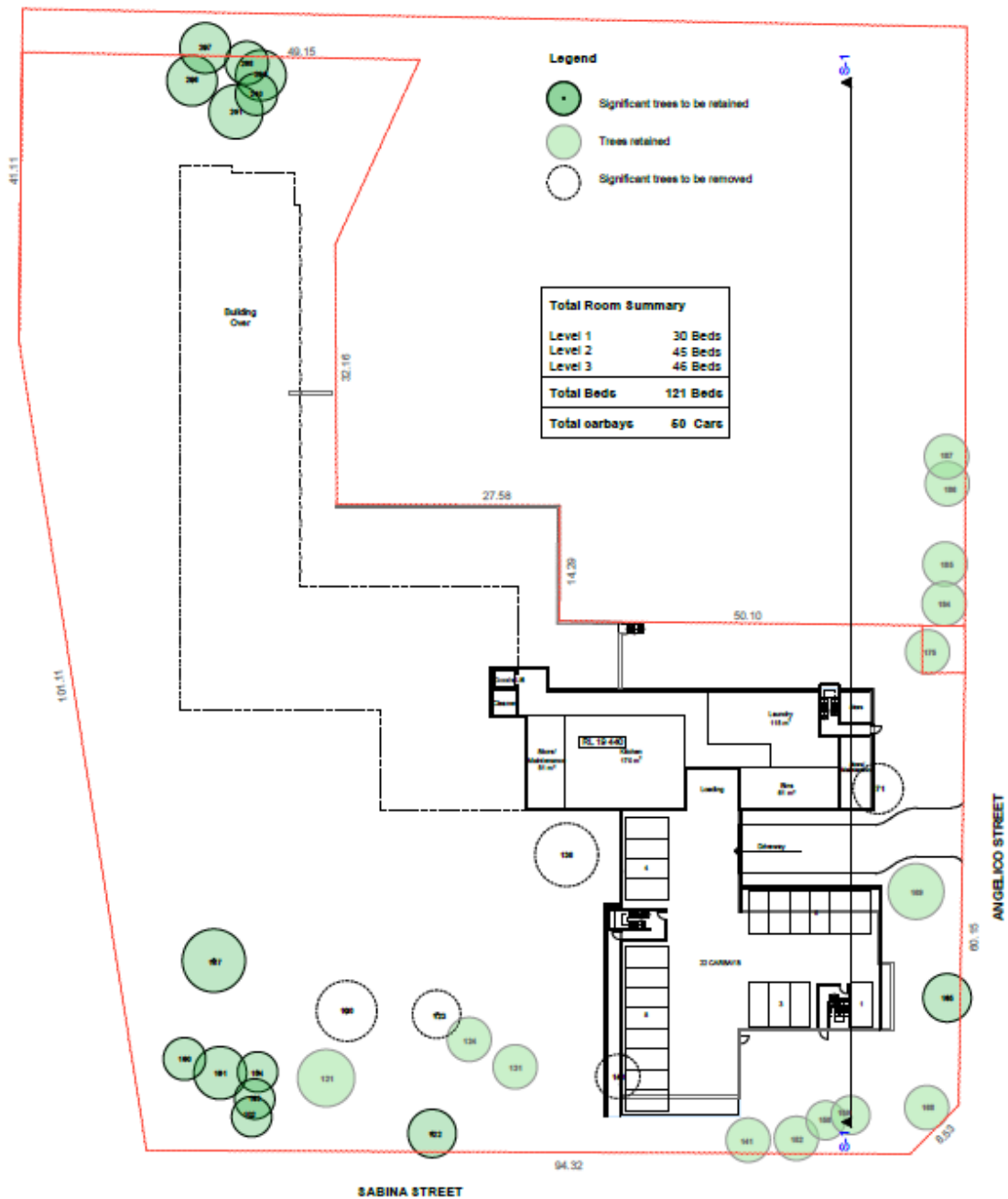
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APPENDIX A

DEVELOPMENT DRAWINGS



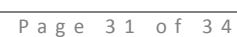
Transport Statement

Proposed Nursing Home, Lot 7 HN 17 Angelico St, Woodlands

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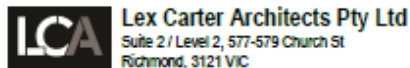
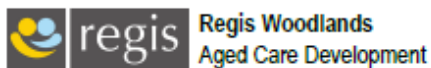
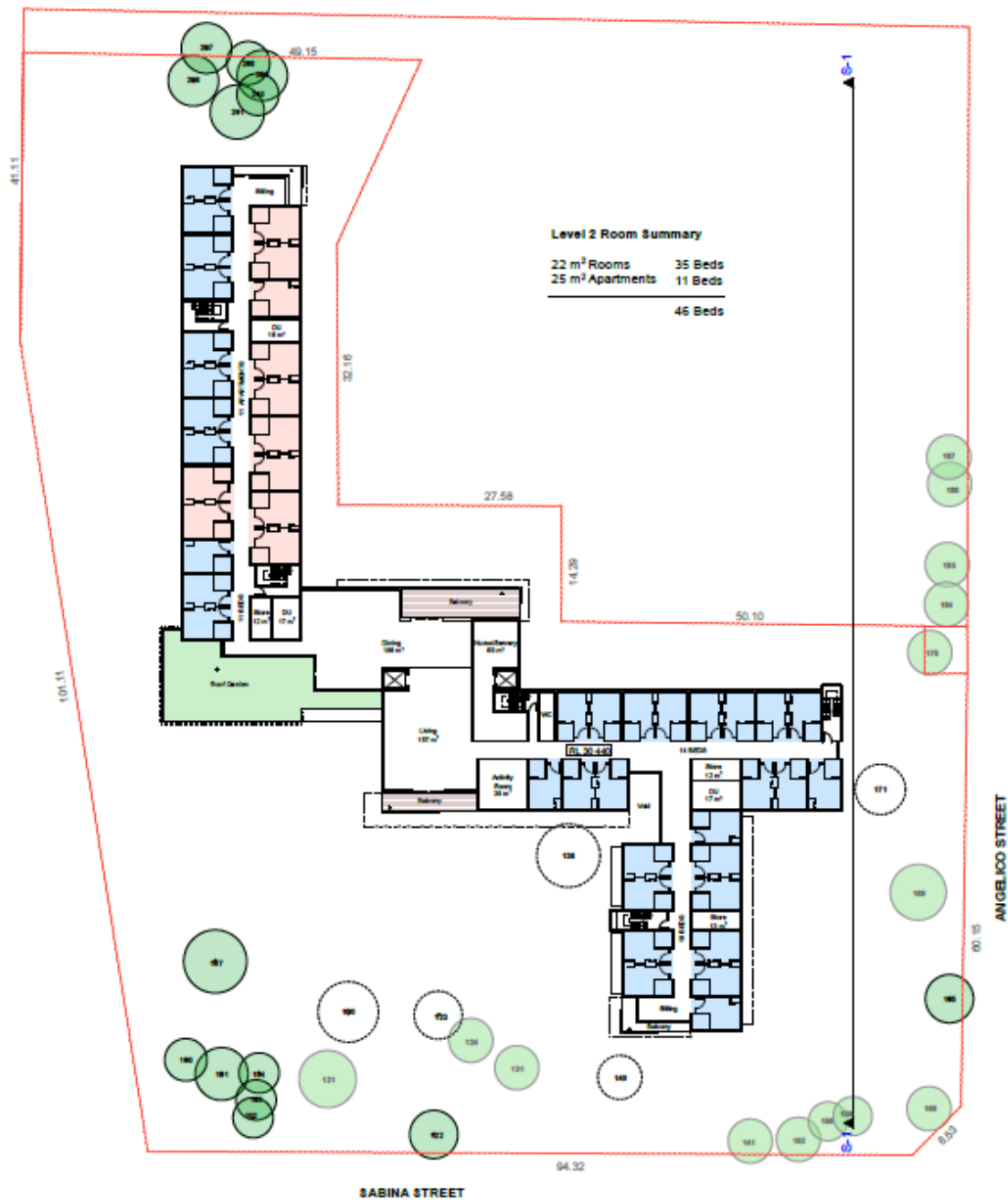
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Transport Statement

Proposed Nursing Home, Lot 7 HN 17 Angelico St, Woodlands

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Level 3
1:500 @A3



Date : 28 August 2015

Transport Statement

Proposed Nursing Home, Lot 7 HN 17 Angelico St, Woodlands

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APPENDIX B

AVERAGE WEEKDAY TRAFFIC DATA

AVERAGE WEEKDAY TRAFFIC														
City of Stirling (1979-2011)														
Road Name	Road No	Location	Suburb	Class	Average Weekday Traffic Flow		85th% Speed	%CV	Peak Hr %	Date	Position (Notes)			
Angelico Street	1330	S of Rosewood Avenue	Woodlands			2176				Jun 82				
		S of Rosewood Avenue	Woodlands			2500				Jun 84				
		S of Rosewood Avenue	Woodlands			2211				Oct 84				
		S of Rosewood Avenue	Woodlands			1659				Sep 85				
		S of Rosewood Avenue	Woodlands			2016				Apr 92				
		S of Rosewood Avenue	Woodlands			1893	50.0			Jul 97				
		S of Rosewood Avenue	Woodlands			2030	41.0			Nov 03				
		N of Sabina Street	Woodlands			724				May 83	No 12			
		N of Sabina Street	Woodlands			1576				Jun 95	No 12			
		N of Sabina Street	Woodlands			1716	62.0			Jul 01	No 12			
N of Sabina Street	Woodlands		NB	742	SB	915	1657	58.3	1.5	19.3	Oct 09	No 12		
Bentwood Street	1335	W of Birchwood Street	Woodlands			1162				Nov 91				
Lombardy Street	1331	E of Angelico Street	Woodlands			1776				May 83	No 3			
		E of Angelico Street	Woodlands			225				Sep 85	No 3			
		E of Angelico Street	Woodlands			223				Nov 94	No 3			
		E of Angelico Street	Woodlands			148	40.0			Jul 97	No 3			
		N of Sabina Street	Woodlands			1499	48.0			Jun 03				
		N of Sabina Street	Woodlands		NB	833	SB	1040	1873	51.1	0.9	12.9	Oct 09	No 17
		N of Elmwood Avenue	Woodlands			2987	63.0			Feb 00	No 33			
		N of Elmwood Avenue	Woodlands		NB	1282	SB	1632	2914	60.1	1.0		Dec 06	No 33
		N of Elmwood Avenue	Woodlands		NB	1316	SB	1747	3063	59.8	1.0	16.7	Oct 09	No 33
		N of Hale Road	Woodlands			3185				Jun 82	No 55			
		N of Hale Road	Woodlands			3258				Jun 84	No 55			
		N of Hale Road	Woodlands			3439				Oct 84	No 55			
		N of Hale Road	Woodlands			2736				Sep 85	No 55			
		N of Hale Road	Woodlands			2639				May 87	No 55			
		N of Hale Road	Woodlands			2392				Oct 91	No 55			
		N of Hale Road	Woodlands			2941				Nov 94	No 55			
		N of Hale Road	Woodlands			1976	58.0			Jul 97	No 55			
N of Hale Road	Woodlands			2903	52.0			Jun 03	No 55					
N of Hale Road	Woodlands			2992	51.5		0.9	May 05	No 55					
N of Hale Road	Woodlands		NB	1164	SB	1828	3007	56.2	3.2	Dec 06	No 55			
Rosewood Avenue	0073	W of Angelico Street	Woodlands	DDB		7500	55.0			Sep 03	No 36			
		W of Angelico Street	Woodlands	DDB	EB	3268	WB	3447	6715	60.5	2.0	Mar 06	No 36	
		E of Angelico Street	Woodlands	DDB		6220	70.0			Mar 97	No 61-63			
		E of Angelico Street	Woodlands	DDB	EB	3198	WB	3821	7019	65.0		Oct 03	No 61-63	
		E of Angelico Street	Woodlands	DDB	EB	3566	WB	3897	7463	62.3	1.2	Mar 06	No 61-63	
		E of Sadoc Street	Woodlands	DDB		6609				May 96	No 75-76			
		E of Sadoc Street	Woodlands	DDB	EB	3370	WB	3530	6900	59.0		Oct 03	No 75-76	
		E of Sadoc Street	Woodlands	DDB	EB	3569	WB	3871	7440	58.0	1.2	Mar 06	No 75-76	
		E of Birchwood Avenue	Woodlands	DDB		6735	67.0			Mar 97				
		E of Birchwood Avenue	Woodlands	DDB	EB	3634	WB	4056	7690	53.0		Sep 03		
		E of Birchwood Avenue	Woodlands	DDB	EB	3596	WB	3915	7511	62.0		Oct 03	No 113 (SH)	
		E of Birchwood Avenue	Woodlands	DDB	EB	3830	WB	4296	8126	59.8	1.5	Mar 06	No 113	
		W of Pearson Street	Woodlands	DDB		5346				Jul 81	No 133			
		W of Pearson Street	Woodlands	DDB		6232				Jun 82	No 133			
		W of Pearson Street	Woodlands	DDB		5894				Oct 83	No 133			
		W of Pearson Street	Woodlands	DDB		7314				Sep 85	No 133			
		W of Pearson Street	Woodlands	DDB		9519				May 87	No 133			
		W of Pearson Street	Woodlands	DDB		7300				Aug 88	No 133			
		W of Pearson Street	Woodlands	DDB		6937				Oct 91	No 133			
W of Pearson Street	Woodlands	DDB		6774				Jun 94	No 133					
W of Pearson Street	Woodlands	DDB		6428	51.0			Mar 97	No 133					
Sabina Street	1323	W of Angelico Street	Woodlands		EB	141	WB	154	295	51.8	1.7	9.9	Oct 09	No 13
		W of Lombardy Street	Woodlands			844				Jun 83				
		W of Lombardy Street	Woodlands			773				Jun 84				
		W of Lombardy Street	Woodlands			2042				Oct 84				
		W of Lombardy Street	Woodlands		EB	854	WB	678	1532	39.6	0.9	20.1	Oct 09	No 24
Sadoc Street	0336	S of Rosewood Avenue	Woodlands			1377				Nov 82				
		S of Rosewood Avenue	Woodlands			1344				Jun 84				
		S of Rosewood Avenue	Woodlands			1647				Oct 84				
		S of Rosewood Avenue	Woodlands			1556				Sep 85				
		S of Rosewood Avenue	Woodlands			1383				May 92				

APPENDIX C WAPC GUIDELINES CHECKLIST

The following checklist is based on Checklist C1 of Volume 1 – General Guidance of the WAPC *Transport Assessment Guidelines for Development* (1).

C1 – CHECKLIST FOR A TRANSPORT STATEMENT FOR A DEVELOPMENT

- Tick the status column for items for which information is provided.
- Enter N/A in the status column if the item is not appropriate and enter reason in comment column.
- Provide brief comments on any relevant issues
- Provide brief description of any proposed transport improvements, e.g. new bus routes or signalisation of an existing intersection.

