



Metro North-West Joint Development Assessment Panel Agenda

Meeting Date and Time: 5 May 2016; 11:00am
Meeting Number: MNWJDAP/127
Meeting Venue: City of Joondalup
90 Boas Avenue,
Joondalup

Attendance

DAP Members

Mr Paul Drechsler (A/Presiding Member)
Mr Brian Curtis (A/Deputy Presiding Member)
Mr Fred Zuideveld (Specialist Member)
Cr David Boothman JP (Local Government Member, City of Stirling)
Cr Christine Hamilton-Prime (Local Government Member, City of Joondalup)

Officers in attendance

Ms Emma Craddock (City of Joondalup)
Ms Giovanna Lumbaca (City of Stirling)
Ms Patricia Wojcik (City of Stirling)
Mr Greg Bowering (City of Stirling)
Ms Emily Andrews (City of Stirling)

Local Government Minute Secretary

Ms Lesley Taylor (City of Joondalup)

Applicants and Submitters

Ms Camille Clarke (Rowe Group)
Mr Aaron Lohman (Rowe Group)
Mr Tim Dawkins (Urbis)
Mr Alec Whyte (Parry and Whyte)

Members of the Public

Nil

1. Declaration of Opening

The A/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

Ms Karen Hyde (Presiding Member)
Mayor Giovanni Italiano JP (Local Government Member, City of Stirling)
Councillor John Chester (Local Government Member, City of Joondalup)
Councillor Philippa Taylor (Local Government Member, City of Joondalup)



3. Members on Leave of Absence

Ms Karen Hyde (Presiding Member)

4. Noting of Minutes

Note the Minutes of meeting no.124 held on the 18 April 2016.

The Minutes of meeting no.125 held on 22 April 2016 and no.126 held on 26 April 2016 were not available at time of Agenda preparation.

5. Declarations of Due Consideration

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

6. Disclosure of Interests

Nil

7. Deputations and Presentations

Nil

8. Form 1 - Responsible Authority Reports – DAP Applications

8.1	Property Location:	Lot 6345, House Number 106, Bradford Street, Coolbinia
	Application Details:	Proposed Additions to Nursing Home (Ability Centre)
	Applicant:	Rowe Group
	Owner:	The Cerebral Palsy Association of Western Australian Ltd
	Responsible authority:	City of Stirling
	DoP File No:	DAP/16/01001

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

9.1	Property Location:	Lot 5002 (74) and Lot 5001 (86) Delamere Avenue, Currambine
	Application Details:	Proposed modifications to an approved commercial development
	Applicant:	Urbis Pty Ltd on behalf of ALDI Australia
	Owner:	Currambine District One Pty Ltd, Currambine District Two Pty Ltd & various
	Responsible authority:	City of Joondalup
	DoP File No:	DP/11/02687

10. Appeals to the State Administrative Tribunal

Nil



11. General Business / Meeting Closure

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.



Minutes of the Metro North-West Joint Development Assessment Panel

Meeting Date and Time: 18 April 2016; 10:00am
Meeting Number: MNWJDAP/124
Meeting Venue: City of Stirling
25 Cedric Street
Stirling

Attendance

DAP Members

Mr Paul Drechsler (A/Presiding Member)
Mr Brian Curtis (A/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 Frank Cvitan (Local Government Member, City of Wanneroo) *left at 11:18am*

Officers in attendance

Mr Ryan Bailey (City of Stirling)
Mr Greg Bowering (City of Stirling)
Ms Patricia Wojcik (City of Stirling)
Mr Mitchell Hoad (City of Wanneroo)
Mr Jay Naidoo (City of Wanneroo)

Local Government Minute Secretary

Ms Jaclyn Farrow (City of Stirling)
Ms Regan Clyde (City of Stirling)

Applicants and Submitters

Ms Lisa Engelbrecht (MGA Town Planners)
Mr John Young (Blackmont Property Group)
Mr Julio Amores (Parry and Rosenthal Architects)
Mr Richard Williams (BPA Engineering)
Ms Margie Tannock (Squire Patton Boggs)
Mr Aaron Lohman (Rowe Group)

Members of the Public

Nil

1. Declaration of Opening

The A/Presiding Member, Mr Paul Drechsler, declared the meeting open at 10:00am on 18 April 2016 and acknowledged the past and present traditional owners and custodians of the land on which the meeting was being held.



The A/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*.

The A/Presiding Member advised that the meeting is being audio recorded in accordance with Section 5.16 of the Standing Orders 2012; No Recording of Meeting, which states: 'A person must not use any electronic, visual or audio recording device or instrument to record the proceedings of the DAP meeting unless the Presiding Member has given permission to do so.' The Presiding Member granted permission for the minute taker to record proceedings for the purpose of the minutes only.

2. Apologies

Ms Karen Hyde (Presiding Member)
Cr Russell Driver (Local Government Member, City of Wanneroo)

3. Members on Leave of absence

Panel member, Ms Karen Hyde, has been granted leave of absence by the Minister for the period of 6 April 2016 to 8 May 2016 inclusive.

4. Noting of minutes

Minutes of the Metro North-West meeting No.121 held on 21 March 2016, meeting No.122 held on 22 March 2016 and meeting No.123 held on 4 April 2016 were noted by DAP members.

5. Declaration of Due Consideration

All members declared that they had duly considered the documents.

6. Disclosure of interests

Nil

7. Deputations and presentations

7.1 Mr John Young (Blackmont Property Group) presented for the application at Item 9.1.

7.2 Ms Lisa Engelbrecht (MGA Town Planners) presented for the application at Item 8.1.

7.3 Mr Julio Amores (Parry and Rosenthal Architects) presented for the application at Item 8.1.

7.4 Mr Richard Williams (BPA Engineering) presented for the application at Item 8.1.

7.5 Ms Margie Tannock (Squire Patton Boggs) presented for the application at Item 8.1.



PROCEDURAL MOTION

Moved by: Mr Paul Drechsler

Seconded by: Mr Fred Zuideveld

That the application at Item 9.1 be heard prior to the application at Item 8.1

The Procedural Motion was put and CARRIED UNANIMOUSLY.

8. Form 1 - Responsible Authority Reports – DAP Application

- | | | |
|-----|------------------------|--|
| 8.1 | Property Location: | Lot 2, House Number 5A and Lot 3, House Number 3, Kitchener Street, North Beach |
| | Application Details: | Additions to Educational Establishment and Place of Worship - Three Classrooms Buildings, Car Parking, Landscaping and Retaining Walls |
| | Applicant: | Our Lady of Grace School care of MGA Town Planners |
| | Owner: | The Roman Catholic Archbishop of Perth |
| | Responsible authority: | City of Stirling |
| | DoP File No: | DAP/15/00961 |

ALTERNATE RECOMMENDATION /PRIMARY MOTION

Moved by: Cr David Boothman

Seconded by: Mayor Giovanni Italiano

That the Metro North-West JDAP resolves to:

Approve DAP Application reference DAP/15/00961 and accompanying plans (Attachment 1) for Additions to an Educational Establishment and Place of Worship in accordance with Schedule 2, Clause 68 (2) of the Planning and Development (Local Planning Schemes) Regulations 2015, subject to the following conditions:-

1. Prior to the occupation of the proposed development on Lot 2, House Number 5A, Kitchener Street, North Beach an easement over the car parking bays and vehicle accessway on Lot 3 shall be granted in accordance with the specifications and to the satisfaction of the City of Stirling. All costs associated with, and incidental to, the preparation of the easement, including all stamping and registration fees are the responsibility of the landowner/applicant.
2. Amended Plans are to be provided prior to the issue of a Building Permit which include 1.0m x 1.0m terraced retaining walls along the southern and eastern lot boundaries of the subject site abutting the Charles Riley Memorial Reserve, which demonstrates to the City's satisfaction that the proposal considers and responds to the natural features/gradient of the site and limits the effect of building bulk and scale.
3. The submission of an acoustic report from a qualified acoustic (noise) consultant is required to the satisfaction of the City. The report is to identify potential noise impacts and control measures from plant equipment, to minimise impact on the residents in neighbouring properties. All recommended actions contained within that report are to be implemented prior to the commencement of the use.



4. A 3.0m x 3.0m unobstructed vehicle truncation shall be provided as illustrated on the approved plans to ensure adequate and safe vehicle entry to the seven proposed parking bays on Lot 2.
5. Site Management Plan shall be submitted to the satisfaction of the City of Stirling 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.
6. All stormwater from all roofed and paved areas to be collected and contained on site.
7. 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.
8. All driveways, parking and manoeuvring areas are to be constructed, drained and maintained to the satisfaction of the City.
9. Air conditioning units, ducts and other services shall be screened from view.
10. Pedestrian pathways providing wheelchair accessibility connecting all entries to buildings with the public footpath and car parking areas to the satisfaction of the City.
11. Adequate lighting being provided to communal pathways and parking areas to the satisfaction of the City.
12. 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.
13. The proposed crossover shall be designed and constructed in accordance with the City's Crossover Policy to the Satisfaction of the City.
14. 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.
15. 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.



16. The layout and dimensions of all driveway(s) and parking area(s) shall be in accordance with AS/NZS2890.1:2004.

Advice Notes

The following Advice Notes are also recommended:

- a. In the preparation of any legal agreement required by these conditions, the City's solicitors act for the City. You are advised to take your own legal advice regarding any documentation prepared in connection with these conditions.
- b. The City's Environmental Health Services provides the following advice:-

Public Building

The proposed development is to comply with the Health (Public Buildings) Regulations 1992.

Dust

Site management plan required prior to commencement of development to include consideration of noise and dust control during construction.

Noise

The development is to comply with the Environmental Protection (Noise) Regulations 1997.

REASON: The Responsible Authority Report (RAR) published in the Agenda had since been updated by the Planners at the City of Stirling, and was presented to the Panel Members as the Alternate Recommendation.

AMENDING MOTION

Moved by: Mr Fred Zuideveld

Seconded by: Mr Brian Curtis

Reword Condition 1 as follows:

A Section 70A notification to be placed on the Certificate of Title of Lot 3, House Number 3, Kitchener Street, North Beach, stating that a minimum of three car parking bays on Lot 3 shall be made available for the use of Lot 2, House Number 5A Kitchener Street, North Beach at the landowners'/applicant's expense, to the satisfaction of the City of Stirling. All costs of and incidental to the satisfaction of Condition 1 must be paid by the owner including, without limitation, the City's legal costs and all registration fees and stamp duty (if any).

REASON: To provide a less onerous Condition, satisfactory to both the City of Stirling and the Applicant.

The Amending Motion was put and CARRIED UNANIMOUSLY.



AMENDING MOTION

Moved by: Mr Fred Zuideveld

Seconded by: Mr Paul Drechsler

Delete Condition 2.

REASON: To increase the amount of open space for the school. A vertical wall will achieve this, and will increase the level of safety.

The Amending Motion was put and CARRIED UNANIMOUSLY.

AMENDING MOTION

Moved by: Mr Fred Zuideveld

Seconded by: Mr Brian Curtis

Insert new Condition 2, as follows:

Vehicular parking, manoeuvring and circulation areas indicated on the approved plan being sealed and drained to the satisfaction of the City, the 12 parking spaces on Lot 3 and nine car parking space on Lot 2 being marked out and maintained in good repair. A minimum of three car parking bays on Lot 3 shall be made available for the use of Lot 2, House Number 5A, Kitchener Street, North Beach, to the satisfaction of the City of Stirling. All off street parking is to be available during operational hours for all patrons and staff to the satisfaction of the City.

REASON: To clarify reciprocal parking arrangements.

The Amending Motion was put and CARRIED UNANIMOUSLY.

AMENDING MOTION

Moved by: Mr Fred Zuideveld

Seconded by: Cr David Boothman

Insert a new Condition, as follows:

That a landscaping plan shall be submitted and approved for the strip immediately adjacent to the proposed retaining wall on the south and eastern boundaries, between the existing car parking bays on Reserve 15/177 and the proposed wall. The landscaping shall be established upon completion of the retaining wall and thereafter maintained by the school to the satisfaction of the City.

In accordance with 5.8.1 of the Standing orders, with the approval of the Mover and Seconder the Amending Motion was withdrawn.

AMENDING MOTION

Moved by: Mr Fred Zuideveld

Seconded by: Nil

Remove Condition 4.

The Amending Motion LAPSED for the want of a seconder.



AMENDING MOTION

Moved by: Mr Fred Zuideveld

Seconded by: Nil

Reword Condition 8 as follows, and delete Condition 16:

"All driveways, parking and manoeuvring areas are to be constructed in accordance with AS20981 and are to be drained and maintained to the satisfaction of the City."

The Amending Motion LAPSED for the want of a seconder.

AMENDING MOTION

Moved by: Mr Fred Zuideveld

Seconded by: Mayor Giovanni Italiano

Delete Condition 8 and renumber Conditions accordingly.

Reason: To remove duplication already covered by Condition 2.

The Amending Motion was put and CARRIED UNANIMOUSLY.

PRIMARY MOTION (AS AMENDED)

That the Metro North-West JDAP resolves to:-

Approve DAP Application reference DAP/15/00961 and accompanying plans (Attachment 1) for Additions to an Educational Establishment and Place of Worship in accordance with Schedule 2, Clause 68 (2) of the Planning and Development (Local Planning Schemes) Regulations 2015, subject to the following conditions:-

1. A Section 70A notification to be placed on the Certificate of Title of Lot 3, House Number 3, Kitchener Street, North Beach, stating that a minimum of three car parking bays on Lot 3 shall be made available for the use of Lot 2, House Number 5A Kitchener Street, North Beach at the landowners'/applicant's expense, to the satisfaction of the City of Stirling. All costs of and incidental to the satisfaction of Condition 1 must be paid by the owner including, without limitation, the City's legal costs and all registration fees and stamp duty (if any).
2. Vehicular parking, manoeuvring and circulation areas indicated on the approved plan being sealed and drained to the satisfaction of the City, the 12 parking spaces on Lot 3 and nine car parking space on Lot 2 being marked out and maintained in good repair. A minimum of three car parking bays on Lot 3 shall be made available for the use of Lot 2, House Number 5A, Kitchener Street, North Beach, to the satisfaction of the City of Stirling. All off street parking is to be available during operational hours for all patrons and staff to the satisfaction of the City.
3. The submission of an acoustic report from a qualified acoustic (noise) consultant is required to the satisfaction of the City. The report is to identify potential noise impacts and control measures from plant equipment, to minimise impact on the residents in neighbouring properties. All recommended actions contained within that report are to be implemented prior to the commencement of the use.



4. A 3.0m x 3.0m unobstructed vehicle truncation shall be provided as illustrated on the approved plans to ensure adequate and safe vehicle entry to the seven proposed parking bays on Lot 2.
5. Site Management Plan shall be submitted to the satisfaction of the City of Stirling 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.
6. All stormwater from all roofed and paved areas to be collected and contained on site.
7. 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.
8. Air conditioning units, ducts and other services shall be screened from view.
9. Pedestrian pathways providing wheelchair accessibility connecting all entries to buildings with the public footpath and car parking areas to the satisfaction of the City.
10. Adequate lighting being provided to communal pathways and parking areas to the satisfaction of the City.
11. 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.
12. The proposed crossover shall be designed and constructed in accordance with the City's Crossover Policy to the Satisfaction of the City.
13. 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.
14. 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.
15. The layout and dimensions of all driveway(s) and parking area(s) shall be in accordance with AS/NZS2890.1:2004.



Advice Notes

The following Advice Notes are also recommended:

- a. In the preparation of any legal agreement required by these conditions, the City's solicitors act for the City. You are advised to take your own legal advice regarding any documentation prepared in connection with these conditions.
- b. The City's Environmental Health Services provides the following advice:-

Public Building

The proposed development is to comply with the Health (Public Buildings) Regulations 1992.

Dust

Site management plan required prior to commencement of development to include consideration of noise and dust control during construction.

Noise

The development is to comply with the Environmental Protection (Noise) Regulations 1997.

The Primary Motion (as amended) was put and CARRIED UNANIMOUSLY.

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

- 9.1** Property Location: Lot 9111, House Number 156, and Lot 9112, House Number 170, Gngangara Road, Landsdale
Application Details: Amendment to DA2015/510 and DA2015/1277 (Convenience Store, Lunch Bar and Carwash)
Applicant: Rowe Group
Owner: Hydrox Nominees Pty Ltd
Responsible authority: City of Wanneroo
DoP File No: DAP/15/00767

REPORT RECOMMENDATION / PRIMARY MOTION

Moved by: Cr Frank Cvitan

Seconded by: Mr Brian Curtis

That the Metro North-West JDAP resolves to:

1. Accept that the DAP Application reference DAP/15/00757 as detailed on the DAP Form 2 dated 24 February 2016 is appropriate for consideration in accordance with Regulation 17 of the Planning and Development (Development Assessment Panels) Regulations 2011;
2. Approve the DAP Application reference DAP/15/00757 as detailed on the DAP Form 2 date 24 February 2016 and accompanying Dwg No 2969 005 Rev E, Dwg No 2969 015 Rev T3, Dwg No 2969 014 T3, and Dwg No 2969 005 Rev T5, in accordance with the provisions of the City of Wanneroo's District Planning Scheme No.2, for the proposed minor amendment to the



approved Convenience Store, Lunch Bar and Carwash at Lot 9111, House Number 156, and Lot 9112, House Number 170, Gnangara Road, Landsdale, subject to:

Amended Conditions

1. This approval relates only to the proposed Modifications to Lunch Bar and Convenience Store, and Relocation of Pylon Sign, as indicated on plans Dwg No 2969 005 Rev E, Dwg No 2969 015 Rev T3, Dwg No 2969 014 T3, and Dwg No 2969 005 Rev T5. It does not relate to any other development on the lot/s.

All other conditions and requirements detailed on the previous approvals DA2015/510, dated 2 July 2015, and DA2015/1277, dated 9 September 2015 shall remain unless altered by this application.

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

10. Appeals to the State Administrative Tribunal

Nil

11. General Business / Meeting Close

The A/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 A/Presiding Member declared the meeting closed at 11:29am.



Form 1 - Responsible Authority Report

(Regulation 12)

Property Location:	Lot 6345, House Number 106, Bradford Street, Coolbinia
Application Details:	Proposed Additions to Nursing Home (Ability Centre)
DAP Name:	Metro North-West JDAP
Applicant:	Rowe Group
Owner:	The Cerebral Palsy Association of Western Australian Ltd
LG Reference:	DA16/0409
Responsible Authority:	City of Stirling
Authorising Officer:	Ross Povey, Director Planning and Development
Department of Planning File No:	DAP/16/01001
Report Date:	28 April 2016
Application Receipt Date:	26 February 2016
Application Process Days:	62 days
Attachment(s):	<p>Attachment 1</p> <p>Development Application Plans (all date stamped 23 February 2016 unless otherwise stated):</p> <ul style="list-style-type: none">a. A1.01 Existing Site Planb. A1.02 Existing Part Site Plan (NW)c. A1.03 Existing Part Site Plan (SW)d. A1.06 Modified Site Plane. A1.07 Modified Part Site (NW) received 3 March 2016f. A1.08 Modified Part Site (SW)g. A1.09 Site Elevations received 3 March 2016h. A2.01 Building 1 Ground Floor Plani. A2.02 Building 2 Ground Floor Planj. A2.03 Building 3 Ground Floor Plank. A2.04 Building 4 Ground Floor Plan, Elevations and Perspectives Plans received 3 March 2016l. A2.05 Building 5 Ground Floor Planm. A2.06 Building 6 Ground Floor Plan, Elevations and Perspectives Plans received 3 March 2016n. A3.01 Building 1 Elevations received 3 March 2016o. A3.02 Building 2 Elevations received 3 March 2016p. A3.03 Building 3 Elevations received 3 March 2016q. A3.04 Building 5 Elevations received 3

	<p>March 2016</p> <p>r. C1.101 Landscaping Concept Plan received 8 April 2016</p> <p>s. C1.102 Landscape Planting Plan received 8 April 2016</p> <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's Justification:</p> <p>a. Applicant's Original Submission received 26 February 2016</p> <p>b. Applicant's Justification with Transport Assessment (Cardno) received 8 April 2016</p> <p>c. Applicant's Further Justification with revised Transport Assessment (Cardno) received 22 April 2016</p> <p>Attachment 6 Bushfire Attack Level Assessment received 29 March 2016</p>
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Officer Recommendation:

That the Metro North-West JDAP resolves to:

Approve DAP Application reference DAP/16/01001 and accompanying plans (ATTACHMENT 1) for the Proposed Additions to Nursing Home (Ability Centre), in accordance with Schedule 2, Clause 68 (2) of the Planning and Development (Local Planning Scheme) Regulations 2015, subject to the following conditions:

Conditions

1. The pedestrian path at the north-west corner of the subject site is to be relocated so as to be outside the subject site to the satisfaction of the City.
2. The 1.8m fencing abutting the reserve to the north-east and north-west shall be visually permeable in accordance with the City's Local Planning Policy 2.7 – Streetscapes and shall be finished to a colour and material that is compatible with the surrounding properties, to the satisfaction of the City.
3. All stormwater from all roofed and paved areas to be collected and contained on site.

4. 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.
5. All driveways, parking and manoeuvring areas are to be constructed, drained and maintained to the satisfaction of the City.
6. Air conditioning units, ducts and other services shall be screened from view.
7. Pedestrian pathways providing wheelchair accessibility connecting all entries to buildings with the public footpath and car parking areas to the satisfaction of the City.
8. Adequate lighting being provided to communal pathways and parking areas to the satisfaction of the City.
9. 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.
10. The proposed crossover shall be designed and constructed in accordance with the City's Crossover Policy to the satisfaction of the City.
11. 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.
12. 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.
13. All parking bays and areas are to comply with Australian Standards AS/NZS2890.1. 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).
14. The bin store areas are to be designed to have a hose-cock and floor waste connected to sewer to facilitate the washing of bins to minimise odours.
15. A noise management plan detailing how potential noise impacts will be managed or reduced to prevent unreasonable noise to residents.
16. A construction management plan is required to be submitted with the building permit to address potential impacts during the construction phase.
17. Potential nuisance from artificial light to be addressed in accordance with Australian Standard AS 4282 – 1997.

Advice Notes

The following Advice Notes are also recommended:

- a) A Bushfire Management Plan and Emergency Evacuation Plan are to be provided to the City due to the vulnerable nature of the land use.
- b) With respect to Condition 15, potential noise sources include vehicles entering and exiting the property and air conditioners.

Background:

Property Address:	Lot 6345, House Number 106, Bradford Street, Coolbinia
Zoning	MRS: Urban
	TPS: Private Institution
Use Class:	Nursing Home
Strategy Policy:	Not applicable
Development Scheme:	Not applicable
Lot Size:	42,179m ²
Existing Land Use:	Nursing Home
Value of Development:	\$8.259 million

The subject site is located in the local municipality of Stirling, approximately 7 km north of the Perth CBD. The site is located abutting Bradford Street to the south-west (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).

Summary of development application (DA16/0409)

The development application proposes the demolition and replacement of the Hillroyd Nursing Home which currently has a total of 20 beds. Six (6) new buildings are proposed with a total of 26 beds. The development proposes to remove a number of car bays to accommodate the new buildings and provide a total of 29 car parking bays on-site at ground level. Access to the site is proposed to be provided from Bradford Street. The site is currently occupied by the Hillroyd Nursing Home building, Sir David Brand Centre and the Minderoo Rise Units. The development application proposes to retain the existing Nursing Home buildings (Sir David Brand Centre and the Minderoo Rise Units) and demolish the Hillroyd Nursing Home to accommodate the proposed development in the northern corner of the subject site. The proposed Nursing Home will provide high level care and support for long term care residents.

The three primary areas of care addressed in the proposed development will be permanent accommodation (high physical and medical need), permanent accommodation (high physical need) and rehabilitation and transition to community (medium physical and medical need). The new building will provide a modern facility which is intended to be more "welcoming and homelike", increase capacity from 20 to 26 beds, reorient the building to take advantage of the outlook and improve community connection, incorporate new technologies to allow residents to live as

independently as possible, include rehabilitation and transition capacity, provide a 24/7 staffing model and improve the safety and wellbeing of individuals and staff through passive design measures.

Local Development Plan

The City's Local Planning Policy 4.5 – Private Institution Design Guidelines requires all applications for development to be accompanied by a Local Development Plan, with the exception of single storey proposals, additions to existing buildings less than 10% of the subject lot area and family day care and rural pursuit. In accordance with the provisions of Local Planning Policy 4.5 – Private Institution Design Guidelines, a Local Development Plan was not required to be prepared for this development application because the additions to the existing buildings are less than 10% of the subject lot area.

Legislation & policy:

Legislation

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

State Government Policies

- State Planning Policy 3.7 – Planning in Bushfire Prone Areas

Local Planning Scheme No. 3

Clause 4.2.10 – Objectives of the Private Institution Zone

LPS 3 provides the following objectives for the Private Institution 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 Institution Design Guidelines

The City's Private Institution 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

Public consultation was not required to be undertaken as part of the assessment of this application.

Consultation with other Agencies or Consultants

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

City's Parks and Reserves Business Unit

The application was referred to the City's Parks and Reserves Business Unit which provided the following comments:

- *The use of garrison fencing is a concern as it is a very heavy industrial response to delivering boundary security. There must be light residential fencing options that are not so solid and off putting to passing reserve users. Consideration should be given to the impact of the fencing upon the surrounding area.*
- *Plans do not clearly show if the existing paths to the reserve are being retained. There is only one access path from the Ability Centre at present. This is the path along the eastern boundary.*

The Applicant's response to the above matters is contained in Attachment 5 and provided as follows:

- *The Development Plans submitted to the City on 26th February 2016 illustrate that the existing paths within the Reserve will be retained. The existing path within the Reserve which abuts the north-eastern lot boundary will be maintained and will connect with a path proposed within Hillroyd development area. Maintaining the existing path within the Reserve will provide residents with a logical and convenient accessway into the Reserve.*
- *Our Client proposes a black aluminium boundary fence which will be visually permeable for residents and for users of the adjacent Reserve. The proposed fencing is considered to be appropriate for the site as it will not be solid and off putting to the Reserve users while providing a fencing type which will not compromise on the safety of the residents or views to the Reserve.*

In addition to the above comments regarding the existing paths being retained, there is an existing path at the north-west corner of the site that currently extends across the subject site. This path is shown on the development plans to be modified and located outside of the site boundary. A condition has been included in the officer's recommendation to address the realignment of the existing path at the north-west corner of the subject site.

In relation to the fencing style abutting the reserve, whilst the City supports the open-style aluminium fencing, the colour is not considered to be sympathetic to the

surrounding area. The City recommends an alternative colour be provided for the finish of the fencing i.e. green, grey, beige or white. A condition has been recommended in the officer's recommendation to address this matter.

Planning assessment:

The development application has been assessed against the City's Local Planning Scheme No. 3 and 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. State Planning Policy 3.7 – Planning in Bushfire Prone Areas

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.

The Nursing Home land use requires a discretionary decision to be made, which is discussed below.

Nursing Home

The proposed Nursing Home is considered to be residential in nature, is consistent with the existing land uses on site and is not considered to have any undue impact on the surrounding residential land uses. 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 compliance with the balance of the provisions within Local Planning Policy 4.5 – Private Institution Design Guidelines.

Levels

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

- *The levels of sites shall generally match the levels of adjoining sites; and*
- *No more than 500mm of fill shall be permitted unless acceptable justification is provided.*

The development proposes fill up to 1.12m in lieu of the 0.5m permitted. The Applicant's justification regarding fill is provided as follows:

LPP4.5 requires states that site levels are to generally match the levels of adjoining site. As outlined within the attached Development Plans, the

proposed levels for the site are to be consistent with the levels of the adjoining "Parks and Recreation" Reserve.

It is not considered possible to match the levels of the adjoining reserve as the levels along the north-east and north-west boundary vary significantly in parts. The proposed finished floor level of the development is considered to generally match the natural ground levels of the adjoining reserve. The proposed fill and retaining will not adversely affect the amenity of the surrounding properties and will ensure the development is sympathetic to the bulk and scale of the surrounding properties. The proposal meets the requirements of the City's Private Institutions Design Guidelines.

3. State Planning Policy 3.7 – Planning in Bushfire Prone Areas

As the subject site is located within a bushfire prone area, an independent Bushfire Attack Level Assessment was required to be provided in relation to the proposed development (Attachment 6). The Bushfire Attack Level Assessment identified a Bushfire Attack Level rating of BAL-LOW. Clause 6.2 of State Planning Policy 3.7 – Planning in Bushfire Prone Areas (SPP 3.7) states that development applications on land with a rating above BAL-LOW are required to comply with the policy measures. Therefore, given the rating of BAL-LOW, the development does not need to comply with SPP 3.7 policy measures by way of addressing the provisions outlined in the Bushfire Protection Criteria.

Although the land use is considered to be a vulnerable land use as described within SPP 3.7 there is no requirement for the development to provide a Bushfire Management Plan and Emergency Evacuation Plan as the development has a rating of BAL-LOW. As the land use is considered to be vulnerable in nature and location, in the interest of risk management the City has included an advice note in the recommendation in relation to the provision of a Bushfire Management Plan and Emergency Evacuation Plan.

The development proposal was referred to the City's Parks and Reserves Business Unit which advised that in the past the operators of the subject site have contacted the City with regards to the close proximity of the bushland and have on occasion requested that the bushland vegetation be pruned back well beyond the regulation trafficable width of 4.0 metres and 4.0 metres vertical clearance. Whilst the City cannot impose the separation zones outlined in the Bushfire Protection Criteria in SPP 3.7, this matter may be an ongoing management issue for the City.

Conclusion:

The proposal has been assessed against the applicable statutory planning framework for the site. The proposed development is considered to meet the relevant objectives. In view of the above, the proposal is recommended for approval, subject to conditions.

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HILLROYD REDEVELOPMENT

106 BRADFORD STREET, COOLBINIA
EXISTING SITE PLAN

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JOB NUMBER	
PAGE SIZE	A1
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A1.01	A

UNDERGROUND SERVICES LEGEND

---	COMMUNICATIONS
---	GAS
---	POWER
---	SEWER
---	STORMWATER
---	WATER



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HILLROYD REDEVELOPMENT	
106 BRADFORD STREET, COOLBINIA	
EXISTING PART SITE PLAN (NW)	
SCALE	As indicated
JOB NUMBER	
PAGE SIZE	A1
DRAWN BY	RKH
CHECKED BY	Checker
DATE	JAN' 2016
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FOR CONTINUATION OF DRAWING

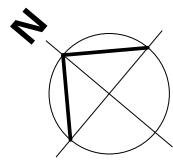
UNDERGROUND SERVICES LEGEND

---	COMMUNICATIONS
-.-.-	GAS
---	POWER
---	SEWER
---	STORMWATER
---	WATER



1
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EXISTING PART SITE PLAN (SW)
1 : 200



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EXISTING PART SITE PLAN (SW)

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A1.03	A

NW
A107

SW
A108



BRADFORD STREET

1

MODIFIED SITE PLAN
1 : 500

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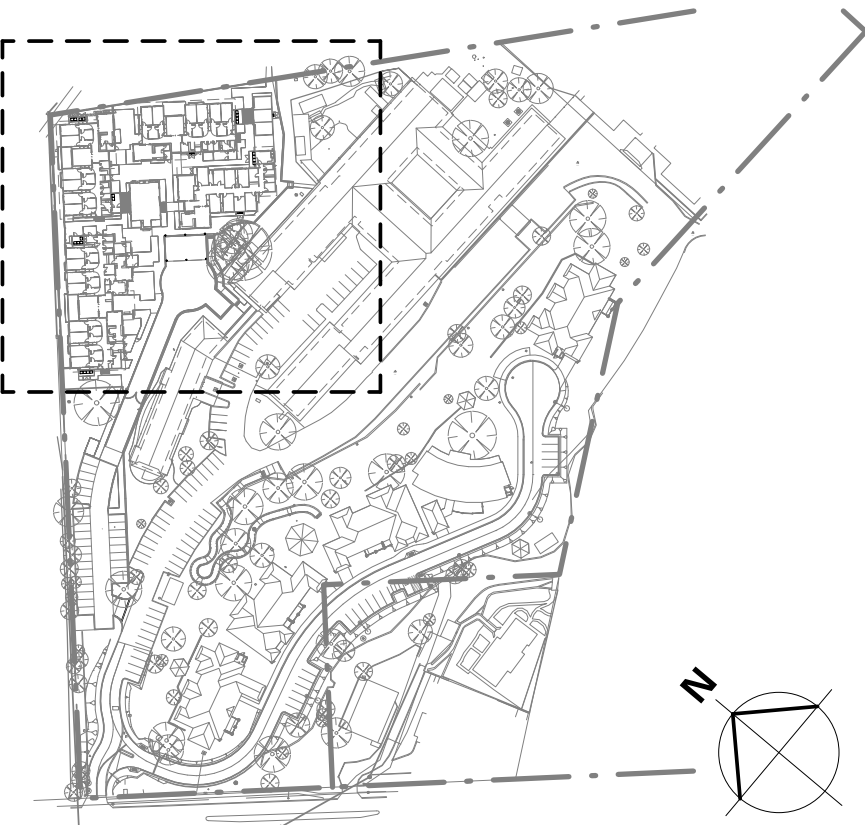
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HILROYD REDEVELOPMENT
106 BRADFORD STREET, COOLBINIA
MODIFIED SITE PLAN

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KEY PLAN
1 : 2500

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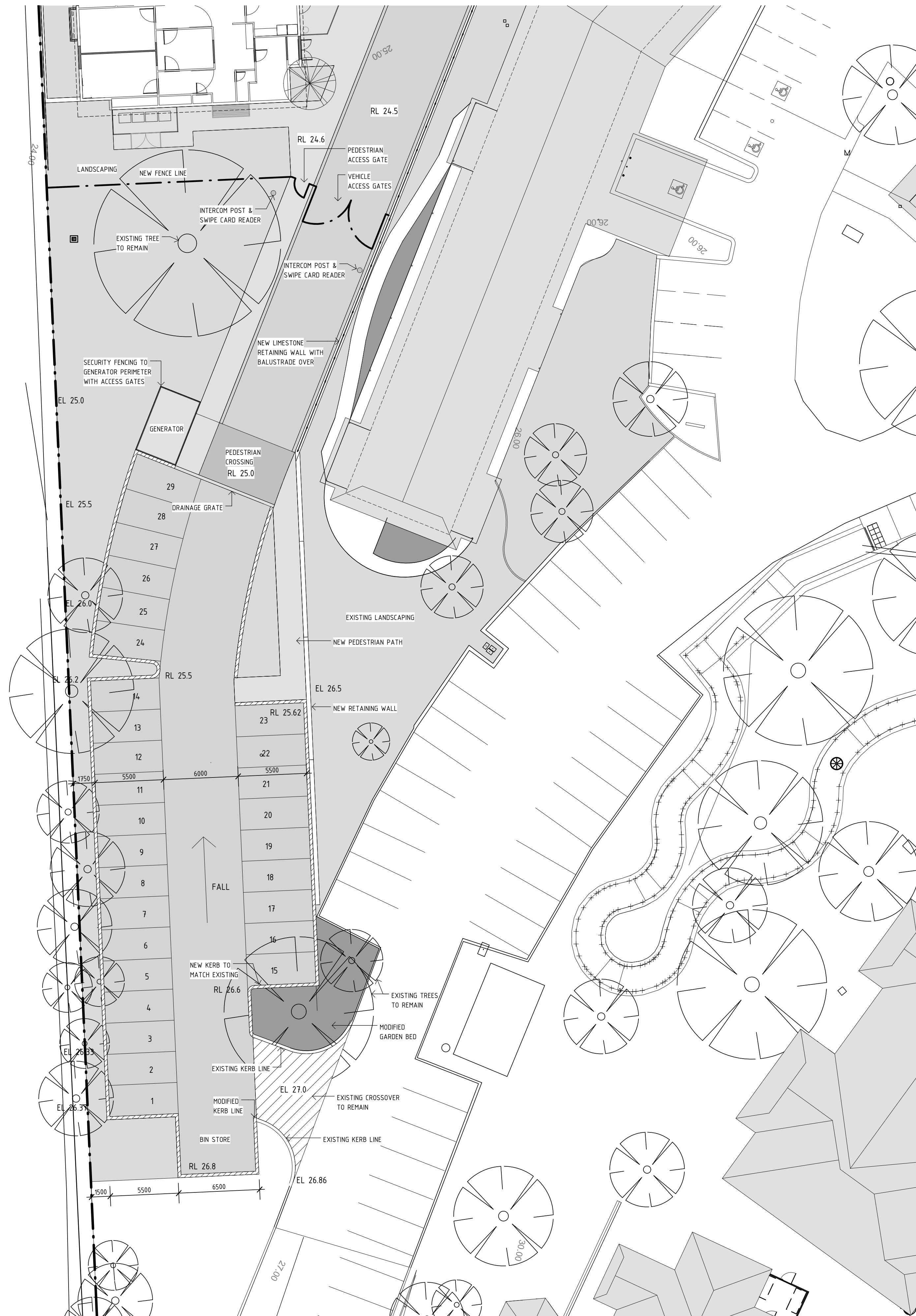
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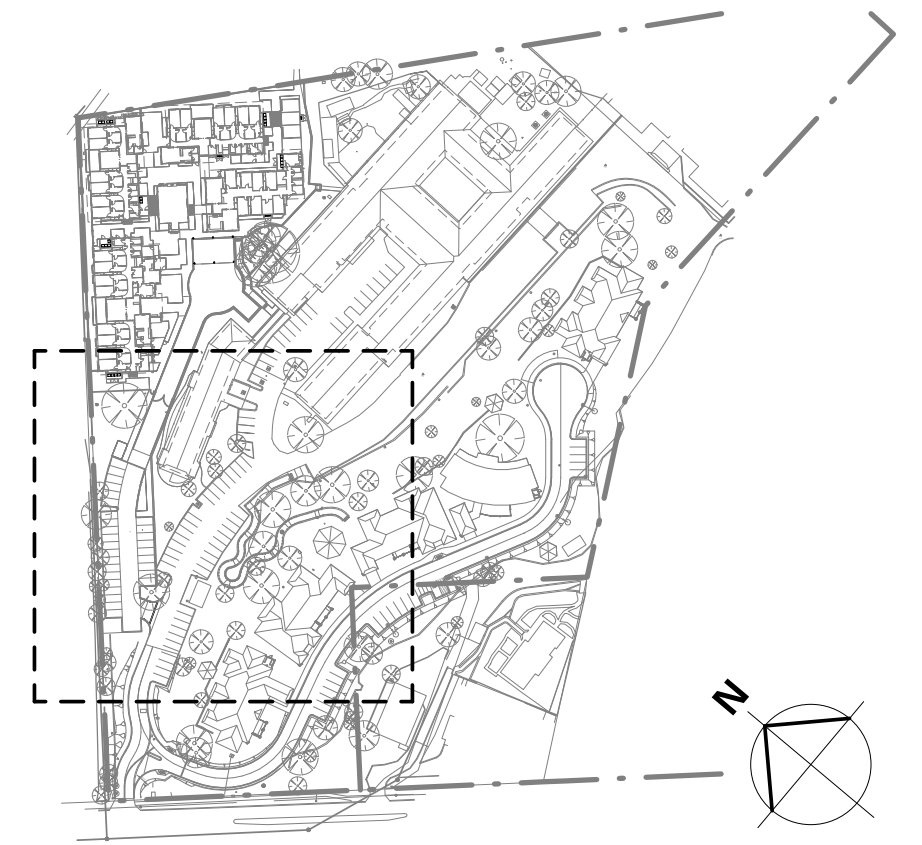
MODIFIED PART SITE (NW)