Item	Status	Comments/ Proposals
Proposed development	✓	
proposed land uses	✓	
existing land uses	✓	
context with surroundings	✓	
Vehicular access and parking	✓	
access arrangements	✓	
public, private, disabled parking, set-down/ pick-up	?	Proponent indicates will be provided. Internal paths and easy access (disabled) bay details required to fully assess.
Service vehicles (non-residential)	✓	
access arrangements	✓	
on/ off-site loading facilities	✓	
Hours of operation (non-residential only)	✓	24 hour care
Traffic volumes	✓	
daily or peak traffic volumes	✓	
type of vehicles (e.g. cars, trucks)	✓	
Traffic management on frontage streets	✓	
Public transport access	✓	
nearest bus/ train routes	✓	
nearest bus stops/ train stations	✓	
pedestrian/ cycle links to bus stops/ train stations	✓	
Pedestrian access/ facilities	✓	
existing pedestrian facilities within the development (if any)	✓	
proposed pedestrian facilities within development	✓	
existing pedestrian facilities on surrounding roads	✓	
proposals to improve pedestrian access	✓	
Cycle access/ facilities	✓	
existing cycle facilities within the development (if any)	✓	
proposed cycle facilities within development	✓	
existing cycle facilities on surrounding roads	✓	
proposals to improve cycle access	✓	
Site specific issues	✓	
Safety issues	✓	
identify issues	✓	
remedial measures	✓	

Proponent's name

Company

Signature

Date:

David Wilkins

i3 consultants WA



02/09/15

Transport assessor's name

Company

Signature

Date:



September 10, 2015

Regis Aged Care Pty Ltd
Level 2, 615 Dandenong Road
Armadale
Victoria 3143

ATTENTION: Spencer Lowres

RE: Assessment of Trees on Lot 7, Angelico Road, Woodlands

Dear Spencer,

Further to your request and my inspection of the trees at Lot 7, Angelico Road, Woodlands the following is a brief of my findings on their current condition and my recommendations for their future management.

Should you have any queries regarding the findings of the report or if I can be of any further assistance, please do not hesitate to contact me.

Yours sincerely

A handwritten signature in black ink, appearing to read "JRM", is written over a faint, light-colored circular stamp.

JASON ROYAL

Dip. Arboriculture (UK)
Tech. Arbor A

Assessment of Trees at Lot 7 Angelico Street, Woodlands

Prepared For



Prepared By



Contents

1.	Terminology Used_____	Page	1
2.	Purpose of the Report_____	Page	1
3.	Particulars of this Assessment_____	Page	1
4.	Tree Assessment Process_____	Page	2
5.	Summary of Key Findings of the Assessment_____	Pages	3 - 29
6.	Comments on Design; Impact from Proposed Development_____	Page	30

Attachments to this Report

- Attachment 1; Tree Location Guide
- Attachment 2; Tree Location Guide showing Retention Value
- Attachment 3; Company Information and Disclaimer

1. Terms Used

The following terminology has been commonly used in this report:

"Trees"	meaning the trees that are the subject of this report
"Site"	meaning the area known as Lot 7 Angelico Street, Woodlands
"Initial Inspection"	meaning the initial inspection of the Trees undertaken in November 2008
"Last Inspection"	meaning the last inspection of a selected number of the Trees undertaken in May 2011
"Plans"	meaning the Lex Carter Architects plans of the proposed development showing the building's footprint and layouts
"AS 4970"	meaning Australian Standards guideline 4970 (2009); Protection of Trees on Development Sites
"TPZ"	meaning 'Tree Protection Zone'; the area where the majority of the given tree's root mass is considered likely to be found, and the area that is recommended to be protected during any development or landscape activity

2. Purpose of the Report

- Undertake an inspection of all of the mature Trees in the identified Site that were included in the Initial Inspection.
- Provide comment on the current condition of each Tree; species, height, DBH, canopy spread, health and structural condition, and any comments pertinent to the identified tree.
- Identify which Trees may be impacted by the proposed development based on the Plans provided

3. Particulars and Limitations of this Assessment

The findings and opinion of this assessment have been based on the visual assessment of the identified trees; undertaken September 8, 2015.

All observations of the Trees were undertaken from ground level.

Viewing conditions at the time of my assessment were considered to be fine and were unimpeded.

As part of my assessment I have also reviewed the previous reports and assessments of the Trees undertaken by Arbor logic, as well as the Lex Carter Architects plans of the development proposed for the Site. Details of where underground service pipework (water, drainage, sewerage, power, gas etc.) is not known at the time writing this report and could also impact some of the Trees on this Site.

No exploratory excavations were undertaken to verify the exact full extent of root spread of each of the Trees, or the potential volume of root mass from each Tree that may have been impacted by the works undertaken to date.

It is also assumed that the Trees have been accurately surveyed and the true location of the centre point of their main stem (trunk) has been shown on all of the Plans provided. Any alteration to this factor could also have some impact to the opinion and recommendations provided in this report.

In addition to the Trees included in the Initial Inspection a small number of additional Trees have been included in this assessment given the modification to the current development area in comparison to the Initial Inspection area.

4. Tree Assessment Process

4.1 Tree Assessment Method

All of the Trees were assessed in accordance with 'visual tree assessment' ("VTA") method¹ and principles.

The VTA method is based on the sciences of tree biology, physiology, tree structure, and tree bio-mechanics. It is a method widely used by arborists worldwide to identify visible signs on trees that indicate any health or potential structural issues that in turn could increase the risks associated with the given tree.

4.2 Health Condition

The overall health of each Tree was adjudged from an inspection of its leaf, overall percentage of leaf mass present in the canopy of the Tree, and the presence (or absence) of any pest or disease factor that could have an effect on the overall health of the Tree.

4.3 Structural Condition

The structural integrity of each Tree was determined from a visual inspection of its main stem, primary (and secondary) branch unions to determine the presence of any areas considered to be a structural 'defect' or 'imperfection' such as unions with included bark, swelling, or noticeable splitting at them.

The presence of cavities, decay, and/or any pathogen that could have an effect on the structural integrity of the Tree was also taken into consideration as part of the assessment process. Where considered necessary further investigation by way of the use of sounding techniques was utilised to determine the presence and general extent of any areas of cavity or associated decay within a Tree's main stem structure.

The Tree's root plate area was also inspected to identify any visible signs of root plate, movement, cracking or heave from which a determination of the in-ground stability of the tree can be ascertained. It is however important to note that there are limitations in verifying the in-ground stability of a tree based on a 'one-off' cursory visual observation; particularly when the inspection is undertaken during a period of with only light to moderate wind forces; as was the case during the course of this assessment.

4.4 Known Species Traits

Species suitability for use in an urban area, and if the identified Tree is of a species that can be subject to the sudden branch failure phenomenon, or shows evidence of a history of branch failure, or looks to be a potentially problematic based its current structural condition was also considered as part of the assessment process when considering the Tree's suitability to the proposed development.

With regards to any future development the known natural species traits of the given tree and its ability to cope with disturbances to its root zone that typically occur as part of a development process, as well as its ability to cope with the new parameters that are commonly created by an urban development (i.e. decreased soil oxygen due to compaction, increased un-seasonal watering from irrigation, increased pollution, increased radiated heat/light from urban infrastructure (roads, walls, buildings etc.) are all also taken into consideration.

¹

Field Guide for Visual Tree Assessment (VTA); Arboricultural Journal 1994 (Vol 18); C Matteck, H Breloer

5. Summary of Key Findings of the Assessment

5.1 Tree Numbers

The Site was noted to be remaining a well treed site and a large number of small diameter trees were again noted to be present. However given their small main stem diameter, they were again excluded from this assessment.

Two Trees look to have been removed since the Last Inspection; one due to root plate failure, and another to accommodate an electrical transformer that has been installed on the eastern edge of the Site.

In addition to the original Trees, an additional 30 Trees were identified to be present and included as part of this assessment, resulting in 140 Trees to have been included in this assessment.

5.2 Health Condition

13 dead Trees were now noted to be on Site; nine of which look to have died since the Last Inspection.

Marri Canker (*Quambalaria coyrecup*) was noted to be present and looks to have been a contributing factor to the decline and subsequent demise of 12 of these Trees (all of which are Marri), possibly in conjunction with environmental factors (i.e. poor successive seasonal rainfalls). The cause of death of the other dead Tree (Jarrah) was not able to be determined during this inspection, and would require further investigation (by way of tissue tests) to determine cause of death if its required to be verified.

A further seven Trees (mostly Marri) were considered to be in a poor health condition and looked to have limited life span remaining. Again Marri Canker was noted to be present and looks to be impacting their health.

In addition to these Trees, 22 Trees were considered to be in a 'fair' state of health at this time; 19 of which are Marri, and again Marri Canker looks to be having an impact to the health of the Marri trees in this area as well as impact from environmental factors and competition for available soil water and nutrients from other Trees.

All of the other remaining Trees on this Site were considered to be in good or better health at this time.

5.3 Structural Condition

Three Trees on Site look have snapped since the Last Inspection (all dead trees).

Otherwise little to no change to the structural condition of the Trees looks to have occurred since the Last Inspection.

The structural form of Trees 120 and 139 were of some note and concern. Both of these Trees are large old specimens of their species (Tuart), and look to be in excess of 100 years old. Both Trees have large cavities in the base of their main stem structures. At this time they appear to be maintaining structural integrity, although once clearing occurs as a result of development, they may have an increased risk for the potential for failure.

5. Summary of Key Findings of the Assessment

5.4 Potential Transplants

One Tree on Site was considered to be suitable for transplanting, and would be considered worthwhile providing any project time constraints and budgets allow.



A minimum of a 3-6 month root zone preparation time frame will need to be allowed for before successful relocation can occur.

Preparation costs are likely to be in the order of \$2000.

Relocation would also be preferable to undertake during a period of dormancy i.e. winter, and an aftercare program will be required for a period of time to help the tree re-establish root mass to become self-reliant once again.

Relocation costs will vary to some extent depending on final location.

An on-site relocation may be in the order of \$5000-\$7000 to undertake.

Transplanting the Tree to a new location 'off-site' would increase costs and are difficult to speculate given the variables involved (i.e. final location, any traffic management requirements during relocation etc.)

Alternatively if this Tree is not required (or desired) to be transplanted then it may have some value to a transplanting company to salvage it for use in other projects in the Perth area.

5. Summary of Key Findings of the Assessment

5.5 Suitability for inclusion into an area of Development

Retention value of the various tree species and even individual tree specimens will always be open to some personal opinion.

In general trees displaying good health and deemed to have a good aesthetic quality will be generally considered to have a high retention value.

Species known to be native to the given area, or known to have some form of historical association with the given area will also generally be considered to have a high retention value.

Conversely, common species of tree or trees known (or considered to be) a problematic species (i.e. ones that have propensity for branch failures, or ones that could self-seed freely), or one that display poor health or low aesthetic traits would typically be considered to have a low retention value.

However as part of ascertaining the suitability for inclusion into a development other aspects of the tree must be considered; primarily its structural form, suitability for inclusion into an urbanised area with high volumes of potential Targets, and its potential to cope with changes to its soil and surrounding environment that typically occur as part of a development process; even if it is only to be landscape works.

Of the 140 Trees identified and included in this assessment:

- 26 Trees were considered to have a 'high' retention value.

These trees are considered to be in good health and structural condition, be of a species that is considered well suited to an urban area, and have a good aesthetic amenity form and value. All of these Trees are considered to be very good specimens of their species, some of which are considered to be well in excess of 100 years old.

- 69 trees were considered to have a 'medium' retention value.

These trees are considered to be reasonably good specimens of their given species and are considered suitable for inclusion into an area of development, although to some extent their retention would be subject to development design and what 'targets' (i.e. people, structures etc.) may be introduced into their projected fall zone.

- 30 Trees were considered to have a 'questionable' retention value.

This includes those trees showing clear indications of a decline in health, or have very poor (potentially hazardous) structural form and considered likely to be a cause of future issues and concerns.

This is not to say that retention of these trees would not be viable or feasible.

However their retention and inclusion into an area where an increased number and value of potential targets is likely to occur as a result of development makes their retention questionable.

- 15 Trees were considered to have a very low retention value.

This includes the dead Trees.

5. Summary of Key Findings of the Assessment

5.6 Full Table of Results

The following pages provide a full table of the results of the assessment. Images of each Tree were provided as separate image files to this report.

Explanation of Fields of Information in the Table

Tree No.	Provides an identification number for the identified Tree
Species	Provides the botanical and most commonly used species name of the specimen.
Estimated Height	Provides an estimated height (in metres) of the specimen.
Estimated Trunk Calliper (DBH)	Provides an estimated trunk calliper of the specimen (in mm, and generally measured at 1.4 metres ("DBH") above ground level as per the industry standard). Should lower canopy formation start below 1.4 metres above ground level, the DBH is estimated at the point below the furcation of its main stem.
Estimated Canopy Spread	Provides an estimated spread of the trees canopy; provided in metres diameter. Both north-south and east – west canopy dimensions have been provided.
Health Condition	Provides a view of the specimen's health/vigour condition at the time of inspection based on a number of predetermined criteria.

Health Rating	Explanation
Excellent	Shows to have typical foliage condition and amount of foliage mass for a specimen of the species. May have a minor amount of deadwood, but no signs of any pest or disease factor that may affect its health.
Good	Shows to have typical foliage condition. Canopy foliage may be slightly chlorotic, or it may have a slightly higher percentage of deadwood than usual, or exhibit signs of being affected by environmental conditions. May have a minor pest or disease present that could start to affect its health.
Fair	Shows to have a relatively high percentage of deadwood than considered typical for a specimen of the given species and/or a low volume of live canopy leaf mass for a specimen of the given species. Apical sections of the canopy (may also be) dead. Signs of a pest or disease factor evident.
Poor	Canopy mass and foliage condition shows to be in a poor state for a specimen of the species. Has a high percentage of deadwood material in its canopy and a low volume of live canopy mass (typically <20%).
Dead	Shows to have either no live tissue within its structure, or at best has <5% live foliage mass remaining in its canopy.

5. Summary of Key Findings of the Assessment

Structural Form

Provides a view of the specimen's structural form at the time of inspection based on a number of predetermined criteria.

Structure Rating	Explanation
Good	Shows typical structural form for a specimen of the species. Branch unions show typical form at the point of attachment. May have a small number of minor structural defects; but are within the scope of tree surgery management to rectify. Shows to be root-stable.
Acceptable – Good	Shows reasonably good structural form for a specimen of its given species. May have a number of may have a number of structural defects present, or show evidence of previous branch failures but its structure looks to be remaining within the scope of management at this stage.
Acceptable	Shows an acceptable form, but may have a number of structural defects present i.e. bi-furcation (but with no major swelling or movement), or areas of stem cavities, but structure remains within the scope of management at this stage; albeit with a higher risk/management requirement. Can include previously lopped trees that are known to have good points of attachment of any regrowth that occurs.
Undesirable	Shows an undesirable structure for a specimen of the species. Structural condition likely to cause future issues in regards to the potential for branch or even complete tree failure to occur. Generally includes previously lopped trees, trees with large areas of cavity and/or associated decay that may be starting to affect its structural integrity, trees with bi-furcated unions with notable included bark and swelling that are considered to have an increased potential to fail.
Poor	Major structural defects evident. May have very large stem cavities, extensive termite damage, or noticeable movement in main stem, branch unions or root plate area.

Age Class

Provides an indication of the age class of the given Tree.

Juvenile; <10% of the Trees expected life span

Semi-mature; between 10 and 20% of the Trees expected life span under normal conditions

Mature; between 20 and 80% of the Tree's expected life span under normal conditions.

Post-mature; in excess of 80% of the Tree's expected life span under normal conditions.

Comment

Provides any additional information (seen as relevant in the context of this report) to the individual specimen.

Comments are (generally) self-explanatory.

5. Summary of Key Findings of the Assessment

TPZ

Meaning the given Tree's root protection zone; the area where the majority of the given Tree's root mass is considered likely to be found, and the area that is recommended to be protected during any development activity.

TPZ are given as a metre **radius** of the base of given Tree's main stem (trunk).

Retention Value

Provides an overall 'opinion' on the quality of the tree and its suitability for inclusion into an urban development area.

This opinion rating has been colour-coded for ease of reference.

High

Denotes very good specimens of their given species. Retention would be encouraged providing development design can accommodate suitable areas of the given Tree's TPZ

Medium








Denotes good/reasonably good quality trees. Retention would be considered worthwhile if development design can accommodate suitable areas of the given Tree's TPZ

Questionable


Ok Trees. However due to either their health, structural form, or known species trait retention into an urban development is considered questionable and efforts would be better spent on trying to retain other better quality Trees








Very Low








Trees considered highly questionable for retention; includes dead trees, trees with potentially hazardous structural defects








Tree ID	Species	Approx Height (metres)	DBH (cm)	Canopy Spread (metres diameter)		Health	Structure	Age Class	Image	Comments 2015	TPZ	Retention Value
				N-S	E-W							
100	Tuart (<i>Eucalyptus gomphocephala</i>)	20	60	6-8	8-10	Excellent	Acceptable	mature		No change to health or structural condition visible since Last Inspection. Effectively forms the one canopy with the adjacent tree and suggest only retain with adjacent tree	6.5	Medium
101	Tuart (<i>Eucalyptus gomphocephala</i>)	20	80, 70	12-14	10-12	Excellent	Acceptable	mature		No change to health or structural condition visible since Last Inspection. Northern side could be removed if necessary without impacting the tree	8	High
102	Tuart (<i>Eucalyptus gomphocephala</i>)	20	60	10-12	8-10	Excellent	Acceptable	mature		No change to health or structural condition visible since Last Inspection. Canopy is relatively one-sided (south) due to proximity of the adjacent tree	6	Medium
103	Tuart (<i>Eucalyptus gomphocephala</i>)	20	45	4-6	4-6	Excellent	Acceptable - Good	mature		No change to health or structural condition visible since Last Inspection.	5	Medium
104	Tuart (<i>Eucalyptus gomphocephala</i>)	13	30	6-8	4-6	Good	Acceptable - Good	mature		No change to health or structural condition visible since Last Inspection.	3.5	Medium
105	Tuart (<i>Eucalyptus gomphocephala</i>)	13	30, 30	4-6	4-6	Good	Questionable	mature		No change to health or structural condition visible since Last Inspection. Canopy is one-sided (west) due to proximity of adjacent tree. Cavity in main stem. Ok at this time but looks likely to cause issues longer term	3.5	Questionable
106	Tuart (<i>Eucalyptus gomphocephala</i>)	13	35	4-6	4-6	Fair	Questionable	mature		No change to health or structural condition visible since Last Inspection. Canopy is one-sided (west) due to proximity of adjacent tree. Bees. Ok at this time but looks likely to cause issues longer term	3.5	Questionable








Tree ID	Species	Approx Height (metres)	DBH (cm)	Canopy Spread (metres diameter)		Health	Structure	Age Class	Image	Comments 2015	TPZ	Retention Value
				N-S	E-W							
107	Tuart (<i>Eucalyptus gomphocephala</i>)	20	100	12-14	12-14	Excellent	Acceptable - Good	mature		No change to health or structural condition visible since Last Inspection	10	High
108	Jarrah (<i>Eucalyptus marginata</i>)	12	40	6-8	6-8	Good	Good	mature		No change to health or structural condition visible since Last Inspection. Canopy is slightly sparse but what leaf mass is present shows good condition and form. Part of a clump of trees not included in previous surveys	4.5	High
109	Jarrah (<i>Eucalyptus marginata</i>)	12	95	10-12	6-8	Good	Acceptable - Good	mature		No change to health or structural condition visible since Last Inspection. Canopy is slightly sparse but what leaf mass is present shows good condition and form. Basal cavity but not of any concerns at this time	9.5	High
110	Marri (<i>Corymbia calophylla</i>)	15	35	6-8	6-8	Good	Good	mature		No change to health or structural condition visible since Last Inspection. Canopy is slightly sparse and evidence of Marri Canker	3.5	Medium
111	Marri (<i>Corymbia calophylla</i>)	15	45	8-10	6-8	Good	Good	mature		No change to health or structural condition visible since Last Inspection although canopy is slightly sparse and evidence of Marri Canker	4.5	Medium
112	Marri (<i>Corymbia calophylla</i>)	15	70			Dead	Poor	mature		Main stem has snapped near to ground level since Last Inspection		Very Low
113	Marri (<i>Corymbia calophylla</i>)	10	40	8-10	8-10	Good	Good	mature		No change to health or structural condition since Last Inspection although canopy is slightly sparse and Marri Canker noted. Some new bark wounds on main stem (impact damage from vehicles)	4.5	Medium

Tree ID	Species	Approx Height (metres)	DBH (cm)	Canopy Spread (metres diameter)		Health	Structure	Age Class	Image	Comments 2015	TPZ	Retention Value
				N-S	E-W							
114	Marri (<i>Corymbia calophylla</i>)	10	35	8-10	6-8	Poor	Good	mature		Canopy condition suggests it may have limited life span remaining. Evidence of Marri Canker and looks to be affecting the health of the tree	3.5	Questionable
115	Tuart (<i>Eucalyptus gomphocephala</i>)	24	65	10-12	8-10	Excellent	Acceptable - Good	mature		No major change to health or structural condition since Last Inspection. Main stem bi-furcates but union still looks to be developing ok at this time	8	Medium
116	Tuart (<i>Eucalyptus gomphocephala</i>)	24	45	6-8	6-8	Excellent	Acceptable - Good	mature		No major change to health or structural condition since Last Inspection. Canopy is relatively one sided (south) but otherwise ok	4.5	Medium
117	Marri (<i>Corymbia calophylla</i>)	19	55	10-12	6-8	Good	Good	mature		No major change to health or structural condition since Last Inspection although canopy is slightly sparse and Marri Canker noted	6	Medium
118	Marri (<i>Corymbia calophylla</i>)	15	35			Dead	Poor	mature		Tree has died since Last Inspection		Very Low
119	Tuart (<i>Eucalyptus gomphocephala</i>)	15	45	2-4	2-4	Good	Acceptable - Good	mature		No change to health or structural condition since Last Inspection. Effectively forms the one canopy with the adjacent much larger tree 120	5	Medium
120	Tuart (<i>Eucalyptus gomphocephala</i>)	30	110	16-18	16-19	Excellent	Good	mature		No change to health or structural condition since Last Inspection. Very good specimen of this species	12	High








Tree ID	Species	Approx Height (metres)	DBH (cm)	Canopy Spread (metres diameter)		Health	Structure	Age Class	Image	Comments 2015	TPZ	Retention Value
				N-S	E-W							
121	Tuart (<i>Eucalyptus gomphocephala</i>)	16	110	8-10	8-10	Excellent	Questionable	mature		No change to health or structural condition since Last Inspection. Large basal cavity and looks to have been previously topped. Ok at this time but looks likely to be a cause of future issues and concerns. Old tree, but structure is of some concern	10	Questionable
122	Tuart (<i>Eucalyptus gomphocephala</i>)	20	70	8-10	10-12	Excellent	Good	mature		No change to health or structural condition since Last Inspection. Canopy is slightly sparse but what leaf mass is present shows good condition and form	9	High
123	Tuart (<i>Eucalyptus gomphocephala</i>)	26	80	12-14	8-10	Excellent	Good	mature		No change to health or structural condition since Last Inspection. Canopy is slightly sparse but what leaf mass is present shows good condition and form	9	High
124	Marri (<i>Corymbia calophylla</i>)	16	35	6-8	6-8	Good	Good	mature		No change to health or structural condition since Last Inspection. Canopy is slightly sparse but what leaf mass is present shows good condition and form. Marri Canker noted	3.5	Medium
125	Marri (<i>Corymbia calophylla</i>)	15	50	6-8	6-8	Good	Good	mature		No change to health or structural condition since Last Inspection. Canopy is slightly sparse and Marri Canker noted but otherwise ok	5	Medium
126	Tuart (<i>Eucalyptus gomphocephala</i>)	15	45	6-8	6-8	Good	Acceptable	mature		No change to health or structural condition since Last Inspection. Canopy is slightly sparse and one sided (north-west) due to proximity of adjacent tree but otherwise ok	4.5	Medium
127	Marri (<i>Corymbia calophylla</i>)	15	45	8-10	6-8	Good	Acceptable - Good	mature		No change to health or structural condition since Last Inspection. Canopy is slightly sparse and one sided (north-west) due to proximity of adjacent tree and effectively forms the one canopy with it. Marri Canker noted	4.5	Medium








Tree ID	Species	Approx Height (metres)	DBH (cm)	Canopy Spread (metres diameter)		Health	Structure	Age Class	Image	Comments 2015	TPZ	Retention Value
				N-S	E-W							
128	Marri (<i>Corymbia calophylla</i>)	13	35	8-10	6-8	Good	Good	mature		No change to health or structural condition since Last Inspection. Effectively forms the one canopy with the adjacent tree. Marri Canker noted but looks to be having limited impact at this time	4.5	Medium
130	Marri (<i>Corymbia calophylla</i>)	15	45	6-8	6-8	Good	Good	mature		No change to health or structural condition since Last Inspection. Canopy is slightly sparse and Marri Canker noted but otherwise ok	4.5	Medium
131	Marri (<i>Corymbia calophylla</i>)	17	70	10-12	6-8	Excellent	Acceptable - Good	mature		No change to health or structural condition since Last Inspection. Marri Canker noted but doesn't look to be impacting health at this time	6	Medium
132	Marri (<i>Corymbia calophylla</i>)	15	35	6-8	6-8	Good	Acceptable	mature		No change to health or structural condition since Last Inspection. Canopy is one sided (south-east) due to proximity of adjacent tree. Canopy is slightly sparse and Marri Canker noted	4.5	Questionable
133	Marri (<i>Corymbia calophylla</i>)	15	65	10-12	6-8	Poor	Acceptable	mature		Canopy is notably sparse since Last Inspection and suggests it has limited life span remaining	6.5	Very Low
134	Tuart (<i>Eucalyptus gomphocephala</i>)	24	80	16-18	8-10	Excellent	Acceptable - Good	mature		No change to health or structural condition since Last Inspection. Effectively forms the one canopy with the adjacent tree.	8	High
135	Tuart (<i>Eucalyptus gomphocephala</i>)	20	80, 45	8-10	10-12	Excellent	Acceptable	mature		No change to health or structural condition since Last Inspection. Effectively forms the one canopy with the adjacent tree. Basal cavity noted but not of any concerns at this time	8	Medium


Tree ID	Species	Approx Height (metres)	DBH (cm)	Canopy Spread (metres diameter)		Health	Structure	Age Class	Image	Comments 2015	TPZ	Retention Value
				N-S	E-W							
136	Tuart (<i>Eucalyptus gomphocephala</i>)	27	125	22-24	24-26	Excellent	Good	mature		No change to health or structural condition since Last Inspection. Exceptionally good specimen of this species, and one of the best on this Site. High retention value	12	High
137	Marri (<i>Corymbia calophylla</i>)	15	30	4-6	4-6	Fair	Acceptable	mature		No change to health or structural condition since Last Inspection. Canopy is slightly sparse and Marri Canker noted. Canopy is one sided (north-east) due to proximity of adjacent tree	3.5	Questionable
138	Tuart (<i>Eucalyptus gomphocephala</i>)	26	65	12-14	10-12	Excellent	Acceptable - Good	mature		No change to health or structural condition since Last Inspection	6.5	Medium
139	Marri (<i>Corymbia calophylla</i>)	17	60	8-10	6-8	Good	Acceptable - Good	mature		No change to health or structural condition since Last Inspection. Canopy is slightly sparse and Marri Canker noted	6	Medium
140	Marri (<i>Corymbia calophylla</i>)	15	50			Dead	Poor	mature		Tree has died since Last Inspection		Very Low
141	Tuart (<i>Eucalyptus gomphocephala</i>)	20	50, 50	8-10	10-12	Excellent	Acceptable - Good	mature		No change to health or structural condition since Last Inspection. Main stem bi-furcates near ground level but union looks to be developing ok at this time	6	High
142	Marri (<i>Corymbia calophylla</i>)	8	30, 30	2-4	4-6	Good	Acceptable - Good	mature		No major change to health since Last Inspection although one stem has died since Last Inspection. Looks to be regrowth off/around an old stump/original tree	3	Medium








Tree ID	Species	Approx Height (metres)	DBH (cm)	Canopy Spread (metres diameter)		Health	Structure	Age Class	Image	Comments 2015	TPZ	Retention Value
				N-S	E-W							
143	Marri (<i>Corymbia calophylla</i>)	13	45	8-10	6-8	Good	Acceptable - Good	mature		No change to health or structural condition since Last Inspection. Canopy is slightly sparse and Marri Canker noted. Canopy is one sided (south) due to proximity of adjacent tree	4.5	Medium
144	Marri (<i>Corymbia calophylla</i>)	15	45	6-8	4-6	Fair	Good	mature		No change to health or structural condition since Last Inspection. Canopy is slightly sparse and Marri Canker noted and looks to be impacting health	4.5	Questionable
145	Marri (<i>Corymbia calophylla</i>)	15	50	8-10	6-8	Good	Good	mature		No change to health or structural condition since Last Inspection. Canopy is slightly sparse and Marri Canker noted	5	Medium
146	Silky Oak (<i>Grevillea robusta</i>)	15	35	6-8	6-8	Excellent	Good	mature		No change to health or structural condition since Last Inspection. Good specimen but relatively short lived species in Perth so may only have another 20-30 years of life remaining	3.5	Medium
147	Marri (<i>Corymbia calophylla</i>)	15	45	6-8	6-8	Poor	Acceptable	mature		Canopy is notably more sparse since Last Inspection and suggests it has limited life span remaining	4.5	Questionable
148	Marri (<i>Corymbia calophylla</i>)	15	45	4-6	6-8	Poor	Acceptable - Good	mature		Canopy is notably more sparse since Last Inspection and suggests it has limited life span remaining	4.5	Questionable
149	Tuart (<i>Eucalyptus gomphocephala</i>)	26	225	18-20	18-20	Excellent	Questionable	mature		No change to health or structural condition since Last Inspection. Large basal cavity noted. Not of any major concerns at this time but as mentioned in previous assessments could be an issue if (once) adjacent trees are removed and this Tree is exposed to more winds. High community value based on previous reports, and clearly a very old tree	12	Medium








Tree ID	Species	Approx Height (metres)	DBH (cm)	Canopy Spread (metres diameter)		Health	Structure	Age Class	Image	Comments 2015	TPZ	Retention Value
				N-S	E-W							
150	Marri (<i>Corymbia calophylla</i>)	13	35	4-6	4-6	Good	Good	mature		No change to health or structural condition since Last Inspection. Canopy is slightly sparse and Marri Canker noted	3.5	Medium
151	Marri (<i>Corymbia calophylla</i>)	7	60			Dead	Poor	mature		This tree has died and snapped since Last Inspection		Very Low
152	Marri (<i>Corymbia calophylla</i>)	8	30	8-10	4-6	Good	Questionable	mature		No change to health or structural condition since Last Inspection although canopy is slightly sparse and Marri Canker noted. Canopy is very one sided (south) and has grown on a major lean over the verge	6	Questionable
153	Marri (<i>Corymbia calophylla</i>)	13	40	8-10	6-8	Good	Good	mature		No change to health or structural condition since Last Inspection although canopy is slightly sparse and Marri Canker noted	4	Medium
154	Marri (<i>Corymbia calophylla</i>)	13	35	4-6	4-6	Good	Good	mature		No change to health or structural condition since Last Inspection although canopy is slightly sparse and Marri Canker noted	3.5	Medium
155	Marri (<i>Corymbia calophylla</i>)	12	40			Dead	Poor	mature		Tree has died since Last Inspection		Very Low
156	Marri (<i>Corymbia calophylla</i>)	18	65	12-14	8-10	Fair	Good	mature		No major change to health or structural condition since Last Inspection although canopy is now sparse and Marri Canker noted which may be impacting health	6.5	Medium