1 : 200



SW
A1.06

MODIFIED PART SITE (SW)
1 : 200



KEY PLAN
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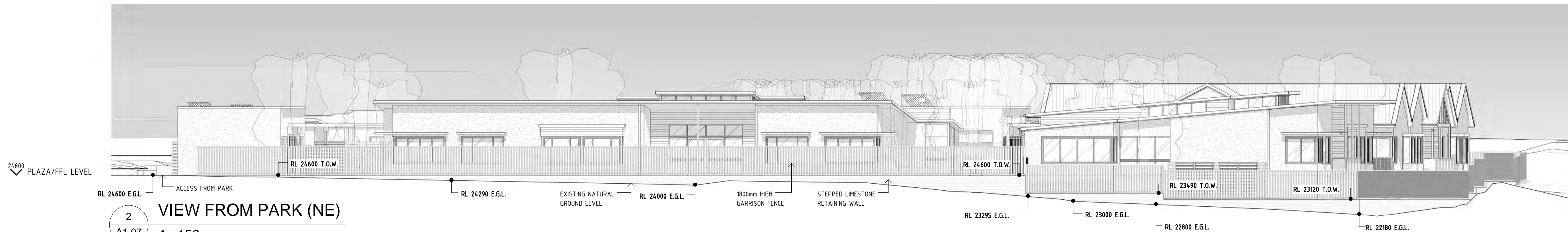
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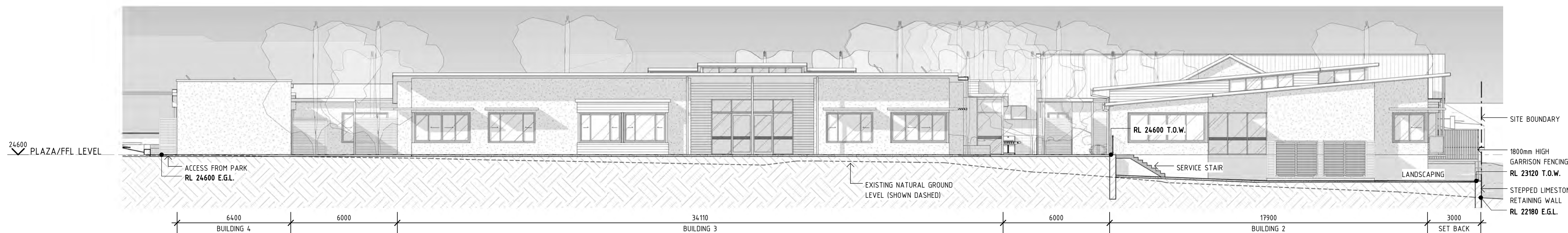
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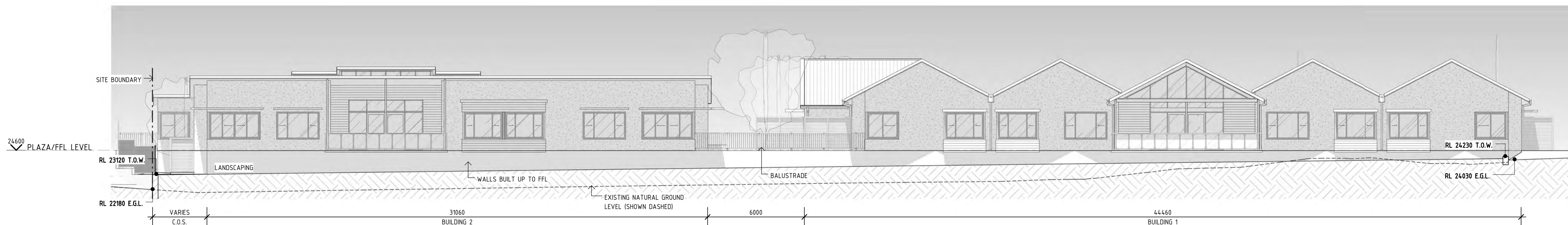
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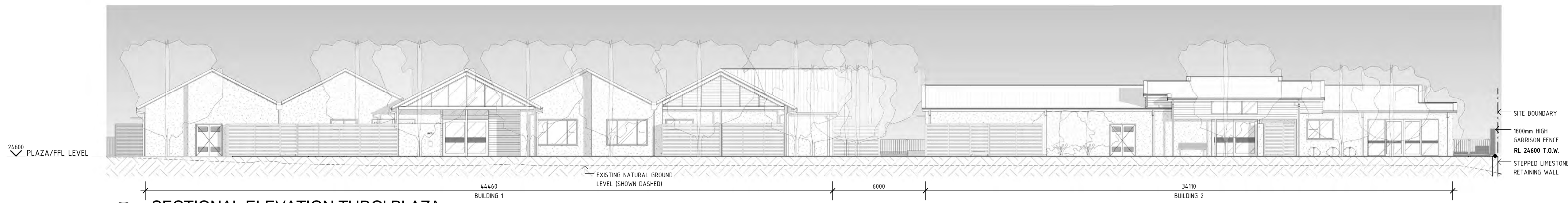
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VIEW FROM PARK (NE)
1 : 150



3
A1.07
SECTIONAL VIEW (NE)
1 : 150



4
A1.07
SECTIONAL VIEW (NW)
1 : 150



5
A1.07
SECTIONAL ELEVATION THRO' PLAZA
1 : 150

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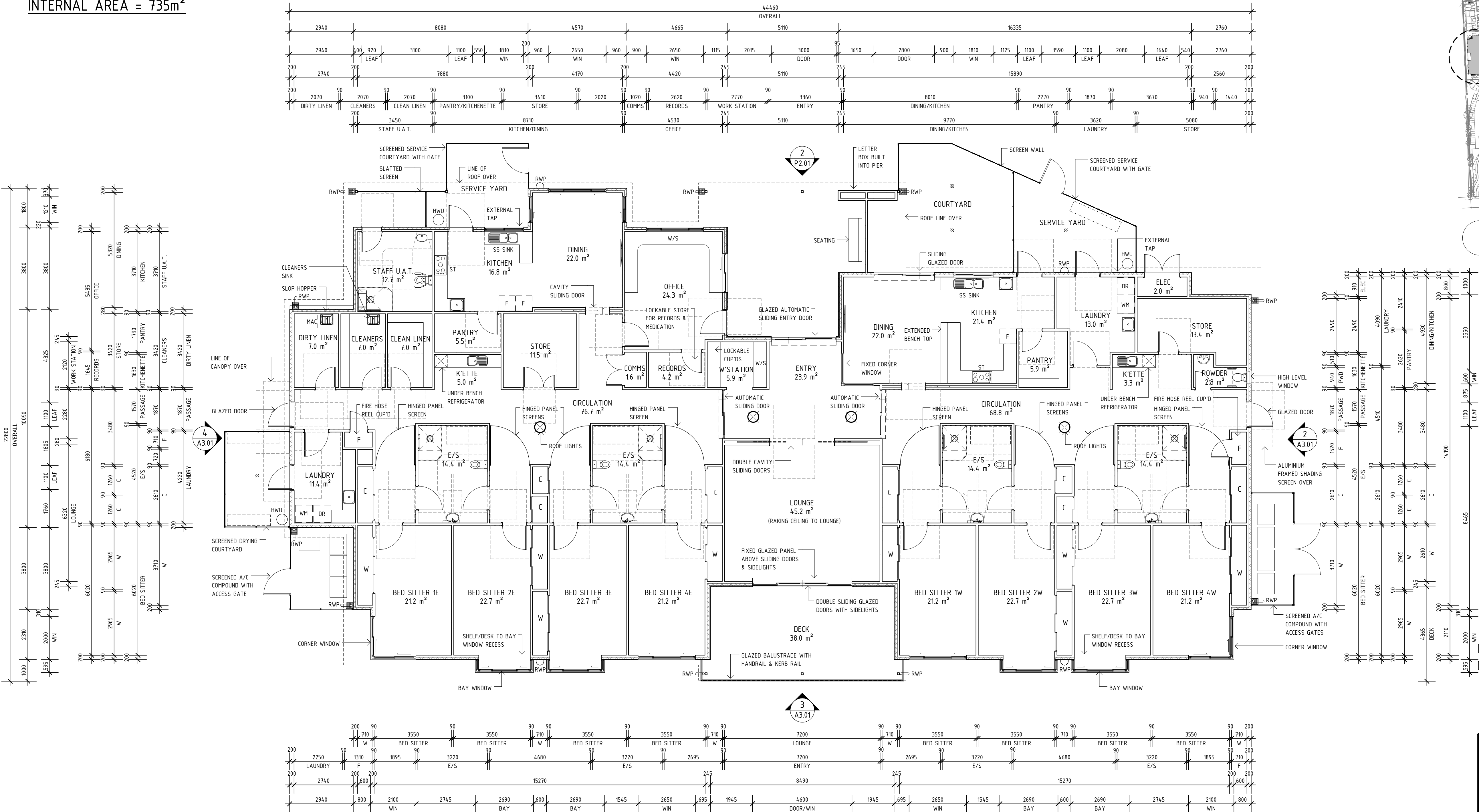
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SITE ELEVATIONS

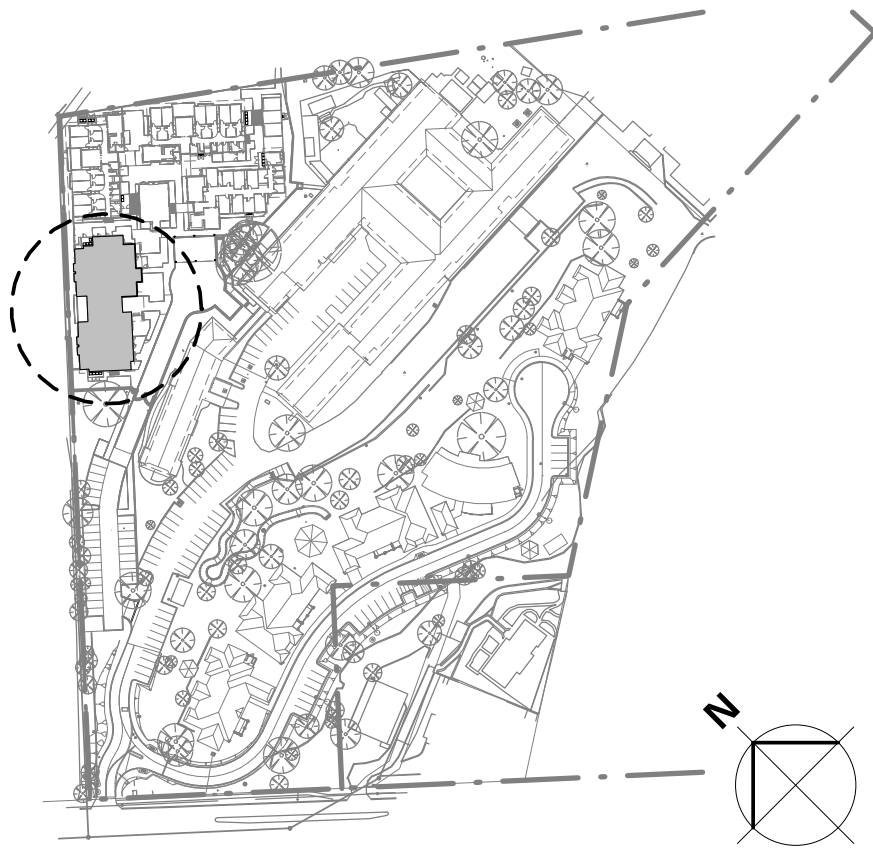
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A1.09	B

INTERNAL AREA = 735m²



GF GROUND FLOOR
1 : 100



KEY PLAN
1 : 2500

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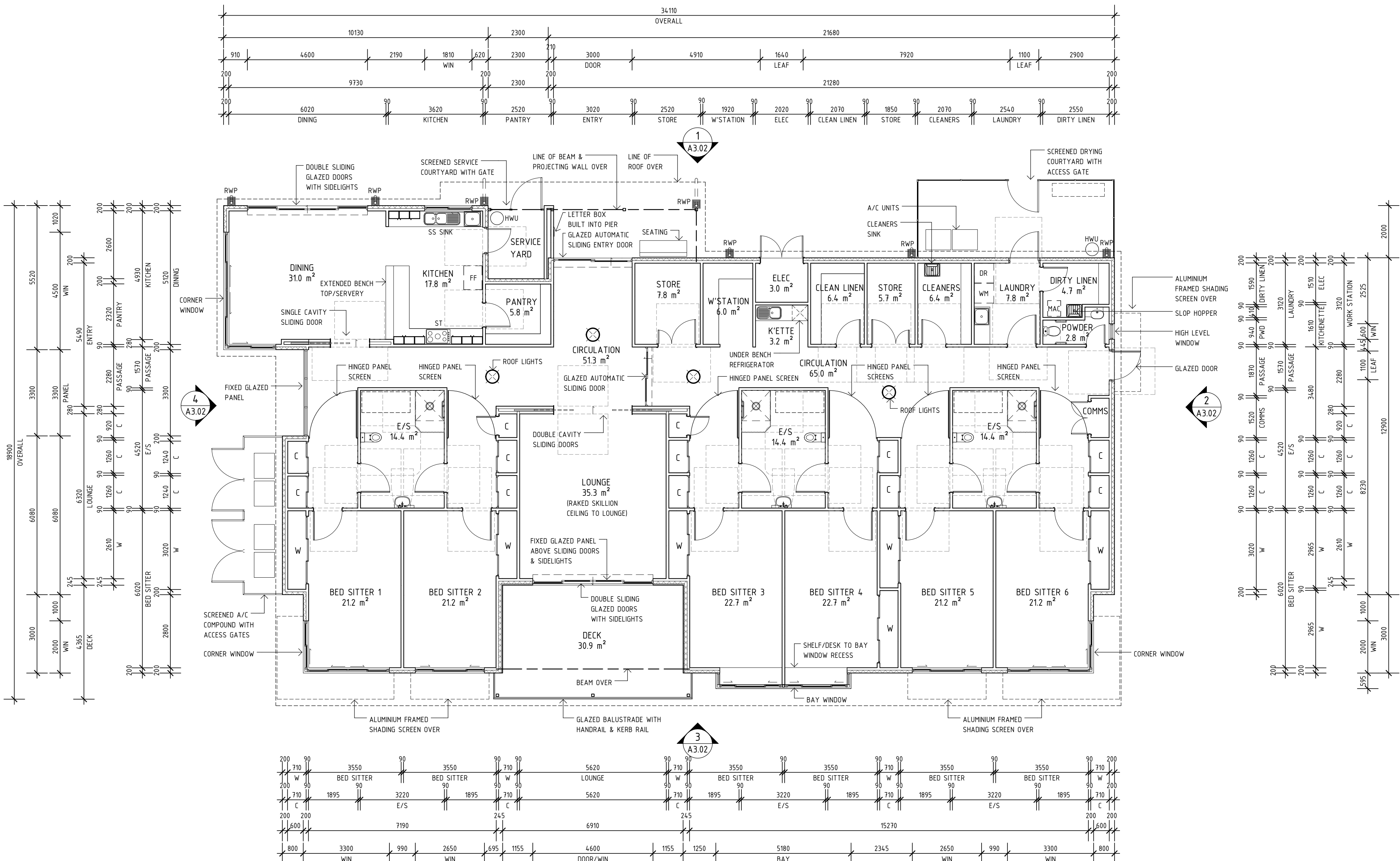
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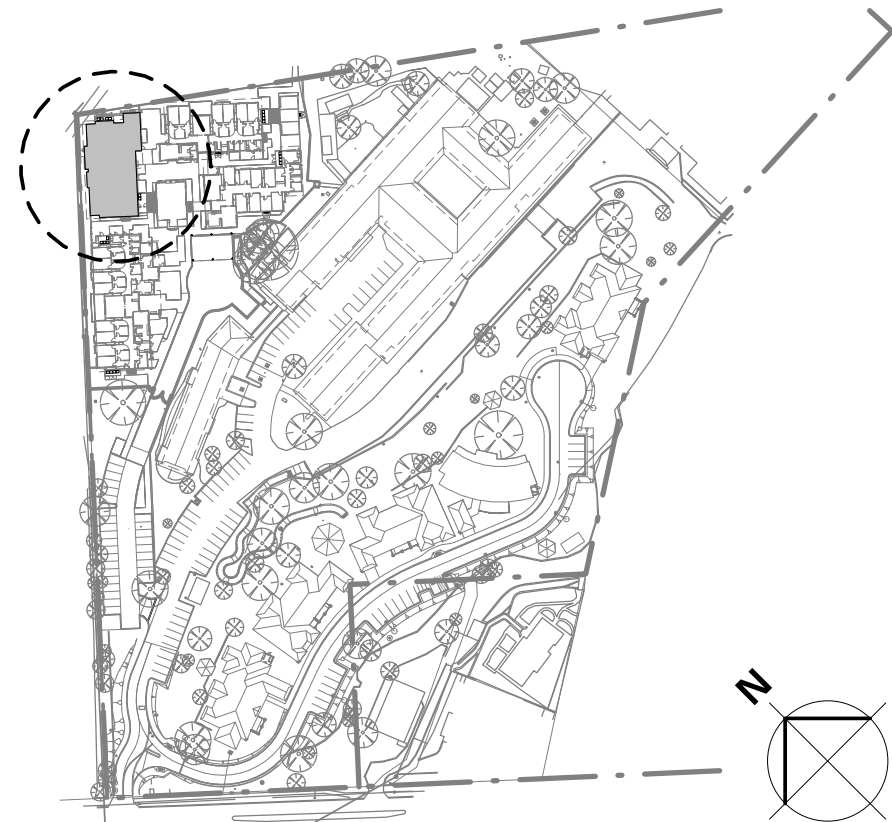
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A2.01	A

INTERNAL AREA = 482m²



GF GROUND FLOOR
1 : 100



KEY PLAN
1 : 2500

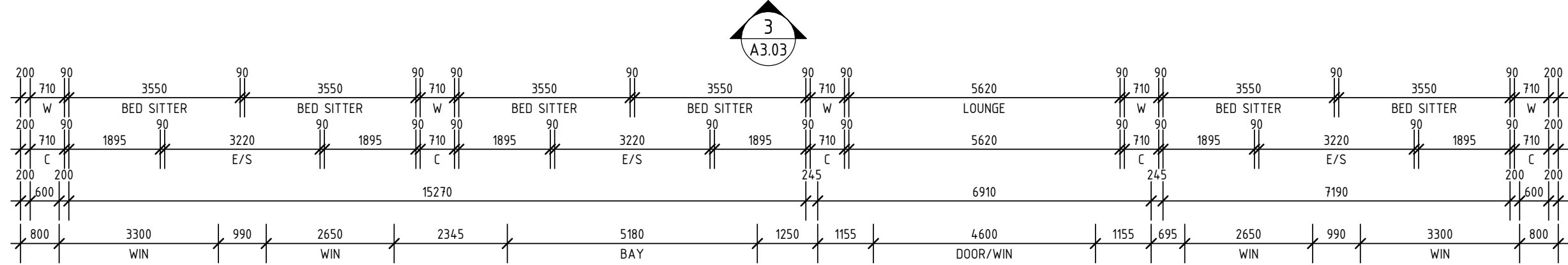
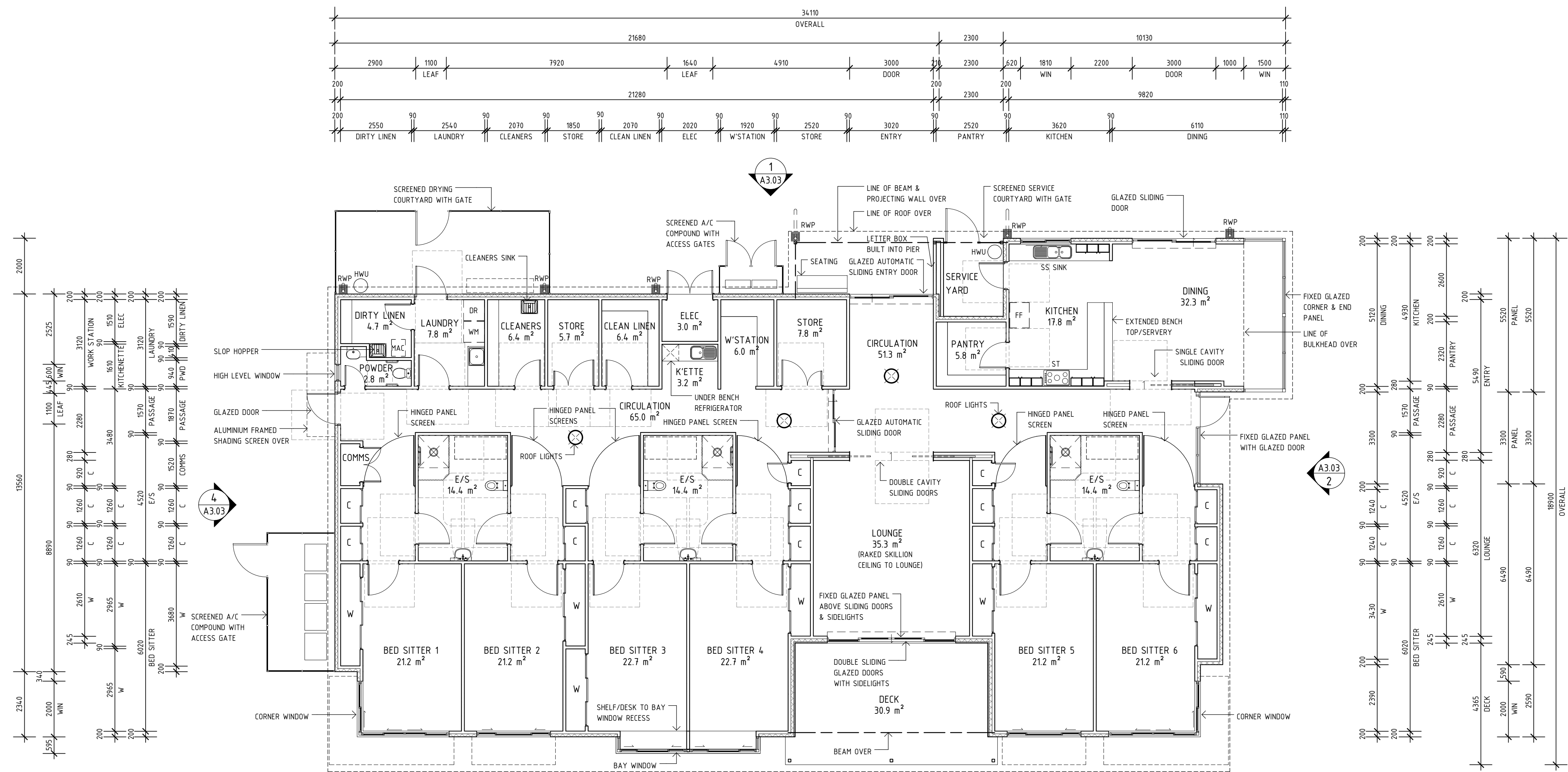
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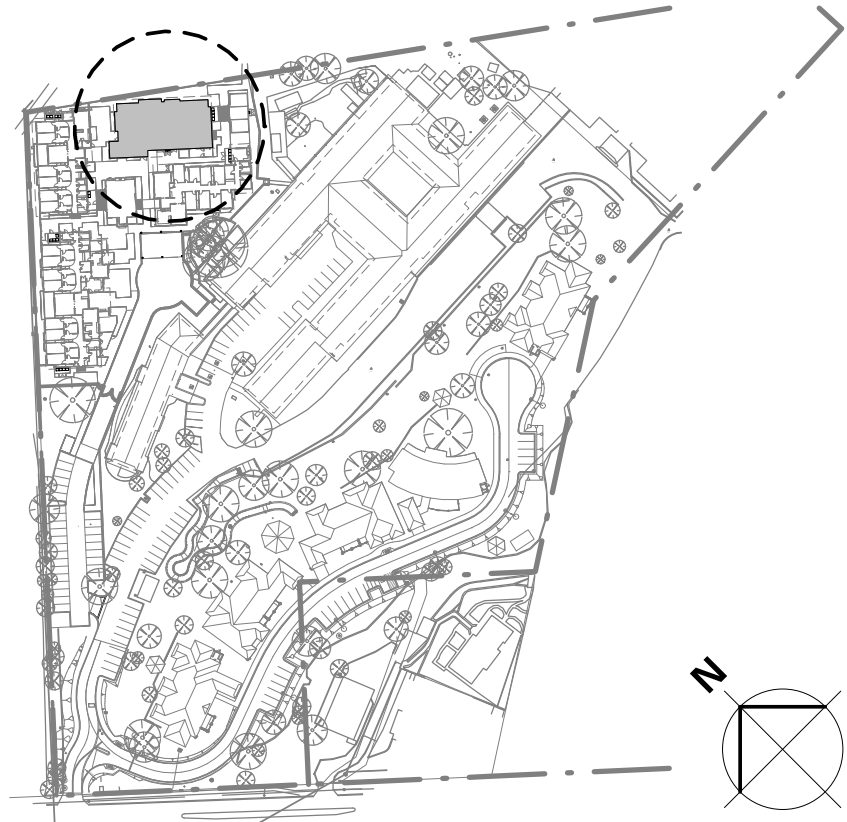
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BUILDING 2	
106 BRADFORD STREET, COOLBINIA	
FLOOR PLAN	
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A2.02	A

INTERNAL AREA = 482m²



GF GROUND FLOOR
1 : 100



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1 : 2500

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BUILDING 3

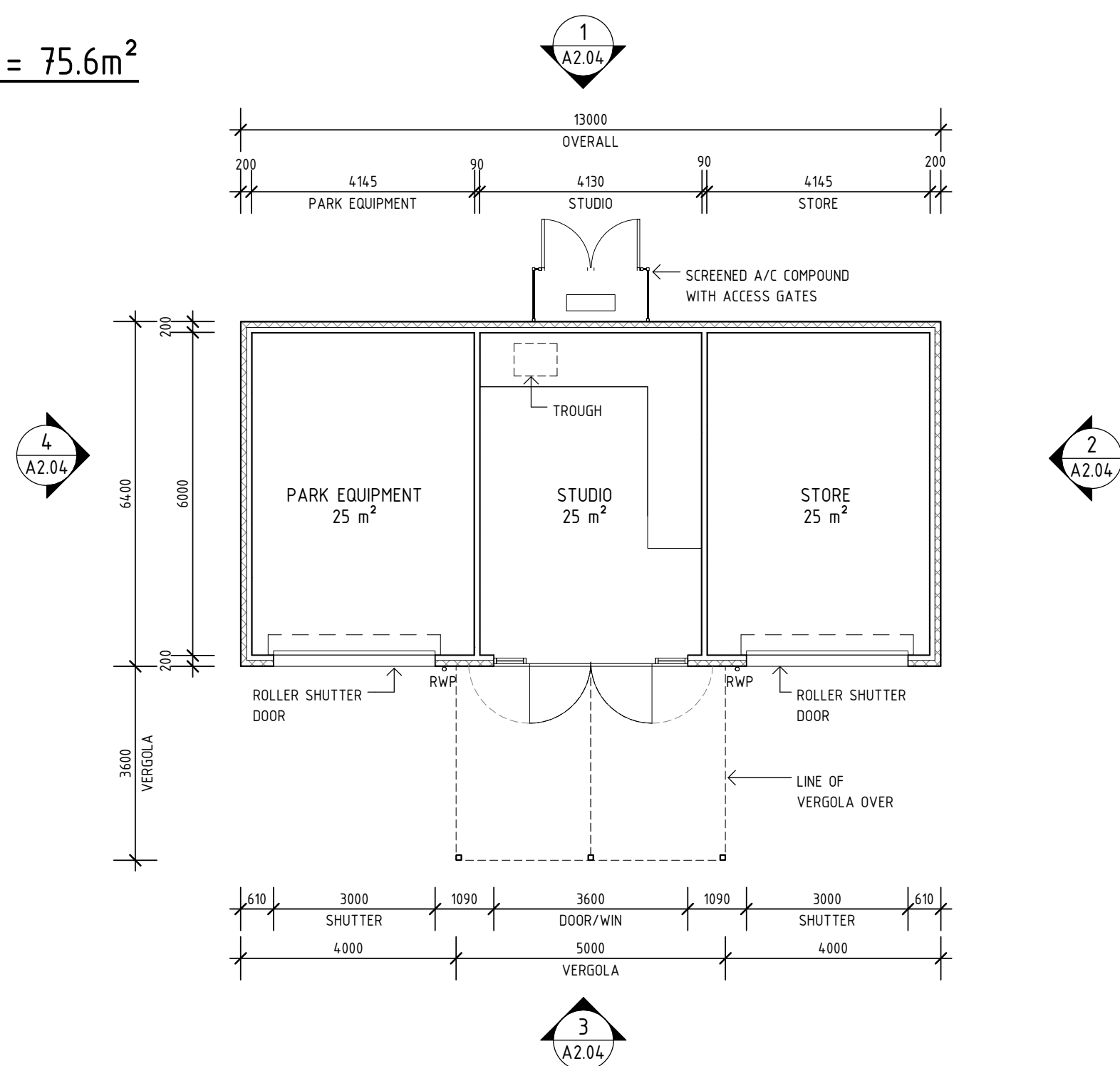
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FLOOR PLAN

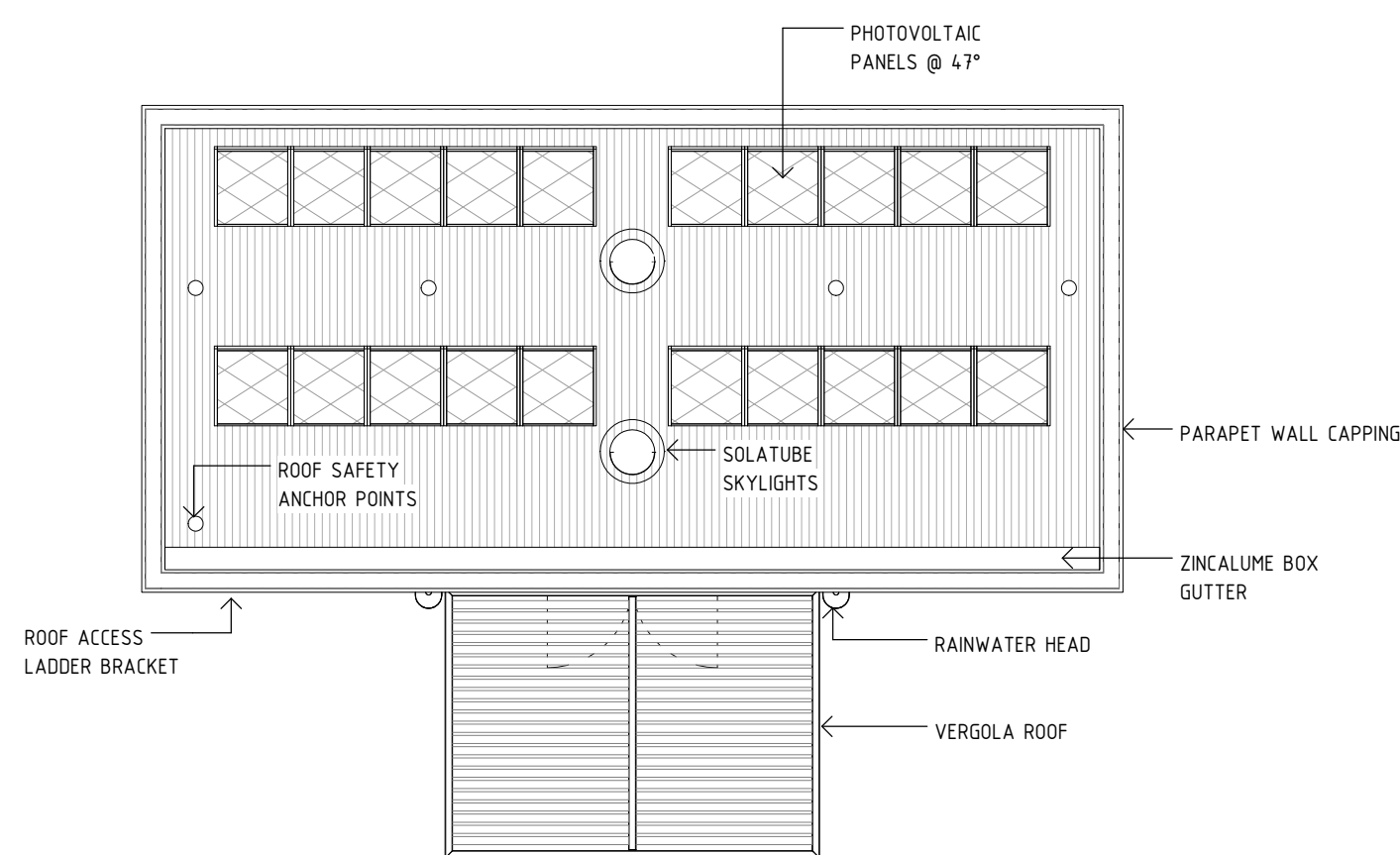
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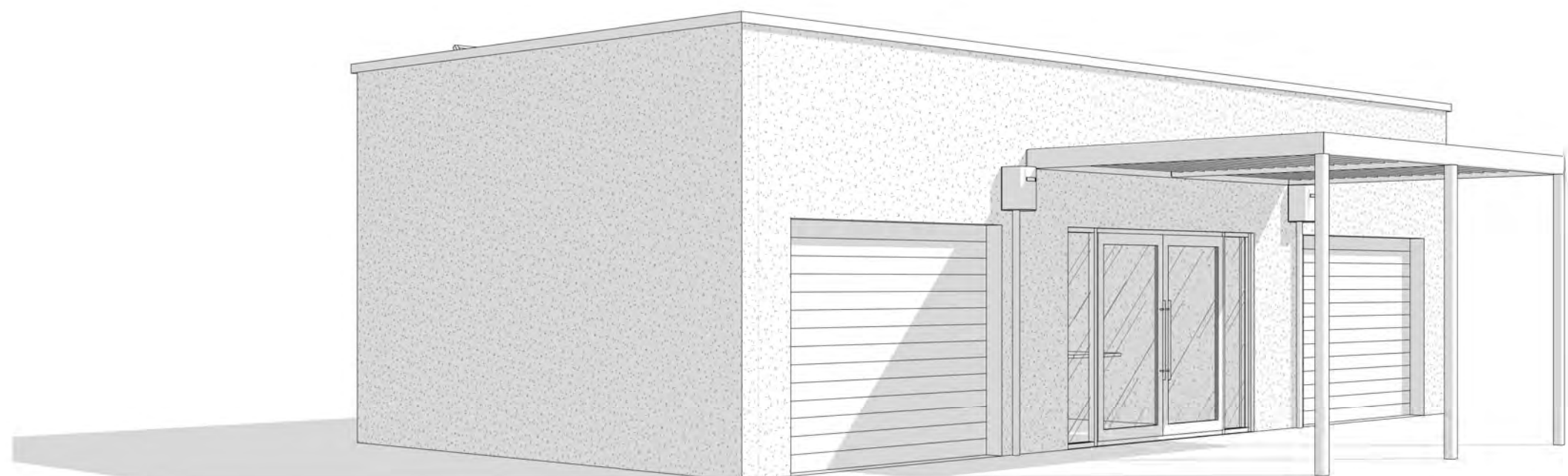
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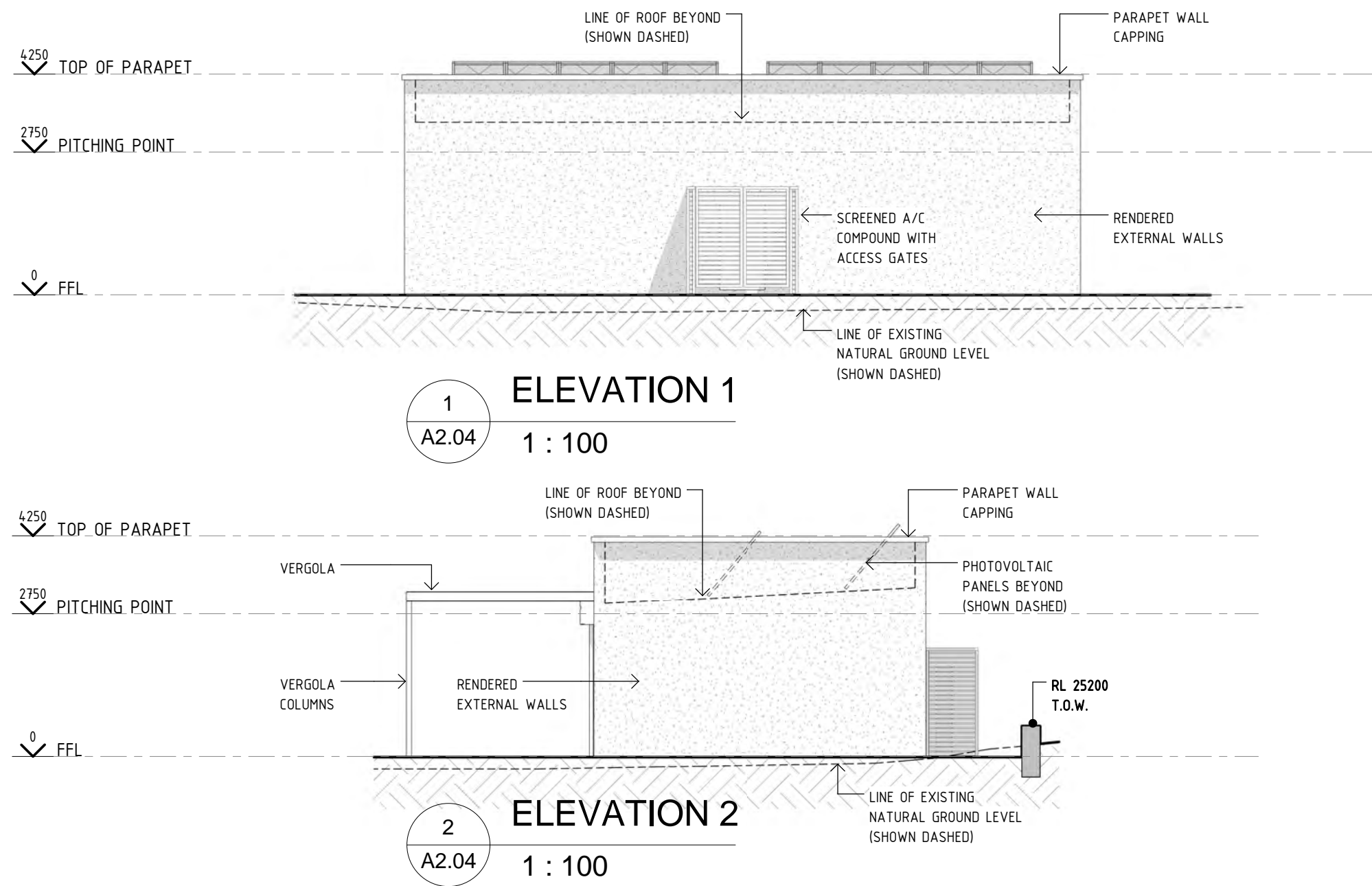
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1 : 100



R
ROOF PLAN
1 : 100

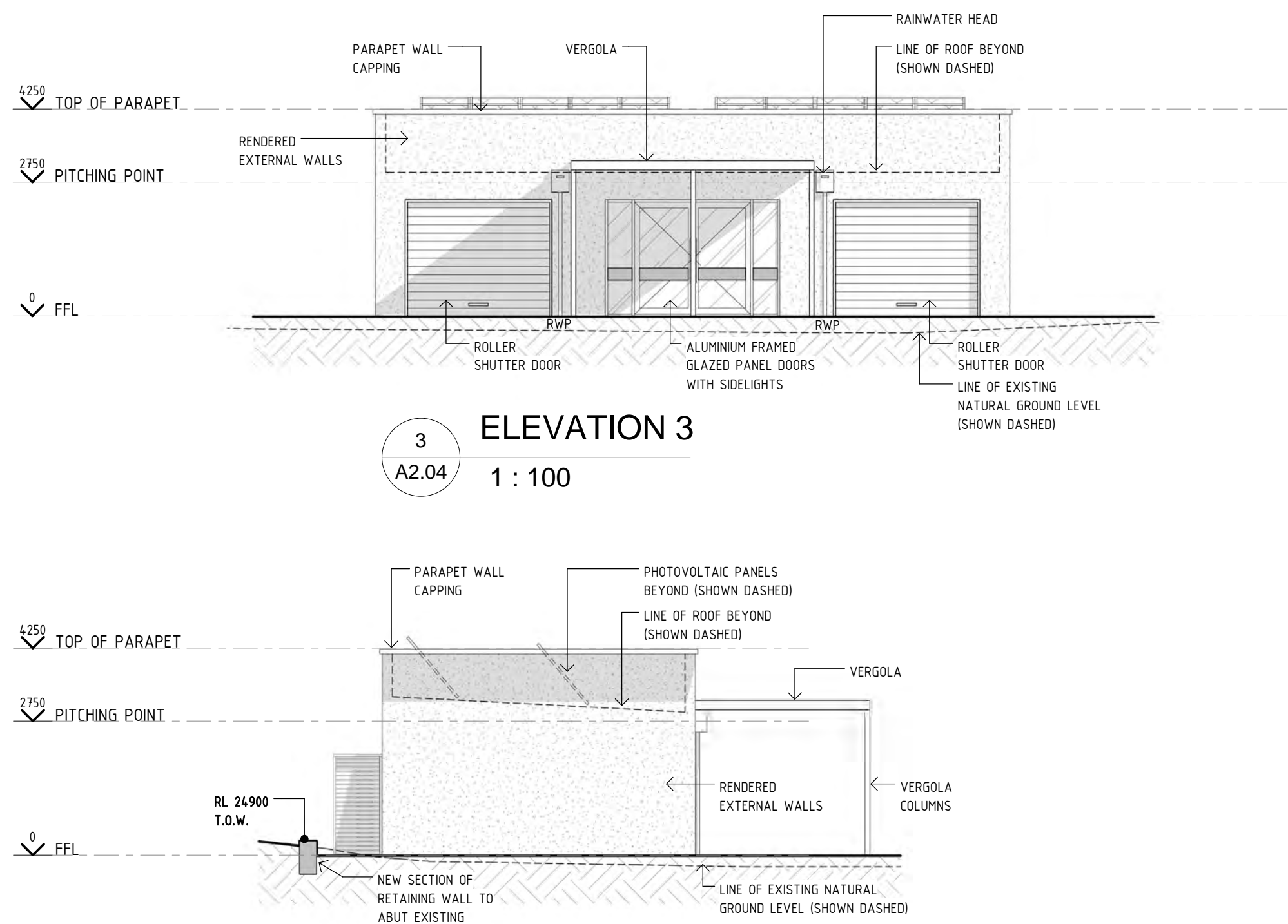


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PERSPECTIVE 01



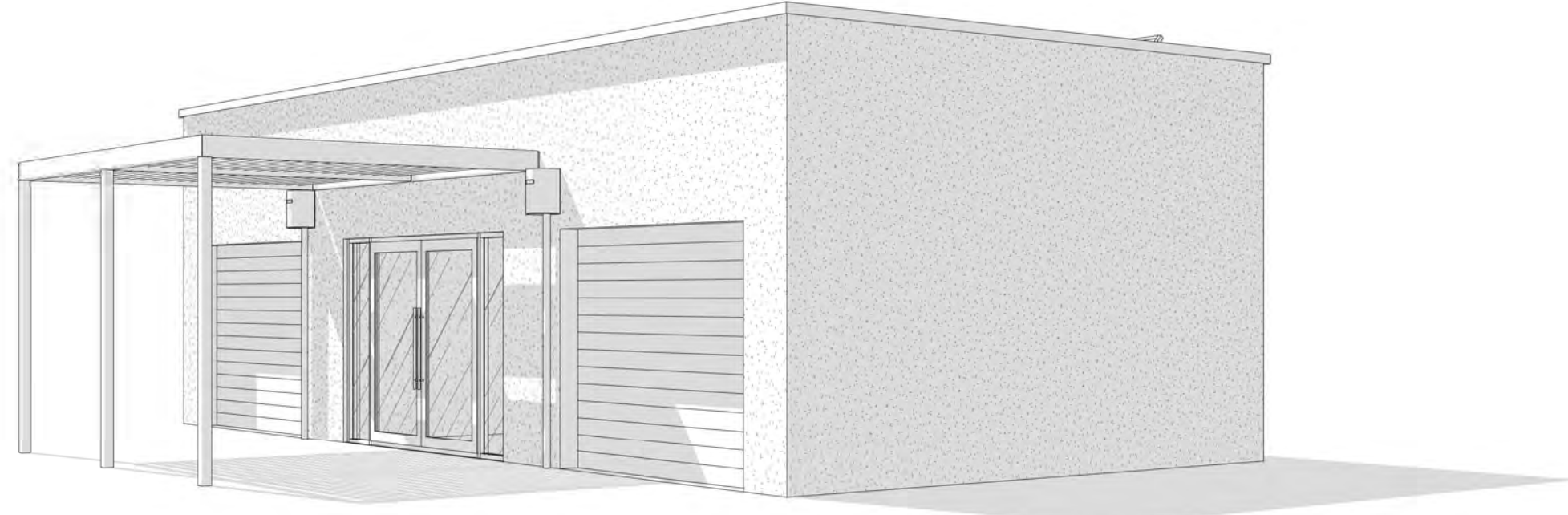
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ELEVATION 2
1 : 100

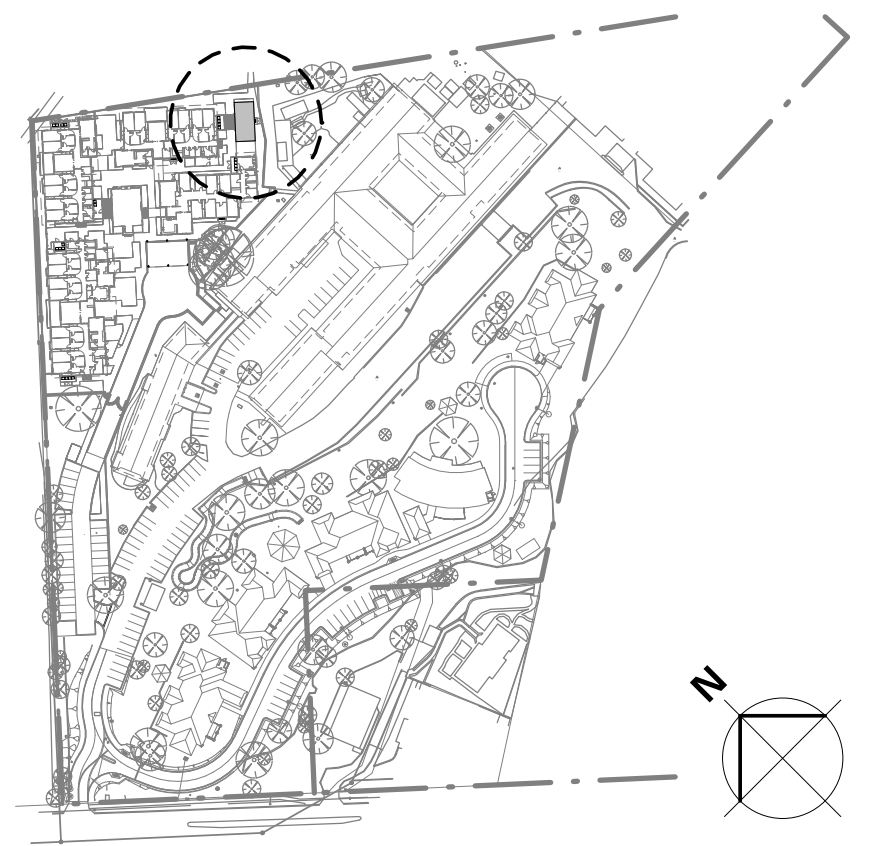


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ELEVATION 3
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4
A2.04
ELEVATION 4
1 : 100



6
PERSPECTIVE 02



KEY PLAN
1 : 2500

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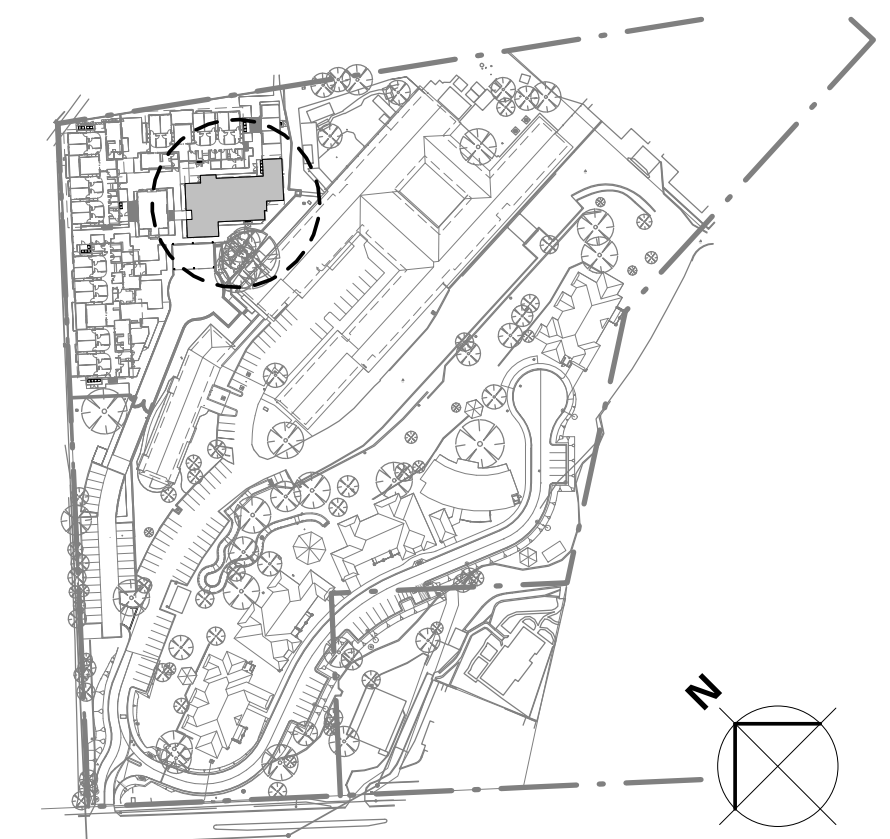
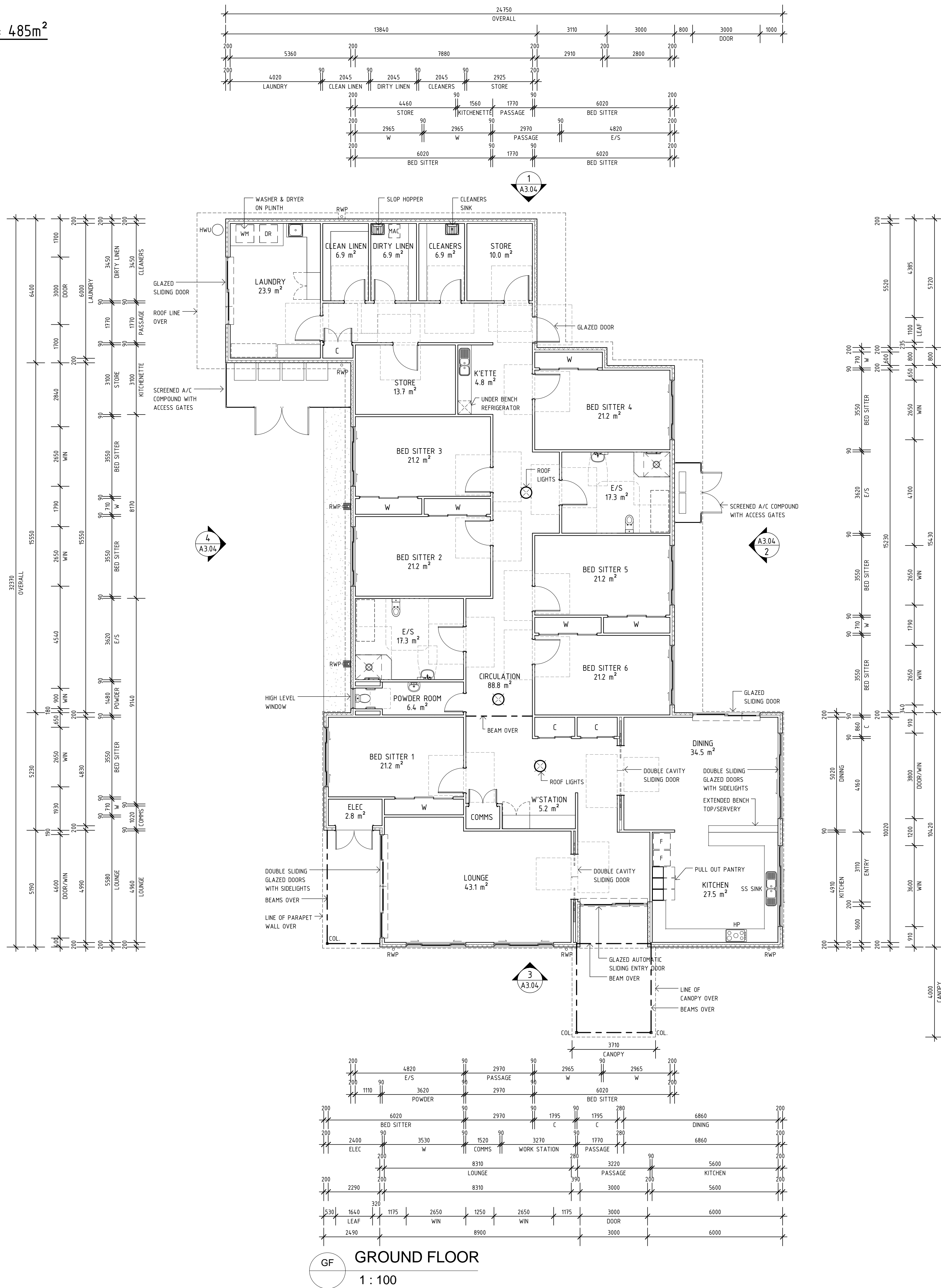
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BUILDING 4
106 BRADFORD STREET, COOLBINIA
PROPOSED FLOOR PLAN & ELEVATIONS

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INTERNAL AREA = 485m²



 KEY PLAN
1 : 2500

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BUILDING 5

106 BRADFORD STREET, COOLBINIA

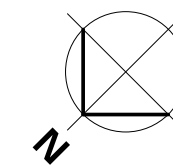
FLOOR PLAN

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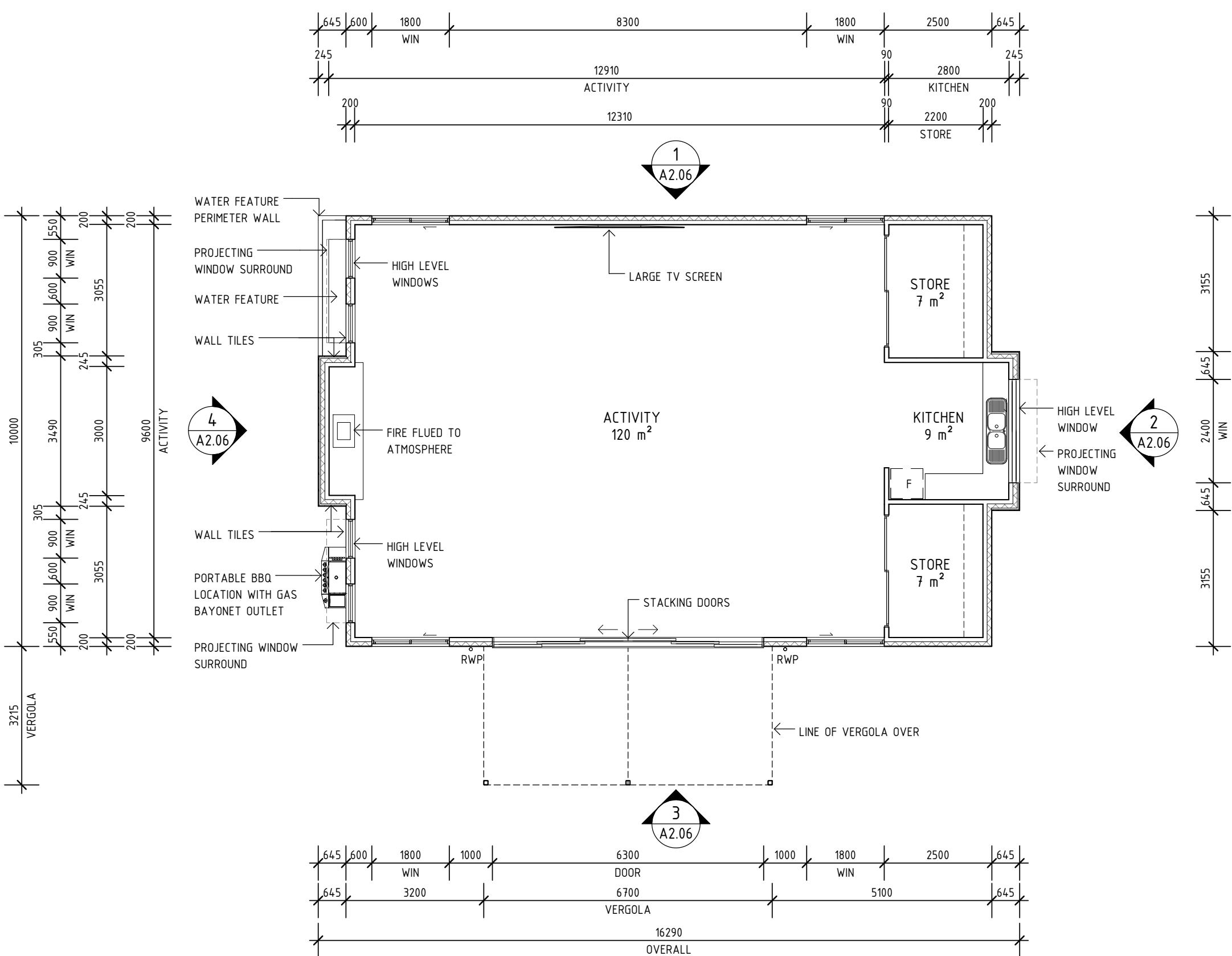
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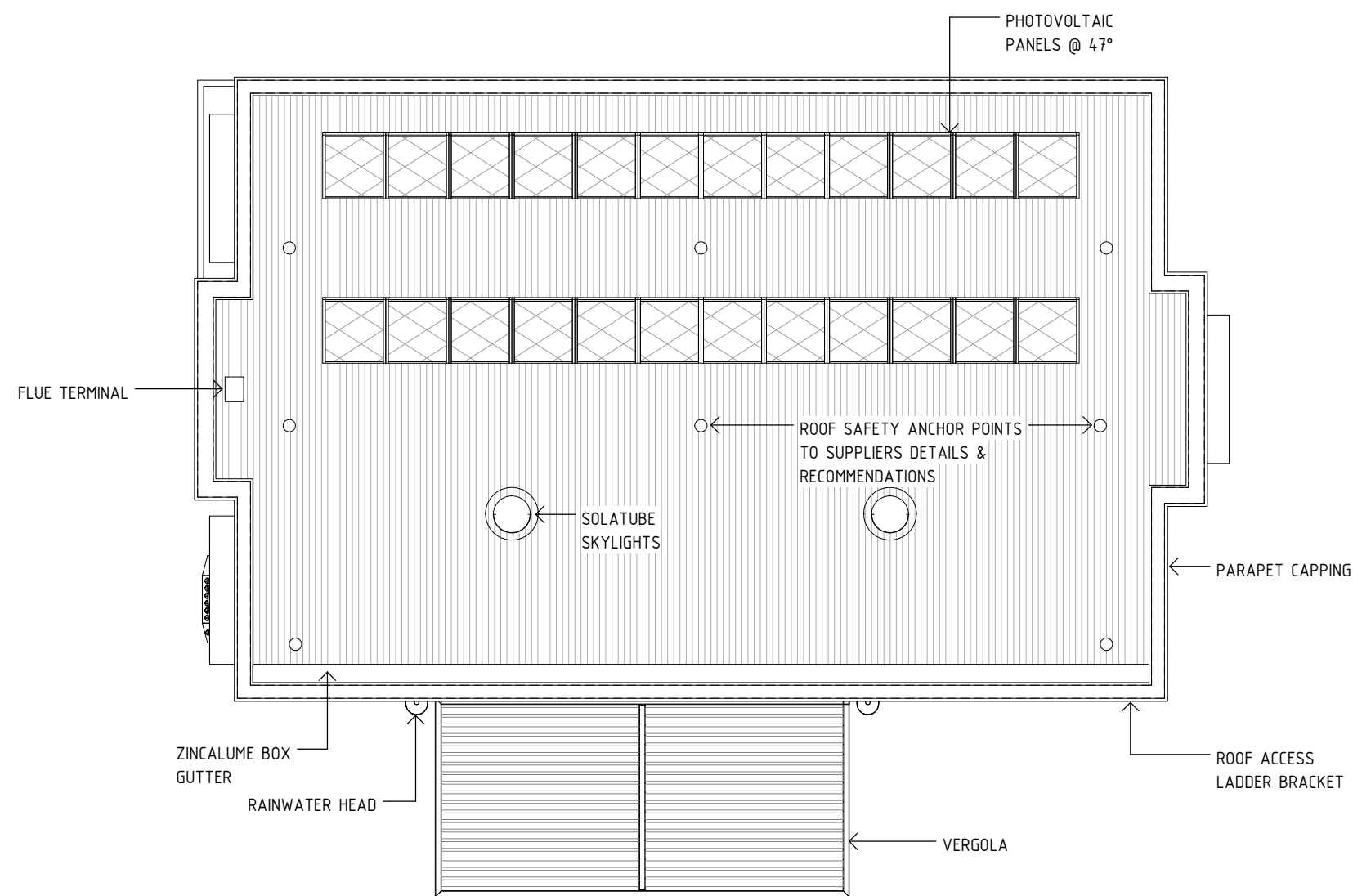
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INTERNAL AREA = 144m²



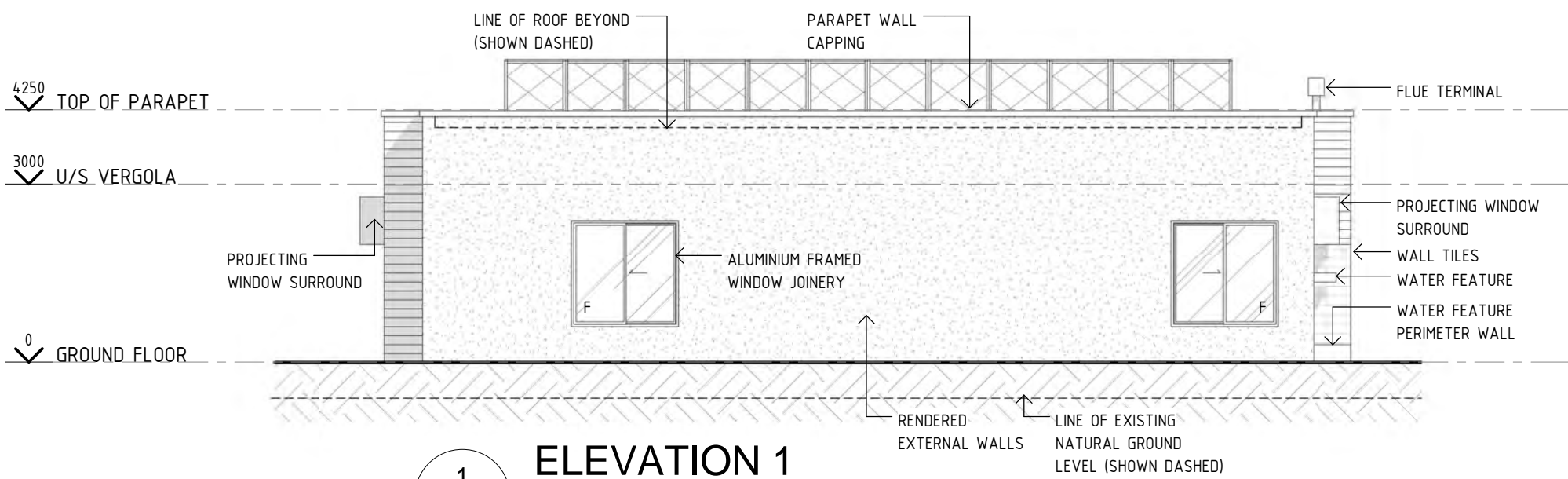
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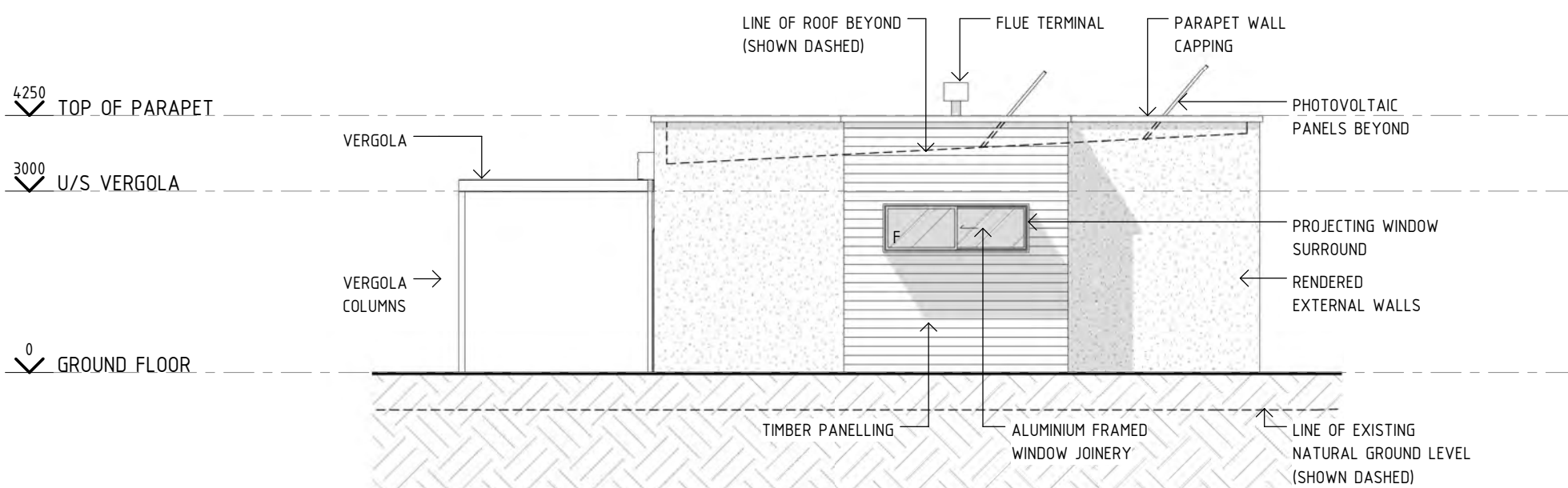
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ROOF PLAN
1 : 100



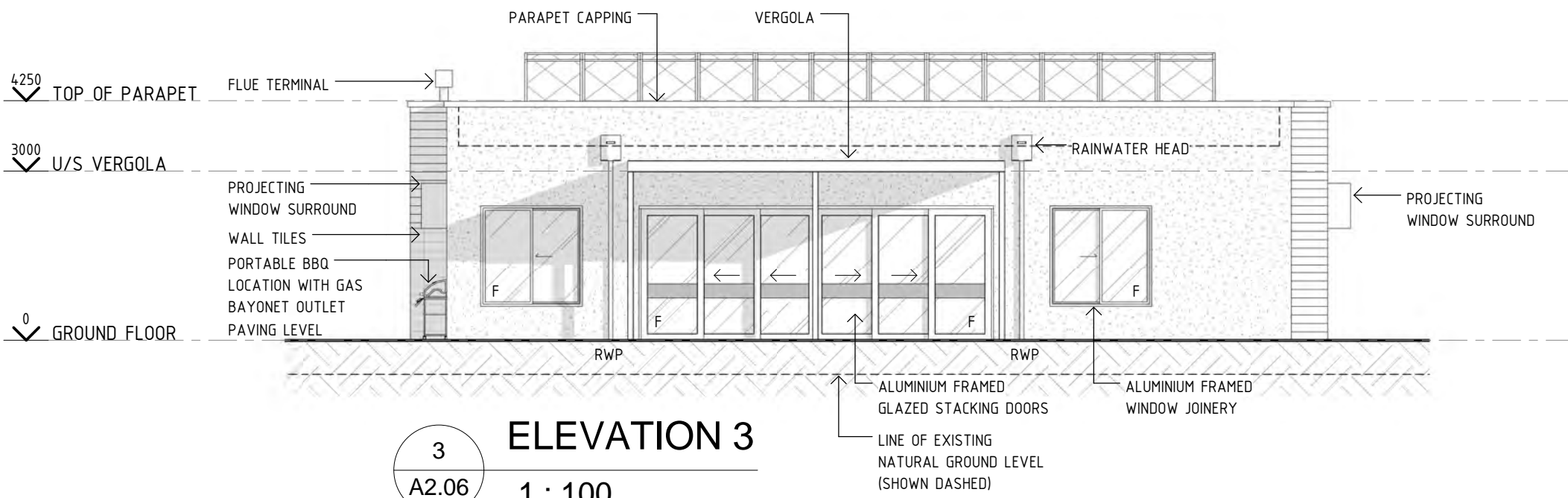
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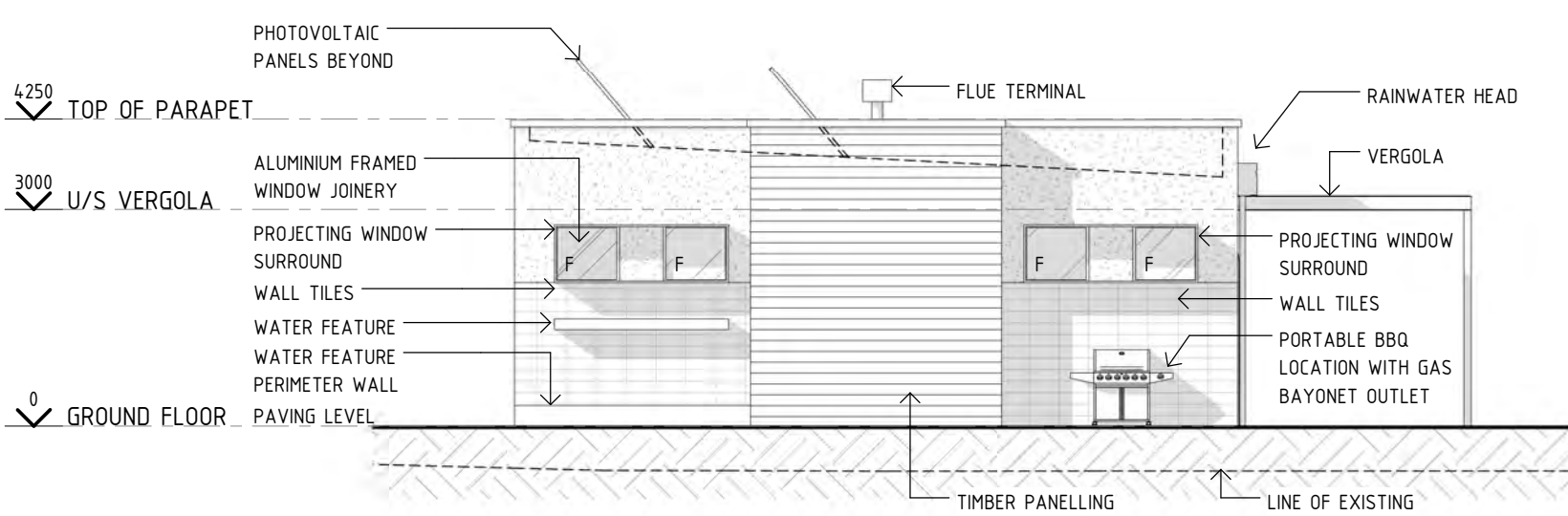
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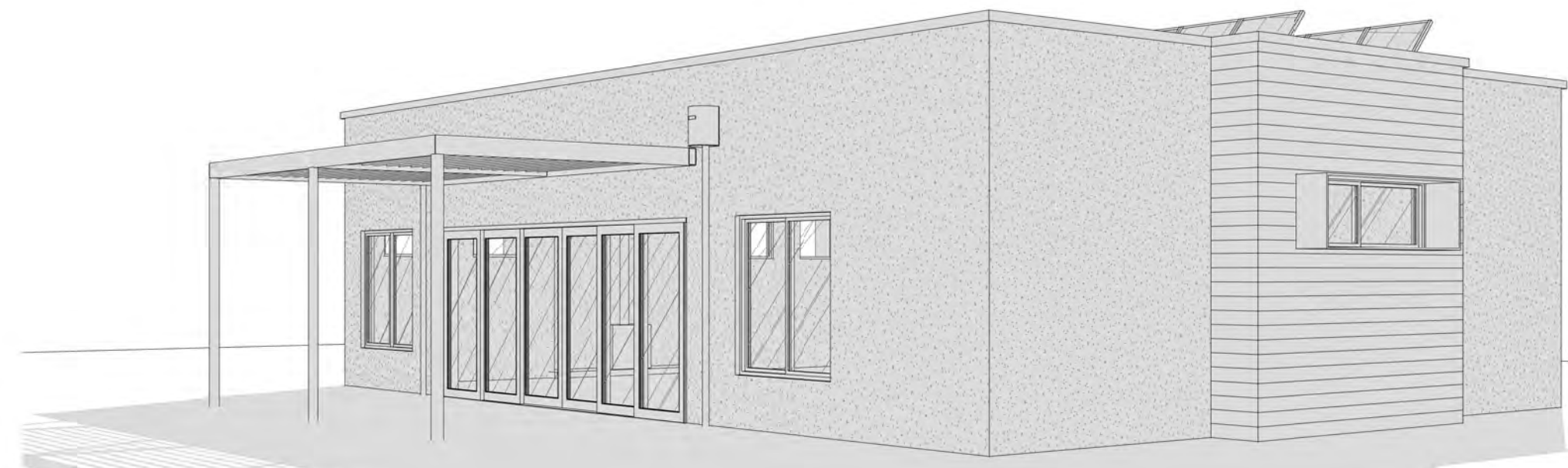
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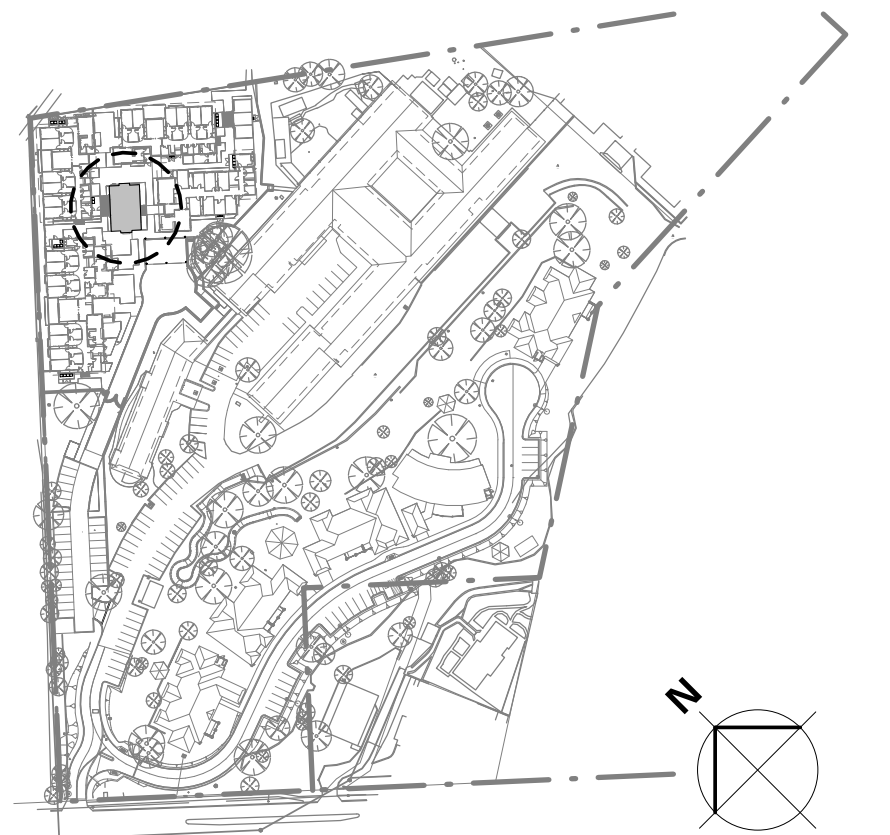
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ELEVATION 3
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4
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ELEVATION 4
1 : 100



6
PERSPECTIVE 02



KEY PLAN
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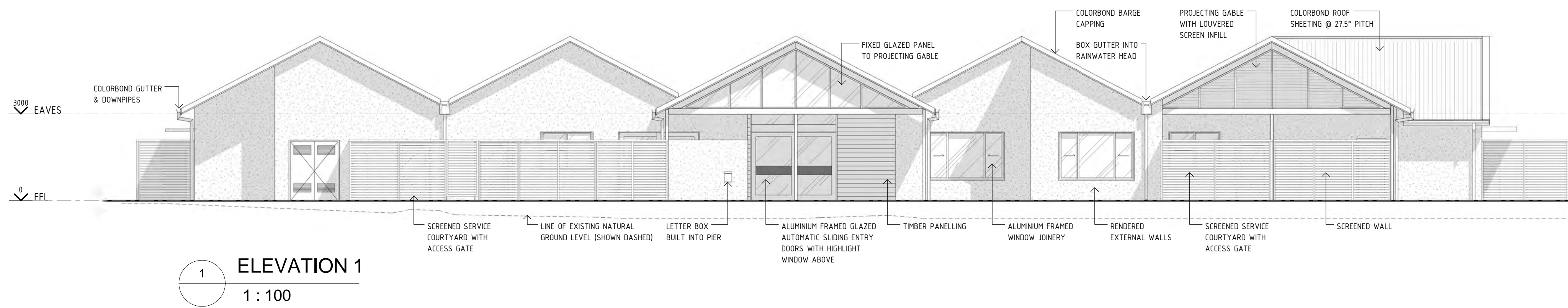
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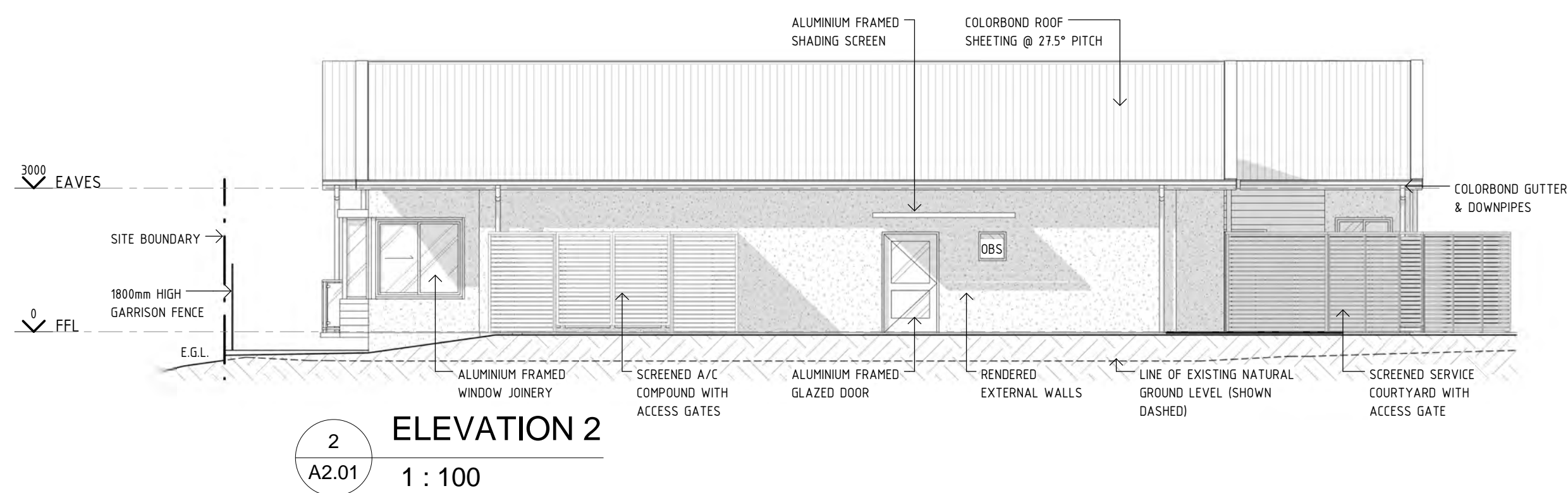
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PROPOSED FLOOR PLAN & ELEVATIONS