Tree ID	Species	Approx Height (metres)	DBH (cm)	Canopy Spread (metres diameter)		Health	Structure	Age Class	Image	Comments 2015	TPZ	Retention Value
				N-S	E-W							
157	Marri (<i>Corymbia calophylla</i>)	13	40	6-8	6-8	Fair	Acceptable	mature		No major change to health or structural condition since Last Inspection although canopy is now sparse and Marri Canker noted which may be impacting health. Canopy is one sided (east) due to proximity of adjacent tree	4	Medium
158	Marri (<i>Corymbia calophylla</i>)	17	50	6-8	6-8	Good	Good	mature		No change to health or structural condition since Last Inspection although canopy is slightly sparse and Marri Canker noted	5	Medium
159	Marri (<i>Corymbia calophylla</i>)	12	35	6-8	6-8	Good	Acceptable - Good	mature		No change to health or structural condition since Last Inspection although canopy is slightly sparse and Marri Canker noted. Canopy is one sided (east) due to proximity of adjacent tree	3.5	Medium
160	Marri (<i>Corymbia calophylla</i>)	13	35	6-8	6-8	Good	Good	mature		No change to health or structural condition since Last Inspection although canopy is slightly sparse and Marri Canker noted	3.5	Medium
161	Marri (<i>Corymbia calophylla</i>)	12	35			Dead	Poor	mature		Tree has died since Last Inspection		Very Low
162	Marri (<i>Corymbia calophylla</i>)	8	30	6-8	6-8	Good	Good	mature		No change to health or structural condition since Last Inspection although canopy is slightly sparse and Marri Canker noted	3.5	Medium
163	Marri (<i>Corymbia calophylla</i>)	8	30			Dead	Poor	mature		Tree has died since Last Inspection		Very Low

Tree ID	Species	Approx Height (metres)	DBH (cm)	Canopy Spread (metres diameter)		Health	Structure	Age Class	Image	Comments 2015	TPZ	Retention Value
				N-S	E-W							
164	Jarrah (<i>Eucalyptus marginata</i>)	7	30	4-6	6-8	Good	Acceptable	mature		No major change to health or structural condition since Last Inspection although canopy is slightly sparse. Canopy is one sided (north) due to proximity of adjacent tree but otherwise ok	3.5	Medium
165	Tuart (<i>Eucalyptus gomphocephala</i>)	25	140	16-18	16-18	Excellent	Good	mature		No major change to health or structural condition since Last Inspection. Good specimen of this species. Old tree; probably well in excess of 100 year old	12	High
166	Marri (<i>Corymbia calophylla</i>)	13	30	4-6	4-6	Good	Acceptable	mature		No major change to health or structural condition since Last Inspection. Canopy is slightly sparse and Marri Canker noted. Canopy is one sided (east) due to proximity of adjacent tree	3	Medium
167	Tuart (<i>Eucalyptus gomphocephala</i>)	8	40	4-6	6-8	Excellent	Acceptable	mature		No major change to health or structural condition since Last Inspection. Canopy is one sided (south) and slightly suppressed due to proximity of adjacent tree	4	Medium
168	Marri (<i>Corymbia calophylla</i>)	5	45			Dead	Poor	mature		Tree has died and snapped since Last Inspection		Very Low
169	Jarrah (<i>Eucalyptus marginata</i>)	14	90	10-12	6-8	Poor	Acceptable	mature		Canopy health looks to have declined since Last Inspection and large section of its canopy is now dead. Canopy is one sided (north)	8	Questionable
170	Marri (<i>Corymbia calophylla</i>)	11	35	4-6	6-8	Fair	Good	mature		No major change to health or structural condition since Last Inspection although canopy is slightly sparse and Marri Canker noted	4.5	Medium

Tree ID	Species	Approx Height (metres)	DBH (cm)	Canopy Spread (metres diameter)		Health	Structure	Age Class	Image	Comments 2015	TPZ	Retention Value
				N-S	E-W							
171	Tuart (<i>Eucalyptus gomphocephala</i>)	22	80, 50	12-14	8-10	Excellent	Acceptable - Good	mature		No major change to health or structural condition since Last Inspection. Multi-stemmed from ground level one of which grows on a major lean east, and could be removed if desired without impacting tree health or structural condition	8	High
172	Tuart (<i>Eucalyptus gomphocephala</i>)	24	50	8-10	6-8	Excellent	Good	mature		No major change to health or structural condition since Last Inspection	5	High
173	Jarrah (<i>Eucalyptus marginata</i>)	7	40	4-6	8-10	Excellent	Acceptable	mature		No major change to health or structural condition since Last Inspection. Canopy is very one sided (east) and has grown on a lean but not of any major concerns at this time	5	Medium
174	Marri (<i>Corymbia calophylla</i>)	15	40			Dead	Poor	mature		Tree has died since Last Inspection		Very Low
175	Marri (<i>Corymbia calophylla</i>)	13	35			Dead	Poor	mature		Tree has died since Last Inspection		Very Low
176	Marri (<i>Corymbia calophylla</i>)									Tree has been removed since Last Inspection to make way for electrical transformer		n/a
177	Marri (<i>Corymbia calophylla</i>)	9	30	4-6	4-6	Good	Good	mature		No major change to health or structural condition since Last Inspection although canopy is slightly sparse and Marri Canker noted	3.5	Medium








Tree ID	Species	Approx Height (metres)	DBH (cm)	Canopy Spread (metres diameter)		Health	Structure	Age Class	Image	Comments 2015	TPZ	Retention Value
				N-S	E-W							
178	Marri (<i>Corymbia calophylla</i>)	10	35	4-6	4-6	Fair	Good	mature		Canopy is notably more sparse since Last Inspection. Marri Canker noted which may be impacting health	3.5	Questionable
179	Marri (<i>Corymbia calophylla</i>)	10	30	4-6	4-6	Fair	Good	mature		Canopy is notably more sparse since Last Inspection. Marri Canker noted which may be impacting health	3	Questionable
180	Marri (<i>Corymbia calophylla</i>)	14	25	4-6	4-6	Poor	Acceptable - Good	mature		Canopy is notably more sparse since Last Inspection and suggests it has limited life span remaining	3	Questionable
181	Marri (<i>Corymbia calophylla</i>)	14	30			Dead	Poor	mature		Tree has died since Last Inspection		Very Low
182	Marri (<i>Corymbia calophylla</i>)	16	50	8-10	6-8	Fair	Good	mature		Canopy is notably more sparse since Last Inspection and suggests it has limited life span remaining	5	Questionable
183	Tuart (<i>Eucalyptus gomphocephala</i>)	20	70	8-10	8-10	Good	Acceptable - Good	mature		No major change to health or structural condition since Last Inspection although canopy is slightly sparse. Main stem bi-furcates but union looks to be Ok at this stage	7	Medium
184	Marri (<i>Corymbia calophylla</i>)	16	45	8-10	8-10	Fair	Good	mature		Canopy is slightly sparse since Last Inspection. Marri Canker noted which may be impacting health although evidence of root zone disturbance having recently occurred from electrical transformer installation	4.5	Medium








Tree ID	Species	Approx Height (metres)	DBH (cm)	Canopy Spread (metres diameter)		Health	Structure	Age Class	Image	Comments 2015	TPZ	Retention Value
				N-S	E-W							
185	Marri (<i>Corymbia calophylla</i>)	17	50	8-10	8-10	Good	Good	mature		No major change to health or structural condition since Last Inspection although canopy is slightly sparse and Marri Canker noted	5	Medium
186	Jarrah (<i>Eucalyptus marginata</i>)	15	55, 30	8-10	6-8	Excellent	Acceptable	mature		No change to health or structural condition since Last Inspection	5.5	Medium
187	Ironbark (<i>Eucalyptus sideroxylon</i>)	18	45	6-8	6-8	Excellent	Acceptable	mature		No change to health or structural condition since Last Inspection	4.5	Medium
188	Marri (<i>Corymbia calophylla</i>)	16	40			Dead	Poor	mature		Tree has died since Last Inspection		Very Low
190	Marri (<i>Corymbia calophylla</i>)	18	45	8-10	8-10	Good	Acceptable - Good	mature		No major change to health or structural condition since Last Inspection although canopy is slightly sparse and Marri Canker noted	4.5	Medium
191	Marri (<i>Corymbia calophylla</i>)	18	65	8-10	8-10	Good	Acceptable - Good	mature		No major change to health or structural condition since Last Inspection although canopy is slightly sparse and Marri Canker noted	6.5	Medium
192	Tuart (<i>Eucalyptus gomphocephala</i>)	16	40	4-6	4-6	Excellent	Acceptable - Good	mature		No major change to health or structural condition since Last Inspection. Main stem bi-furcates but union looks to be developing ok at this time. Relatively leggy canopy form	4	Medium








Tree ID	Species	Approx Height (metres)	DBH (cm)	Canopy Spread (metres diameter)		Health	Structure	Age Class	Image	Comments 2015	TPZ	Retention Value
				N-S	E-W							
193	West Australian Peppermint (<i>Agonis flexuosa</i>)	13	60, 40	6-8	6-8	Good	Acceptable - Good	mature		No major change to health or structural condition since Last Inspection although canopy is slightly more sparse. Multi stemmed from ground level but union looks to be developing ok at this time	6	Medium
194	Monterey Cypress (<i>Cupressus macrocarpa</i>)									Tree looks to partially root plate failure and been removed since Last Inspection		n/a
195	Marri (<i>Corymbia calophylla</i>)	15	40	6-8	6-8	Good	Acceptable - Good	mature		No major change to health or structural condition since Last Inspection although canopy is slightly sparse and Marri Canker now looks to be impacting its health so it may have fairly limited life span remaining	4.5	Questionable
196	Marri (<i>Corymbia calophylla</i>)	15	45	8-10	6-8	Fair	Acceptable - Good	mature		No major change to health or structural condition since Last Inspection although canopy is slightly sparse and Marri Canker now looks to be impacting its health so it may have fairly limited life span remaining	4.5	Questionable
197	Marri (<i>Corymbia calophylla</i>)	17	45	6-8	6-8	Good	Good	mature		No major change to health or structural condition since Last Inspection although canopy is slightly sparse and Marri Canker noted	4.5	Medium
198	Tuart (<i>Eucalyptus gomphocephala</i>)	20	80	8-10	12-14	Excellent	Good	mature		No major change to health or structural condition since Last Inspection	8	High
199	Jarrah (<i>Eucalyptus marginata</i>)	15	35			Dead	Poor	mature		Tree has died since Last Inspection		Very Low





Tree ID	Species	Approx Height (metres)	DBH (cm)	Canopy Spread (metres diameter)		Health	Structure	Age Class	Image	Comments 2015	TPZ	Retention Value
				N-S	E-W							
200	Jarrah (<i>Eucalyptus marginata</i>)	15	50	6-8	12-14	Good	Acceptable - Good	mature		No major change to health or structural condition since Last Inspection. Canopy is still slightly sparse but leaf ok. Canopy is very one sided (east) due to proximity of adjacent tree which will severely impede potential for retention based on Plans provided	5	Medium
201	Jarrah (<i>Eucalyptus marginata</i>)	10	30	6-8	6-8	Excellent	Acceptable - Good	mature		No major change to health or structural condition since Last Inspection	3.5	Medium
202	Spotted Gum (<i>Corymbia maculata</i>)	22	75	12-14	8-10	Excellent	Good	mature		No major change to health or structural condition since Last Inspection. Good specimen of this species	7.5	High
203	Spotted Gum (<i>Corymbia maculata</i>)	17	40	4-6	4-6	Excellent	Good	mature		No major change to health or structural condition since Last Inspection. Bit suppressed by the adjacent trees but overall ok	4	Medium
204	Spotted Gum (<i>Corymbia maculata</i>)	17	60	10-12	10-12	Excellent	Good	mature		No major change to health or structural condition since Last Inspection. Good specimen of this species	6	High
205	Spotted Gum (<i>Corymbia maculata</i>)	20	70	10-12	10-12	Excellent	Good	mature		No major change to health or structural condition since Last Inspection. Good specimen of this species	7	High
206	Tuart (<i>Eucalyptus gomphocephala</i>)	20	100	18-20	10-12	Excellent	Good	mature		No major change to health or structural condition since Last Inspection. Forms part of a clump of larger mature Tuart that effectively form the one canopy and suggest to treat as one tree. High retention value as a group and considered to be close to or in excess of 100 years old	12	High



Tree ID	Species	Approx Height (metres)	DBH (cm)	Canopy Spread (metres diameter)		Health	Structure	Age Class	Image	Comments 2015	TPZ	Retention Value
				N-S	E-W							
207	Tuart (<i>Eucalyptus gomphocephala</i>)	8	60	6-8	10-12	Excellent	Acceptable	mature		No major change to health or structural condition since Last Inspection. Canopy is one sided (north) due to proximity of adjacent trees and effectively forms part of a clump of larger mature Tuart that effectively form the one canopy and suggest to treat as one tree. High retention value as a group	8	Medium
208	Tuart (<i>Eucalyptus gomphocephala</i>)	25	110	18-20	10-12	Excellent	Good	mature		No major change to health or structural condition since Last Inspection. Forms part of a clump of larger mature Tuart that effectively form the one canopy and suggest to treat as one tree. High retention value as a group and considered to be close to or in excess of 100 years old	12	High
209	Tuart (<i>Eucalyptus gomphocephala</i>)	24	110	14-16	10-12	Excellent	Acceptable - Good	mature		No major change to health or structural condition since Last Inspection. Canopy is one sided (north) due to proximity of adjacent trees. Forms part of a clump of larger mature Tuart that effectively form the one canopy and suggest to treat as one tree. High retention value as a group and considered to be close to or in excess of 100 years old	10	High
210	Tuart (<i>Eucalyptus gomphocephala</i>)	24	100	14-16	10-12	Excellent	Acceptable - Good	mature		No major change to health or structural condition since Last Inspection. Canopy is one sided (east) due to proximity of adjacent trees. Forms part of a clump of larger mature Tuart that effectively form the one canopy and suggest to treat as one tree. High retention value as a group and considered to be close to or in excess of 100 years old	10	High
211	Tuart (<i>Eucalyptus gomphocephala</i>)	26	115	14-16	10-12	Excellent	Acceptable - Good	mature		Evidence of previous branch failures (100-200mm diameter) since Last Inspection (possibly sudden branch drop). No major change to health since Last Inspection. Canopy is one sided (south) due to proximity of adjacent trees. Forms part of a clump of larger mature Tuart that effectively form the one canopy and suggest to treat as one tree. High retention value as a group and considered to be close to or in excess of 100 years old	10	High
212	Spotted Gum (<i>Corymbia maculata</i>)	21	50	6-8	6-8	Excellent	Acceptable - Good	mature		No major change to health or structural condition since Last Inspection. Main stem furcates into three but union looks to be developing ok at this time	5	Medium
213	Monterey Cypress (<i>Cupressus macrocarpa</i>)	12	40, 35	6-8	6-8	Excellent	Good	mature		Good mature specimen. Multi-stemmed from ground level.	4.5	Medium

Tree ID	Species	Approx Height (metres)	DBH (cm)	Canopy Spread (metres diameter)		Health	Structure	Age Class	Image	Comments 2015	TPZ	Retention Value
				N-S	E-W							
214	Marri (<i>Corymbia calophylla</i>)	17	40, 35	8-10	8-10	Good	Questionable	mature		Canopy is slightly sparse and suggests that it may be starting to decline in health. Multi-stemmed from ground level. Evidence of Marri Canker. Bees in basal cavity area	4.5	Questionable
215	Marri (<i>Corymbia calophylla</i>)	17	40	6-8	6-8	Fair	Good	mature		Canopy is sparse and Marri Canker noted which may be impacting health	4.5	Questionable
216	Marri (<i>Corymbia calophylla</i>)	15	30	4-6	4-6	Fair	Good	mature		Canopy is sparse and Marri Canker noted which may be impacting health	3.5	Questionable
217	Marri (<i>Corymbia calophylla</i>)	15	35	4-6	4-6	Fair	Acceptable	mature		Canopy is sparse and Marri Canker noted which may be impacting health. Swoop in main stem. Would question retention if adjacent trees are removed	3.5	Questionable
218	Marri (<i>Corymbia calophylla</i>)	15	35	4-6	4-6	Good	Acceptable - Good	mature		Reasonably good specimen. Canopy is slightly sparse but what leaf mass is present shows good condition and form. Canopy is one sided (west) due to proximity of adjacent trees. Ok but would question retention if adjacent trees are removed	3.5	Questionable
219	West Australian Peppermint (<i>Agonis flexuosa</i>)	8	30, 30	4-6	4-6	Poor	Acceptable - Good	mature		Near dead tree.	3.5	Very Low
220	Monterey Cypress (<i>Cupressus macrocarpa</i>)	13	50	6-8	6-8	Excellent	Good	mature		Reasonably good specimen.	5	Medium