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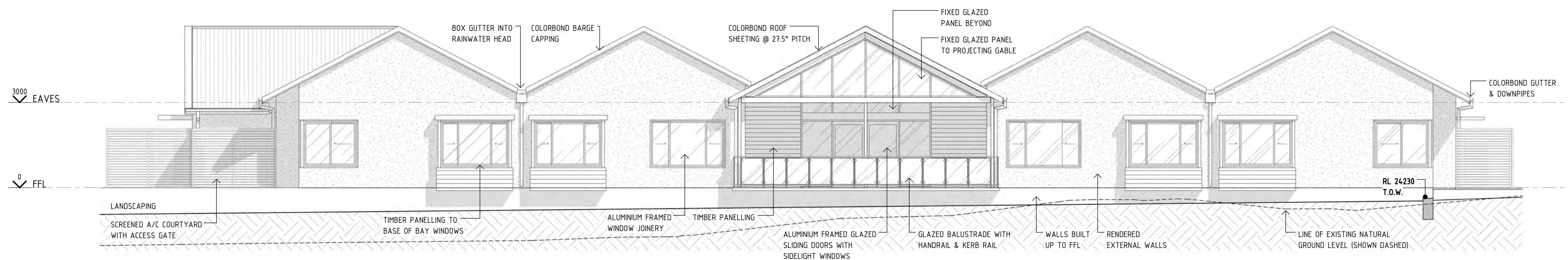
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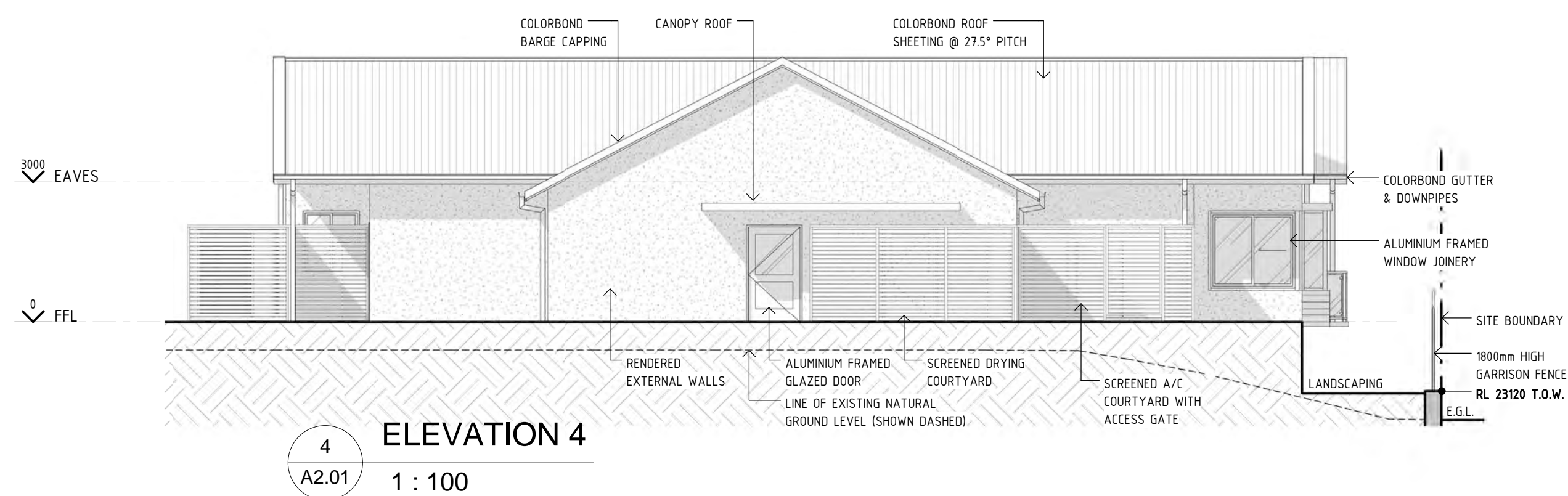
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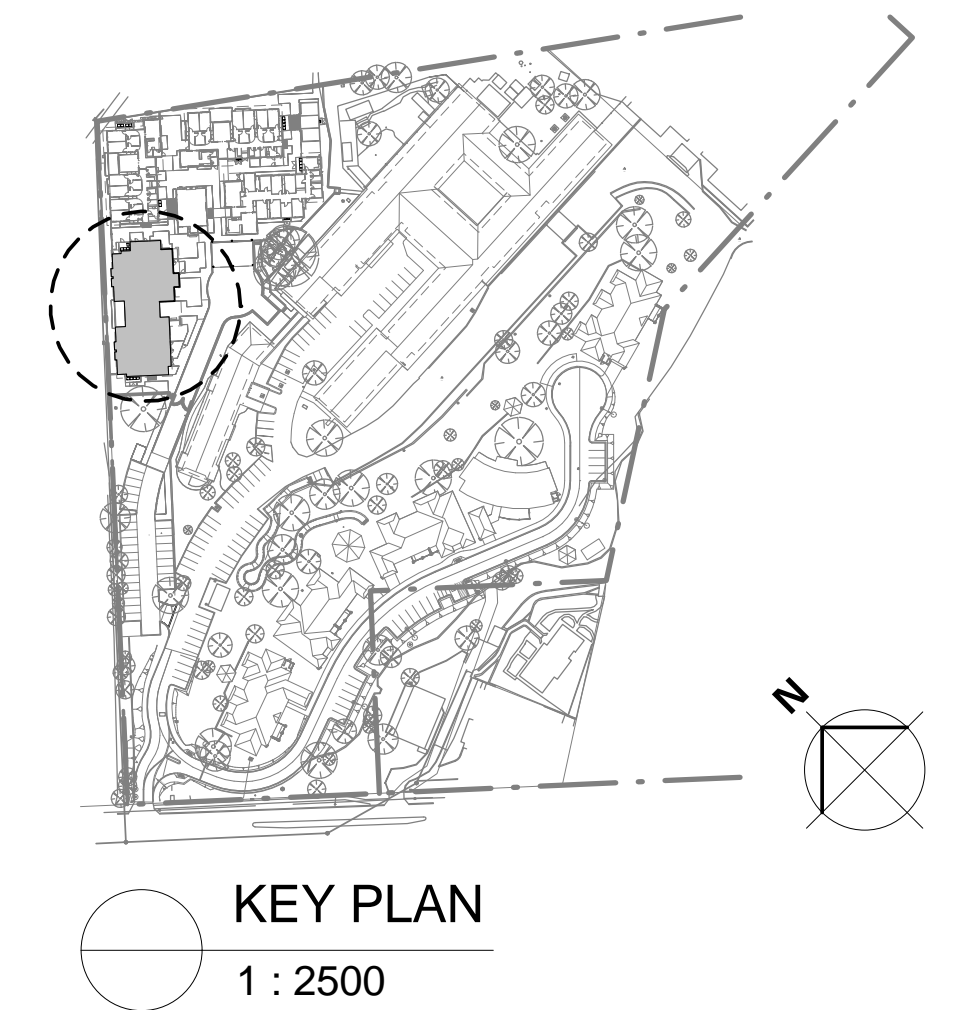
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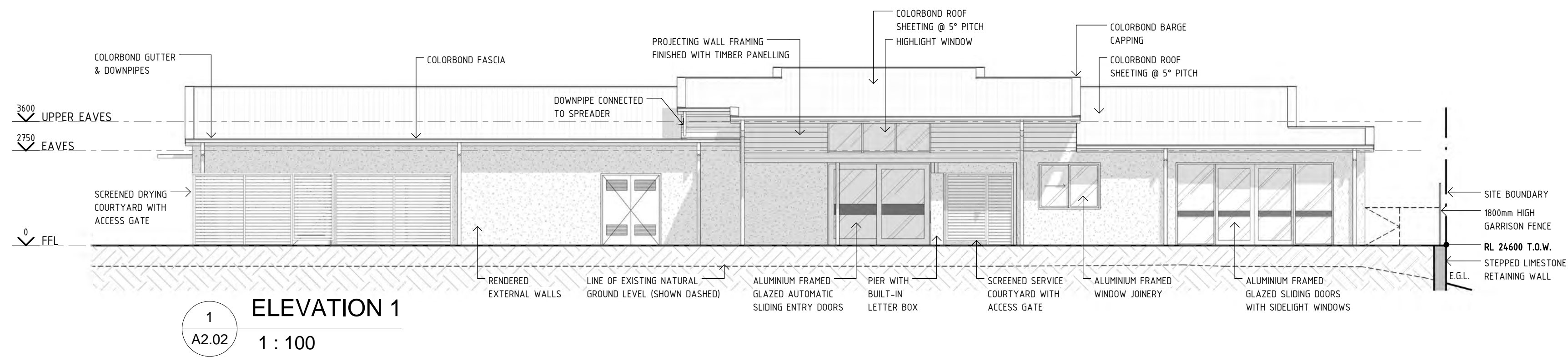
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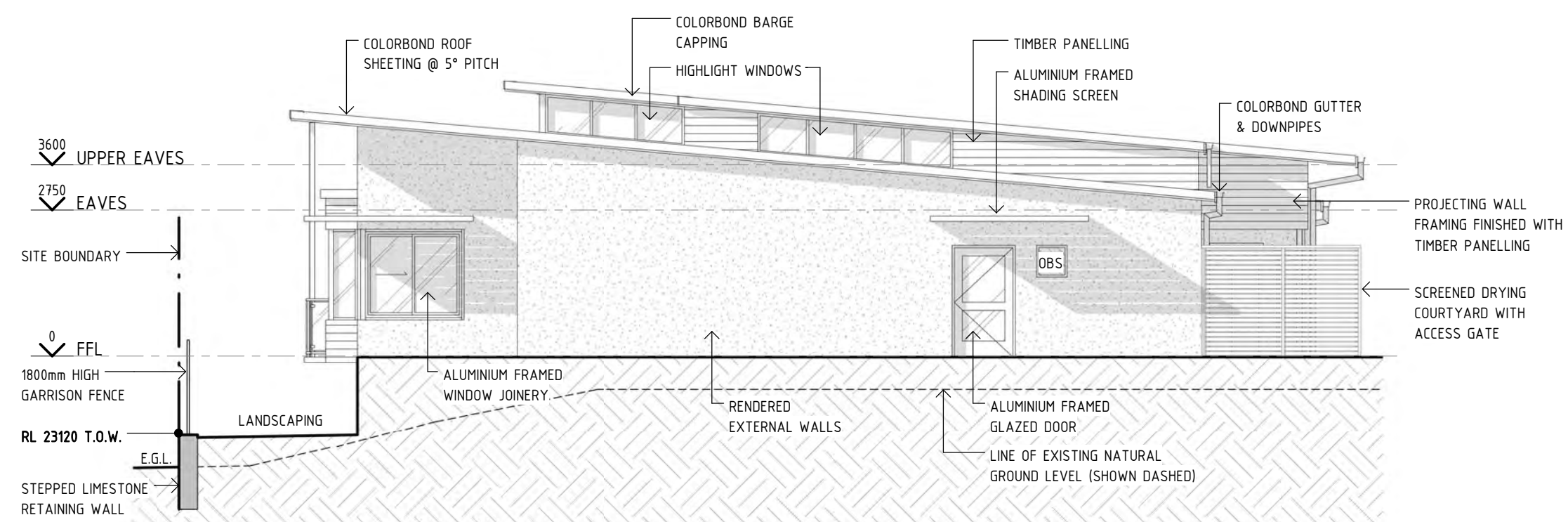
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106 BRADFORD STREET, COOLBINIA	
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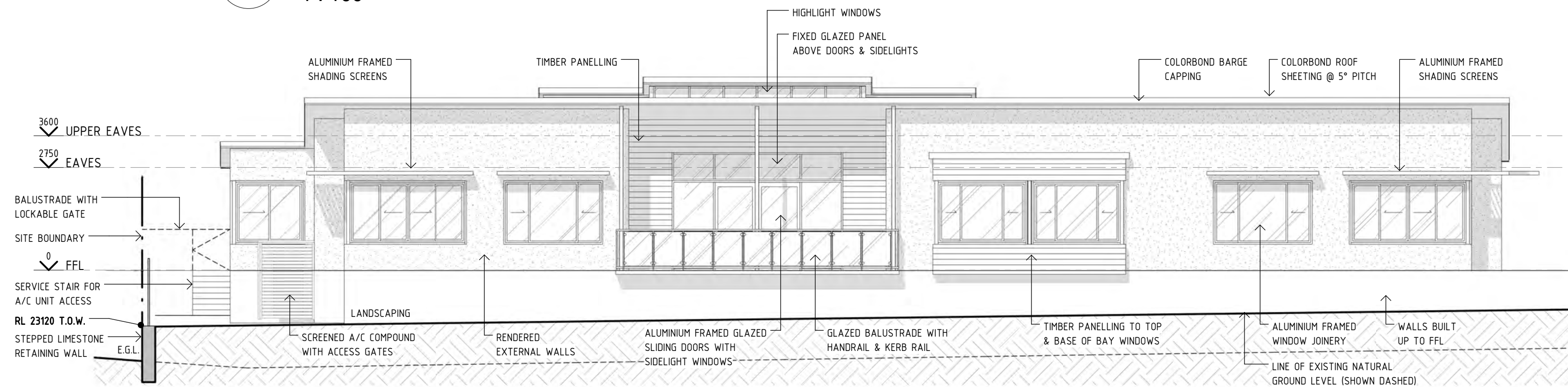
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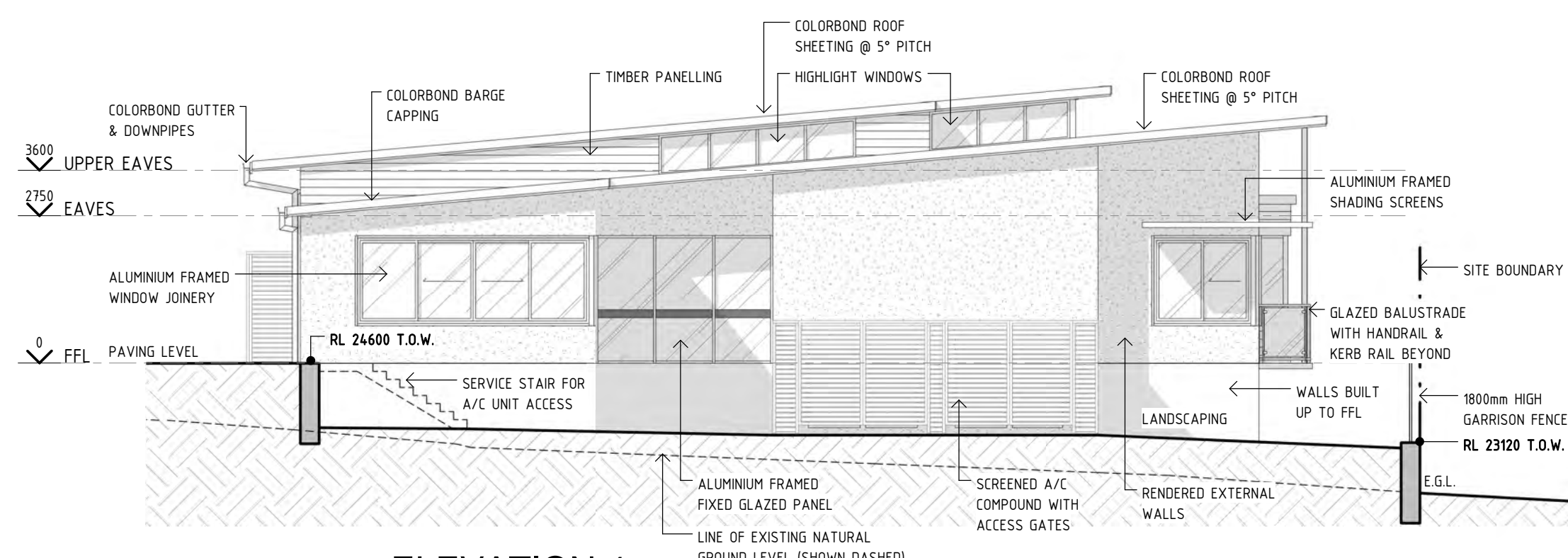
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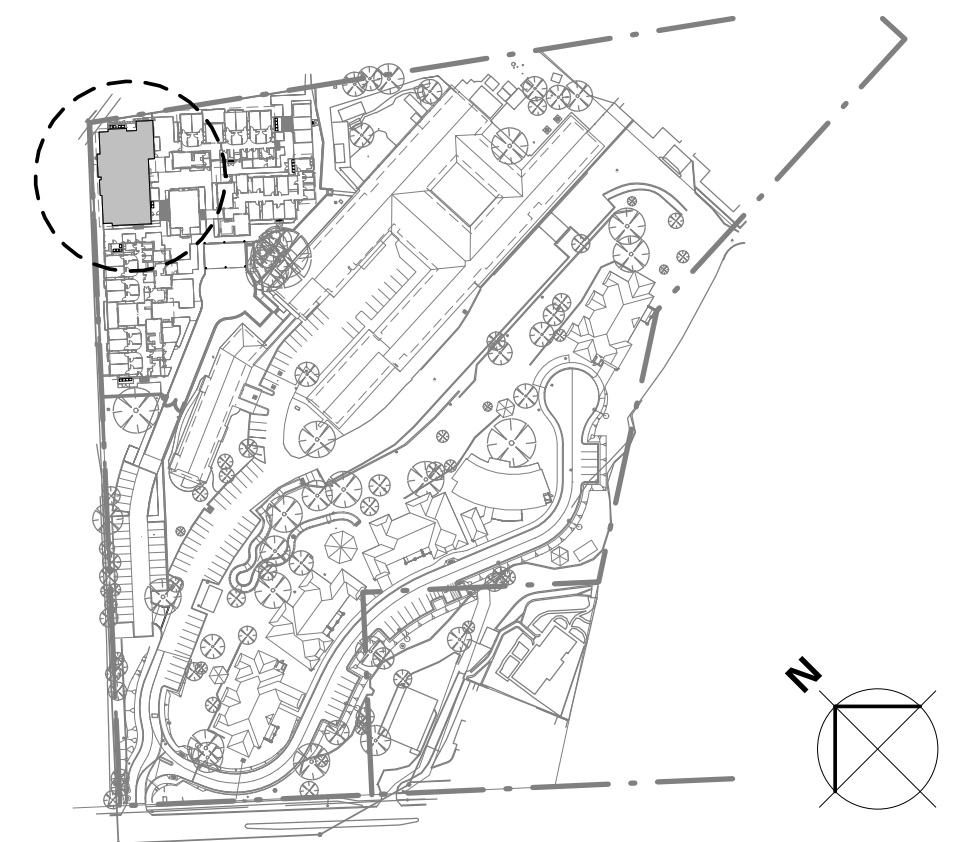
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ELEVATION 4

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KEY PLAN

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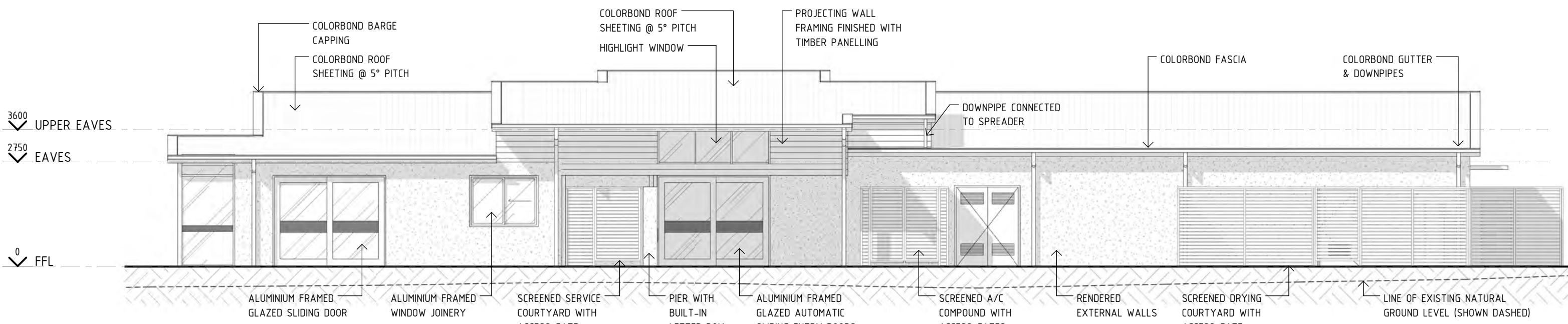
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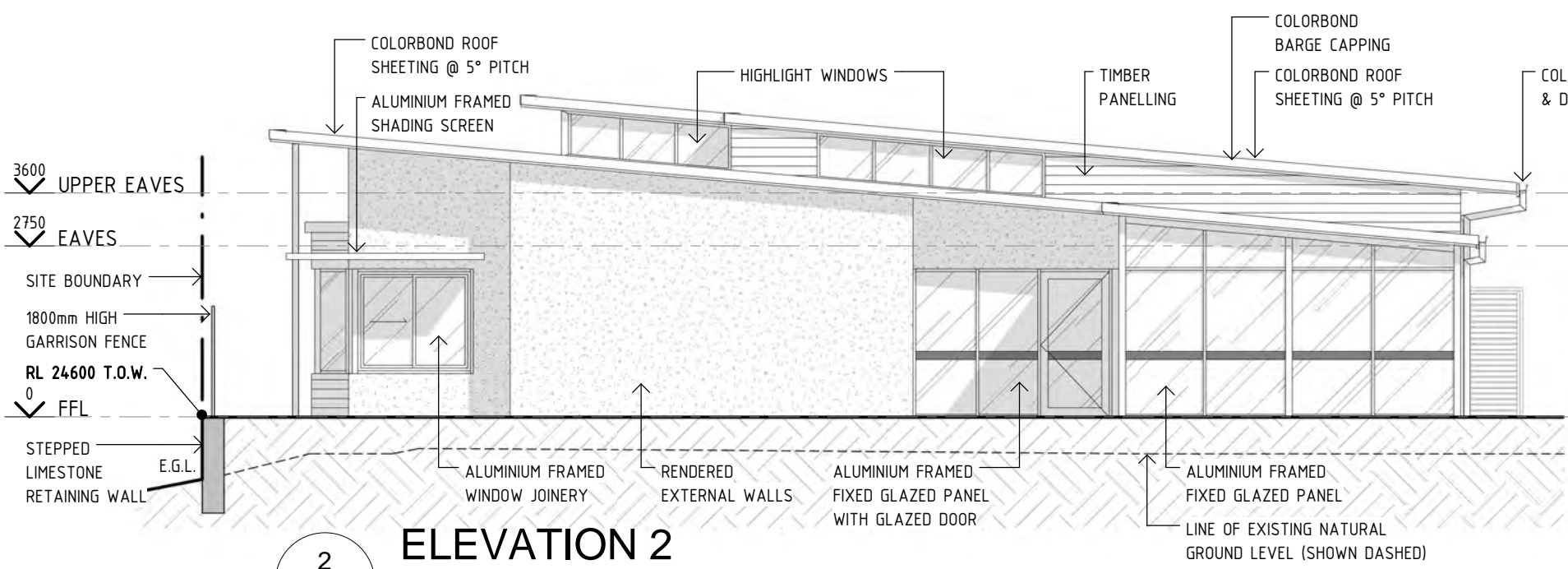
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ELEVATIONS

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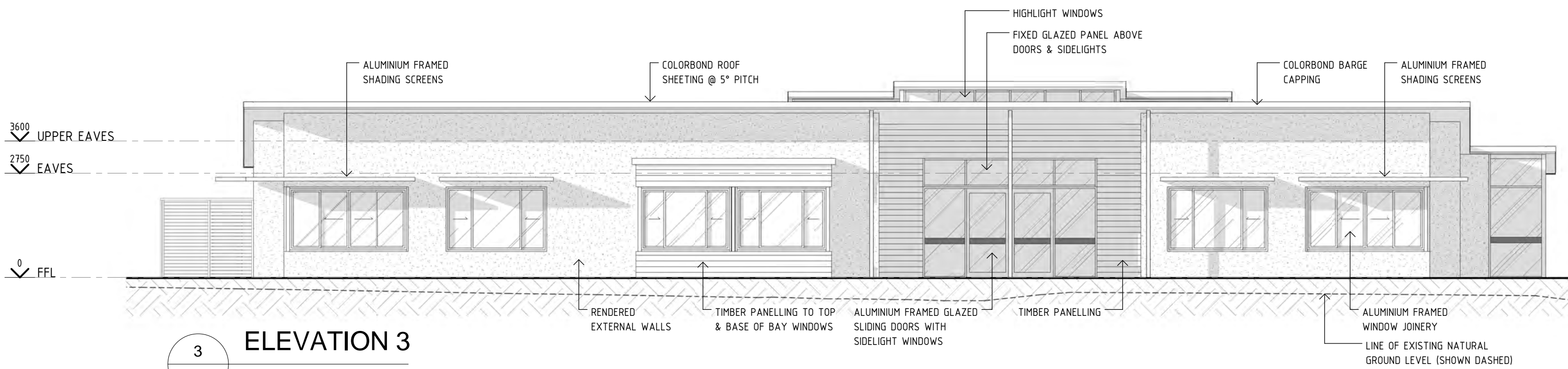
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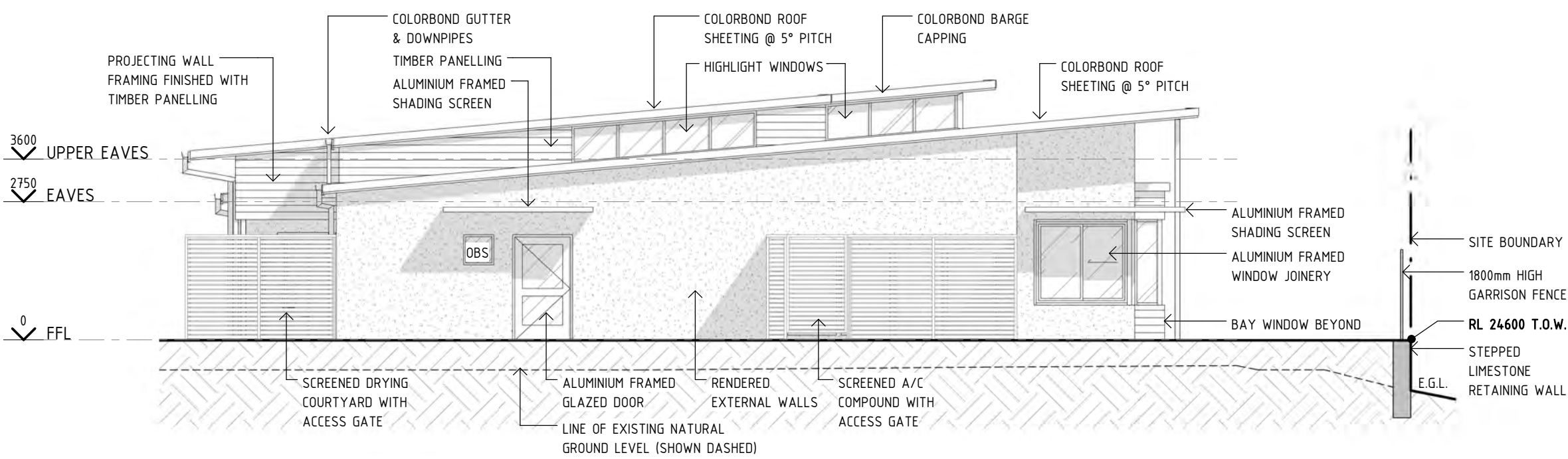
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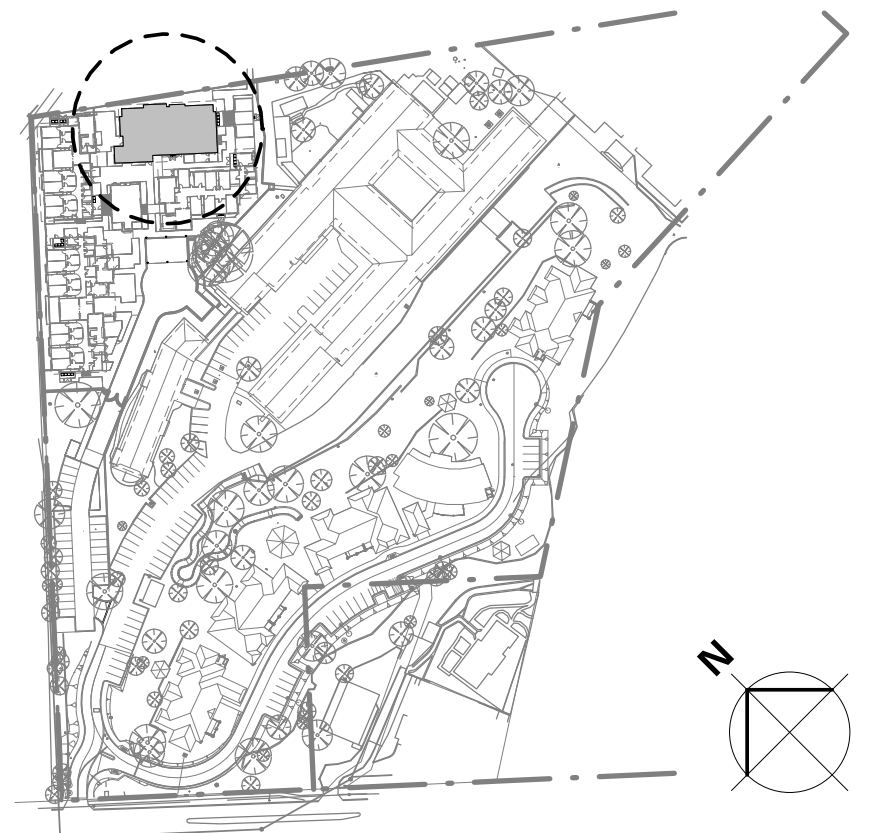
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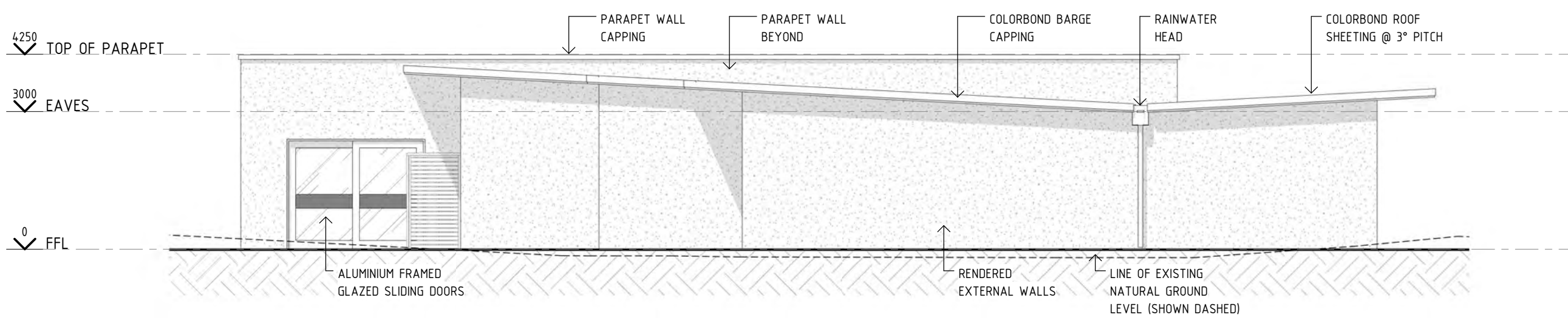
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106 BRADFORD STREET, COOLBINIA

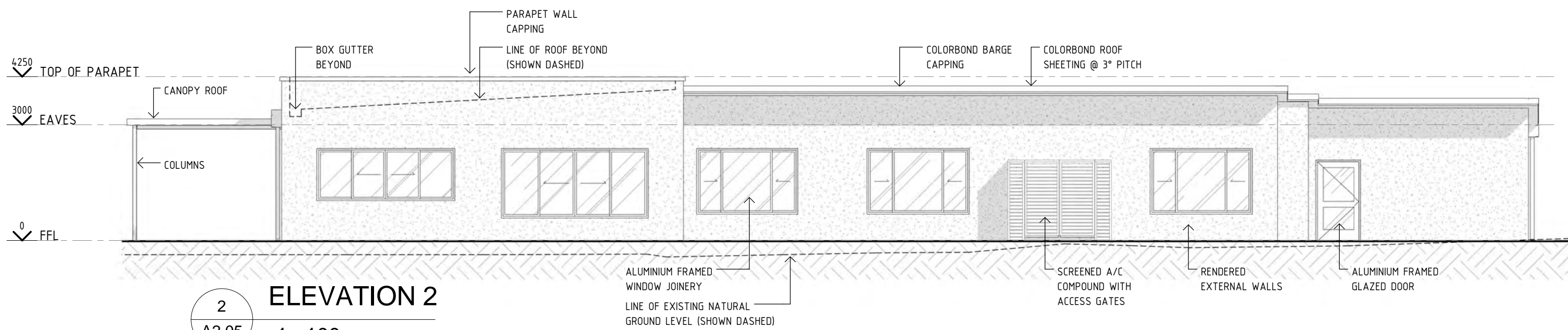
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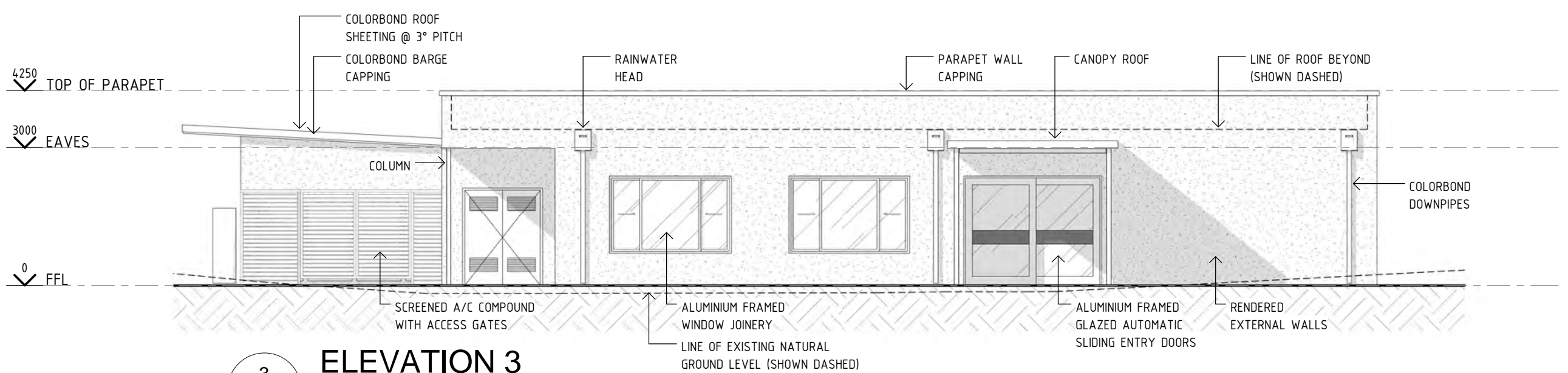
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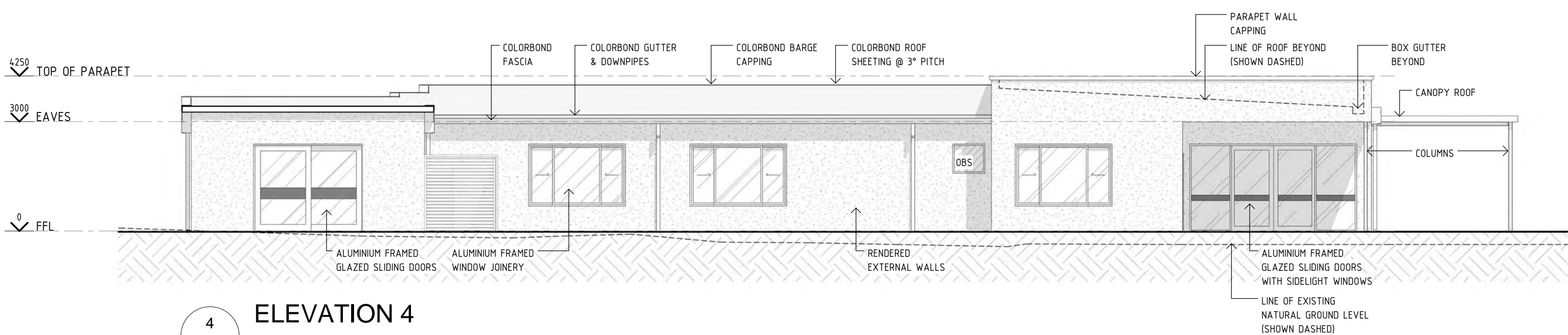
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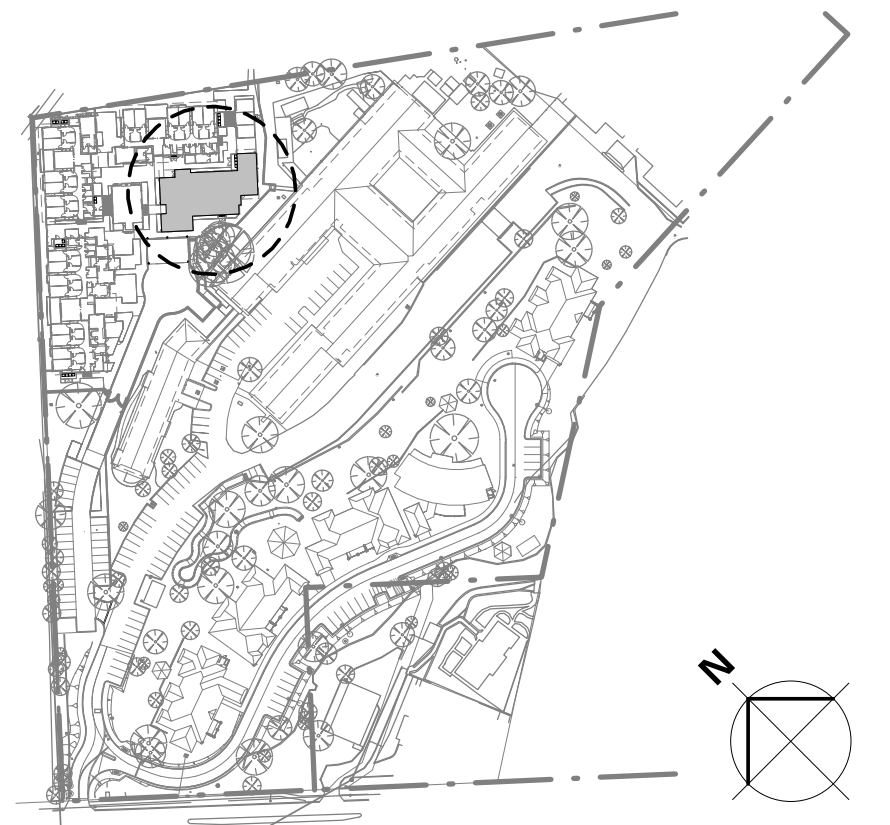
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BUILDING 5
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ELEVATIONS

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ACCESS TO AC.

ARBOR/SHADE
STRUCTURE AND
SEATING.

RAISED GARDEN/
VEGGIE BEDS.

TILED DECK.

FEATURE PAVEMENT
TO DENOTE BUILDING
ENTRY.

CENTRAL SEATING
AND GATHERING
SPACE.

GAREDN BED
PLANTING TO
BOUNDARY.
PLANTING TO
CONSIST
PREDOMINANTLY OF
NATIVE PLANTS.
GARDEN BED TO BE
IRRIGATED AND
FULLY MULCHED.

RAISED GARDEN/
VEGGIE BED.

SEATING.

COLOURED/WASHED
AGGREGATE CONCRETE
PAVEMENT.

FEATURE PAVEMENT
TO DENOTE BUILDING
ENTRY.

TILED DECK.

ALLOW MIN. 600MM
WIDE MULCH ONLY AREA
FOR MAINTENANCE
ACCESS.

GAREDN BED
PLANTING TO
BOUNDARY.
PLANTING TO
CONSIST
PREDOMINANTLY OF
NATIVE PLANTS.
GARDEN BED TO BE
IRRIGATED AND
FULLY MULCHED.

TREES TO NEW
CAR BAYS AT MINIMUM
1 PER 6 BAYS.

SEATING.

COLOURED/WASHED
AGGREGATE CONCRETE
PAVEMENT.

SEATING.

SEATING.

FEATURE TREE
PLANTING.

WATER FEATURE.

MIX 1 [SPECIES TO INCLUDE]

ACACIA SPLENDENS
ANIGOZANTHOS 'BUSH ELEGANCE'
ANIGOZANTHOS 'YELLOW GEM'
BANKSIA ASHBYYII DWARF
EREMOPHILA NIVEA 'SPRING MIST'
GREVILLEA 'MOONLIGHT'
HARDENBERGIA 'MEEMA'
ISOPOGON 'CANDY CONES'
KUNZEA BAXTERII
PIMELEA 'MAGENTA MIST'

MIX 2 [SPECIES TO INCLUDE]

ADENANTHOS 'CORAL CARPET'
ANIGOZANTHOS 'REGAL VELVET'
ANIGOZANTHOS 'BUSH PEARL'
BANKSIA NIVEA
BEAUFORTIA 'SUMMER FLAME'
BORONIA 'PIXIE'
CONOSTYLIS CANDICANS
CONOSTYLIS ACULEATA
GREVILLEA 'MINI MARVEL'

MIX 3 [SPECIES TO INCLUDE]

AGAPANTHUS 'PETER PEARL'
AGAPANTHUS 'TINKERBELL'
ANIGOZANTHOS 'BUSH PEARL'
ANIGOZANTHOS 'GOLD VELVET'
ARMERIA 'BEES PINK'
DIANELLA 'TAS RED'
EREMOPHILA 'SILVER FLAME'
FELICIA AMELLOIDES
GERBERIA 'RED'
GREVILLEA 'ELLA BELLA'
GREVILLEA 'MINI MAUVE'
HEMEROCALLIS 'STELLA BELLA'
LAVENDULA 'MISS DONNINGTON'
MURRAYA PANICULATUM
OLEARIA 'LITTLE SMOKE'
SANTOLINA TOMENTOSA
TULBAGHIA VIOLACEA
TRACHELOSPERMUM 'FLAT MAT'

MIX 4 [SPECIES TO INCLUDE]

EREMOPHILA 'SILVER FLAME'
GREVILLEA 'ELLA BELLA'
GREVILLEA 'GIN GIN GEM'
GREVILLEA 'MINI MAUVE'
HEMEROCALLIS 'STELLA BELLA'

MIX 5 [SPECIES TO INCLUDE]

BASIL
CHILLI 'SERRANO'
CHILLI 'THAI'
CAPSICUM 'SALSA MIX'
MARIGOLDS
MINT
OREGANO
PARSLEY 'AFRO'
PARSLEY 'ITALIAN'
ROSEMARY 'PROSTRATE'
STRAWBERRY
THYME
TOMATO 'CHERRY'

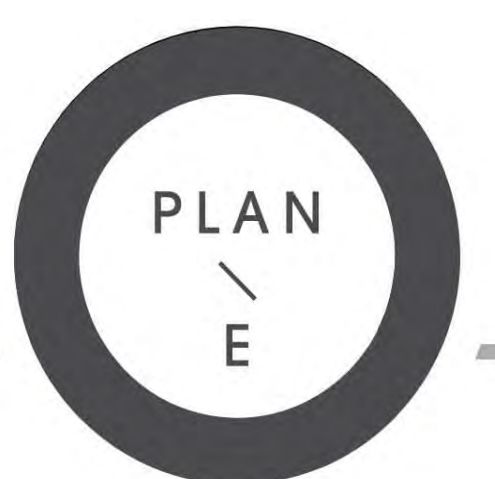
TREES [SPECIES TO INCLUDE]

APPLE 'PINK LADY'
CITRUS 'LEMON EUREKA'
CITRUS 'LIME TAHITIAN'
EUCALYPTUS CAESIA 'SILVER PRINCESS'
EUCALYPTUS LEUCOXYLON 'ROSEA'
EUCALYPTUS SCOPARIA
GLEDITSIA 'SHADEMASTER'
LAGERSTROEMIA INDICA
MAGNOLIA 'LITTLE GEM'
OLEA EUROPAEA
PYRUS 'CHANTICLEER'
ULMUS PARVIFOLIA

NOTE:
FINAL SPECIES ARE SUBJECT TO
CHANGE PENDING DETAIL DESIGN
AND AVAILABILITY OF PLANT
STOCK AT TIME OF
CONSTRUCTION.



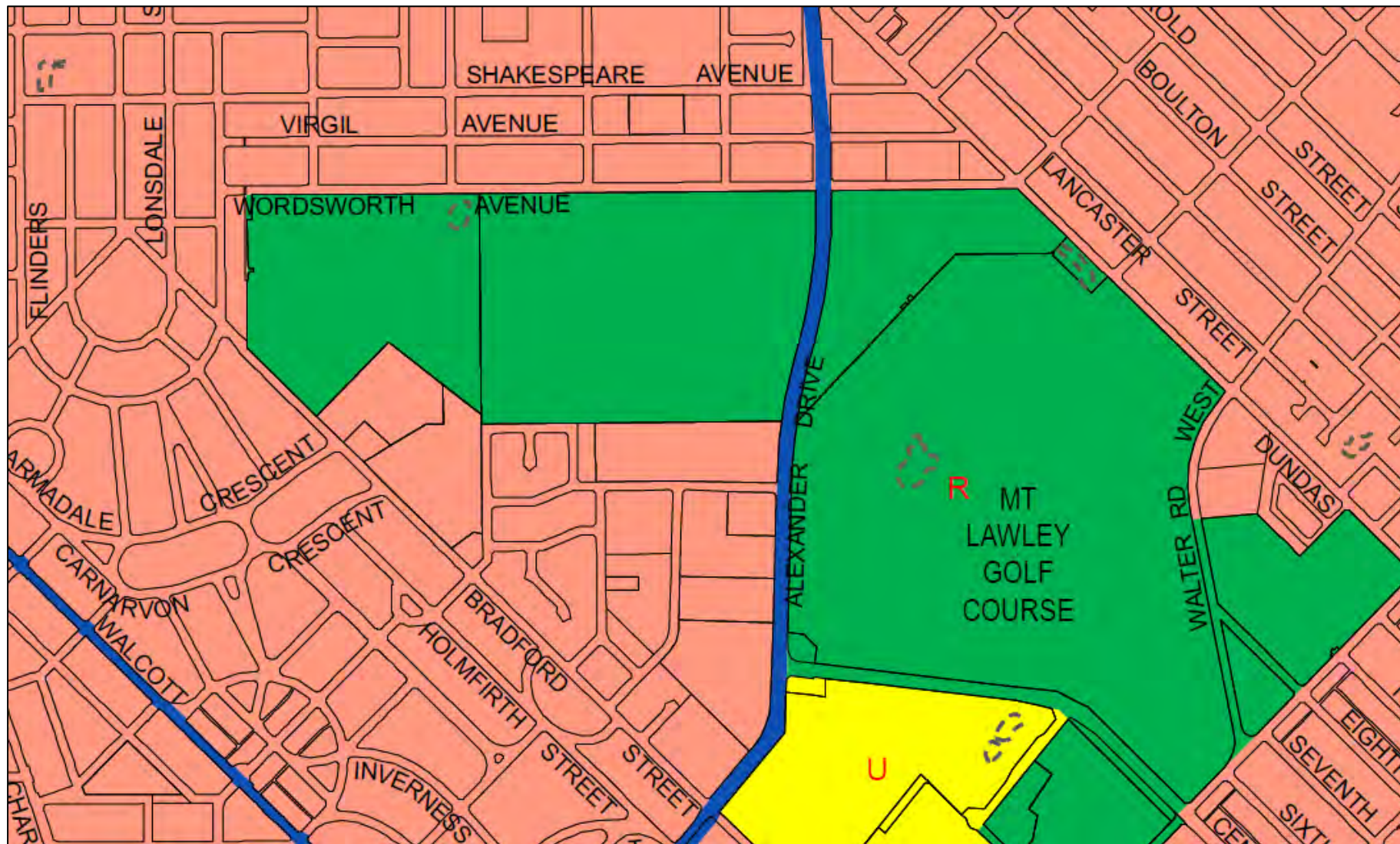
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Attachment 2 – Aerial Location Plan



Attachment 3 – Metropolitan Region Scheme (MRS) Zoning Map



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



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APPLICATION FOR PLANNING APPROVAL

LOT 6345 (NO. 106) BRADFORD STREET
COOLBINIA



ROWEGROUP

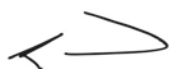
OUR REF: 8432 26/02/2016

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Printed 26 February 2016 Document2

Version	File Name	Prepared by	Approved by	Date
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This report has been authorised by;



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Camille Clarke Planner



Jamie Baxter Quality Control

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FIGURES

1. Regional Location
2. Local Location
3. Site Location
4. MRS Zoning Plan
5. LPS3 Zoning Plan

ATTACHMENTS

1. Certificate of Title and Survey Plan
2. Development Application Plans
3. Design Brief
4. Landscaping Plan
5. City of Stirling Road Classification Plan



01

Introduction

Rowe Group acts on behalf of the Cerebral Palsy Association of Western Australia, also known as the Ability Centre, the owners of Lot 6345 (No. 106) Bradford Street, Coolbinia (herein referred to as the 'subject site'). The subject site is also known as the Ability Centre.

This report has been prepared in support of an application to redevelop a portion of the existing Ability Centre located at the subject site.

Specifically, this Application relates only to the redevelopment of the existing Hillroyd Nursing Home located within the northern corner of the subject site.

This report includes a description of the following matters:

- ▲ Location of the subject site;
- ▲ Description of the existing land use;
- ▲ Overview of relevant planning and design issues;
- ▲ Detailed explanation of the proposed development; and
- ▲ Justification for the proposed development.

This report demonstrates that the proposed development is consistent with the relevant statutory controls for the area.

02

Description of Site

2.1 Location

The subject site is located in the Municipality of the City of Stirling ('City'), approximately 4.5 kilometres north of the Perth Central Area.

Refer Figure 1 – Regional Location.

The subject site is situated in Coolbinia and bound by Bradford Street to the south-west, public open space to the north, the Sir David Brand School to the south-east and the Coolbinia Primary School to the south. The aforementioned road is a sealed, gazetted road.

Refer Figure 2 – Local Location.

2.2 Cadastral Information

The subject site comprises one land parcel, being:

- ▲ Lot 6345 on Certificate of Title Volume 1813 Folio 356.

The subject site has a total land area of approximately 3.6 hectares, with a frontage of 83.3 metres.

Refer Figure 3 – Site Plan and Attachment 1 – Certificate of Title and Survey Plan.

2.3 Existing Improvements

The subject site currently comprises a number of existing buildings which are used for the purposes of the existing Ability Centre.

This Application relates to the demolition and redevelopment of the Hillroyd Nursing Home currently located within the northern corner of the subject site.

The existing Sir David Brand Centre and Brian North Building, located to the south of the Hillroyd building, comprises reception areas, offices, meeting rooms, a hydrotherapy pool and gymnasium for therapy services.

The existing Minderoo Rise Units, which are located to the south of the Sir David Brand Centre, provide additional accommodation for residents at the subject site. Each unit accommodates five (5) residents.


The Sir David Brand Centre and the Minderoo Rise Units are not subject to this application.

2.4 Background on Existing Development

The Ability Centre was established on the subject site in 1951. The existing building subject to this Application, known as the Hillroyd Nursing Home, was constructed in the early 1980's to accommodate 20 long-term care residents requiring the highest level of health care and support.

Over the past four (4) years our Client has undertaken a renewal program for the existing Ability Centre in line with their strategic plan to modernise and to address the challenges associated with the aging facilities at the site. Those challenges include:

- ▲ The outdated facilities that limit the functionality needed to provide a suitable environment for client with special needs, their staff and families;

- 
- ▲ The difficult challenges imposed on staff working to deliver a contemporary best practice level of care and support for people with high complex needs;
 - ▲ The need to incorporate the modern assistive technology necessary to manage and run accommodation and services in the disability sector; and
 - ▲ The existing barriers to universal access into and around the built environment for people with disabilities.

03

Description of Proposal

This Application proposes the demolition and replacement of the Hillroyd Nursing Home with six (6) purpose built buildings.

A description of each of the proposed buildings is provided below:

3.1 Building 1

Building 1 is to be located adjacent to the north-western lot boundary, is proposed to comprise a total of eight (8) bedrooms for residents requiring high needs care. Within the central portion of Building 1 will be a lounge and decking area providing space for residents to socialise and relax. The lounge and decking area will also separate the building into two (2) areas each comprising four (4) bedrooms.

Each ensuite bathroom proposed within Building 1 will be shared between two (2) residents. Access to the ensuite bathrooms will be provided via a passage adjacent to the doorway of each bathroom to provide acoustic privacy to each bedroom space.

Building 1 will also comprise two (2) dining areas, two (2) kitchens for meal preparation, an office, store rooms, and linen and two (2) laundry areas.

Each bedroom proposed within Building 1 along with the decking area will be orientated towards the "Parks and Recreation" Reserve to the north-west of the subject site providing residents with an aesthetically pleasing view. Views from the bedrooms and deck area will not be obstructed as the proposed fencing along the boundary is to be visually permeable.

3.2 Building 2

Building 2 is to be located within the north-eastern corner of the subject site and is proposed to comprise a total of six (6) bedrooms for residents. A lounge and decking area will also be provided within Building 2 along with a kitchen, a dining area, store rooms and laundry and linen areas.

Bedrooms within Building 2 are also proposed to be orientated so as to provide residents with a view onto the "Parks and Recreation" Reserve located north-east of the subject site.

3.3 Building 3

Building 3 is to be located adjacent to the north-eastern lot boundary and is proposed to comprise a total of six (6) bedrooms for residents. The internal floor layout will be similar to the floor layout proposed for Building 2. All bedrooms within Building 3 will also be orientated towards the "Parks and Recreation" reserve.

3.4 Building 4

Building 4, to be located adjacent to Building 3, is proposed to comprise a store room area, a studio area and a space for equipment parking.

The studio area will provide residents with an area to undertake craft activities, while the equipment parking area will provide a space for residents to store mopeds and motorised mobility vehicles.

3.5 Building 5

Building 5, to be located adjacent to Building 3, is proposed to comprise a total of six (6) bedrooms for residents. Building 5 will also comprise communal lounge and dining areas as well as a kitchen and laundry area.

3.6 Building 6

Building 6, to be located between Building 2 and Building 5, is intended to act as the social hub of the development providing a large indoor/outdoor area for all residents to entertain collectively and to spend time with visitors and co-residents, should they wish to do so.

3.7 Hours of Operation

The proposal will operate on a 24 hour 7 day a week basis. Carers and associated staff will be "on site" at all times to provide assistance (when needed) to residents.

3.8 Number of Employees

The entire Ability Centre currently employs a total of 177 employees. As a large number of the employees are part time or casual employees 177 staff are not located on site at any one time

The majority of the employees at the Ability Centre are located within the existing Sir David Brand Centre and Brian North Building.

A total of 30 staff will be located within the proposed Hillroyd development, however it should be noted that these staff will be sessional and shift workers, hence not all on site at any one time.

The former Hillroyd Nursing Home (which is to be replaced) employed a total of 30 staff made up of a combination of full-time, part-time and casual staff.

The expected shift times for staff within the Hillroyd Nursing Home will be as follows:

- ▲ 6:00am – 3:00pm of which approximately eight (8) staff will work;
- ▲ 3:00pm – 11:pm of which approximately eight (8) staff will work; and
- ▲ 10:00pm – 7:00 am of which approximately 3 staff will work.

Based on the above, staffing levels will peak generally up to 16 people on any given day between the hours of 6:00am and 3:00pm.


3.9 Parking and Vehicle Access

A total of 29 car parking bays are proposed to be provided at the subject site as part of this Application. These car parking bays will be used by employees and visitors only, as it should be noted that the nature of the disabilities of the majority of the residents means they are unable to use standard vehicles independently.

Employees and visitors associated with the Sir David Brand Centre and Minderoo Rise Units will use existing car parking provided adjacent to these buildings.

3.10 Bin Stores

A total of four (4) bin store areas are proposed as part of this Application. The main bin store area will be located to the south of the proposed car parking area and will be approximately 30m² in size.



Three (3) smaller bin store areas are also proposed adjacent to Buildings 1, 2 and 3. Although notated as 'Service Yard' on the attached plans, these areas are also proposed to be used to store bins.

3.11 Removal of Footpath

As illustrated within the attached Site Plan, a small portion of the footpath within the Reserve to the north of the subject site is located on our Client's site. The location of this footpath lies across portion of our Client's land will impact on the construction of the proposed boundary fencing.

As such, this Application proposes the realignment of this portion of the Council footpath so that it is no longer located within our Client's site.

3.12 Design Intent and Considerations

Our Client's Strategic Plan aims to concentrate the provision of services for their clients with high needs in one centralised metropolitan location, while devolving the more general services to the broader community in nodes north and south of the metropolitan area. The location of the Ability Centre at the subject site provides a suitable central location that has convenient access from all directions, making the proposed replacement of the Hillroyd building on the existing site a proposal that meets the long term goals of the Centre.

The development proposed within this Application has been carefully designed as so to provide residents with a welcoming and homelike contemporary setting; a place they can call home. As outlined within the Design Brief appended to this Application at Attachment 3, the objectives for the design of the Hillroyd placement Ability Centre are as follows:

- ▲ Provide a physical onsite orientation which takes advantage of the adjacent public open space and encourages a stronger connection with the surrounding community;
- ▲ Allow residents to live their lives to the fullest and as independently as possible, with the help of assistive technologies; and
- ▲ Replacement of the existing aging and institutional environment with a contemporary design that has a warm, light filled, modern and nurturing environment where residents will feel and be treated like living at home.

The new Hillroyd development will use a smaller scale and a human-centred design approach to recreate a village type atmosphere with self-contained buildings.

Refer Attachment 3 – Design Brief.

04

Town Planning Considerations

4.1 Zoning

4.1.1 Metropolitan Region Scheme

Under the provisions of the Metropolitan Region Scheme ('MRS'), the subject site is zoned "Urban". Land directly to the north of the subject site is reserved for "Parks and Recreation".

Refer Figure 4 – MRS Zoning Plan.

4.1.2 City of Stirling Local Planning Scheme No. 3

Under the provisions of Local Planning Scheme No. 3 ('LPS3') the subject is zoned "Private Institution".

The objectives of the "Private Institution" Zone are as follows:

- *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; and*
- *To ensure that the standard of development is in keeping with surrounding land development and protects the amenity of the area.*

Refer Figure 5 – LPS3 Zoning Plan.

4.1.3 Land Use Permissibility

Based on the provisions of LPS3 the proposed development falls within the use class of "Nursing Home". The land use "Nursing Home" is defined within 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 – Zoning Table identifies the use "Nursing Home" as 'D' use within the "Private Institution" zone, meaning that the use is not permitted unless Council has exercised its discretion by granting Planning Approval.

4.2 Metropolitan North-West Joint Development Assessment Panel

The proposed development has an estimated value of \$8.259 million and therefore meets the threshold for voluntary determined by the Metropolitan North West Joint Development Assessment Panel ('JDAP'). Accordingly, the associated forms and fees have been included to facilitate determination by the JDAP.

Development Considerations

5.1 City of Stirling Local Planning Scheme No. 3

As described earlier, Clause 4.2.10 of LPS3 outlines the following objectives for the “Private Institution” Zone:

- *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; and*
- *To ensure that the standard of development is in keeping with surrounding development and protects the amenity of the area.*

This Application is consistent with the objectives outlined above for the “Private Institution” zone based on the following reasons:

- ▲ The proposed development is compatible with the existing locality given it is residential in nature and as such will have no adverse impacts to development surrounding the subject site; and
- ▲ The high standard of construction proposed is consistent with existing developments within the locality and thus the amenity of the area will not be compromised.

Based on the above, the proposed development is consistent with the objectives of the “Private Institution” zone.

5.2 Local Planning Policy 4.5 – Private Institution Design Guidelines

The proposed development has been assessed against the relevant provisions of Local Planning Policy 4.5 – Private Institution Design Guidelines (‘LPP4.5’). The assessment of the proposal against the relevant sections of LPP4.5 is outlined below:


5.2.1 Compliance with Objectives of LPP4.5

Any development within the “Private Institution” Zone is to be consistent with the objectives LPP4.5. The objectives of LPP4.5 read as follows:

- *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 proposed development at the subject site is consistent with the objectives outlined above based on the following:

- ▲ The development proposed as part of the Application is to be located over 150m from Bradford Street and will not be located directly adjacent to any existing residential development. As such, the proposed development will have no adverse impacts on the amenity of the locality in respect to noise or visual appearance;

- 
- ▲ The proposed development is single storey in height and is therefore sympathetic and consistent with the bulk and scale of existing developments within the locality;
 - ▲ The efficiency of the existing transport network of the area will not be encumbered as a result of the proposed development. The residents of the Ability Centre will be unable to drive and will not contribute towards increasing traffic generation for the area;
 - ▲ Based on the design of the proposed development the proposal will provide a high quality development to cater for the needs of residents who currently live at the subject site; and
 - ▲ The proposed development will continue to provide access to a service that has co-existed in the community for more than 30 years through new high-end facilities which are and will be well integrated with their surrounding environment.

5.2.2 Land Uses

LPP4.5 notes that development within the “Private Institution” zone is to be accompanied by a Detailed Area Plan. However a Detailed Area Plan is not required as part of this Application as the proposed development is to be a single storey development occupying less than 10% of the subject site. Given that the subject site has a total area of 36,000m² and the proposed development is to have a total area of 2,403.60m², the proposed development will occupy only approximately 6.7% of the site area, complying with the requirements of LPP4.5.

5.2.3 Built Form

5.2.3.1 Orientation

The provisions within LPP4.5 require development to be orientated towards the street. The development proposed within this Application does not have direct frontage onto a gazetted road and therefore the orientation requirements of LPP4.5 are considered not to be applicable.

Despite the proposed development not having direct frontage to a gazetted road, the development at the subject site is proposed to be orientated towards the adjacent “Parks and Reserve”. The orientation towards the “Parks and Recreation” reserve is considered to be an appropriate interface for the development and provides a pleasing outlook for residents.

5.2.3.2 Building Height

LPP4.5 states that development shall be restricted to two (2) storeys above natural ground level adjacent to lot boundaries and a maximum of four (4) stories above natural ground level on the remainder of the site.

The proposed development complies with the building height requirements of LPP4.5 as the development within this Application is to be only single storey.

5.2.3.3 Setbacks

LPP4.5 states that a 6m front setback is required and that adequate passive surveillance to public access ways must be demonstrated where development is proposed to adjoin Public Open Space.

The proposed development will provide passive surveillance to the adjacent “Parks and Recreation” Reserve. Lounge and decking areas within the proposed buildings will be orientated towards the Reserve contributing towards providing passive surveillance. We also note that views from the proposed buildings to the adjacent Reserve will not be obstructed by fencing, as the proposed boundary fencing will be visually permeable.

5.2.3.4 On-Site Open Space and Amenities

LPP4.5 states that retirement complexes shall provide landscaping and onsite amenities for residents, such as recreational and entertainment areas.

As illustrated within the attached Landscaping Plan adequate outdoor living areas and landscaping will be provided. We also note that the subject site is situated immediately adjacent to a "Parks and Recreation" reserve providing the residents with additional open space area.

Refer Attachment 4 – Landscaping Plan.

5.2.4 Streetscape Relationship

5.2.4.1 Uses

LPP4.5 states that proposed uses within the "Private Institution" zone shall not be detrimental to the locality of the area, in terms of traffic and parking, noise, dust, vibration and odour.

As the proposed development subject to this Application is to be approximately 150m north-east of the front lot boundary it is considered that the development will have no adverse impacts with respect to noise, dust, vibration and odour. We also note that given the nature of the proposed use it not expected that adverse levels of noise, dust, vibration and odour will be generated.

5.2.4.2 Levels

LPP4.5 requires states that site levels are to generally match the levels of adjoining site.

As outlined within the attached Development Plans, the proposed levels for the site are to be consistent with the levels of the adjoining "Parks and Recreation" Reserve.

5.2.4.3 Fencing

LPP4.5 states that fencing proposed which abuts a Public Open Space Reserve shall promote passive surveillance from the site to the reserve.

As illustrated within the attached Development Plans, the proposed fencing is to be Garrison fencing which visually permeable, promoting passive surveillance from the site to the adjoining Reserve.

5.2.5 Parking and Access

Car parking requirements associated with the proposed development have been assessed against the relevant provisions within LPP6.7 which is outlined in section 5.3 of this Application.


5.2.6 Sustainable Design Standards

As required by LPP4.5, the propose development will provide the following sustainable design features:

- ▲ Low flow triple dripper or coarse sprays and timer connection; and
- ▲ High efficiency lighting.

5.3 Local Planning Policy 6.7 – Parking and Access

LPP6.7 outlines the relevant car parking requirement associated with the various land uses within the Scheme area. As previously noted, the development proposed within this Application falls within the use class of "Nursing Home".



The land use “Nursing Home” has a car parking requirement of 1 bay per 3 beds, as stated within LPP6.7. As 26 beds are proposed within the Hillroyd development a total of nine (9) car parking bays are required.

The development within this Application proposes a total of 29 car parking bays and therefore a surplus of 20 car parking bays will be provided.

We also note that the residents of the proposed Hillroyd Nursing Home will not have their own vehicles as they are people in wheelchairs with high-support needs and who require assistance to perform most basic tasks. The residents will be ‘picked-up’ and ‘dropped-off’ by a mobility van from an appropriate designated accessible parking space under cover, centred in the development and in close proximity to the main entrance of the building.

The car parking bays proposed within this Application will be utilised by the employees and visitors. Whilst a total of 30 employees are required for the Hillroyd Nursing Home not all of these employees will be present on site at any one time. Therefore, the parking on site is considered adequate to cater for the demands of employees and visitors of the Hillroyd Nursing Home.

5.4 Local Planning Policy 6.3 – Bin Storage Areas

The City’s Local Planning Policy 6.3 – Bin Storage Areas (‘LPP6.3’) outlines requirements relating to the provision of bin storage areas.

The development proposed as part of this Application provides a total of four (4) bin store areas. Bin store areas are proposed to be located adjacent to the kitchens of Building 1, Building 2 and Building 3 and adjacent to bay 1 of the proposed car parking area.

The bin storage area adjacent to bay 1 of the car parking area will have a total area of approximately 30m² while the bin stores adjacent to Buildings 1, 2 & 3 will have a combined total area of 28.53m².

The bin store adjacent to car bay 1 will be the main bin store area and will be easily accessible for staff, and will be constructed with a minimum width of 3.5m.

The bin store areas are also proposed to be located behind the building setback line and in a position so as to be screened from view from Bradford Street.

Based on the above, the proposed development is consistent with the requirements of the City’s LPP6.3.


5.5 Local Planning Policy 6.6 – Landscaping

The City’s Local Planning Policy 6.6 – Landscaping (‘LPP6.6’) provides landscaping requirements relevant to the proposal.

A Landscaping Plan has been prepared for the development proposed within this Application.

LPP6.6 outlines the following objectives in relation to landscaping:

- *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 Landscaping Plan, appended to this Application at Attachment 3, is consistent with the above objectives based on the following:

- ▲ The proposed landscaping will improve the aesthetical appearance of the Hillroyd Nursing Home;
- ▲ The landscaping has been designed to provide a privacy buffer to the Hillroyd Nursing Home when viewed from the adjacent “Parks and Recreation” Reserve;
- ▲ The landscaping has been designed to compliment the adjacent public open space;
- ▲ The landscaping will also provide shade and ‘green relief’ to the outdoor living areas;
- ▲ The landscaping proposed will predominately consist of native vegetation, promoting sustainable landscaping;
- ▲ The landscaping has been designed to provide orientation and wayfinding cues for people with vision impairment or cognitive disabilities (i.e. sounds, smell, difference appearance etc.); and
- ▲ The landscaping will provide a variety of therapeutic sensorial experiences to residents, staff, visitors and families as well as to promote socialising.

Based on the above, the proposal is consistent with the landscaping requirements outlined within the City’s LPP6.6.

06

Waste Management

6.1 Waste Generation Estimate

The current operations at the site do not result in the generation of high levels of waste as the current activities are predominantly residential in nature.

6.2 Waste Management Strategy

The bin store proposed adjacent to the car parking area will contain one 4.5m³ bin which will be collected by SUEZ Environment on Monday, Wednesday and Friday via a front lifter truck.

The 'Service Yards' proposed adjacent to Buildings 1, 2 and 3 will each comprise 240L bins for general waste and recycling.

The 240L bins within the 'Service Yards' will be wheeled to the Bradford Street road verge for collection by the City's waste collection service.

07

Conclusion

This Application seeks the approval for the proposed Hillroyd “Nursing Home” development at the subject site. The proposed Hillroyd development will provide accommodation for patients associated with the existing Ability Centre requiring high needs care.

The Application satisfies relevant development requirements outlined within LPS3, LPP4.5, LPP6.7, LPP6.3 and LPP6.6.

The proposed development has been appropriately designed to ensure that the surrounding locality will not be adversely impacted.

In light of the above, the Application is consistent with orderly and proper planning and the relevant development provisions of LPS3 and associated policy.

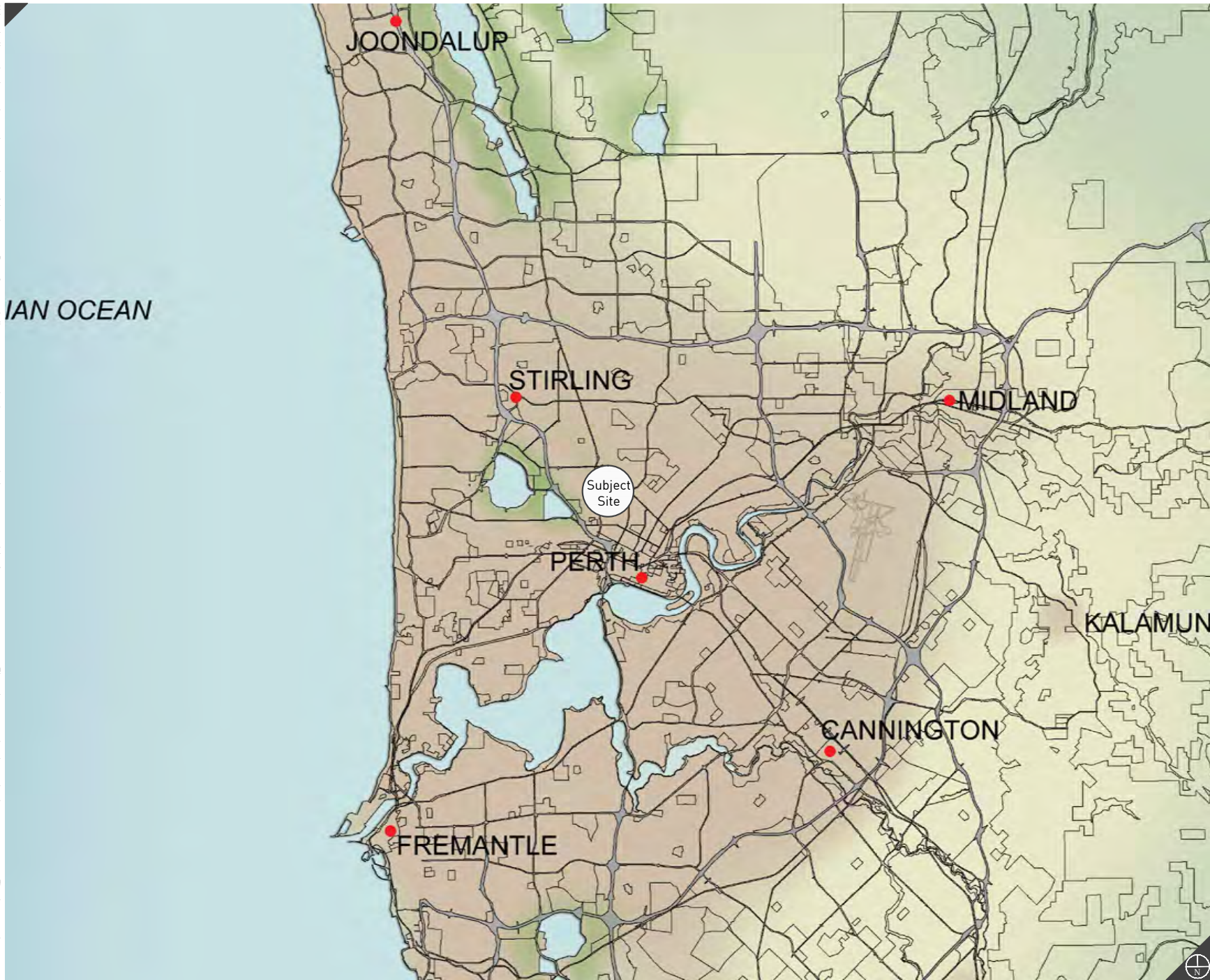


FIGURES



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Planning Design Delivery



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Rev	Date	Drawn
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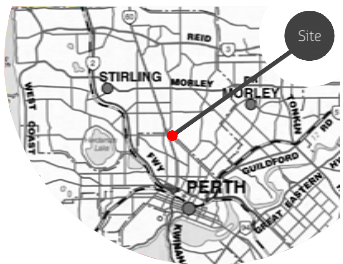
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p: 08 9221 1991

Date Drawn: 2015-09-03
Job Ref: 8432
Scale: NA @ A4
Client: Cerebral Palsy Association of WA
Designer: C. Clarke
Drawn: W. Clements
Projection: MGA50
Plan ID: 8432-FIG-01-A
Map data supplied by WA Planning Commission

Regional Location

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William Clements 9 September 2015

Lot 6435 (No. 106) Bradford Street
Coolbinia



LEGEND
--- Subject Site

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REVISIONS

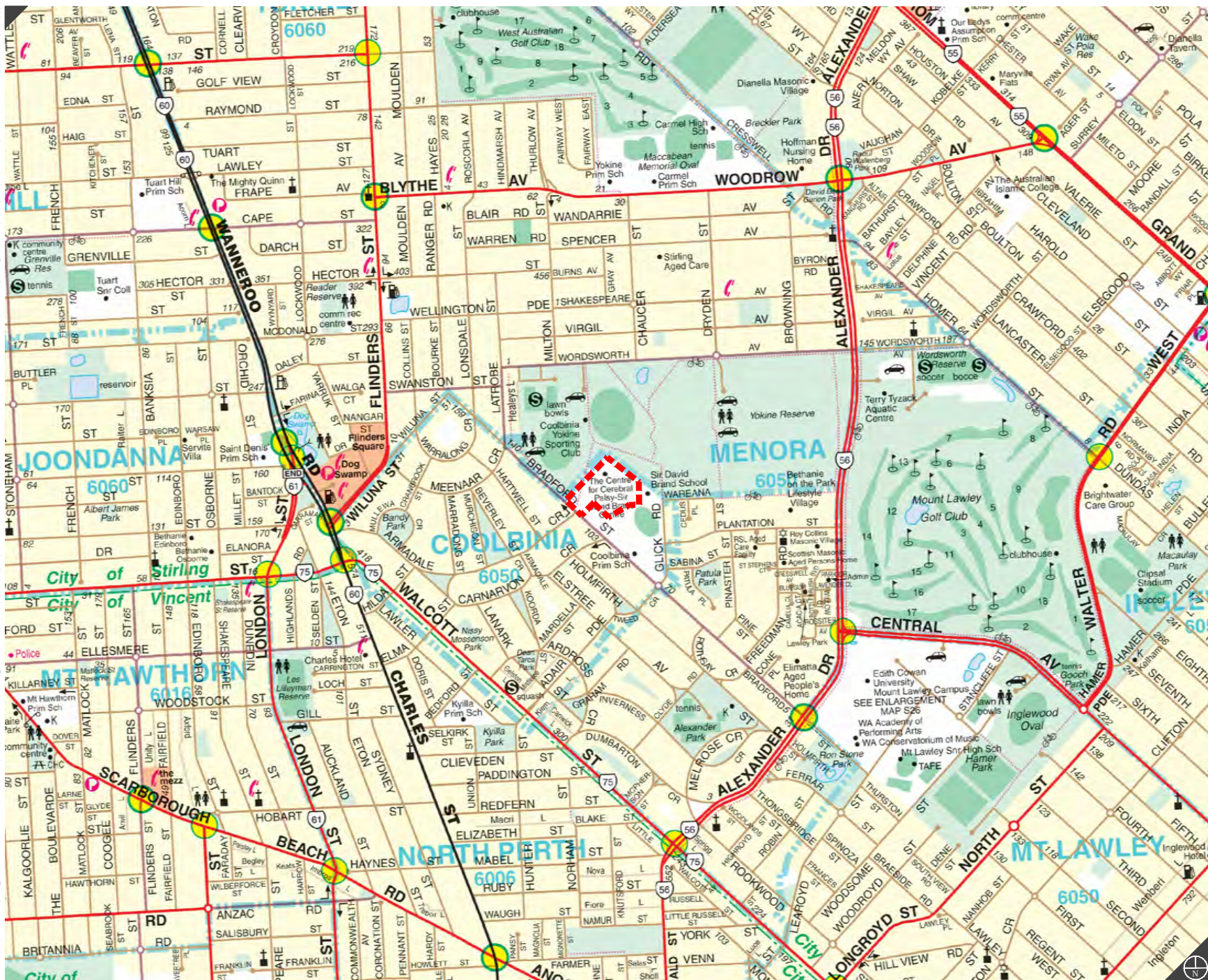
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Designer:	C. Clarke
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Projection:	MGAS0
Plan ID:	8432-FIG-02-A

Map data supplied by Streetsmart



Local Location

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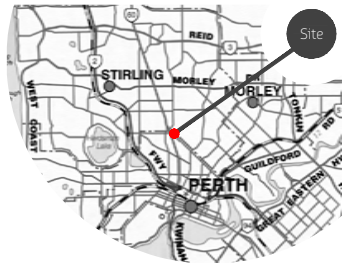
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Planning Design Delivery



LEGEND

- Subject Site
- Contours
- Existing Lot Numbers
- Existing Boundaries
- Water
- Sewer
- Power
- Power Pole