Tree ID	Species	Approx Height (metres)	DBH (cm)	Canopy Spread (metres diameter)		Health	Structure	Age Class	Image	Comments 2015	TPZ	Retention Value
				N-S	E-W							
221	Monterey Cypress (<i>Cupressus macrocarpa</i>)	13	45	6-8	6-8	Excellent	Acceptable	mature		Reasonably good specimen. Has grown on a lean and its lean could be a concern.	5	Questionable
222	Monterey Cypress (<i>Cupressus macrocarpa</i>)	15	50	6-8	6-8	Excellent	Acceptable	mature		Reasonably good specimen. Has grown on a lean and its lean could be a concern.	5	Questionable
223	Monterey Cypress (<i>Cupressus macrocarpa</i>)	15	30	6-8	6-8	Good	Acceptable - Good	mature		Reasonably good specimen. Canopy is slightly sparse but what leaf mass is present shows good condition and form. Main stem bi-furcates but union looks to be developing ok at this time	3.5	Questionable
224	Monterey Cypress (<i>Cupressus macrocarpa</i>)	16	45	6-8	6-8	Excellent	Good	mature		Good mature specimen.	4.5	Medium
225	Monterey Cypress (<i>Cupressus macrocarpa</i>)	13	30, 25	6-8	6-8	Excellent	Acceptable - Good	mature		Reasonably good specimen. Multi-stemmed from ground level.	3.5	Questionable
226	Marri (<i>Corymbia calophylla</i>)	16	50	8-10	8-10	Fair	Good	mature		Reasonably good specimen. Canopy is slightly sparse and suggests that it may be starting to decline in health. Evidence of Marri Canker noted which may be impacting health	5	Questionable
227	Marri (<i>Corymbia calophylla</i>)	14	25, 25	6-8	6-8	Fair	Acceptable - Good	mature		Reasonably good specimen. Main stem bi-furcates but union looks to be Ok at this stage. Canopy is slightly sparse and evidence of Marri Canker noted which may be impacting health	5	Questionable

Tree ID	Species	Approx Height (metres)	DBH (cm)	Canopy Spread (metres diameter)		Health	Structure	Age Class	Image	Comments 2015	TPZ	Retention Value
				N-S	E-W							
228	Marri (<i>Corymbia calophylla</i>)	12	30	4-6	4-6	Fair	Good	mature		Reasonably good specimen. Canopy is slightly sparse and evidence of Marri Canker noted which may be impacting health	3.5	Medium
229	North American Sweet Gum (<i>Liquidambar styraciflua</i>)	10	25	4-6	4-6	Excellent	Good	semi-mature		Good specimen. Good aesthetic form/value. Considered worthwhile transplanting	3	High
230	Marri (<i>Corymbia calophylla</i>)	16	35	6-8	6-8	Fair	Good	mature		Reasonably good specimen. Canopy is slightly sparse and suggests that it may be starting to decline in health. Evidence of Marri Canker noted which may be impacting health	3.5	Medium
231	Tuart (<i>Eucalyptus gomphocephala</i>)	15	45	4-6	4-6	Excellent	Questionable	mature		Previously lopped specimen and unions of regrowth suggest they could be poorly attached.	4.5	Questionable
232	Tuart (<i>Eucalyptus gomphocephala</i>)	22	55	6-8	8-10	Excellent	Acceptable - Good	mature		Large mature specimen. Canopy is one sided (north) due to proximity of adjacent tree but not of any concerns at this time	5.5	Medium
233	Tuart (<i>Eucalyptus gomphocephala</i>)	16	40	4-6	6-8	Excellent	Acceptable	mature		Reasonably good specimen. Has grown on a lean. Not considered to be of any issue at this time although would question retention if adjacent trees are removed.	4.5	Medium
234	Tuart (<i>Eucalyptus gomphocephala</i>)	20	40	6-8	4-6	Excellent	Acceptable	mature		Reasonably good specimen. Swoop in main stem. Not of any concerns at this time although would question retention if adjacent trees are removed	4.5	Medium

Tree ID	Species	Approx Height (metres)	DBH (cm)	Canopy Spread (metres diameter)		Health	Structure	Age Class	Image	Comments 2015	TPZ	Retention Value
				N-S	E-W							
235	Tuart (<i>Eucalyptus gomphocephala</i>)	20	50, 30	8-10	8-10	Excellent	Acceptable - Good	mature		Reasonably good specimen. Multi-stemmed from ground level; possibly more than the one tree.	5	Medium
236	Marri (<i>Corymbia calophylla</i>)	10	30	4-6	4-6	Fair	Good	mature		Reasonably good specimen. Canopy is slightly sparse and suggests that it may be starting to decline in health. Evidence of Marri Canker noted which may be impacting health	3	Medium
237	Jarrah (<i>Eucalyptus marginata</i>)	10	30	6-8	6-8	Fair	Acceptable - Good	mature		Reasonably good specimen. Canopy is slightly sparse and suggests that it may be starting to decline in health. Has grown on a lean east. Not of any concerns to structural integrity but may cause issues with building clearance	3	Medium
238	Jarrah (<i>Eucalyptus marginata</i>)	16	45	8-10	8-10	Good	Good	mature		Reasonably good specimen. Canopy is slightly sparse but what leaf mass is present shows good condition and form.	4.5	High
239	Marri (<i>Corymbia calophylla</i>)	17	45	6-8	6-8	Fair	Good	mature		Reasonably good specimen. Section of its canopy is dead; remainder ok. Evidence of Marri Canker noted which may be impacting health	4.5	Medium
240	Tamarisk (<i>Tamarisk aphylla</i>)	17	40	8-10	4-6	Excellent	Acceptable	mature		Reasonably good specimen. Has grown on a lean but not considered to be of any issue at this time. Declared weed species for WA	4.5	Questionable
241	Broadleaved Paperbark (<i>Melaleuca quinquenervia</i>)	12	40	4-6	4-6	Fair	Good	mature		Reasonably good specimen. Canopy is slightly sparse and suggests that it may be starting to decline in health.	4	Medium

Tree ID	Species	Approx Height (metres)	DBH (cm)	Canopy Spread (metres diameter)		Health	Structure	Age Class	Image	Comments 2015	TPZ	Retention Value
				N-S	E-W							
242	Lemon Scented Gum (<i>Corymbia citriodora</i>)	17	40	6-8	6-8	Excellent	Good	mature		Good specimen. Good aesthetic form/value.	4	High
243	Olive (<i>Olea europaea</i>)	9	30, 30	14-16	8-10	Excellent	Acceptable - Good	mature		Reasonably good specimen. Multi-stemmed from ground level. Possibly regrowth from an original tree, and could be older than it looks	6	High

6. Comments on Design; Impact from Proposed Development

Based on the Plans provided, at this time the proposed development looks likely to require the removal of at least nine of the High retention value Trees on this Site.

This includes two of the largest oldest Trees on this Site; Trees #136 and #149.

A further eight of the High retention value Trees may also be impacted to the extent where their removal becomes required as a result of the development depending on aspects of detailed design such as delineation of underground services (sewer, water, drainage, power, gas etc.) and methodology of construction and canopy clearance requirements for the building. Installation of proposed car parking area could also impact a number of the Trees.

A further 25-30 Medium retention value Trees also look to be impacted by the proposed development.

Of the “significant Trees to be retained” shown on the Plans provided, two are dead (Trees #168, #175), and three are considered to have Low retention value (Trees #121, #168, #169).

Of the significant Trees to be removed shown on the Plans provided, one is dead (Tree #140), and two are considered to have High retention value (Trees #136 and #171).

12 of the significant Trees to be retained shown on the Plans provided are considered to have a High retention value.

13 of the significant Trees to be retained shown on the Plans provided are considered to have a High retention value.

7. Minimising Impact from Development

If retention of as many of the High and Medium retention value Trees on this Site is desired then it is recommended that their location be overlaid onto proposed development plans along with their designated TPZ areas.

Building footprint and alignment of all underground services is recommended to be aligned to be outside of as many of their TPZ areas as much as practicably possible.

Canopy extents are also recommended to be accurately surveyed and overlaid onto Plans to determine where conflicts with canopy with retained Trees could arise.

In the event of any encroachments being required, then further arboricultural advice will be required to determine what impact may occur.

This is not to say that some encroachment and development activity would not be permitted to be undertaken within a TPZ area as part of a development process.

However any encroachment required/proposed will require further input and discussion with the arboricultural consultant as part of any detailed design process to determine what the potential impact on the given Tree will be, and what design modifications or measures may need to be implemented to mitigate any potential negative impact on the given Tree.

If considered necessary, some exploratory excavation works may be required to verify actual root spread and determine what impact could occur.

Attachments to the Report

- Attachment 1; Tree Location Guide
- Attachment 2; Tree Location Guide showing Retention Value
- Attachment 3; Company Information and Disclaimer

Attachment 1; Site aerial with Tree locations overlaid

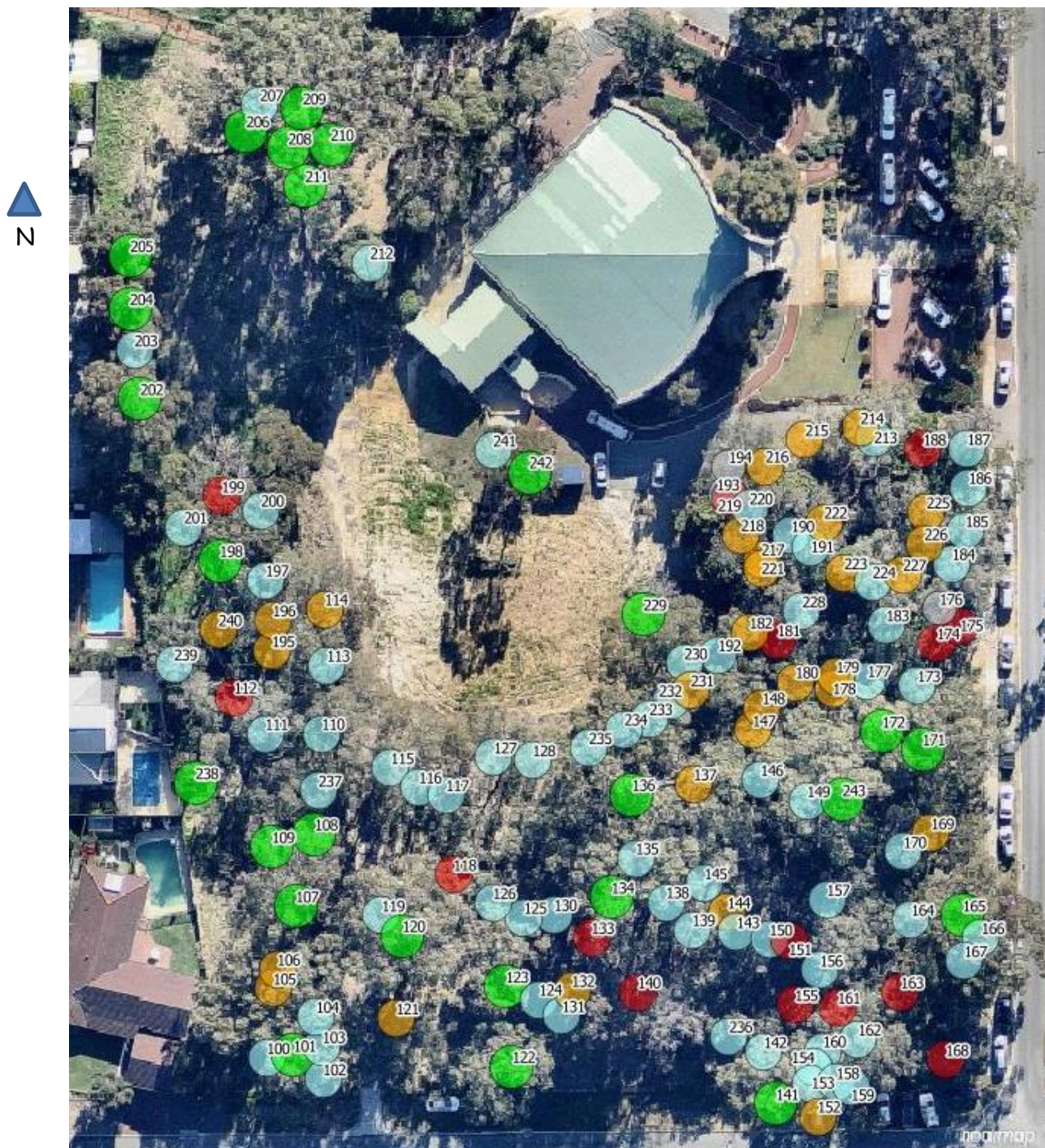
Note: Locations were collected using a hand-held Trimble to MGA Zone 50 datum.

Horizontal precision was noted to vary between 1 and 3 metres during the assessment, and should not be relied on as part of detailed design or planning works.

Aerial used sourced from Nearmap.com.au and is dated June 28, 2015



Attachment 2; Tree Location Guide showing Retention Value



Aerial Source; nearmaps.com.au

- High Retention Value
- Medium Retention Value
- Questionable Retention Value
- Very Low Retention Value

Attachment 3; Company Information & Disclaimer

Company Name:



A.C.N.:

107 194 061

A.B.N.:

66 566 369 687

Insurance Details:

General Liability;	Zurich	\$20 million
Professional Indemnity;	Vero	\$5 million
Personal Protection;	Macquarie/Asteron	

Office/Contact Details

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Disclaimer

This Report has been provided in good faith and based upon the material information provided by the Client to Arbor logic, and/or based on the visual inspection of the tree(s) at the time this advice was prepared.

The contents of this Report should be read in full, and at no time shall any part of the Report be referred to unless taken in context with the full contents of the Report.

The contents of this Report may not be reissued to another party or published in part or full without Arbor logic's written permission.

Arbor logic does not accept liability arising out of loss or damage that results from: -

- Material information not being provided by the Client to Arbor logic at the time this advice was prepared.
- The provision of misleading or incorrect information by the Client or any other party to Arbor logic upon which this advice was prepared.
- This advice being used by the Client or any other party in circumstances or situations other than the specific subject of this advice.
- Failure by the Client to follow this advice.
- The action(s) or inaction(s) of the Client or any other party that gives rise to the loss of, or damage to, the tree(s) that are the subject of this advice.

It is also important to take into consideration that all trees are living organisms and as such there are many variables that can affect their health and structural properties that remain beyond the scope of reasonable management practices or the advice provided in this Report based on the visual inspection of the tree(s).

As such a degree of risk will still remain with any given tree(s) despite the adoption of any best management practices or recommendations made in this Report.