0 50 Metres

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Plan ID: 8432-FIG-03-A

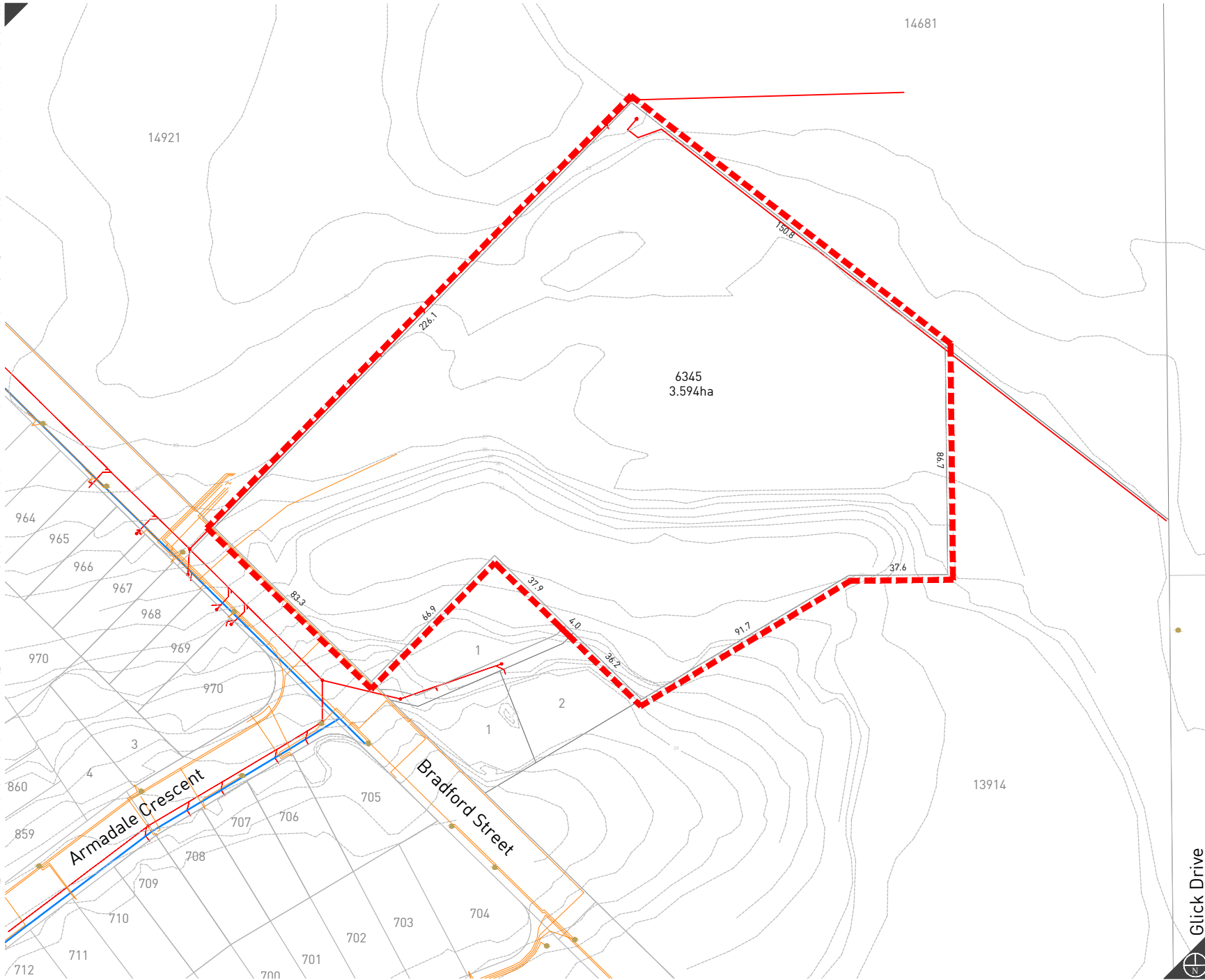
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Site Plan

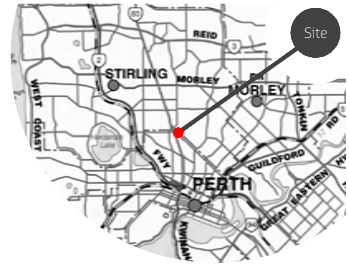
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Planning Design Delivery



- LEGEND
- Subject Site
 - Contours
 - Existing Lot Numbers
 - Existing Boundaries
 - Water
 - Sewer
 - Power
 - Power Pole

0 50 Metres

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Drawn:	W. Clements
Projection:	MGAS0
Plan ID:	8432-FIG-03-B

Glick Drive



Site Plan

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Planning Design Delivery



- LEGEND
- Subject Site
 - 7 Existing Lot Numbers
 - Existing Boundaries
- RESERVED LANDS
- Parks and Recreation
- ZONES
- Urban

0 50 Metres

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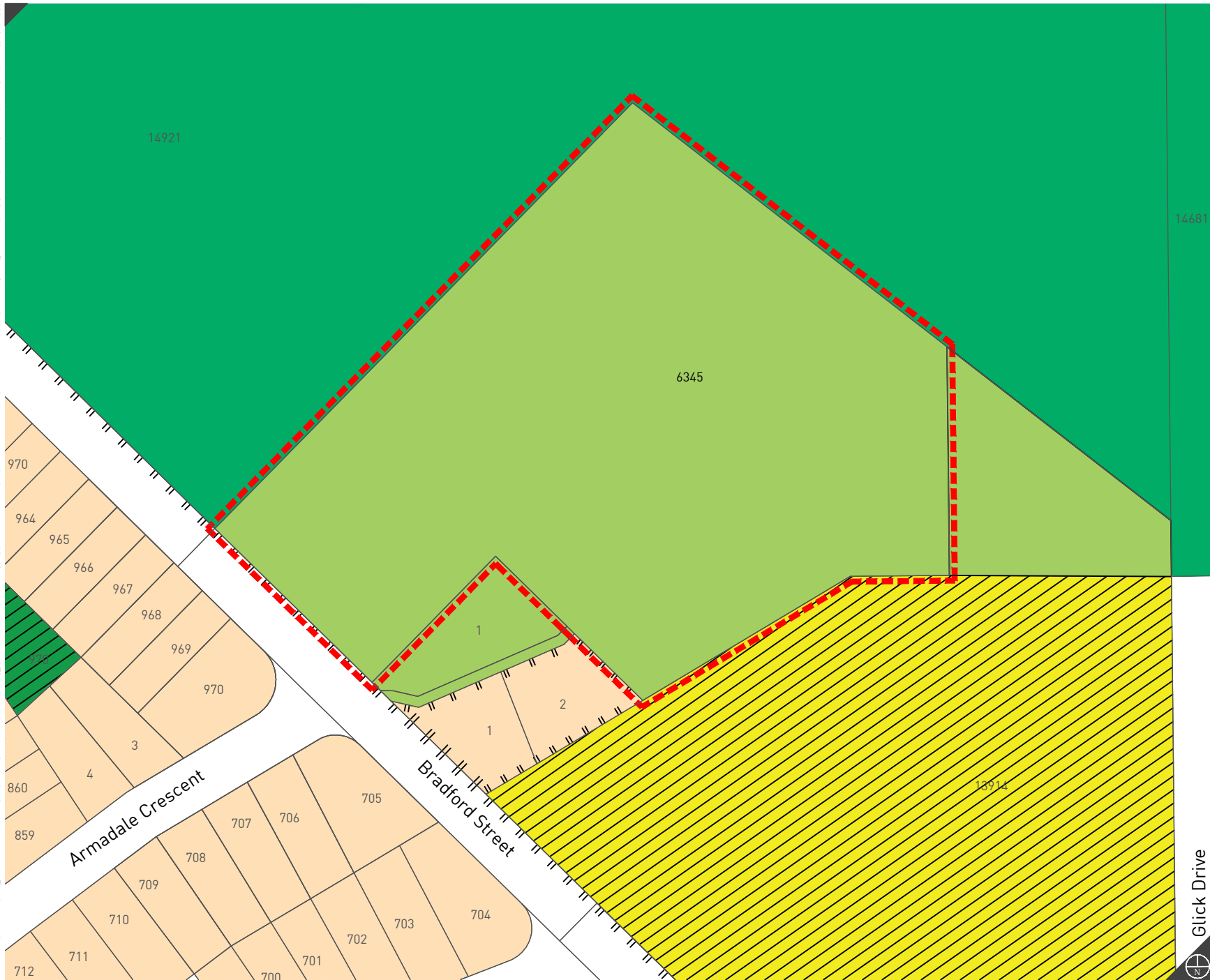
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Designer:	C. Clarke
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Plan ID:	8432-FIG-04-A

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MRS Zoning

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Planning Design Delivery



LEGEND

- Subject Site
- Existing Lot Numbers
- Existing Boundaries

METROPOLITAN REGION SCHEME RESERVES

- Parks And Recreation

LOCAL SCHEME RESERVES

- Local Road
- Public Open Space
- Primary School

ZONES

- Residential
- Private Clubs & Institutions

R Codes

- R20

0 50 Metres

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Designer: C. Clarke
Drawn: W. Clements
Projection: MGA50
Plan ID: 8432-FIG-05-A
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LPS3 Zoning

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William Clements 3 September 2015

Lot 6435 (No. 106) Bradford Street
Coolbinia



ATTACHMENT 1

CERTIFICATE OF TITLE AND SURVEY PLAN



ROWE GROUP

WESTERN



AUSTRALIA

REGISTER NUMBER 6345/DP165128	
DUPLICATE EDITION 1	DATE DUPLICATE ISSUED 22/8/2003

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

VOLUME
1831FOLIO
356

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 6345 ON DEPOSITED PLAN 165128

REGISTERED PROPRIETOR: (FIRST SCHEDULE)

THE CEREBRAL PALSY ASSOCIATION OF WESTERN AUSTRALIA LTD OF 106 BRADFORD STREET,
COOLBINIA

(AN I581696) REGISTERED 6 AUGUST 2003

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

1. THE LAND THE SUBJECT OF THIS CERTIFICATE OF TITLE EXCLUDES ALL PORTIONS OF THE LOT DESCRIBED ABOVE EXCEPT THAT PORTION SHOWN IN THE SKETCH OF THE SUPERSEDED PAPER VERSION OF THIS TITLE.
2. CROWN GRANT IN TRUST. SEE CROWN GRANT FOR CONDITIONS.
3. *M299094 CAVEAT BY LOTTERIES COMMISSION LODGED 7.6.2013.

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: 1831-356 (6345/DP165128).
PREVIOUS TITLE: 1222-370.
PROPERTY STREET ADDRESS: SIR DAVID BRAND CENTRE AND, 106-108 BRADFORD ST, COOLBINIA.
LOCAL GOVERNMENT AREA: CITY OF STIRLING.

NOTE 1: A000001A LAND PARCEL IDENTIFIER OF SWAN LOCATION 6345 (OR THE PART THEREOF) ON SUPERSEDED PAPER CERTIFICATE OF TITLE CHANGED TO LOT 6345 ON DEPOSITED PLAN 165128 ON 17-AUG-02 TO ENABLE ISSUE OF A DIGITAL CERTIFICATE OF TITLE.

NOTE 2: THE ABOVE NOTE MAY NOT BE SHOWN ON THE SUPERSEDED PAPER CERTIFICATE

END OF PAGE 1 - CONTINUED OVER

RECORD OF CERTIFICATE OF TITLE

REGISTER NUMBER: 6345/DP165128

VOLUME/FOLIO: 1831-356

PAGE 2

OF TITLE OR ON THE CURRENT EDITION OF DUPLICATE CERTIFICATE OF TITLE.



ATTACHMENT 2

DEVELOPMENT APPLICATION PLANS



ROWE GROUP



BRADFORD STREET

1
A1.09

EXISTING SITE PLAN
1 : 500

A	DEVELOPMENT APPROVAL	25/02/16
Rev	Description	Date

Ability+
Centre

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Parry and Whyte
Architects

PARRY + WHYTE ARCHITECTS

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E info@parryandwhyte.com.au
A Suite 14, 100 Hay Street,
Subiaco 6008 WA
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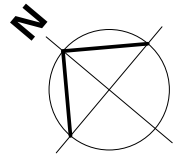
HILLROYD REDEVELOPMENT

106 BRADFORD STREET, COOLBINIA

EXISTING SITE PLAN

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CHECKED BY	-
DATE	JAN' 2016
SYSTEM	STAMP
PLOTTED	24/02/2016 12:21:03 PM

DRAWING NO.	REV NO.
A1.01	A





UNDERGROUND SERVICES LEGEND	
	COMMUNICATIONS
	GAS
	POWER
	SEWER
	STORMWATER
	WATER

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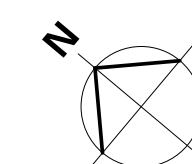
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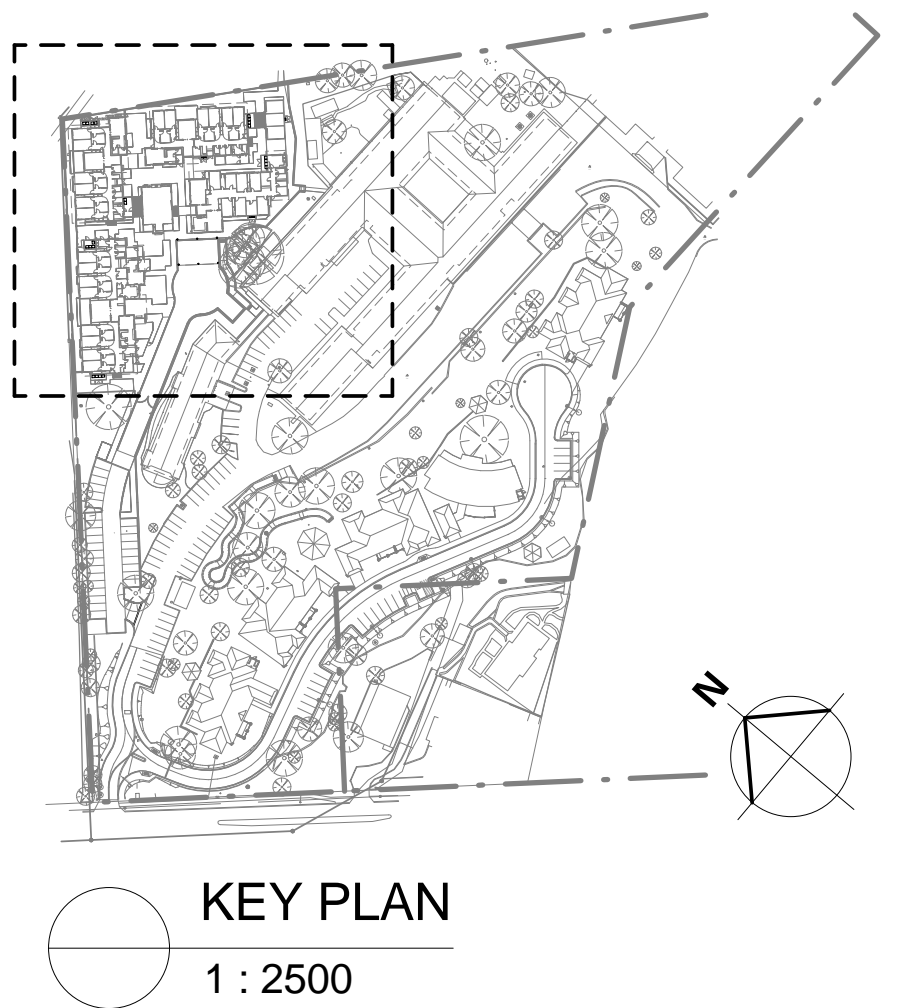
106 BRADFORD STREET, COOLBINIA

EXISTING PART SITE PLAN (SW)

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DATE	JAN' 2016
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PLOTTED	24/02/2016 12:23:27 PM

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A1.03	A





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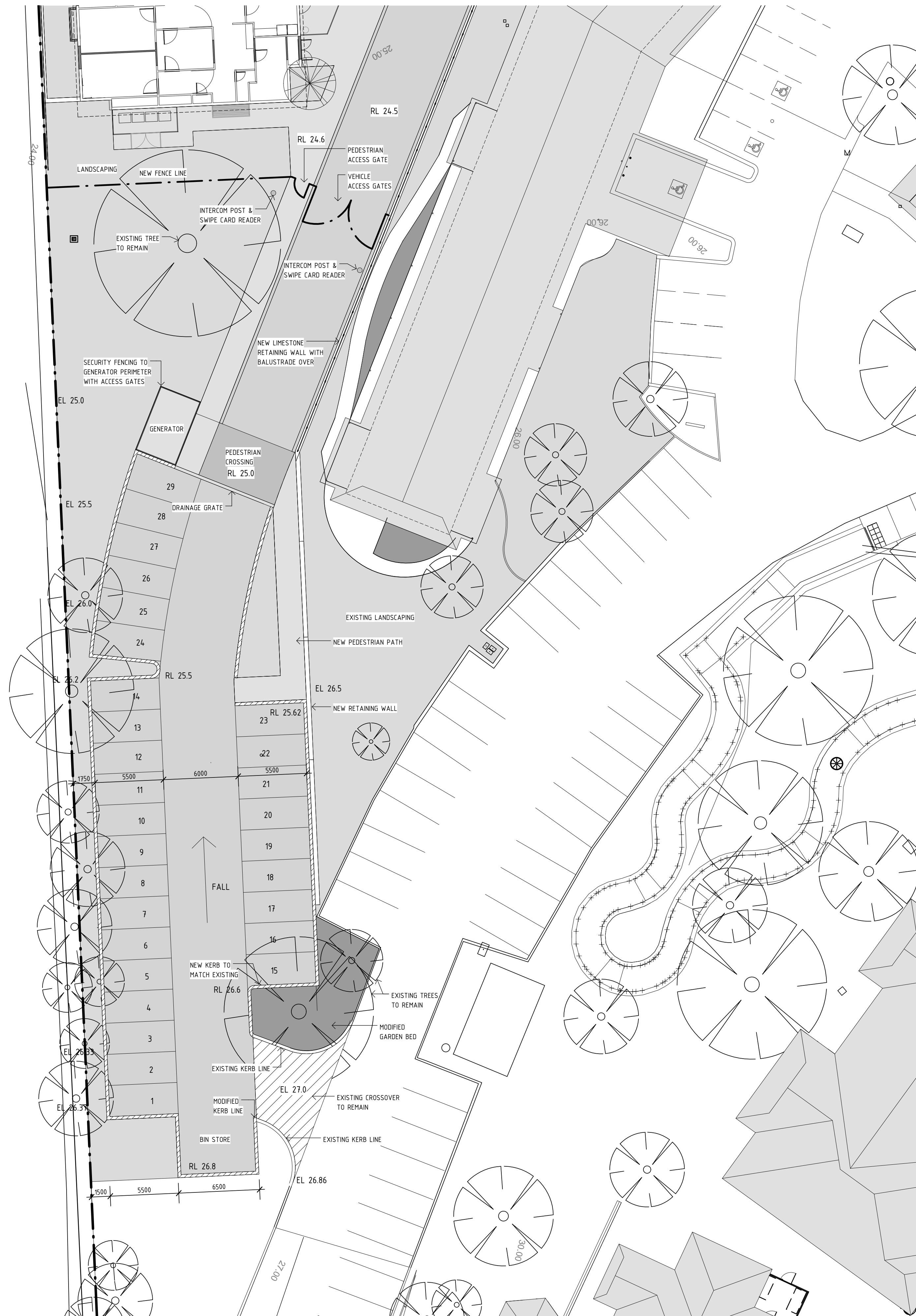
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106 BRADFORD STREET, COOLBINIA
MODIFIED PART SITE PLAN (NW)

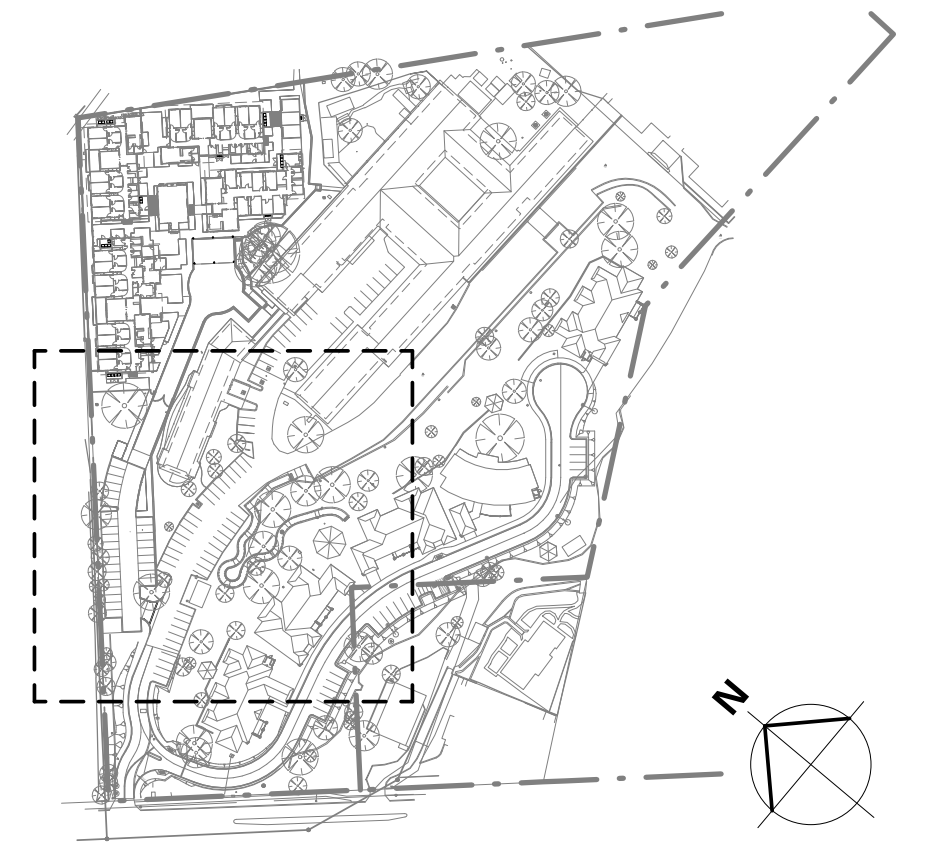
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DRAWING NO.	REV NO.
A1.07	A

NW
A1.06
MODIFIED PART SITE (NW)
1 : 200



SW
A1.06
MODIFIED PART SITE (SW)
1 : 200



KEY PLAN
1 : 2500

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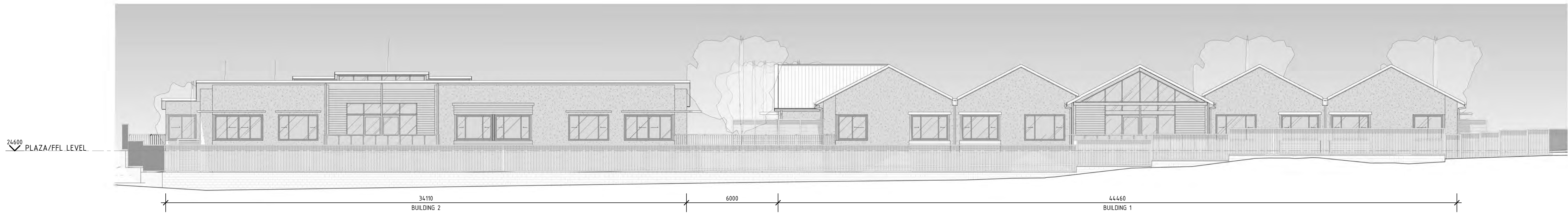
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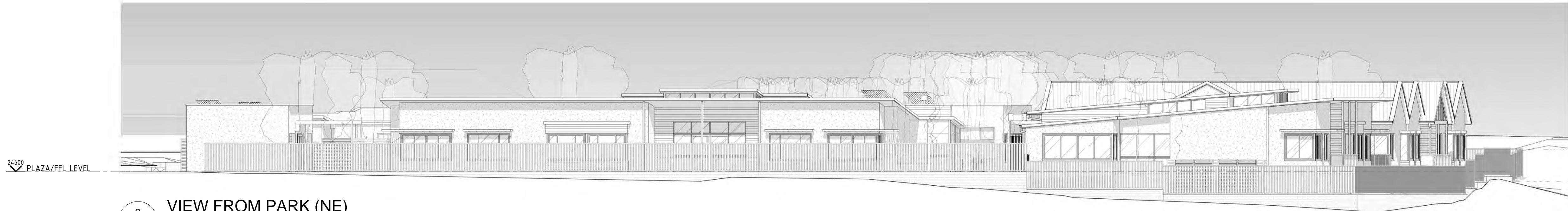
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MODIFIED PART SITE PLAN (SW)

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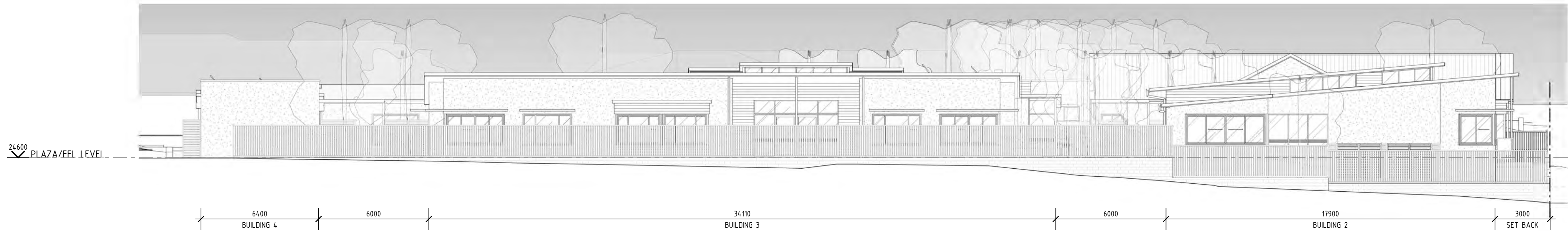
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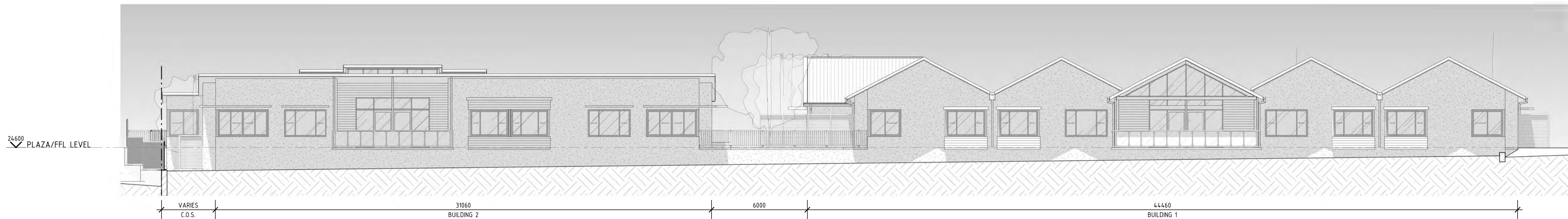
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A1.07
VIEW FROM PARK (NW)
1 : 150



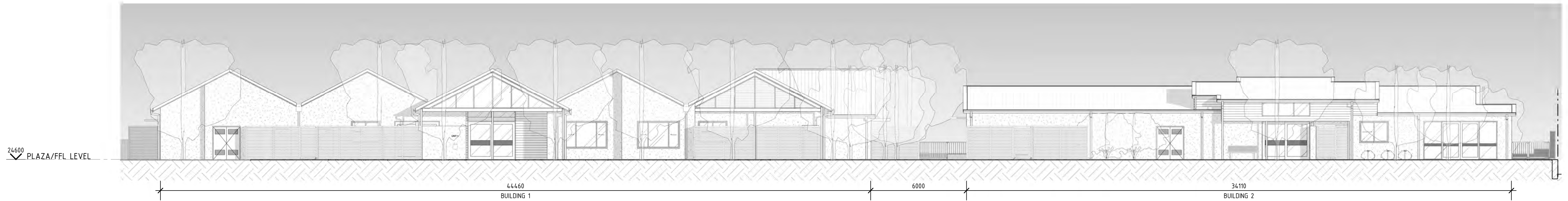
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A1.07
VIEW FROM PARK (NE)
1 : 150



3
A1.07
VIEW FROM PARK (NE) 2
1 : 150



4
A1.07
SECTIONAL VIEW (NW)
1 : 150



5
SECTIONAL ELEVATION THRO' PLAZA
1 : 150

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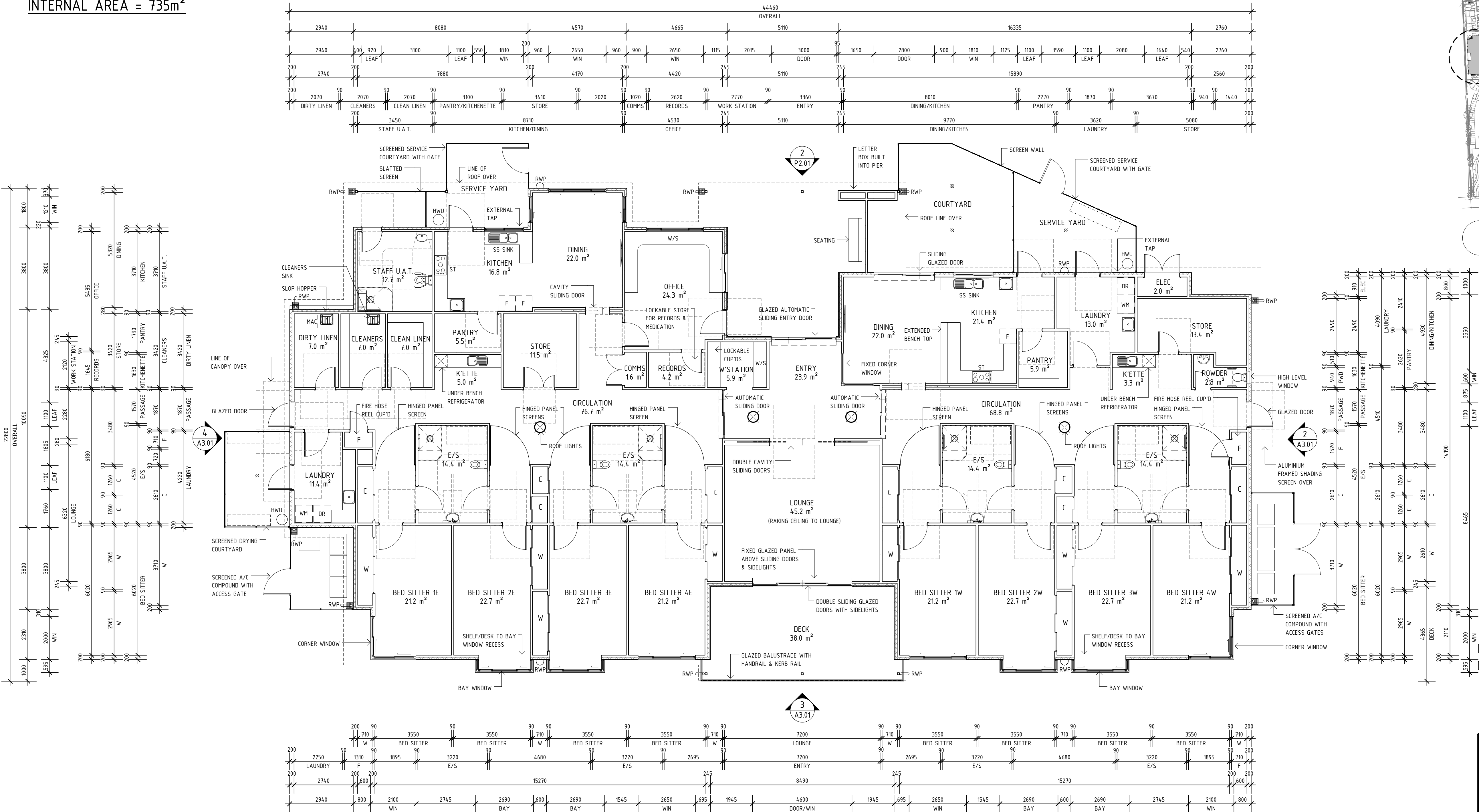
106 BRADFORD STREET, COOLBINIA

SITE ELEVATIONS

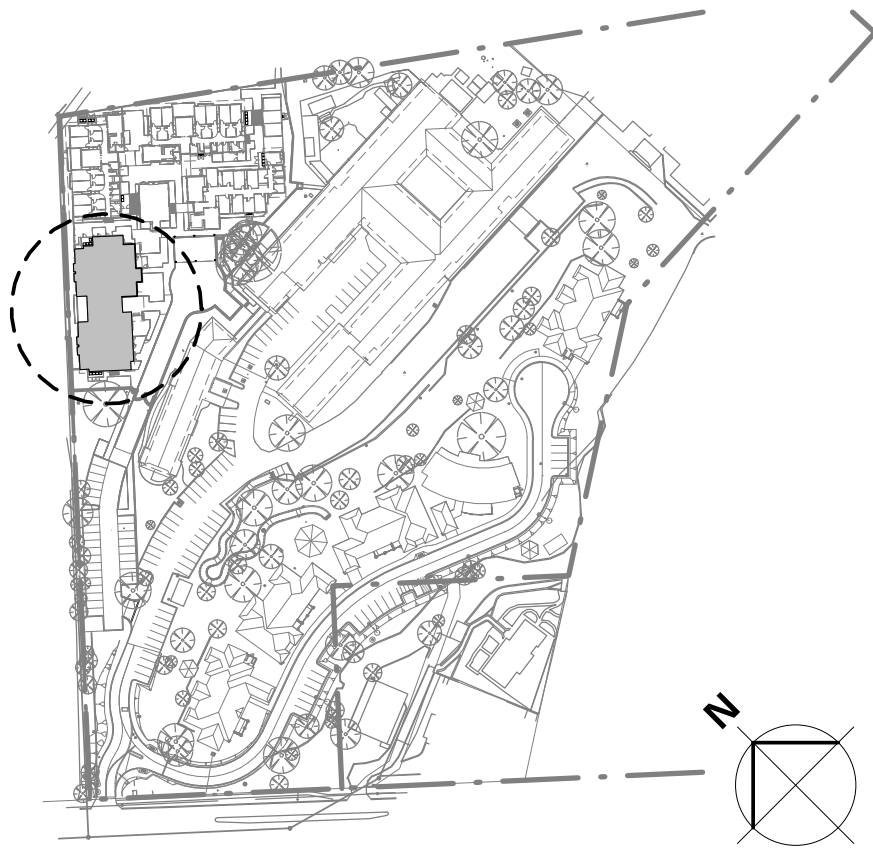
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DRAWING NO. A1.09	REV NO. A
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INTERNAL AREA = 735m²



GF GROUND FLOOR
1 : 100



KEY PLAN
1 : 2500

Rev	Description	Date
A	DEVELOPMENT APPROVAL	25/02/16

Ability
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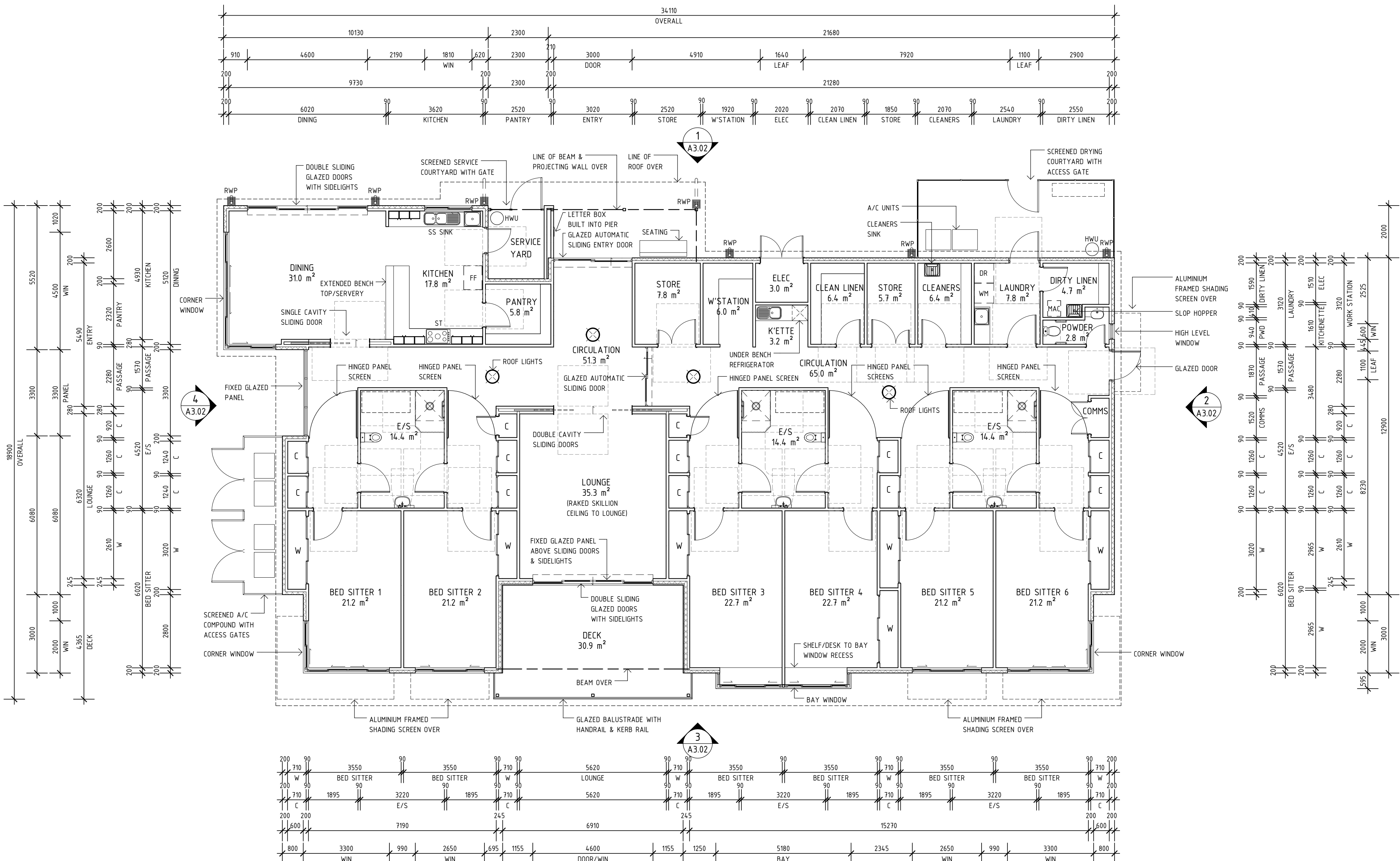
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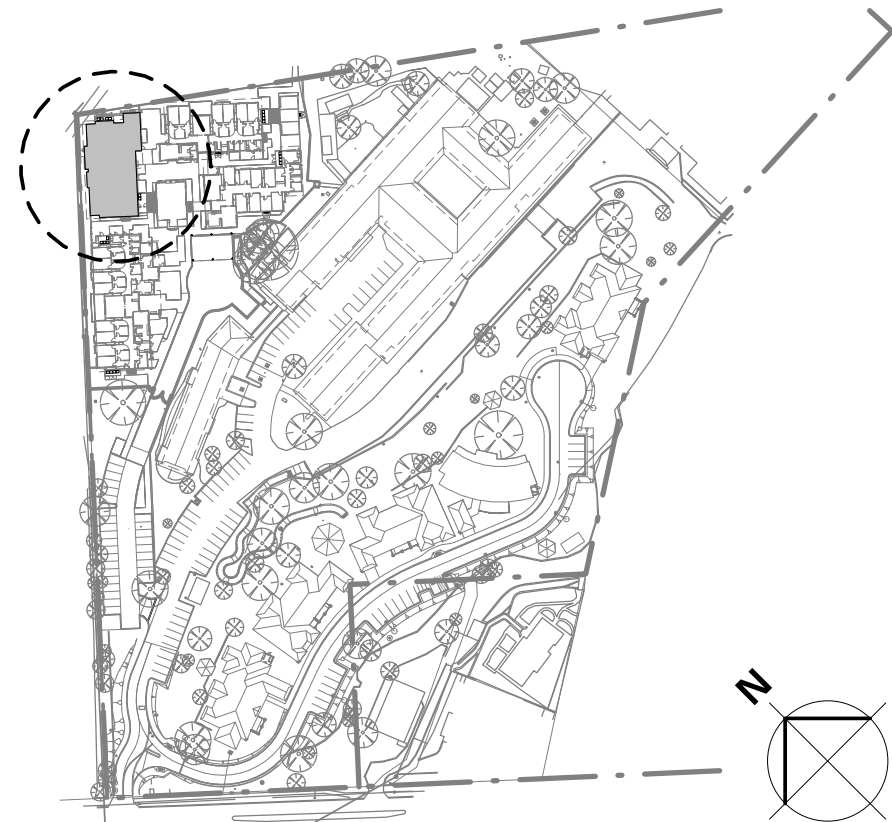
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FLOOR PLAN	
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DRAWING NO.	REV NO.
A2.01	A

INTERNAL AREA = 482m²



GF GROUND FLOOR
1 : 100



KEY PLAN
1 : 2500

A	DEVELOPMENT APPROVAL	25/02/16
Rev	Description	Date

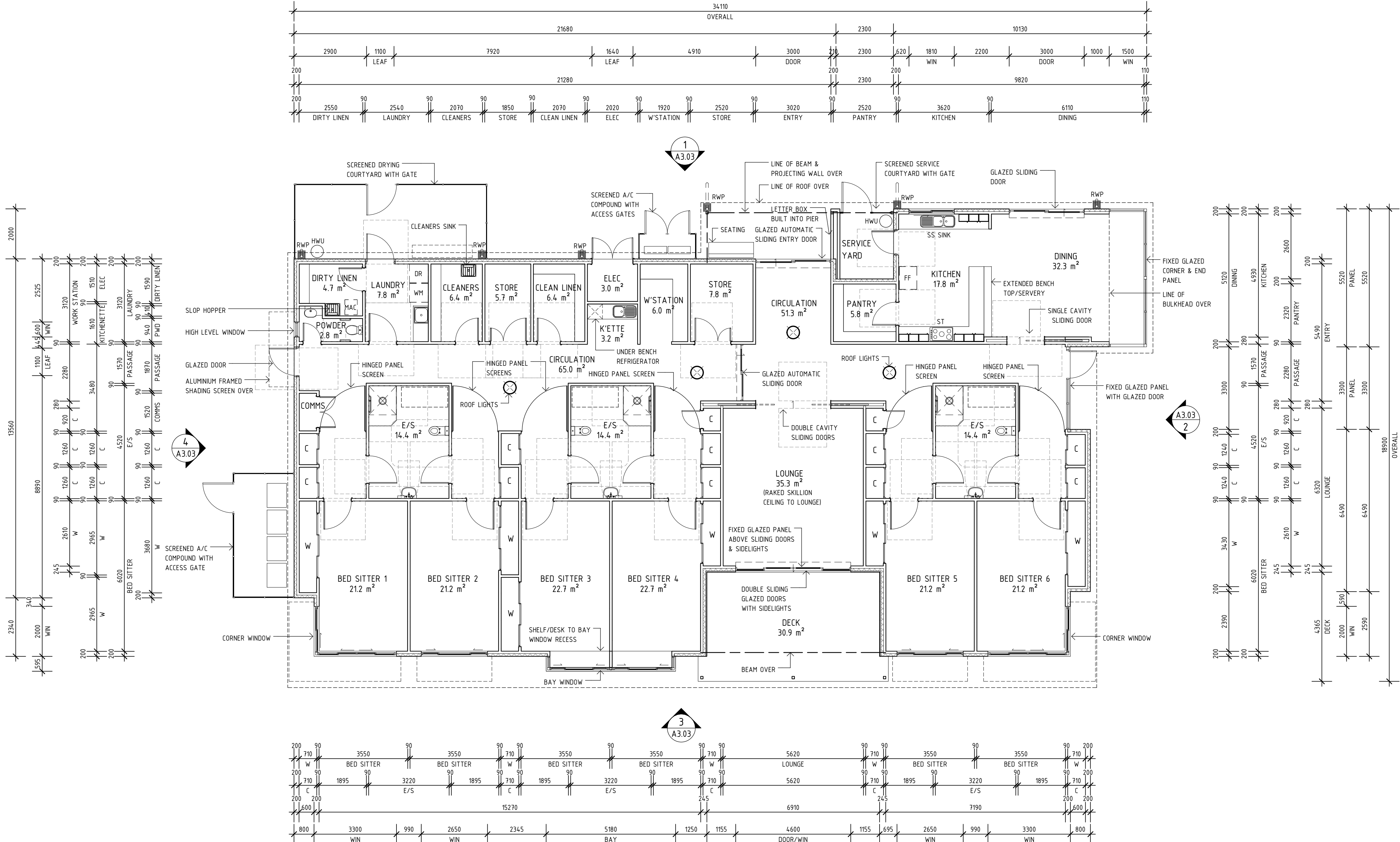
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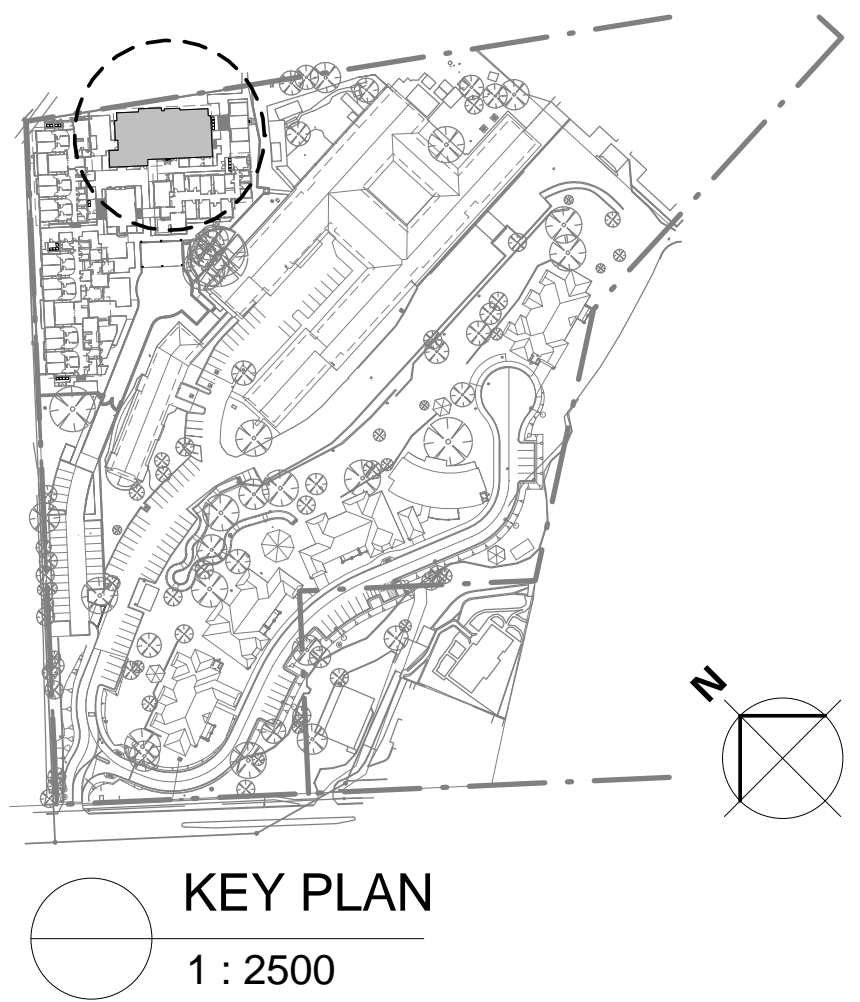
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BUILDING 2	
106 BRADFORD STREET, COOLBINIA	
FLOOR PLAN	
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INTERNAL AREA = 482m²




GF GROUND FLOOR
1 : 100



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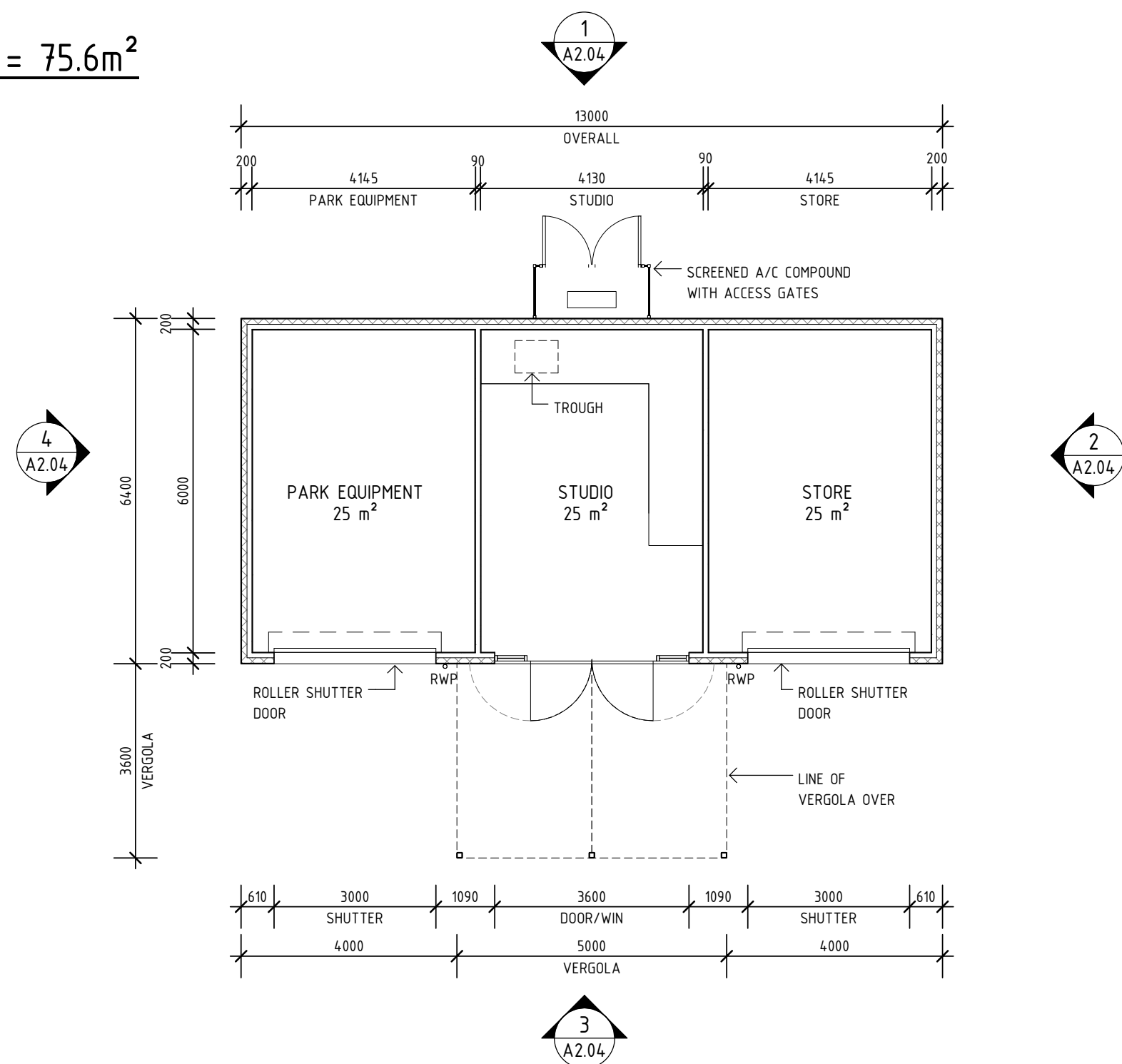
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BUILDING 3	
106 BRADFORD STREET, COOLBINIA	
FLOOR PLAN	

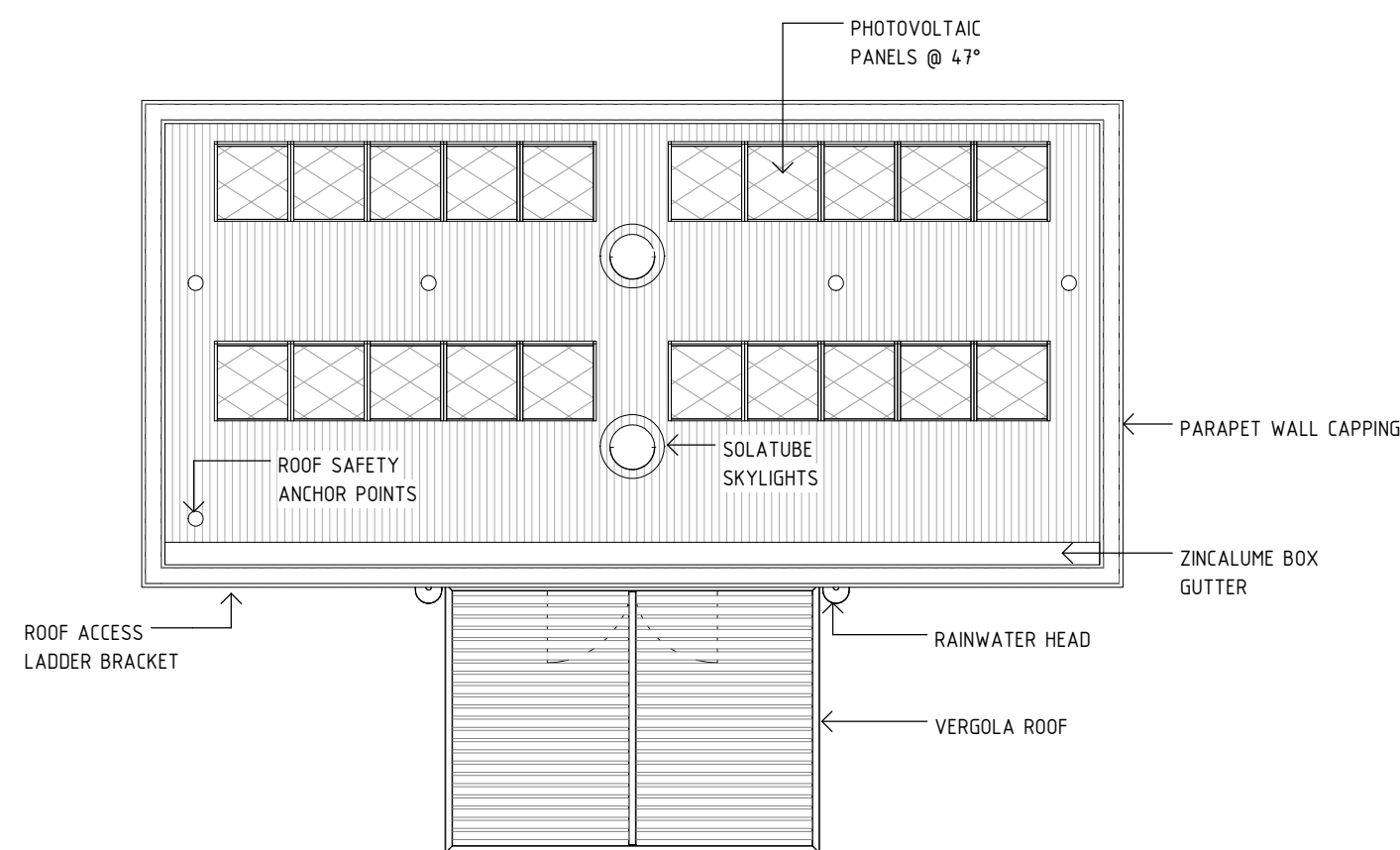
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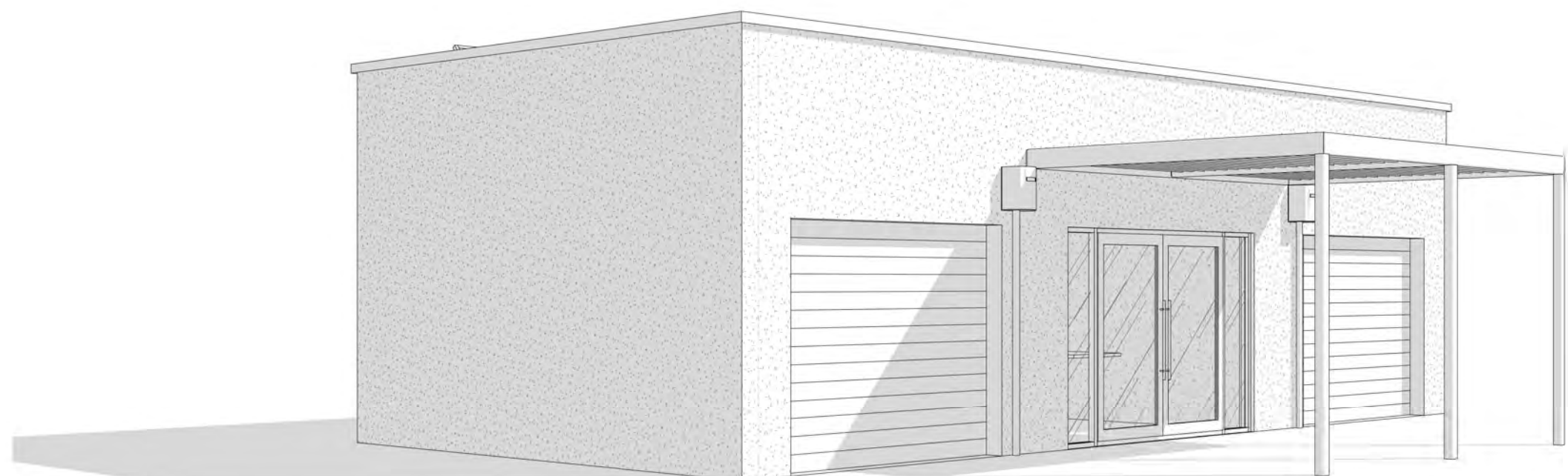
INTERNAL AREA = 75.6m²



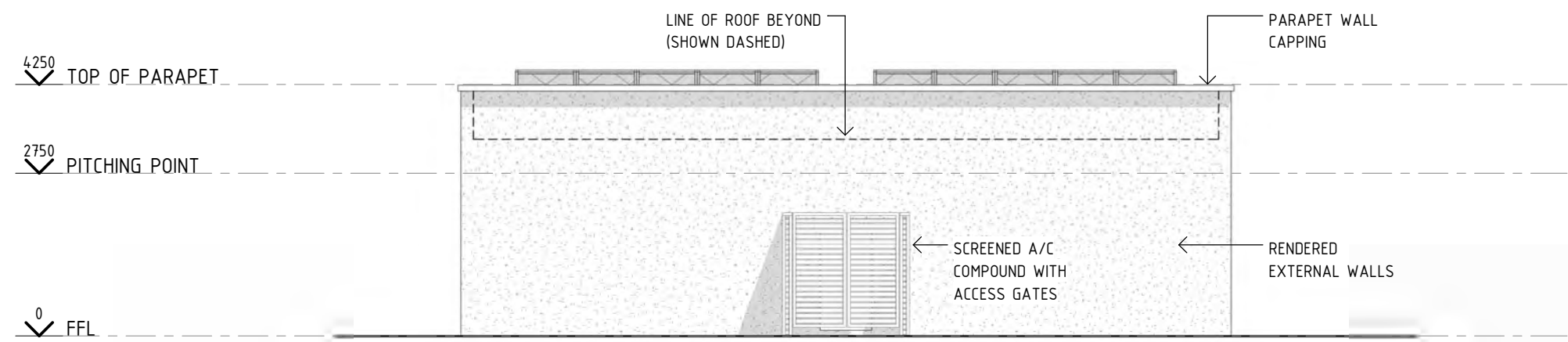
GF GROUND FLOOR
1 : 100



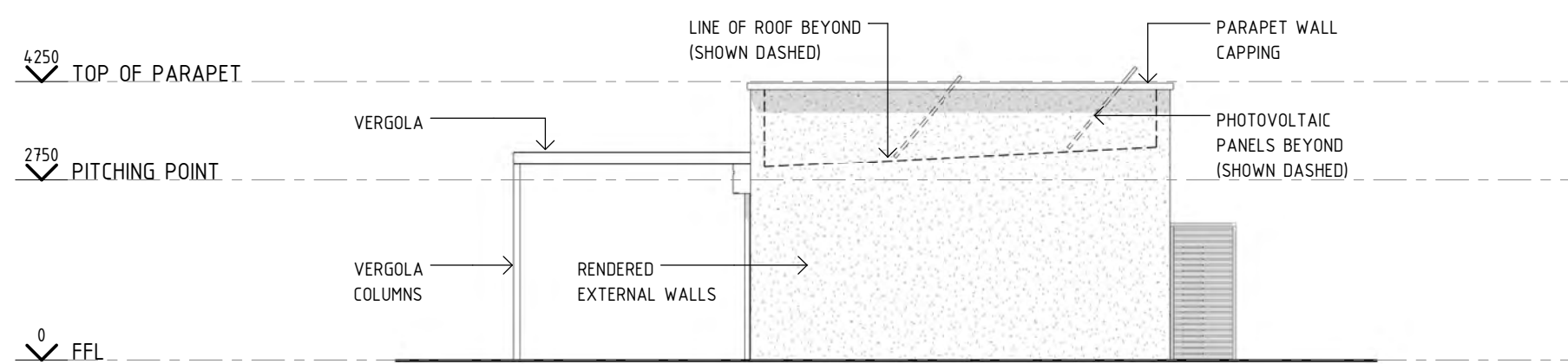
R ROOF PLAN
1 : 100



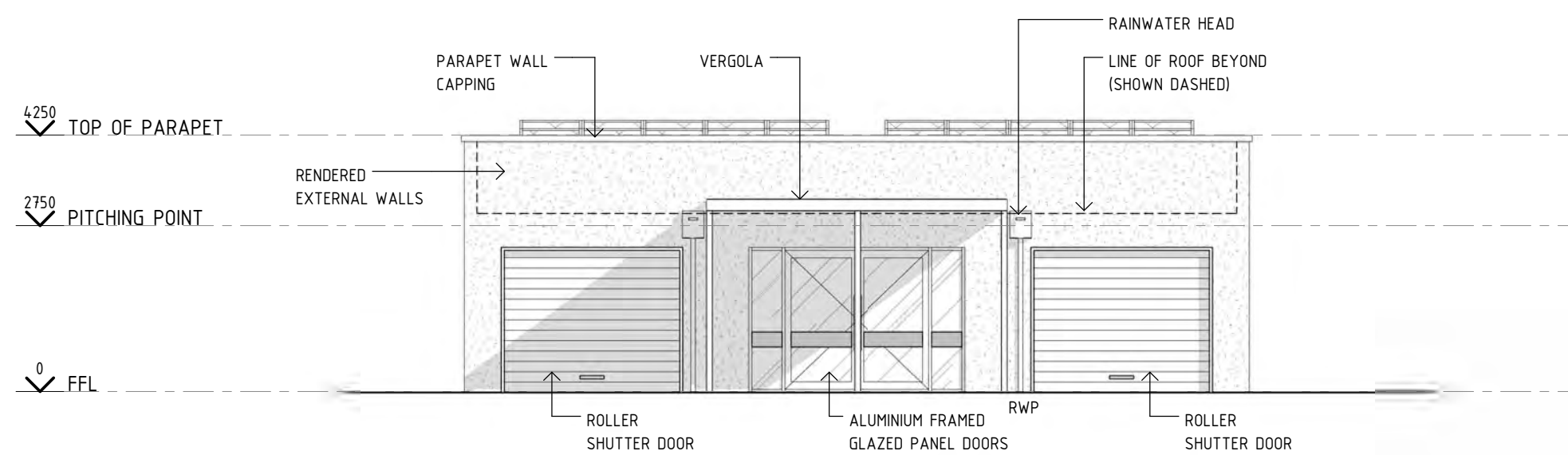
5 PERSPECTIVE 01



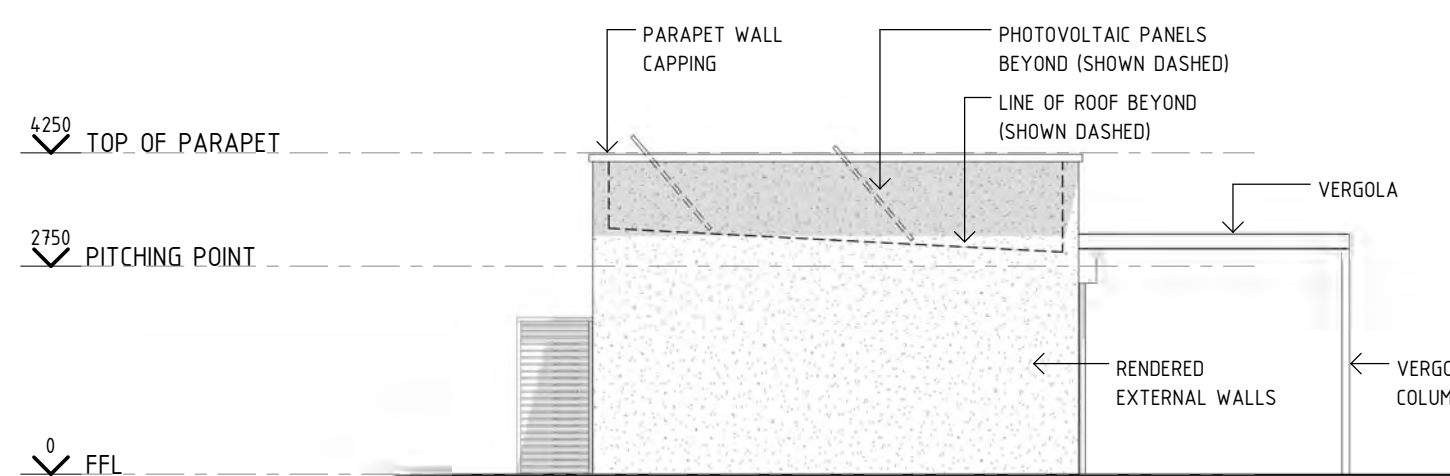
1 ELEVATION 1
A2.04 1 : 100



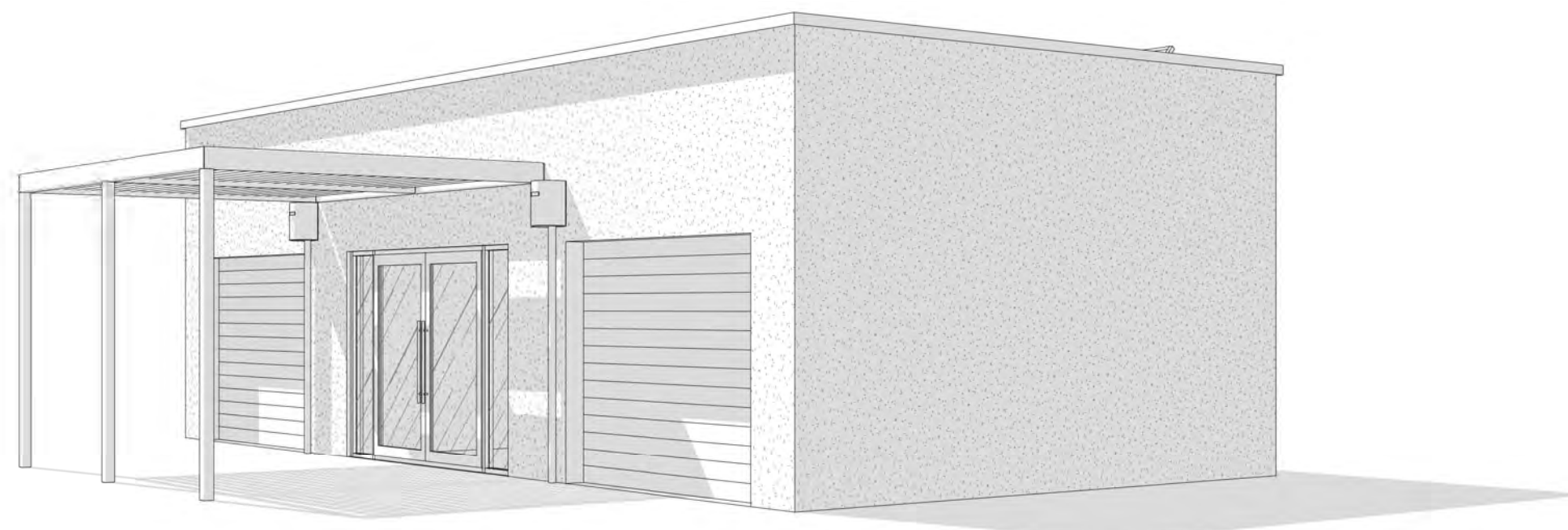
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A2.04 1 : 100



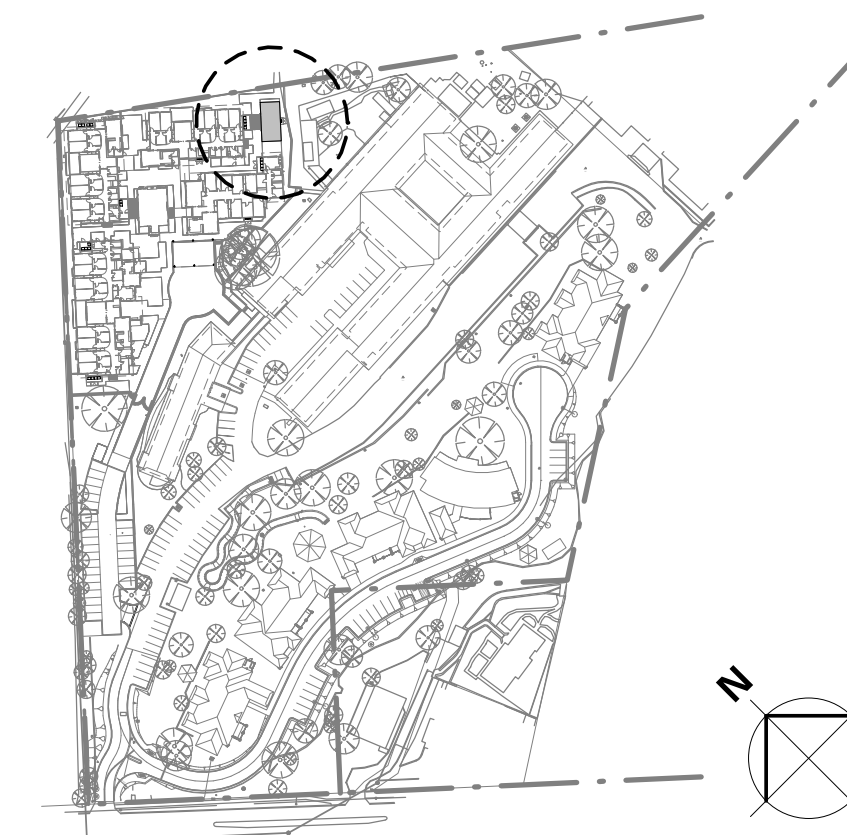
3 ELEVATION 3
A2.04 1 : 100



4 ELEVATION 4
A2.04 1 : 100



6 PERSPECTIVE 02



KEY PLAN
1 : 2500

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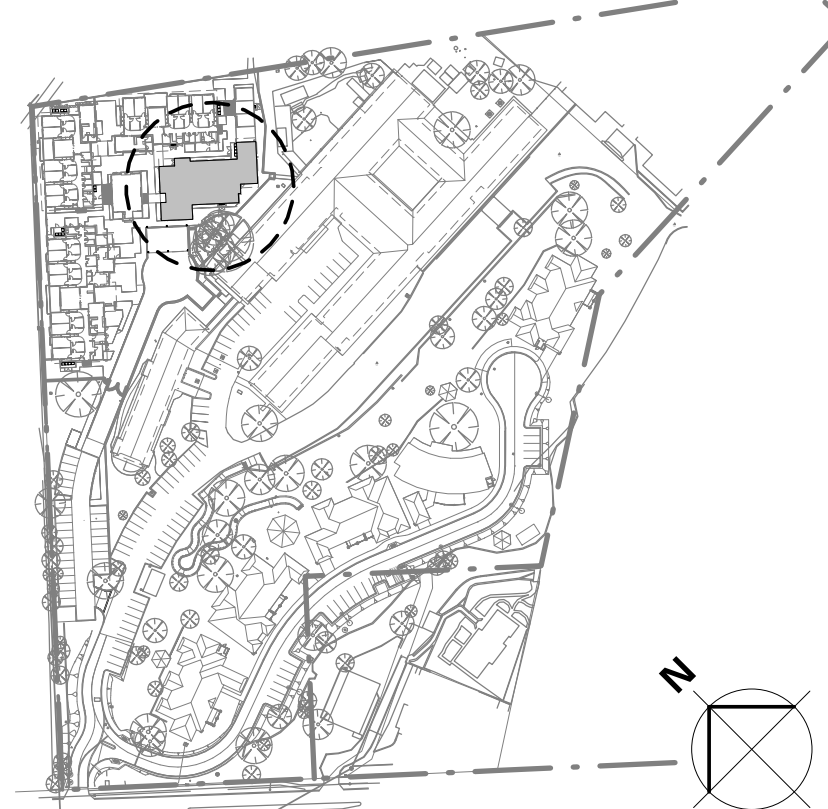
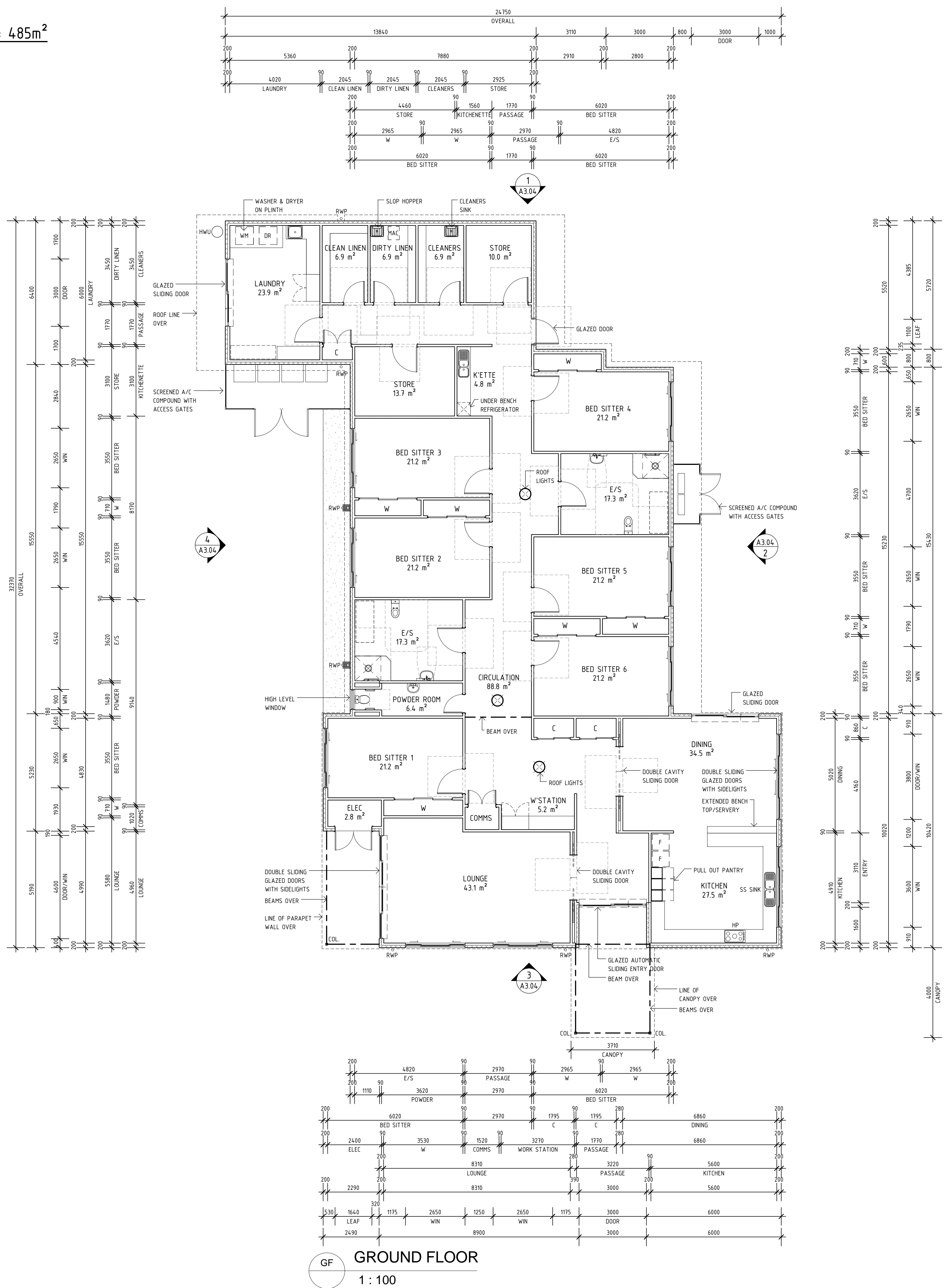
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BUILDING 4
106 BRADFORD STREET, COOLBINIA
PROPOSED FLOOR PLAN & ELEVATIONS

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INTERNAL AREA = 485m²



KEY PLAN
1 : 2500

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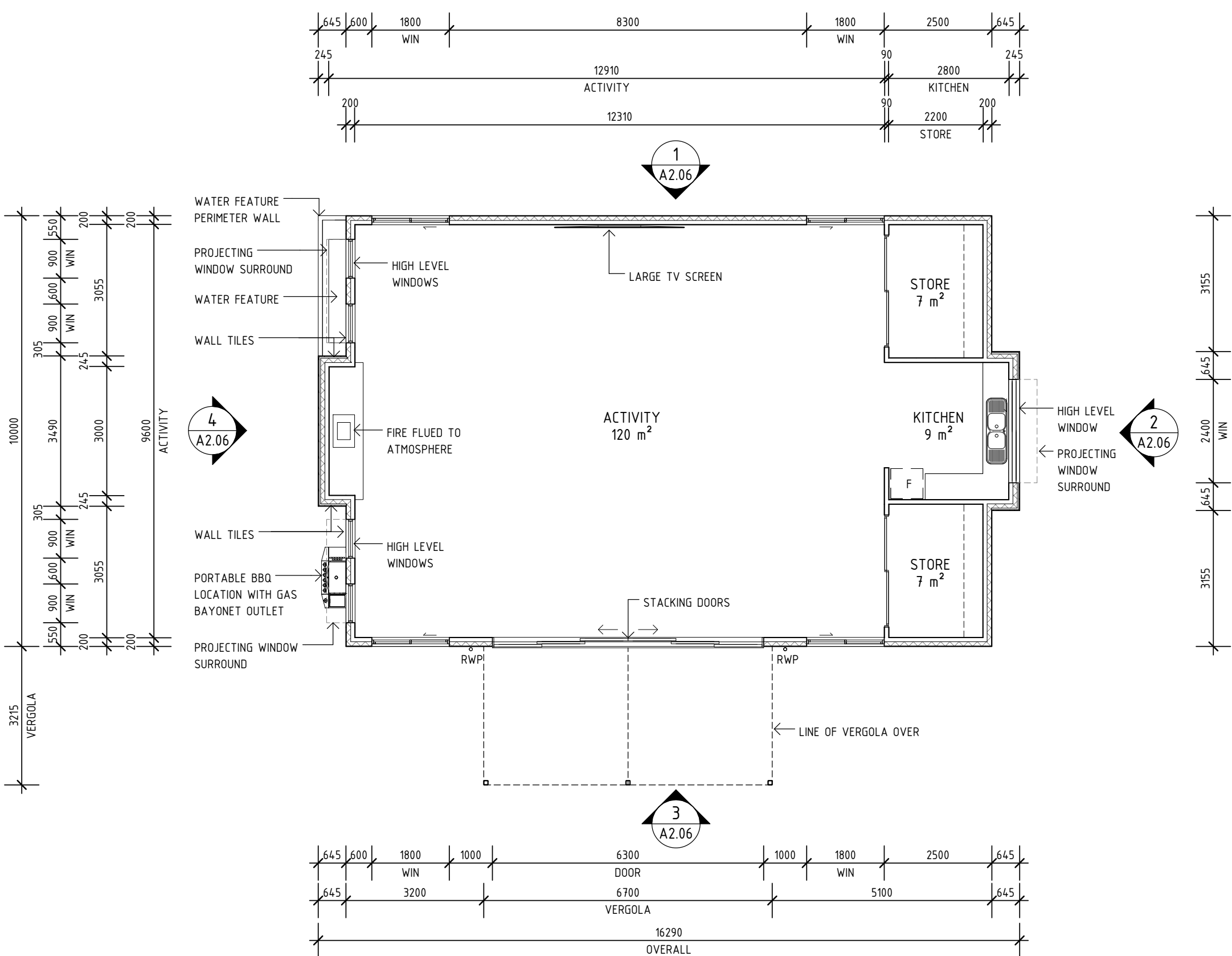
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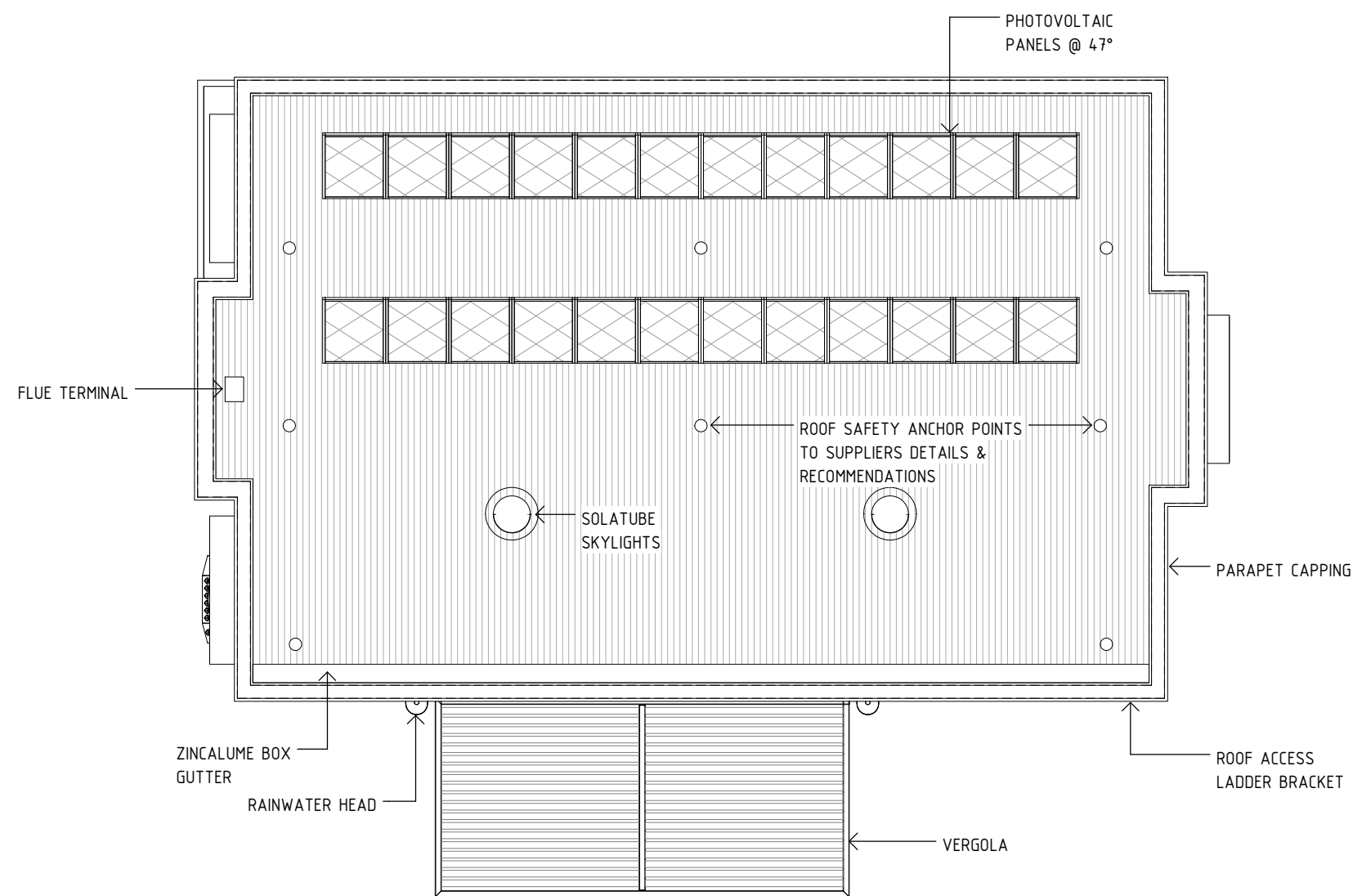
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BUILDING 5	
106 BRADFORD STREET, COOLBINIA	
FLOOR PLAN	
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INTERNAL AREA = 144m²