CLEANAWAY



A Transpacific Company



Regis Woodland's

WASTE MANAGEMENT PLAN




Contents

1.0	Purpose
2.0	Scope
3.0	Objectives
4.0	Site Overview (Current Services)
5.0	Waste Streams
6.0	Waste Management Procedure
	6.1 Contact Information
	6.2 Roles and Responsibilities
	6.3 Cleanaway Bin and Truck specifications
7.0	Environmental Waste Stream Destination Chart
8.0	Site Assessment and Improvement Plans
9.0	Company Insurances
10.0	Cleanaway
	10.2 Contact Us

ENVIRONMENTAL WASTE MANAGEMENT PLAN



 **regis** **Regis Woodlands**
Conceptual Image from Sabina Street

 **Lex Carter Architects Pty Ltd**
September 2015

Client	Regis Aged Care
Site	Regis Woodlands
Document	Waste Management Plan
Date	18/11/2015
Address	Crn Sabina and Angelico Streets Woodland's WA

1. Purpose

This Waste Management Plan provides direction for the management of waste and recycling generated in Regis Woodlands

This plan has been created to ensure waste is managed:

- According to the National Contract with a view for improvement with Recycling practices.
- Compliant with applicable Legislation in in each State for Work Place Safety and Environmental Management
- Assist this site to understand the programmed work, service availability and complaints management process
- Support the site detailed accreditation process.

This plan encompasses all waste generated by Regis Woodland's and details the management and disposal destinations of that waste.

This plan provides information on:

- The required actions
- Those responsible for those actions
- The timing of those actions.

In addition, this plan identifies the environmental risks associated with waste management at this site and what strategies are planned to mitigate those risks.

2. Scope

This Environmental Waste Management plan enables Regis Woodlands to ensure its undertakings comply with relevant legislative rules and regulations as set out by the Legislative Departments in each State and Territory. This plan enables Regis Aged Care to adequately organise its waste management requirements prior to our contact start, a plan for the waste streams that are expected and process whereby the recycling targets are met.

This document analyses the planned management of all waste (solid and recycling) located at Regis Woodlands

3. Objective

Proudly Australian owned and operated, Regis Aged Care is one of Australia's largest providers of aged care services and has been caring for older Australians since 1993. The company is committed on providing the highest level of care and accommodation to its clients and prides itself on excellence through a mixture of High and low care facilities.

Regis Aged care, as part of the new Waste Management and Recycling contract, seek to commit to the strategy set out within this Waste Management Plan that meets the key actions of the Company to drive cost saving initiatives through better waste management practices.

This document is intended to satisfy Regis Woodland's individual requirements for:

- Who will *manage the waste*;
- The *bins and receptacles* to be used;
- Waste management *handling* on site;
- Where the *waste will be stored*;
- *Who will collect* and empty the waste receptacles;
- Where the *waste will be disposed*;
- What *recycling* will be implemented;
- Cost saving initiatives
- Improvements

4. Overview (Current Services)

Based in Woodlands in Western Australia, this new development offers 123 beds in single rooms with a main kitchen, 4 serveries and 4 nurses stations within the City of Stirling.

VRP Acct #	Site Name	Site Address	State	Service	Waste type	Qty.	Service Frequency
Under development	Woodlands	Crn Sabina and Angelico Streets woodland's WA	WA	Rear Lift 1100lt	General Waste	4	M-F
Under development	Woodlands	Crn Sabina and Angelico Streets woodlands' WA	WA	Rear Lift 1100lt	Commingle	4	W
Under development	Woodlands	Crn Sabina and Angelico Streets woodlands WA	WA	Rear Lift 240lt	Commingle	10	W
Under development	Woodlands	Crn Sabina and Angelico Streets Woodland's WA	WA	Sharps 1.4lt	Clinical	10	Fortnightly
Under development	Woodlands	Crn Sabina and Angelico Streets woodlands' WA	WA	Sharps 5lt	Clinical	10	Fortnightly
Under development	Woodlands	Crn Sabina and Angelico Streets woodland's WA	WA	Clinical 240lt	Clinical	5	Fortnightly
Under development	Woodlands	Crn Sabina and Angelico Streets woodlands' WA	WA	Security cart 240lt	Paper recycling	2	On req
Under development	Woodlands	Crn Sabina and Angelico Streets woodland's WA	WA	Rear Lift 240lt	Organics	3	W

Recommendations:

- Place internal bins in kitchen for resource recovery of organics and commingle to be decanted into larger bins external in the bin compound.
- Place in each servery a 240lt commingle bin for exchange when full.
- Place in each nurses station a paper bin for paper and newspapers to be decanted into commingle bins in waste compound.

5. Waste Streams

The waste streams described below include volumes estimated that are expected to be generated from the new contract.

Estimated volumes - per week:

- General Waste = 22m
- Recycling – Cardboard = 2.5m
- Recycling - Comingled = 2.14m
- Recycling – Paper bins = 0
- Recycling – Confidential Paper = 0.06m

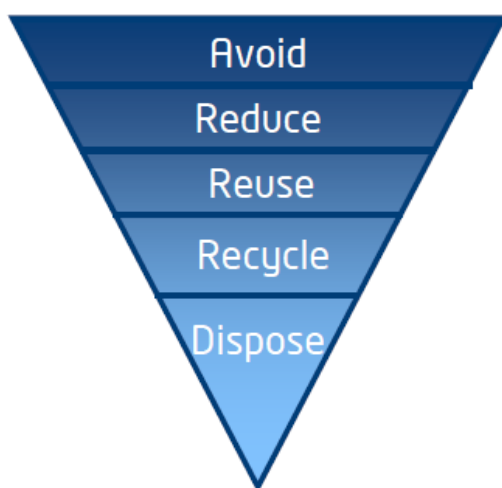
General Waste (0% recycled)	Any item that cannot be recycled
Paper – recycling (100% recycled)	Clean white paper
Recyclables – Comingled (100% Recycled)	Aluminium cans, glass bottles, juice and milk cartons, soft drink bottles, PET plastics, cardboard and cardboard packaging, non-confidential paper, clear plastic.
Cardboard (100% recycled)	Paper, cardboard (non-confidential).
Confidential Document Bins (100% recycled)	Confidential and secure paper destruction (serviced by Recall).
Low Density Plastic (100% Recycled)	Clear wrap, pallet wrap, bubble wrap
Clinical Waste (0% recycled)	Autoclaved
Sharps Waste (0% recycled)	Autoclaved
Cytotoxic Waste (0% recycled)	The EPA mandate that Cytotoxic waste, Pharmaceutical waste and Anatomical waste (recognisable body parts) must be incinerated

6. Waste Management Procedure

Regis Aged Care is committed to reduce the risk of any negative environmental impact that could be attributed to waste generated from all sites. The environmental surroundings to the various locations and properties include: Surrounding Neighbours in residential areas, Main service roads and footpaths. Within the site there is also the consideration of other residents, their visitors and staff.

Regis Aged Care have adopted the following waste management hierarchy and procedure in order to mitigate the **risk** of waste contamination or harm to the environment:

The Waste Hierarchy



- Avoid:** Avoid creating waste wherever waste creation can be avoided. Using reusable products that will serve a purpose and have a longer life before being turned into waste.
- Reduce:** Reduce the quantity of waste created by switching to products with less packaging. Reduce the quantity of food waste by purchasing only what is required for a short period of time.
- Reuse:** Reuse unwanted products for another purpose or find another user for the product. (Eg, reuse plastic containers or cartons for storage of items).
- Recycle:** Choose to recycle cans, plastic, steel, aluminium, glass, drink bottles, milk and juice cartons, cardboard and paper.
- Dispose:** The disposal of non-recyclable waste is carried out by a qualified and licensed carrier to ensure the transport and disposal occurs in a manner that complies with government legislation and is environmentally acceptable.

6.1 Contract Roles

Regis Woodlands

Manager Name	TBD
Position	
Address	
Contact Number	
Email	

Regis Ages Care Head Office

Manager Name	Julie Lynn
Position	Category Manager Procurement
Address	L2, 615 Dandenong Rd Armadale VIC 3143
Contact Number	03 8573 0483
Email	jlynn@regis.com.au

Transpacific Cleanaway

Cleanaway Name	Samantha Surfield
Position	Major Account Manager
Address	1 Western Avenue, Tullamarine Victoria 3043.
Contact Number	0481 008 580
Email	Samantha.surfield@transpac.com.au

6.2 Roles and Responsibility

The management and coordination of waste services is the responsibility of the **Cleanaway MAM**.

The **Cleanaway MAM** is to ensure waste collection services have been organized with the approved subcontractors and supplier prior to commencement of any new requirements. Waste service schedules and frequencies must be adequate to suit the site's requirements and changing volumes.

Specifically the **Cleanaway MAM** will ensure that:

- Waste collections are set to a schedule and frequency suitable to the volumes generated;
- Full bins are placed in the designated location ready for collection;
- Bins are correctly labeled to clearly identify the intended waste stream;
- Bins are kept clean and free of odor; Costs can be quoted*
- Monthly reports are reviewed with data to be used to capture potential areas of opportunity
- New technologies to market are discussed and an option to be quoted should the client request it
- All SLA's have been meet for the month, if not highlighted with agreed actions to take place.
- Documented minutes from all meetings
- Ensure Financial performance to the contact
- Ensure Risk Management and Compliance to the contract

The Regis Aged Care Facility will be responsible for the collection and disposal of material in the correct container as they are the generator.

Specifically the **Regis Aged care Site** will ensure:

- Waste and recycling materials are disposed of in the correct receptacle supplied by Cleanaway
- Bins are not overfilled
- Report any repairs that may be required
- Ensure bins are not relocated without a site inspection by Cleanaway

In coordination with Regis Aged Care **Category Manager Procurement**

- Seek to identify areas of waste minimization and recycling that can be implemented.

Regis Aged Care **Category Manager Procurement** will be responsible for the facilitation of the contact from the head Office.

The **Category Manager Procurement** will communicate the following with the Cleanaway MAM

- Attend Monthly Meetings with The **Cleanaway MAM**
- Discuss any complaints from sites to be rectified by Cleanaway
- Discuss any new required services
- Discuss any revised changes to the contract
- Provide feedback of communication through the month from the PSC
- Document any invoice errors which are to be sent by email to be corrected
- Provide customer satisfaction feedback

Platinum Service Centre Role and contacts

Partnership with Regis Aged Care

Contact Number

1800 337 408

Please Note: Between 5p.m. and 8a.m. Monday to Friday and at Weekends there is an option for any urgent matters to be diverted to the PSC emergency number. All you need to do is ring 180 337 408.

Email: psc@transpac.com.au

For all enquiries, requests and pricing issues.

PSC Customer Service Process

Enquiries & Requests are logged and actioned by PSC Customer Service officer to the Cleanaway business unit

Pricing outside of the Master Price File is logged and actioned by PSC Customer Service to the Account Manager

Point of Contacts

TPI Major Account Manager is Samantha Surfield

Mobile: 0481 008 580

Email: samantha.surfield@transpac.com.au

About the PSC team

The PSC team has 12 staff in total. The customer service centre is manned by three customer service officers. In addition there are 7 Billing Officers and 2 Business Analysts who prepare customer reports

As an escalation point please refer to the following contacts:

Phillip Heise – Consolidated Billing Manager

Ph # 07 3866 8900

Email: phillip.heise@transpac.com.au

Angela Arico- Contact Centre Manager

Ph # 07 3866 8941

Email: angela.arico@transpac.com.au

Kate Leighton – Group Customer Service Manager

Ph # 07 3367 7848

Mobile: 0401 366 959

Email: kate.leighton@transpac.com.au

6.3 Cleanaway Bin and Truck Specs



Wheelie Bins

Rear Lift and Side Lift

Cleanaway provides a range of wheelie bins/mobile waste bins to suit your general waste and recycling requirements.

Features

- General waste and recycling systems available
- Bins are easily manoeuvred to different waste generation points or inside/outside of premises
- Suits businesses that are unable to store large steel bins on site
- Wide range of bin sizes to choose from
- Rear lift mechanism minimises on site height restrictions whilst servicing
- Side lift wheelie bins mainly used for municipal (council) pick ups in housing precincts and specialised use in commercial applications where space or access is restricted
- Foot brakes standard on 660 litre and 1,100 litre bins
- Trucks can also pick up baled cardboard for recycling
- Steel option available for tough outdoor environments - ideal for areas where hot ashes, liquids or corrosive materials are present
- Customised bin solutions available to suit specific requirements

Applications

- Suitable for lightweight, lower volume commercial and industrial wastes
- Ideal for small to mid size commercial, industrial and municipal use
- Best suits businesses with high frequency collection requirements
- Ideal for businesses with space or access restrictions, scattered waste generation points, or those with perishable wastes

120L



140L



240L



660L



1100L





Sizes

CAPACITY	LENGTH (m)	DEPTH (m)	HEIGHT (m)
120 litre	0.48	0.55	0.925
140 litre*	0.53	0.60	0.91
240 litre	0.58	0.74	1.08
660 litre**	1.34	0.64	1.22
1,100 litre**	1.36	1.28	1.465

Rear Lift Bin Options



Bin Washing Service Colour-coded for Recycling Foot Brakes* Lid Lock

*Side lift bin system only.
**Rear lift bin system only.
*Standard on 660 litre and 1,110 litre bins.

Site Requirements

Our wheelie bins are collected using either our rear lift or side lift trucks. Consider the following average dimensions to ensure our rear lift or side lift wheelie bin systems suit your site.

	REAR LIFT BINS	SIDE LIFT BINS
Vehicle clearance required	2.5m (h) x 2.5m (w) x 8m (l)	3.8m (h) x 2.5m (w) x 9.5m (l)
Vehicle height in operation	3.4m	4.2m
Vehicle turning circle	17.7m	21.4m
Bin lifter reach	-	3.2m

*Please note sizes are approximate measurements.
Trucks may vary by location. Bin availability varies by location.



Side Lift Truck

Rear Lift Truck

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Transpacific is strongly committed to the safe and responsible management of waste, regulatory compliance, and the protection and enhancement of the environment.

For more information, please call 13 13 39 or visit us at www.cleanaway.com.au



Bulk Bins

Cleanaway's bulk bins utilise a hooklift system for our roll on/roll off (RORO) fleet. Bulk bins are best suited to generators of large volumes of solid waste that are unsuitable for compaction. Collections can be scheduled to suit operational requirements and are also available on request to process large one-off volumes of waste and recycling.

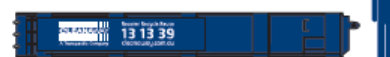
Features

- General waste and recycling systems available
- Bin stored on site
- Capacity for large amounts of waste
- Range of sizes available - 6m³ to 40m³
- Safe, easy depositing of waste through walk in doors and large open tops
- Tippler feeder bin options available to reduce manual handling
- Reduces traffic movement on site
- Automatic tarping system fitted to vehicles and where required to individual bins for safer haulage of loads and litter protection

Applications

- Suits large generators of commercial and industrial wastes
- Ideal for bulky waste and large non-compactable waste and recyclable materials
- Suitable for recyclable and non-recyclable wastes
- Best suits businesses with enough space to store the bin on site
- Utilised by construction and manufacturing industries, shopping centres, hospitals and more
- Specialist containers available, including liquid waste containers, sealed quarantine bins and containers for regulated waste

9m³



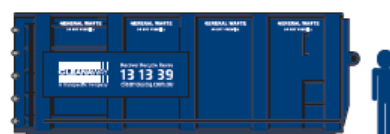
11m³



15m³



31m³



Tippler Bin





Sizes

Containers range from 6m³ to 40m³ in a roll on/roll off system.

CAPACITY	LENGTH (m)	DEPTH (m)	HEIGHT (m)
9m³	6.9	2.4	0.95
11m³	6.9	2.4	1.06
15m³	6.9	2.4	1.36
31m³	6.9	2.4	2.51

*Dimensions are approximate, bin sizes may vary.
8 tonne to 40 tonne lift mechanism.

Options



Bin
Washing
Service

Lids

Tarpaulln
Covers

Tippler
Feeding
Bins*

*Customised.

Site Requirements

Consider the following dimensions to ensure the bulk bin system suits your site:

Vehicle clearance required	3.8m (h) x 2.5m (w) x 10.0m (l)
Vehicle height in operation	7.1m
Vehicle length in operation	16.5m
Vehicle turning circle	22.1m

*Please note measurements are approximate as truck sizes vary.



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www.cleanaway.com.au



Skip Bins

Lift On/Lift Off System

Cleanaway provides a flexible and reliable skip bin service that is focused on your needs. Also known as Marrell bins, skip bins provide a versatile single lift bin system.

Features

- Range of sizes available
- Prompt delivery and removal
- You determine time the bin remains on site
- Recycling of demolition waste available
- Saves time and cost compared to landfill disposal
- Improved site safety through dedicated disposal point
- Improved site aesthetics for duration of work
- Craneable and lockable bins available in select locations

Applications

- Convenient for one-off waste requirements
- Ideal way of managing waste generated from household renovations, garden or office clean ups (2m³ to 5m³ bins)
- Ideal for large, heavy, non-compactable segments of waste from building and demolition sites such as bricks, sand and timber (6m³ to 12m³ bins)

2m³



3m³



4m³





Sizes

Containers are available from 2m³ to 12m³.

CAPACITY	LENGTH (m)	DEPTH (m)	HEIGHT (m)
2m³	2.1	1.2	0.9
3m³	2.4	1.2	1.0
4m³	3.0	1.2	1.2
6m³	3.6	1.4	1.2
8m³	4.1	1.5	1.11
10m³	4.0	1.8	1.5
12m³	4.7	1.8	1.5

*Dimensions are approximate, bin sizes may vary. Bin availability varies by location.

6m³



12m³



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Steel Bins

Front Lift

Cleanaway's steel front lift bins provide a fast, manoeuvrable option for medium to high volume commercial and industrial applications.

Features

- General waste and recycling systems available
- Range of bin sizes available
- Can be designed to be manoeuvrable
- Flexible collection frequencies to suit operations
- Sturdy light weight plastic lids for ease in lifting
- User friendly bin lid stays fitted as standard to 3m³ and 4.5m³ bins
- Manufactured standard in mild steel
- Fully welded and gusset reinforced lifting pockets
- Various castor styles including, cast iron, urethane and rubber
- Each bin type is available with brakes
- Stainless steel, galvanised steel and plastic bin alternatives also available
- Cleanaway's commercial systems are routed and scheduled in capital cities using sophisticated routing and weighing software

Applications

- Best suits medium to high volume waste producers
- Suitable for commercial and light industrial waste
- Ideal for businesses requiring flexibility in bin sizes and systems
- Suitable for all volumes of mixed solid waste and/or paper and cardboard recycling
- Vehicle capacity from 25m³ to 31m³ depending on application

1.5m³



3.0m³



4.5m³



6.0m³





Steel Bin Sizes

General waste bins: 1.5m³ to 4.5m³

Recycle bins: 1.5m³ to 6m³

CAPACITY	LENGTH (m)	DEPTH (m)	HEIGHT (m)
1.5m³	2.02	0.95	1.15
3.0m³	2.02	1.45	1.46
4.5m³	2.02	1.80	1.80
6.0m³	2.02	1.80	2.05

Options



Bin Washing Service



Lockable Lid



Wheels



Wheel Locks

Site Requirements

Consider the following average dimensions to ensure the front lift steel bin system suits your site:

Vehicle clearance required	3.8m (h) x 2.5m (w) x 10.0m (l)
Vehicle height in operation	5.5m
Vehicle turning circle	22.1m

*Please note measurements are approximate as truck sizes vary.
Bin availability varies by location.

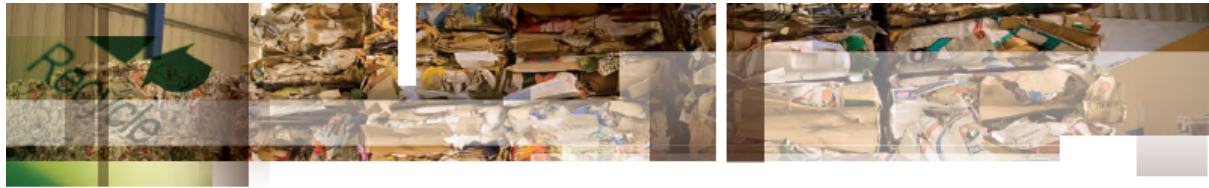


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Compactors

Cleanaway's compactors provide an efficient solution for large volumes of waste and recycling. Having a compactor on site can help you reduce waste transportation costs and increase waste management efficiencies.

Features

- General waste and recycling systems available
- Compactor stored on site
- Fully enclosed bin
- Compaction ratio up to 4:1 (approximate, varies according to waste type)
- Compaction can reduce cost of frequent servicing
- Often eliminates need for multiple bins on site
- Reduces traffic movement on site
- Portable or fixed compactors available
- Push Blade, Auger and Pendulum type compactors available
- Safety mechanisms integrated into units
- Programmable Logic Controller (PLC) to monitor compactor operations and indicate when the bin is full
- Compactors can be custom designed and installed to suit specific applications
- Tippler feeder options available to reduce manual handling around sites and facilities
- Refrigerated compactors available

15m³



31m³



Tippler Bin



Applications

- Suits large generators of commercial and industrial waste
- Suitable for light to medium density wastes
- Ideal for general waste, paper and cardboard, food and organics, plastics and various types of packaging
- Utilised by manufacturing and warehousing facilities, shopping centres, hospitals, transfer stations and more



Sizes

Containers range from 6m³ to 40m³ in roll on/roll off system.

CAPACITY	LENGTH (m)	DEPTH (m)	HEIGHT (m)
19m³	6.5	2.2	2.49
31m³	9.89	2.5	2.5

*Dimensions are approximate, sizes may vary.

Options



Bin
Washing
Service

Customisation

- Variable hopper size
- Bin loading systems
- Access ramps
- Safety cage
- Guide rails
- Refrigeration
- Anti odour system
- Bin filters

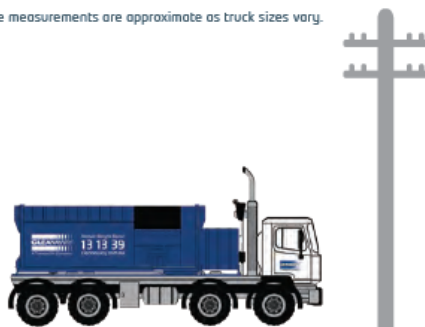
Site Requirements

Compaction systems have specific site requirements to ensure safe operation including space for cages; access to load waste into the compactor; rails for the removal and changeover of bins; specific electrical requirements; and truck access to lift the compactor safely.

Please consider these requirements to ensure the compactor option is suitable:

Vehicle access	3.8m (h) x 2.5m (w) x 10m (l)
Vehicle height in operation	7.1m
Vehicle length in operation	16.5m
Vehicle turning circle	22.1m

*Please note measurements are approximate as truck sizes vary.



Specialised equipment

Cleanaway provides a range of bulk bins and equipment to suit specific applications. This includes tippler bins, craneable bins, offshore bins, roll packers and recycling balers. Please ask your sales representative for more information.

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LIQUID WASTE

The Service

The Cleanaway Liquid Waste service is designed to manage any liquid waste in accordance with guidelines specified by the Environmental Protection Authority. Liquid waste may be hazardous or non-hazardous and requires expertise to ensure correct management and disposal.

Cleanaway is licensed to transport the vast array of liquid wastes and uses only licensed treatment facilities in the treatment and disposal of the waste. We are also able to offer chemical analysis services to determine how your wastes should be stored, transported and disposed.

Features

- > Treatment facilities EPA licensed
- > Licensed to carry and manage hazardous waste
- > Dangerous good licensed
- > Controlled waste tracking documentation provided
- > Certificate of disposal available
- > Waste classification, assessment and advice available

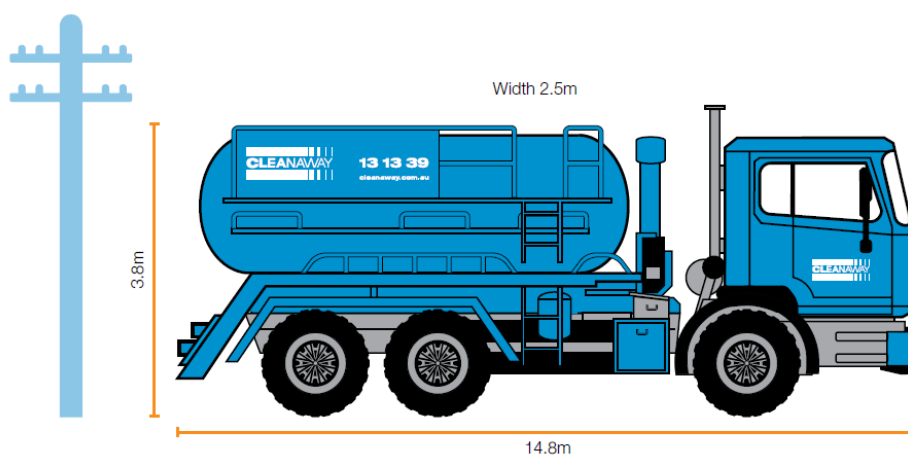
Liquid Waste Types

- > Grease trap waste
- > Oils
- > Food sludges
- > Organic sludges
- > Resins
- > Adhesives and glues
- > Paint
- > Alkalines
- > Acids
- > Inks and dyes
- > Chemicals

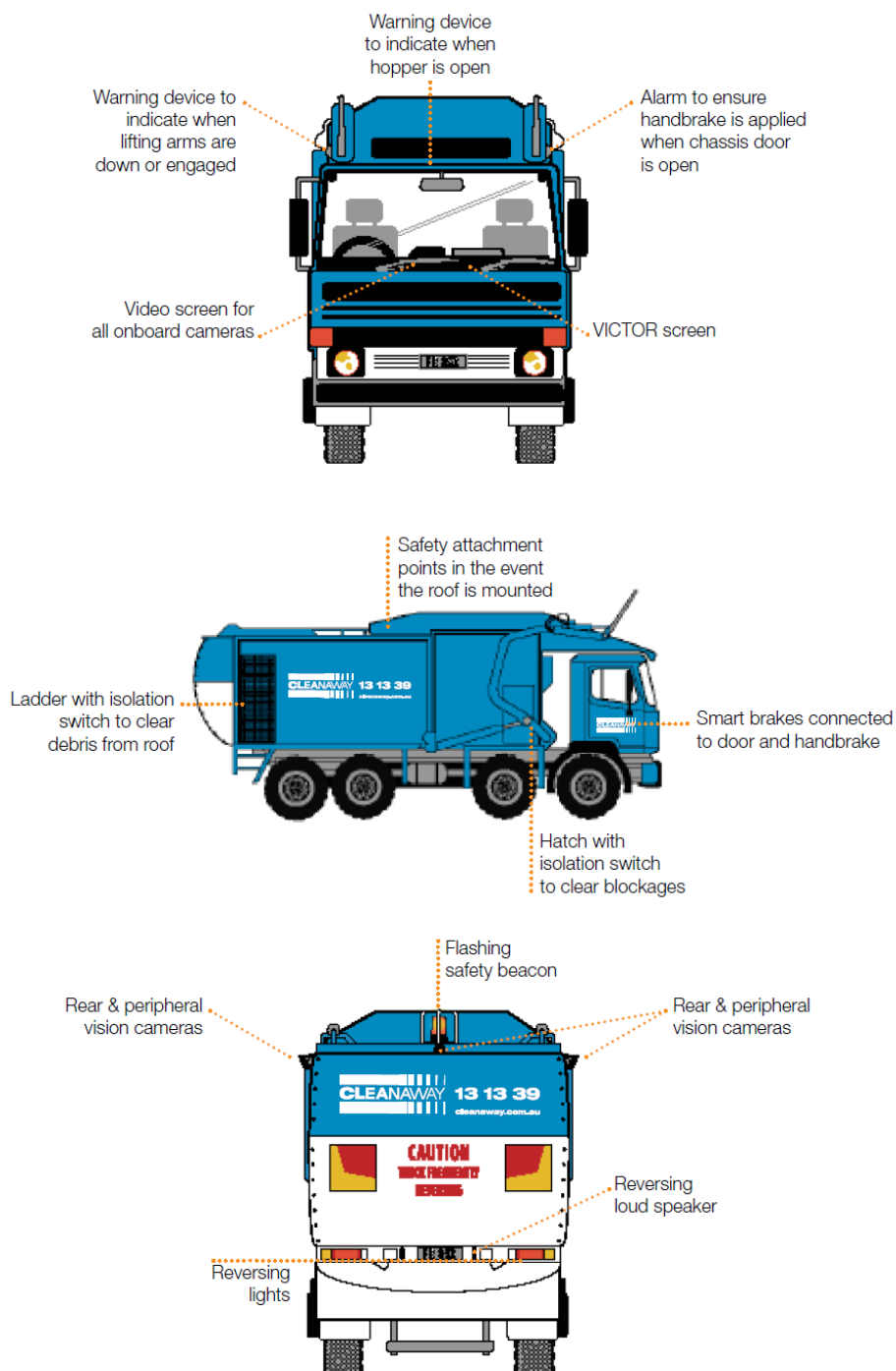
Vehicle Specifications

It is important to ensure there is enough space for the vehicle to safely approach and operate. Consider the following dimensions to ensure the Liquid Waste system is the right one for you:

	SMALL	LARGE
Tanker capacity	12,000 litres	24,000 litres
Vehicle clearance (height).....	3.3 metres	3.8 metres
Vehicle clearance (width).....	2.5 metres	2.5 metres
Vehicle clearance (length).....	9.0 metres	14.8 metres
Vehicle turning circle.....	18.0 metres	19.4 metres



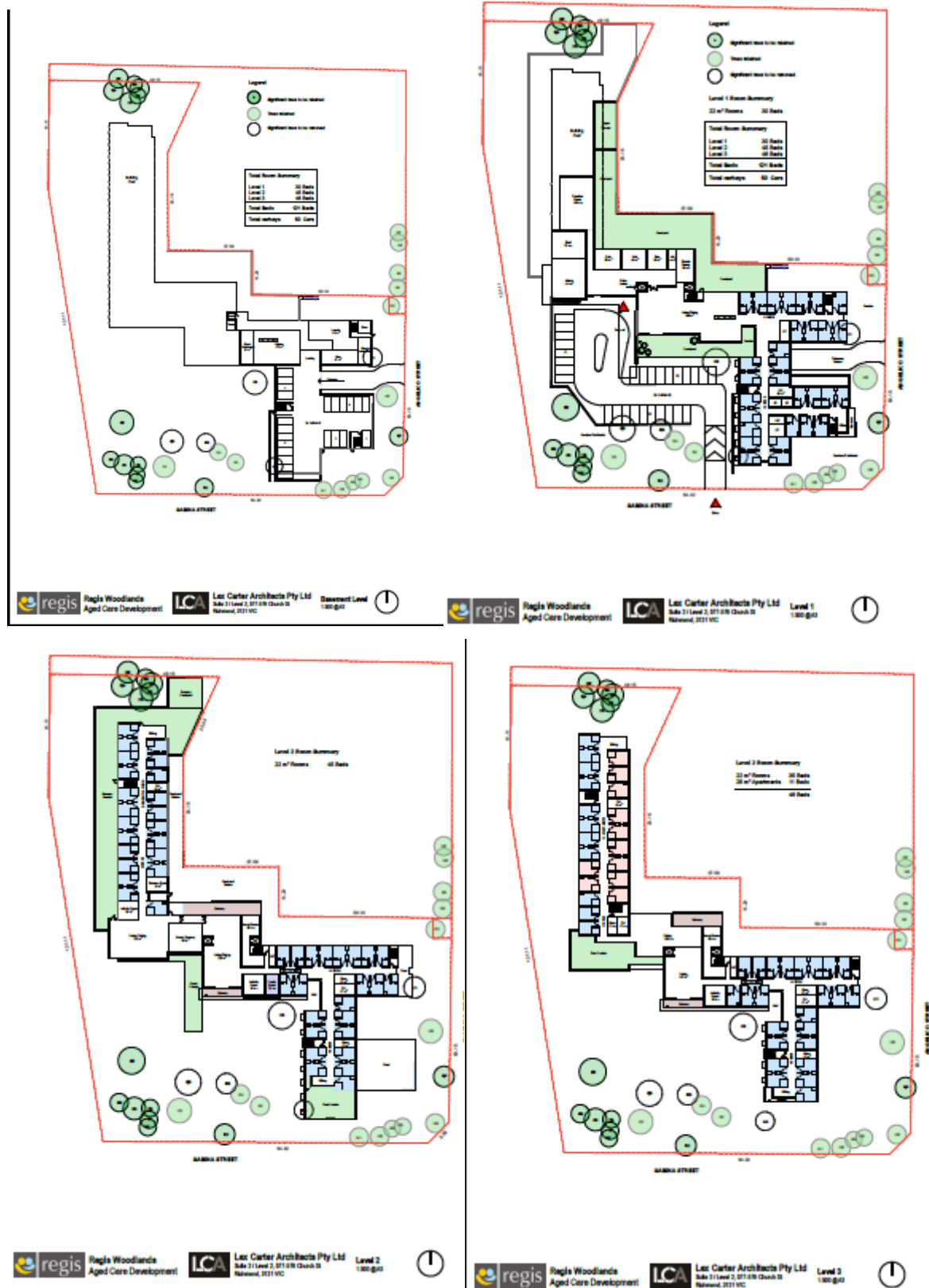
VEHICLE SAFETY FEATURES



7. Environmental Waste Stream Destination Chart

Waste Stream	Size Bin	Colour coded	Collection System	Frequency	Waste Destination / Handling 3 rd Party Servicing
Construction Waste – Recycled (80%)	4-20m3	Labeled skip bin	Hook Lift	Weekly	Collected from site and taken to Western Recycling. Where possible, collected construction waste is separated so that inert materials can be recycled and reused in building products.
Steel - Recycled	9m3	Labeled skip bin	Lift On	As required	Collected by Cleanaway and taken to Sims Metal for recycling by Sims Metal.
General Waste		Green lid and green bin	Rear Lift	Weekly	Collected from site and taken to Cleanaway Bay waste, West Australian Landfill services, City of Rockingham or Western Recycling and disposed of accordingly to State Legislation
Recycling - Comingled	240L	Yellow lid/ green bin	Rear Lift	Weekly	Collected from site and taken to Orora Recycling. Various waste streams are segregated, baled and shipped overseas for recycling.
Recycling – Cardboard / Paper Bins	240L	Blue lid/ blue bin	Lift On	Weekly	Taken to Orora Recycling. All cardboard and LDPE is sent to local recyclers or shipped overseas for recycling .
Recycling – Confidential Paper	240L	Blue lid/ blue bin	Lift On	Weekly	Collected by Recall, taken for shredding and paper recycling

8. Site Plans



9. Company Insurances

Certificate of Currency



GPO Box 1230, Melbourne VIC 3001
Level 51
80 Collins St, MELBOURNE VIC, 3000
DX 139, Melbourne

Lisa Laflamme
Service Executive

23 October 2015

Direct Telephone 61 3 9211 3270
Facsimile 61 3 9211 3504
E-mail: lisa.laflamme@aon.com

To Whom It May Concern,

Certificate of Currency

In our capacity as Insurance Brokers to Transpacific Industries Group Pty Ltd, we hereby certify that the undermentioned insurance policy is current.

This certificate is issued as a matter of information only and confers no rights upon the certificate holder. This certificate does not amend, extend or alter the coverage afforded by the policy detailed below, or assume continuity of the policy.

Policy Type	General & Products Liability
Insured	Transpacific Industries Group Ltd and/or Joint Ventures (but only those Joint Ventures in which the named Insured has management and/or operational control) and/or subsidiary and/or related Corporation as defined under the Australian and New Zealand Corporations Law (including those acquired or incorporated during the Period of Insurance) and/or Financiers and all parties for whom the Insured undertakes to insure, all for the respective right, interests and Liabilities.
Insurer	AIG Australia Limited
Policy Number(s)	300009140
Period of Insurance	From: 4.00 PM on 31 October 2015 Australian Eastern Standard Time To: 4.00 PM on 31 October 2016 Australian Eastern Standard Time
Covering	Legal liability to third parties for injury and/or property damage caused by an occurrence in connection with the insured's business.
Sum Insured	General Liability - \$20,000,000 any one occurrence Products Liability - \$20,000,000 any one occurrence and in the aggregate Professional Indemnity - \$10,000,000 any one claim and in the aggregate
Territorial Limit	Anywhere in the world

This Certificate is issued as a matter of information only and confers no rights upon the holder. This Certificate does not specify all the terms, conditions or exclusions of the insurance nor does it amend, extend or alter the coverage afforded by the Policy/Policies listed.

Yours faithfully,

Lisa Laflamme
Service Executive

Workers compensation



02 June 2015

Transpacific Industries Group Ltd

ABN: 74 101 153 220

Level 1, 159 Coronation Drive
MILTON QLD 4064
PO Box 1824
MILTON Q 4064

Phone: + 61 7 3367 7800
Fax: + 61 7 3367 7878

To Whom It May Concern

**STATEMENT OF CURRENCY
WORKERS COMPENSATION INSURANCE**

STATEMENT OF COVERAGE

Transpacific Industries Pty Ltd holds a self-insurance licence authorising retention of liability and management of workers' compensation claims under the Commonwealth Safety, Rehabilitation and Compensation Act 1988 (SRC Act).

This Statement of Currency is valid from 01 July 2015 to 30 June 2016.

EMPLOYER'S INFORMATION

LEGAL NAME: Transpacific Industries Pty Ltd
ABN: 40 010 745 383
ACN: 010 745 383

IMPORTANT INFORMATION

Transpacific Industries Pty Ltd is not required to have concurrent coverage for Workers' Compensation under any State or Territory Legislation.

The information provided in this Statement of Currency is correct as at June 02 2015.

Yours faithfully,

A handwritten signature in black ink, appearing to read "R.D. Maule".

Rod Maule

**Head of Safety
Transpacific Industries Group Ltd**

10. Cleanaway

10.1 About Us

Transpacific is Australia's largest total waste management company. Consisting of several divisions, made up of a core of well-known companies, Transpacific is capable of providing a complete solution to any client's waste management issues. From manufacturing bins, transport and the operation of some of Australia's best waste recovery facilities and everything in between, Transpacific does it all.

The Transpacific group of companies includes Cleanaway, Transpacific Industrial Solutions, Nationwide Oil and Environmental Recovery Solutions. Through these companies and our joint venture companies Western Resource Recovery and Total Waste Management, Transpacific is able to manage all waste from cradle to grave, or as we prefer 'cradle to re-birth'.

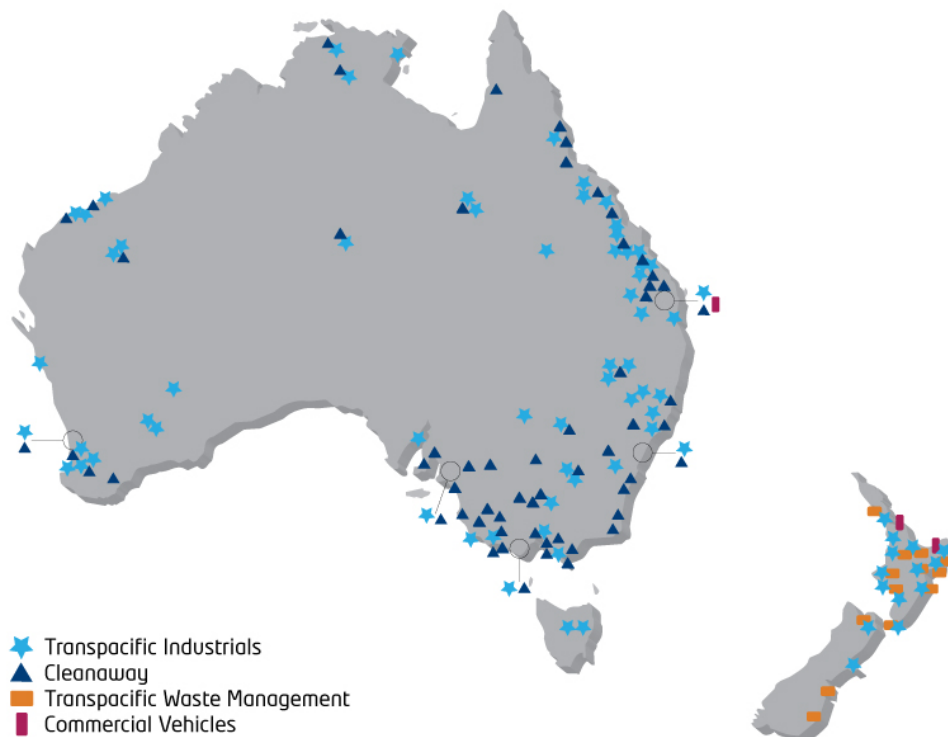
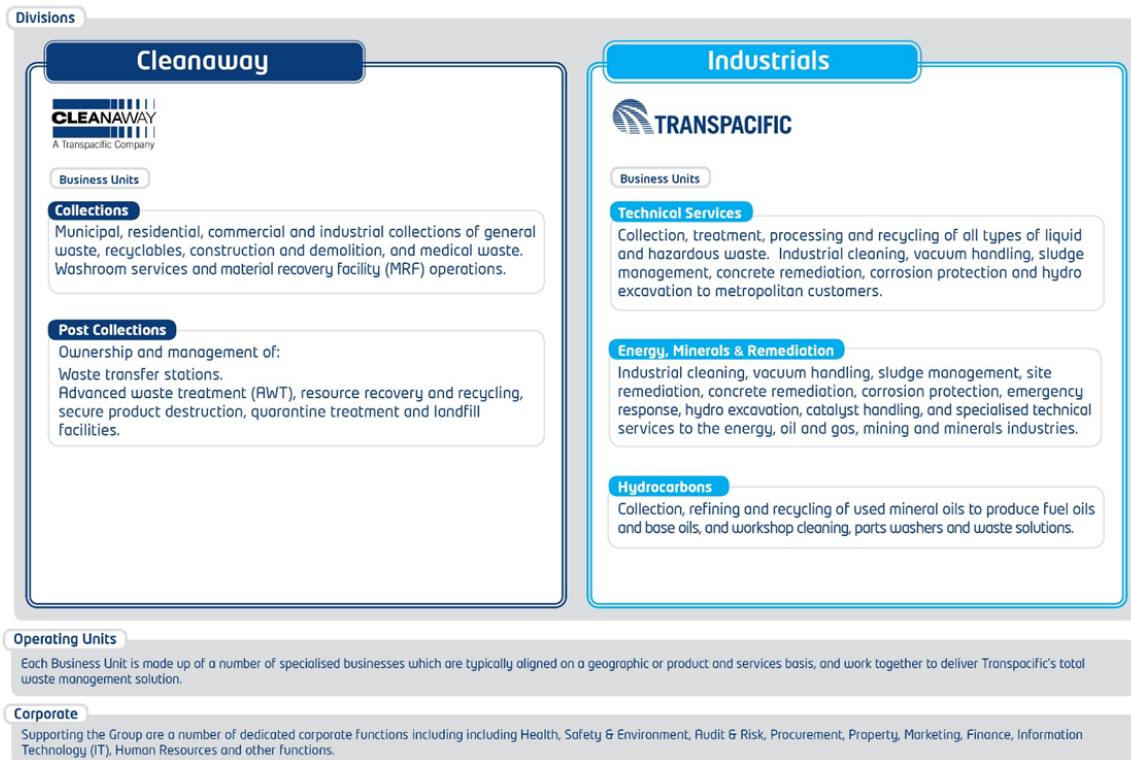
Transpacific's view is that all waste is a resource. This is encapsulated in Transpacific's Environmental Policy and in particular, the principle to recover, recycle or re-use waste wherever possible. In order to do this, Transpacific has developed facilities and businesses within its network that can recover, recycle or re-use almost all types of waste at competitive, or better than competitive, prices compared to sites which accept waste for permanent disposal.

In addition, Transpacific are accredited by the DEC and able to provide a fast, safe and comprehensive environmental emergency response service. This includes containment, clean-up, collection, processing and disposal of all hazardous and non-hazardous spills. We can also supply emergency spill kits and absorbents for all vehicles and workshops. An Emergency Response Hotline – 1800 SPILLS (1800 744 557) is available for this service.



Cleanaway currently owns and operates a total of 19 landfill facilities across Australia and New Zealand. Our Landfill operations include the design, construction, operation and ongoing maintenance and management of landfill facilities.

Waste Operations – Australia and New Zealand



10.2 Contact Us

If you have any queries in regards to any part of this Environmental Waste Management Plan, please do not hesitate to contact:

Samantha Surfield

Major Account Manager

Mobile: 0481 008 580

Email: samantha.surfield@transpac.com.au





LEGEND

- Subject Site
- 2 Storeys
- 3 Storeys
- 4 Storeys
- Basement / Parking
- Level 1 / entrance below
- Driveway
- Parking (Ground Level)
- ↖ Vehicle Access
- 22 25 Existing Contours
- Retained Significant Vegetation where possible
- Retained Vegetation where possible
- Vegetation to be removed
- Minimum Setbacks

DEVELOPMENT REQUIREMENTS

Use

- Nursing Home comprising no more than 130 beds.

Parking

- Total No. of car bays limited to 60.

Height

- Development is not to exceed a height of 4 storeys and a maximum concealed roof height of 15m.

Building Envelope

- Development to be undertaken within the building envelope show in this Local Development Plan excluding minor incursions.

Landscaping

- A detailed landscaping plan for the development is to be submitted with the Development Application.

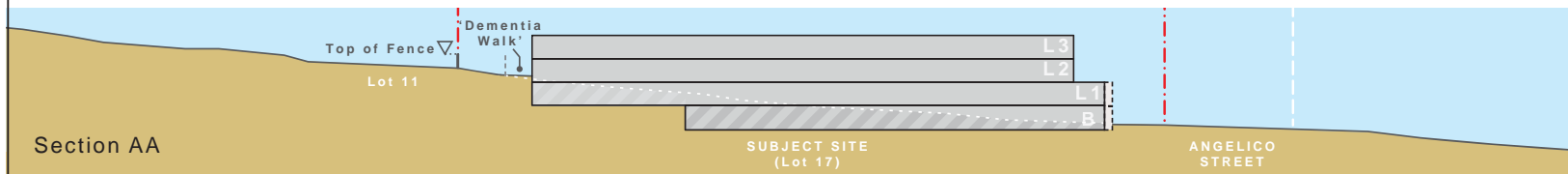
External Fixtures

- All air conditioners, mechanical plant and equipment is to be positioned to minimise the visual impact when viewed from the surrounding road network to the satisfaction of the City.

Fencing

- Solid fences within any street setback area in excess of 1.2m in height are not permitted unless they comply with the City's Policy "Streetscape (including Fencing)".

The provisions of the City's Private Institution Design Guidelines shall apply except where varied under this Local Development Plan.



Section AA

Local Development Plan

17 Angelico Street, Woodlands

Project Manager: DR Date: 24 Nov 2015
 Drawn: GW Scale: 1:800 @ A3
 Checked: ER Drawing No. 715-510 DAP-01A



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