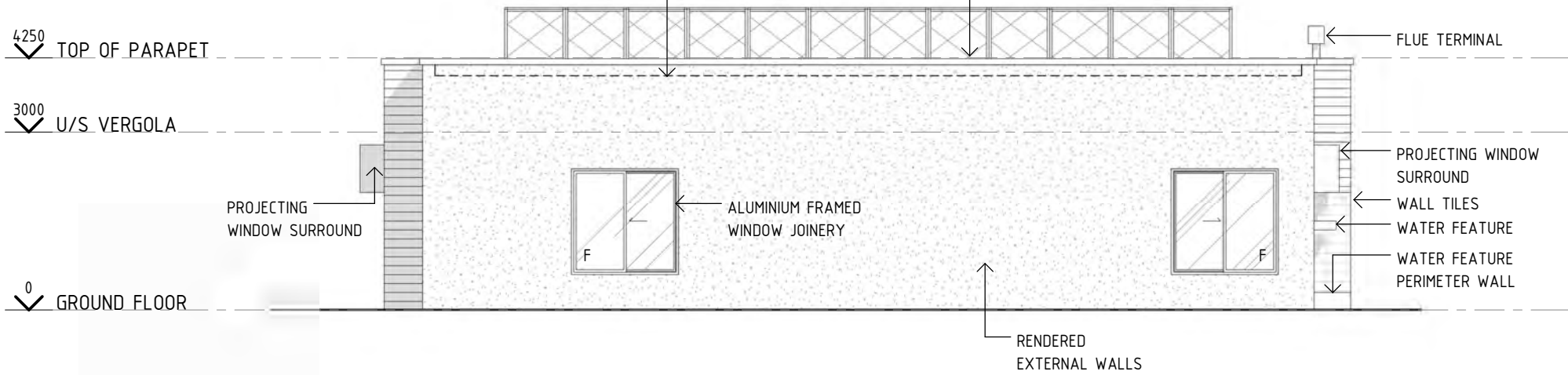
GF
GROUND FLOOR
1 : 100



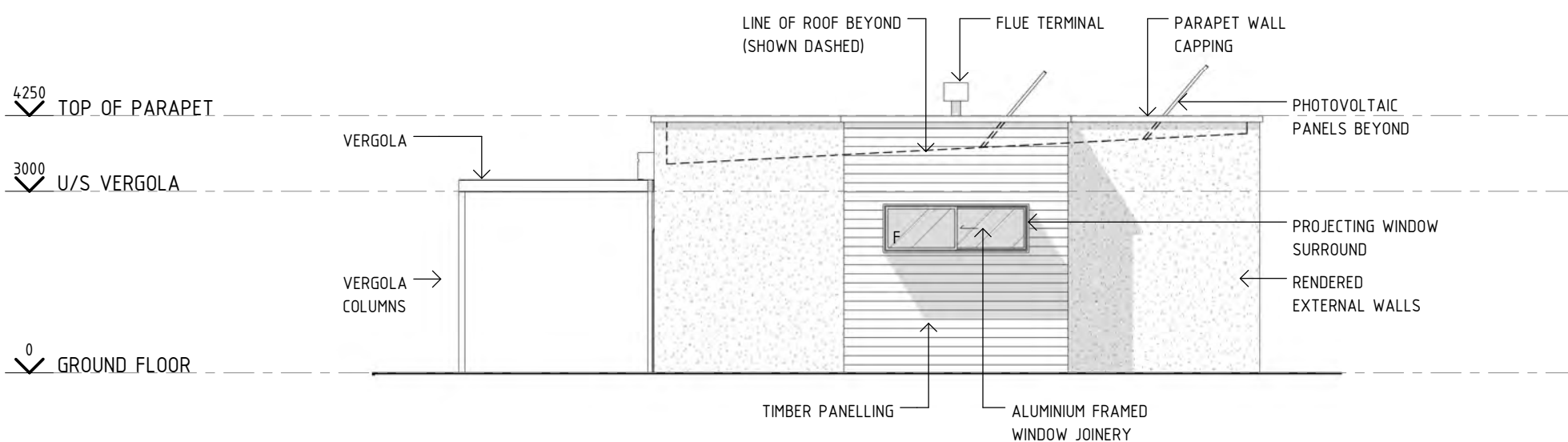
R
ROOF PLAN
1 : 100



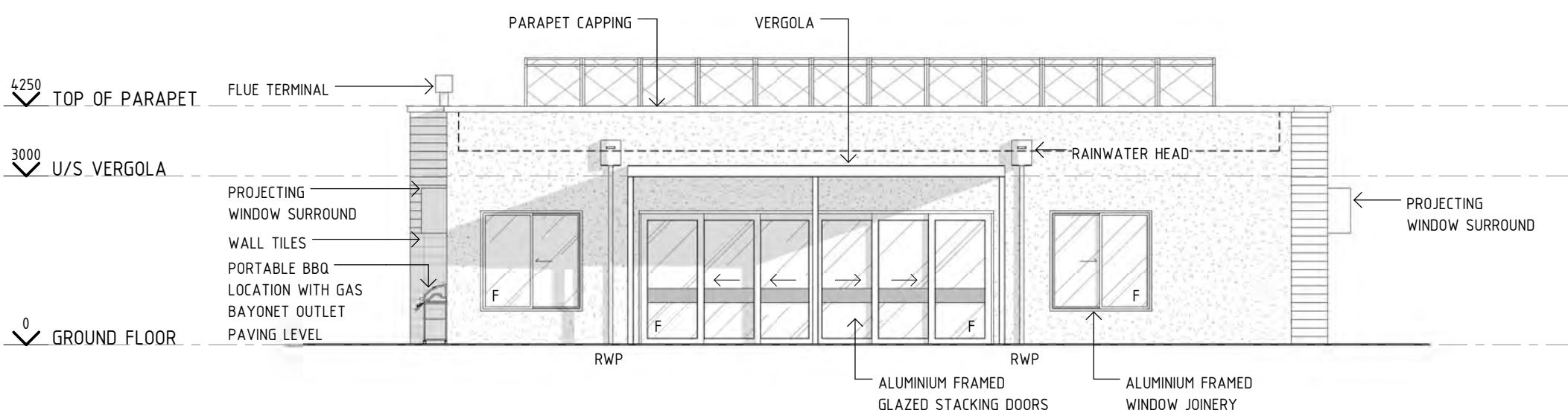
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PERSPECTIVE 01



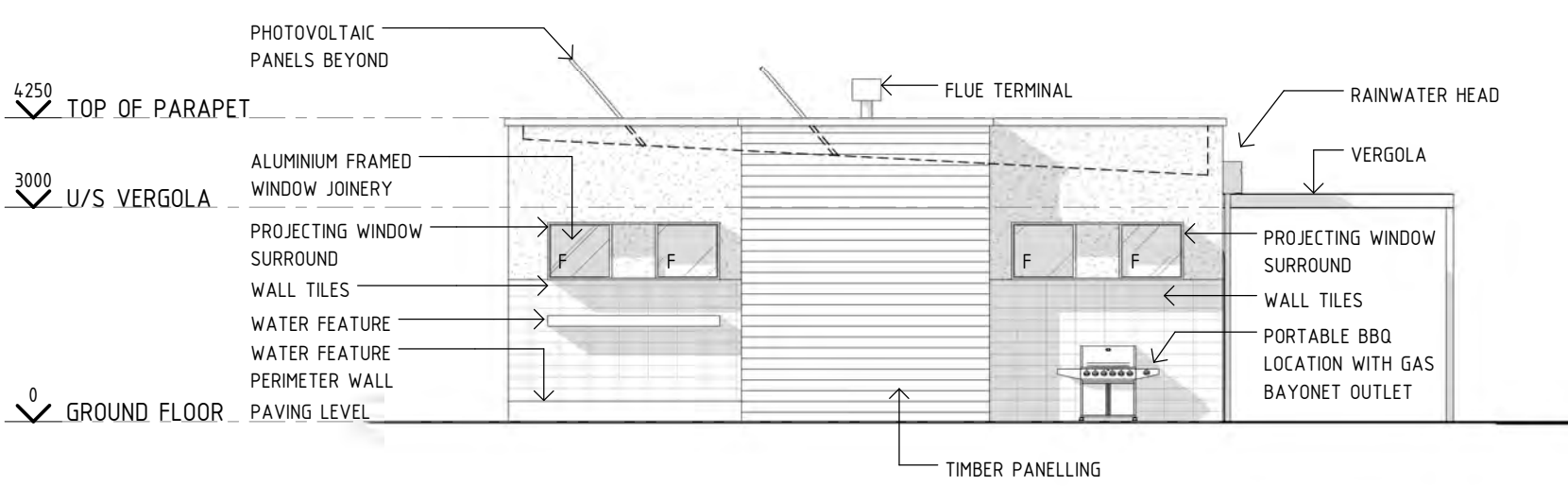
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1 : 100



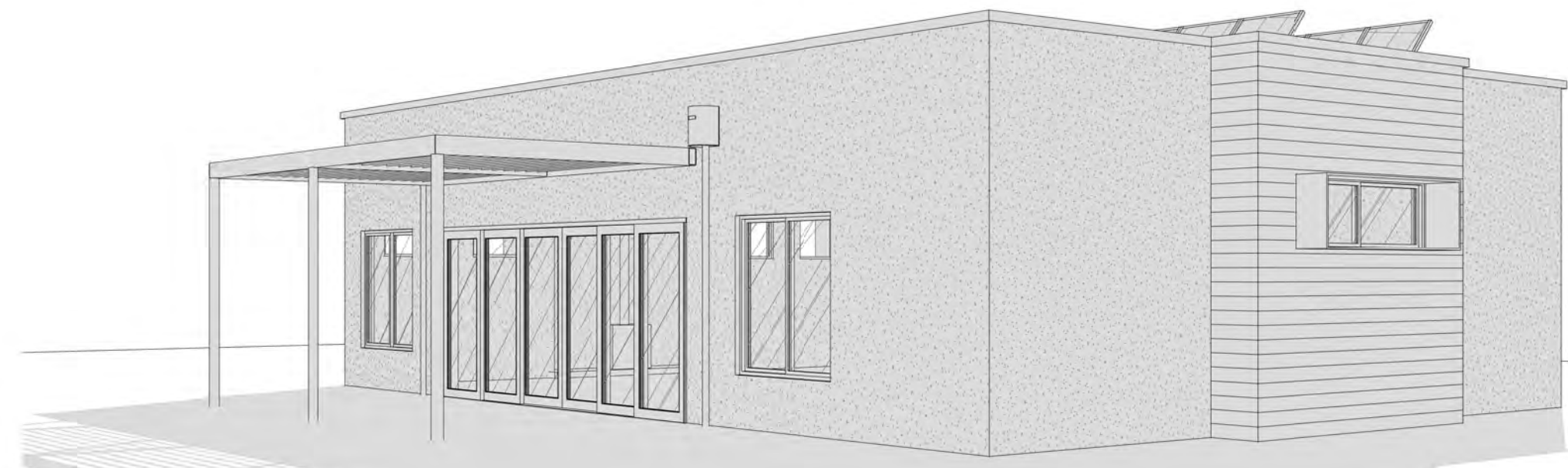
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ELEVATION 2
1 : 100



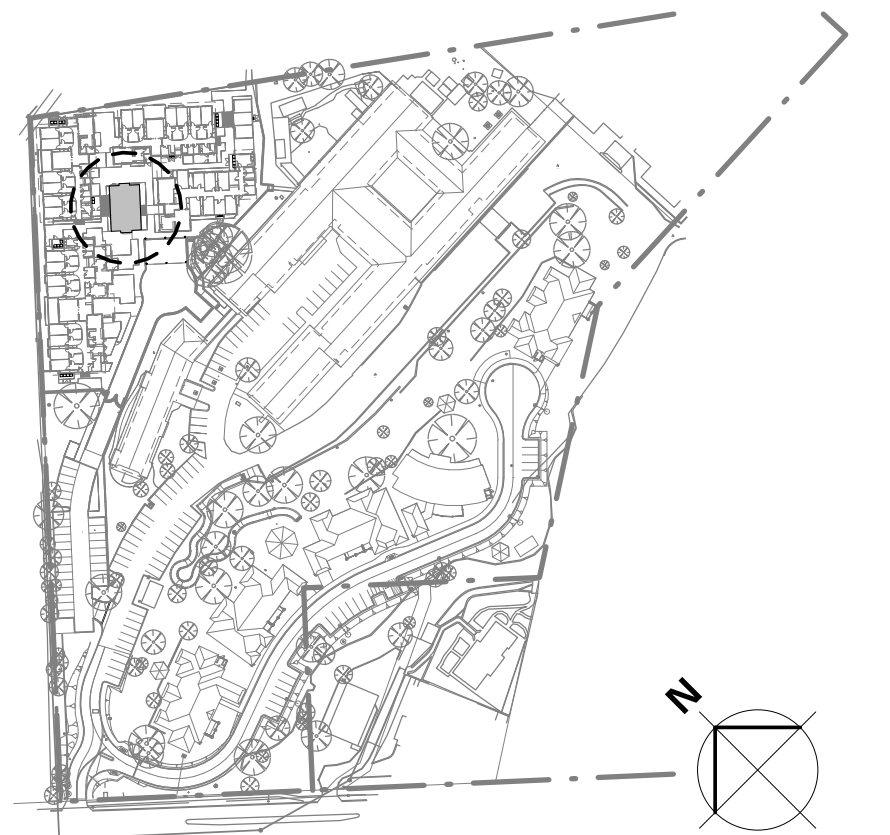
3
A2.06
ELEVATION 3
1 : 100



4
A2.06
ELEVATION 4
1 : 100



6
PERSPECTIVE 02



KEY PLAN
1 : 2500

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Rev	Description	Date

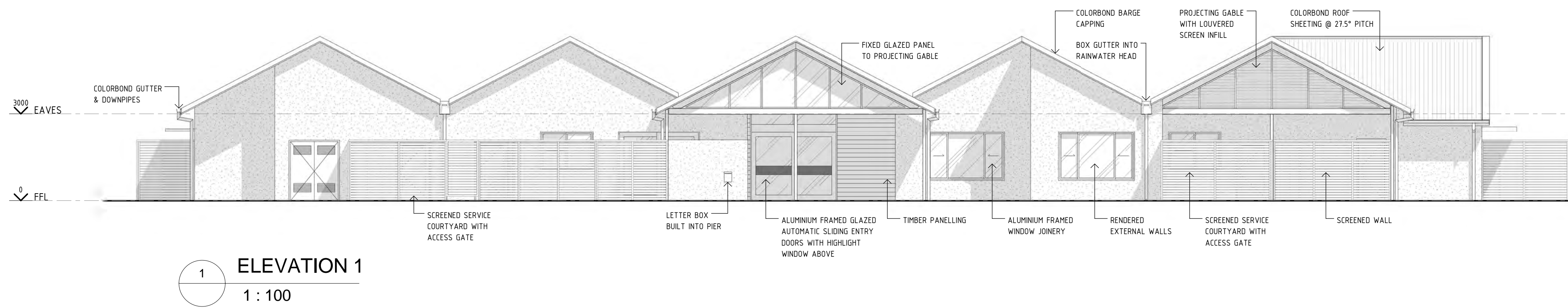
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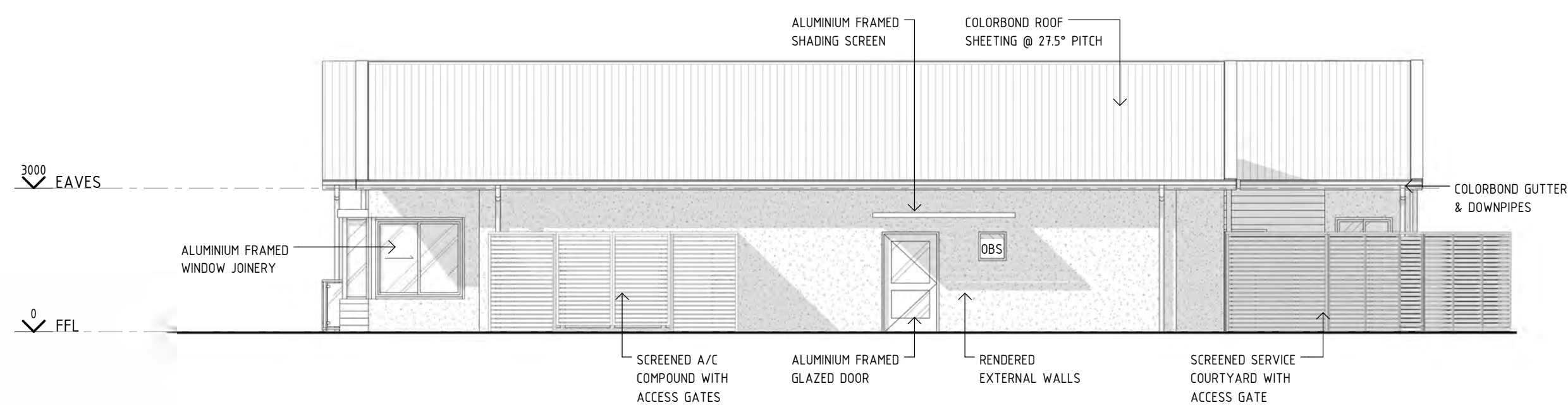
BUILDING 6
106 BRADFORD STREET, COOLBINIA
PROPOSED FLOOR PLAN & ELEVATIONS

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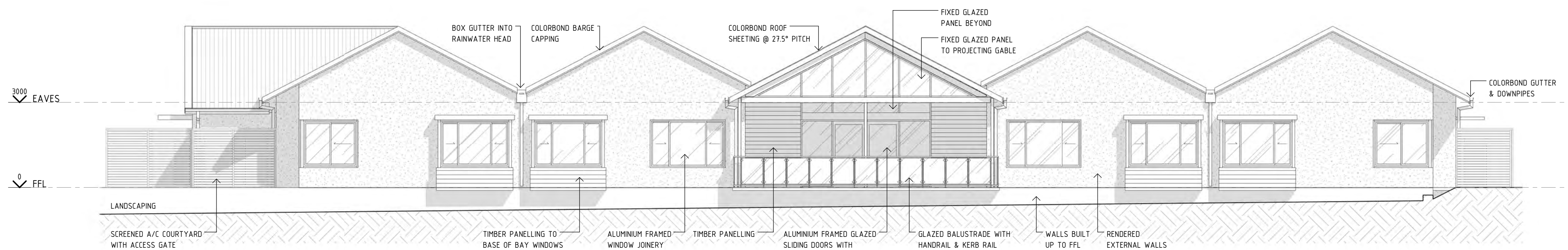
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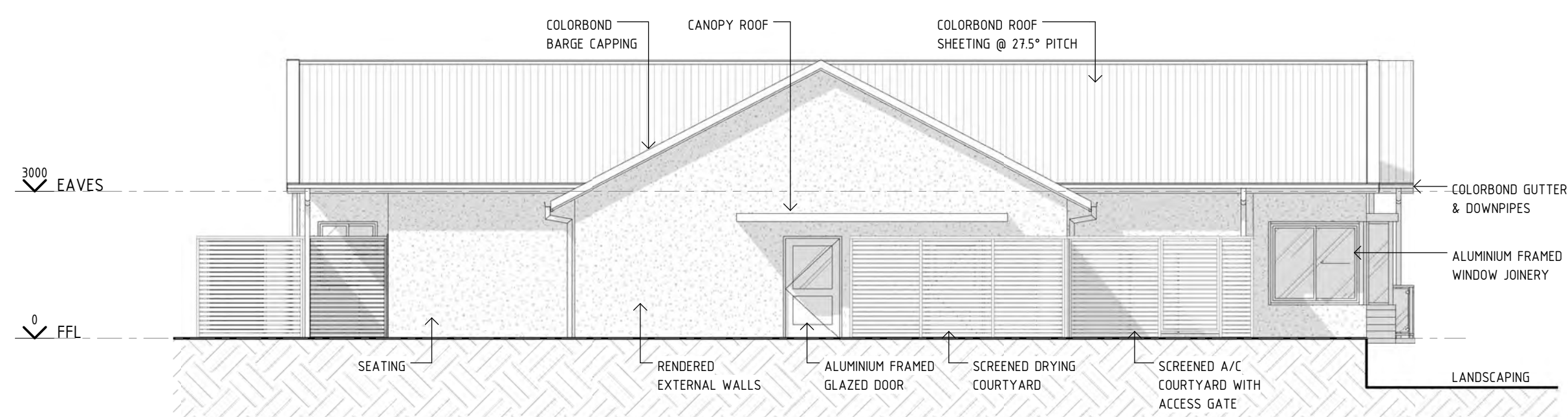
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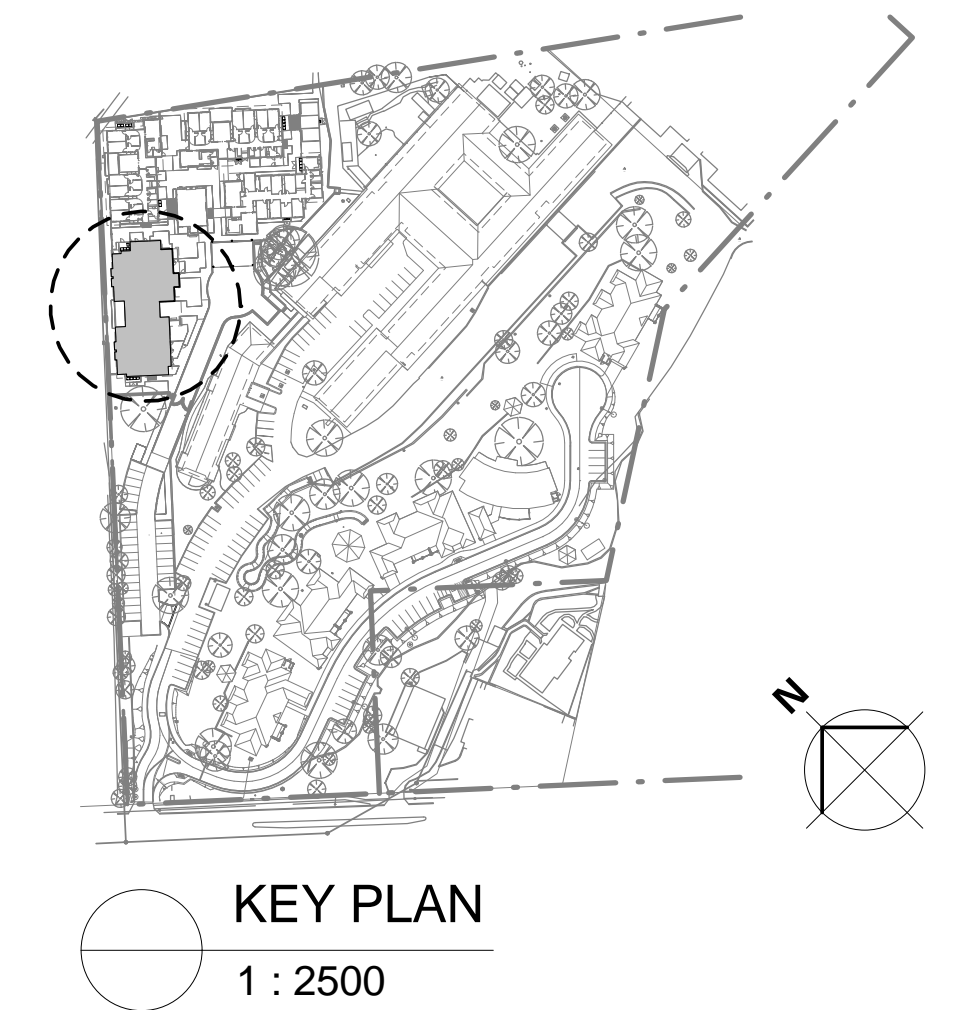
2
A2.01
ELEVATION 2
1 : 100



3
A2.01
ELEVATION 3
1 : 100



4
A2.01
ELEVATION 4
1 : 100



KEY PLAN
1 : 2500

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Rev	Description	Date

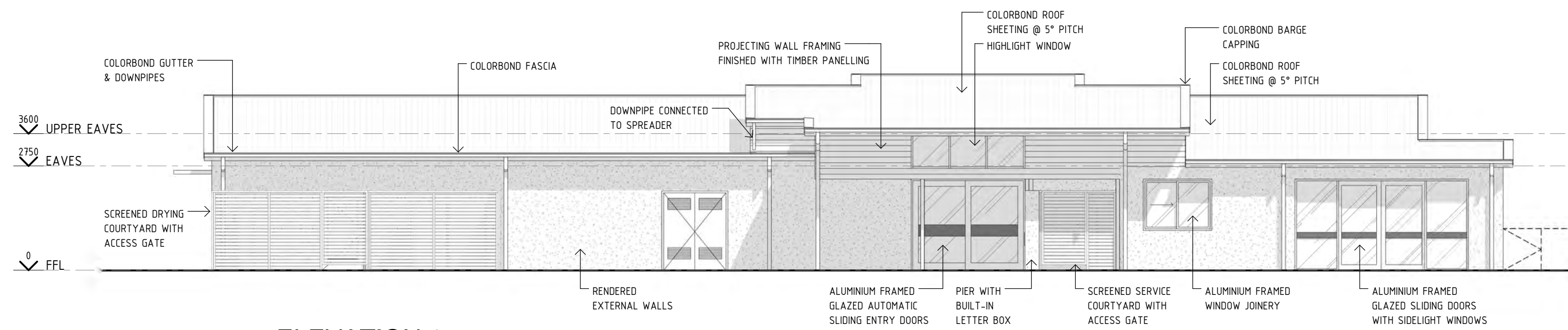
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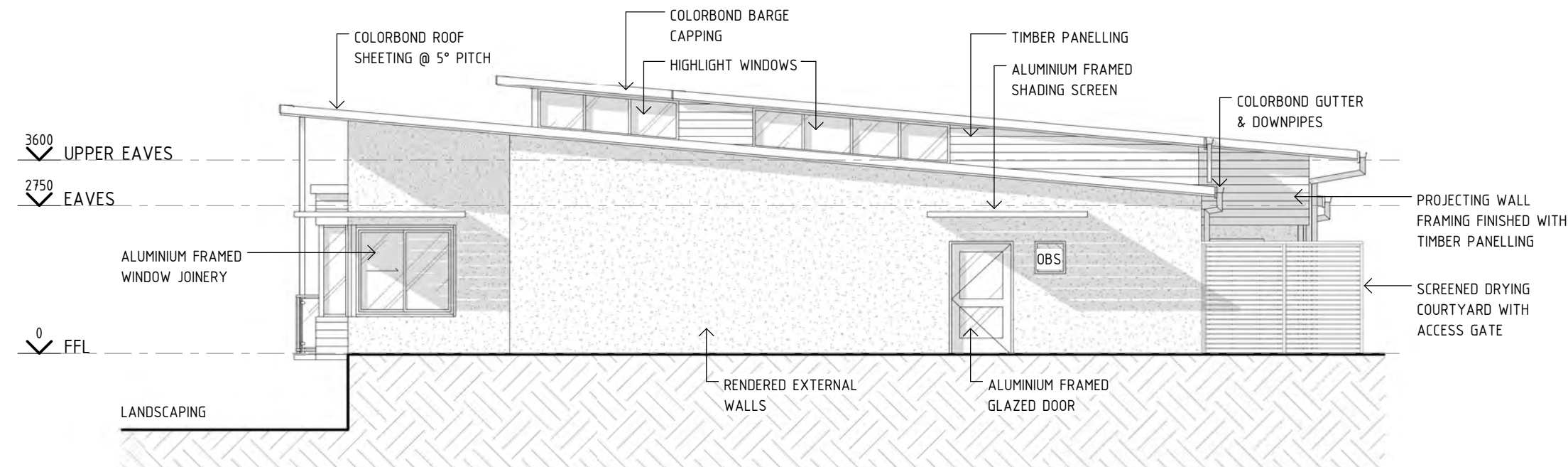
BUILDING 1
106 BRADFORD STREET, COOLBINIA
ELEVATIONS

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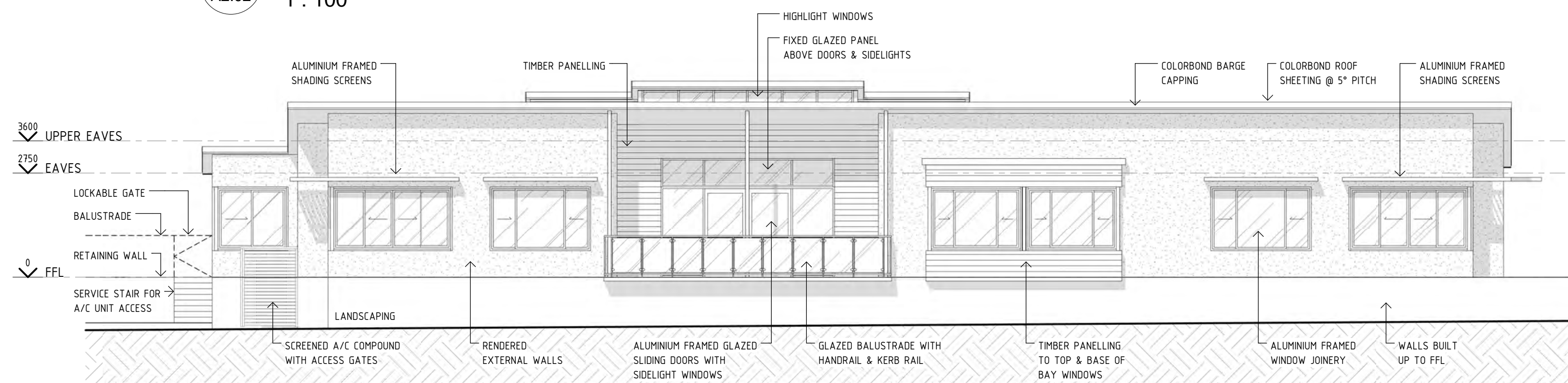
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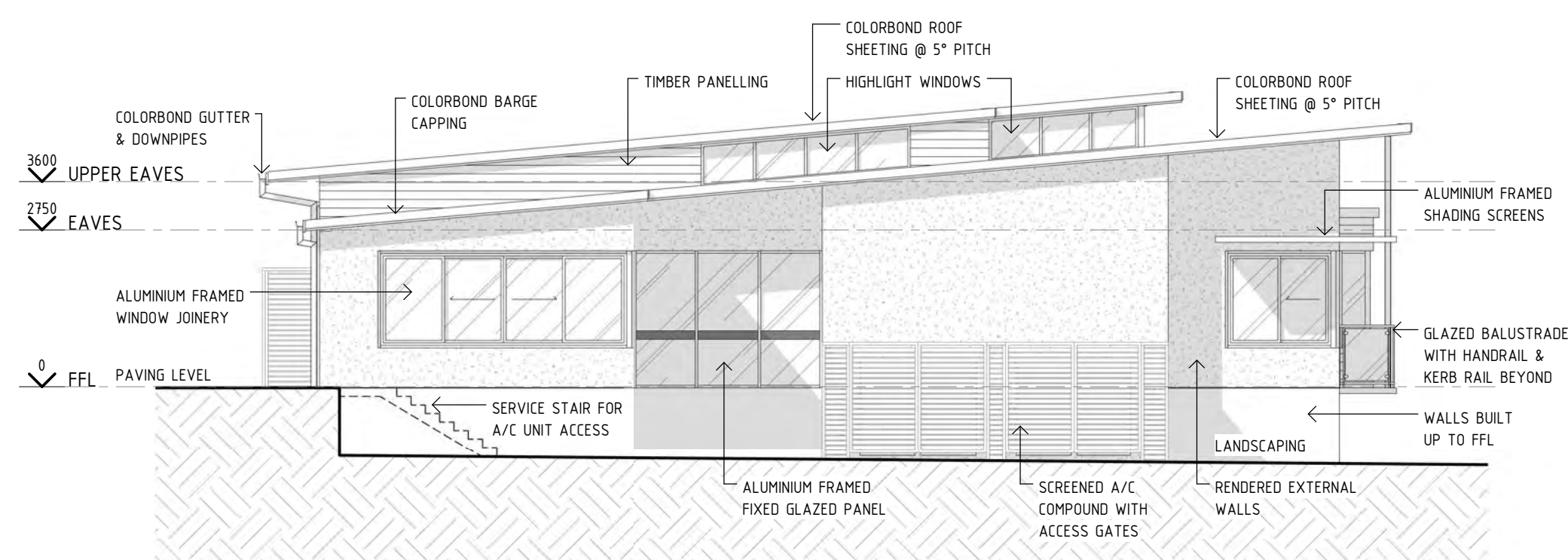
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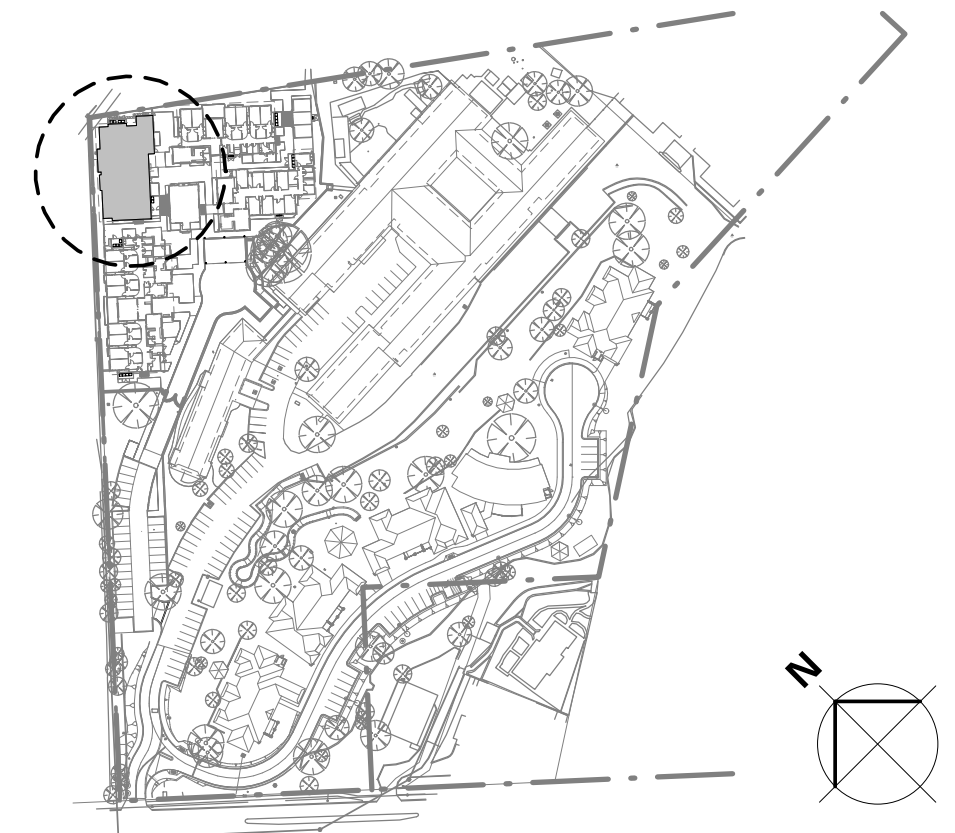
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A2.02
ELEVATION 2
1 : 100



3
A2.02
ELEVATION 3
1 : 100



4
A2.02
ELEVATION 4
1 : 100



KEY PLAN
1 : 2500

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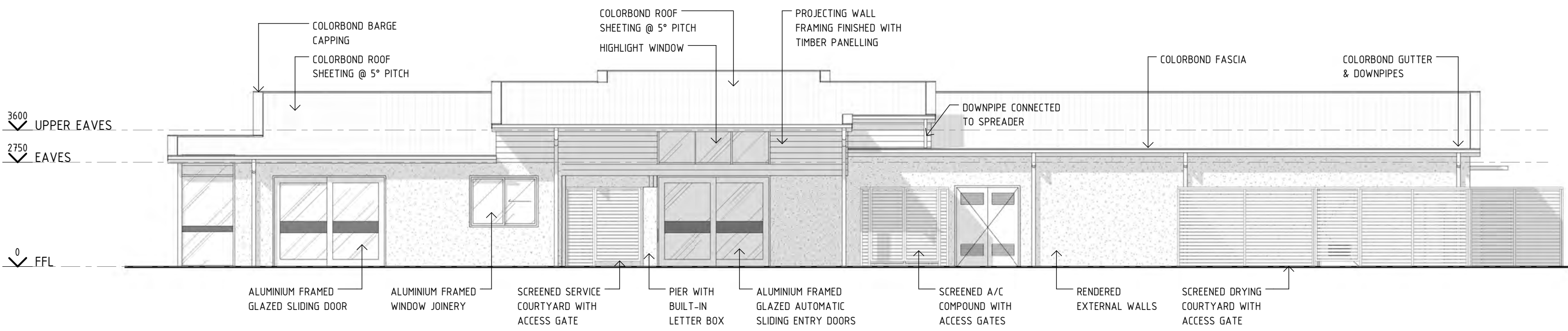
BUILDING 2

106 BRADFORD STREET, COOLBINIA

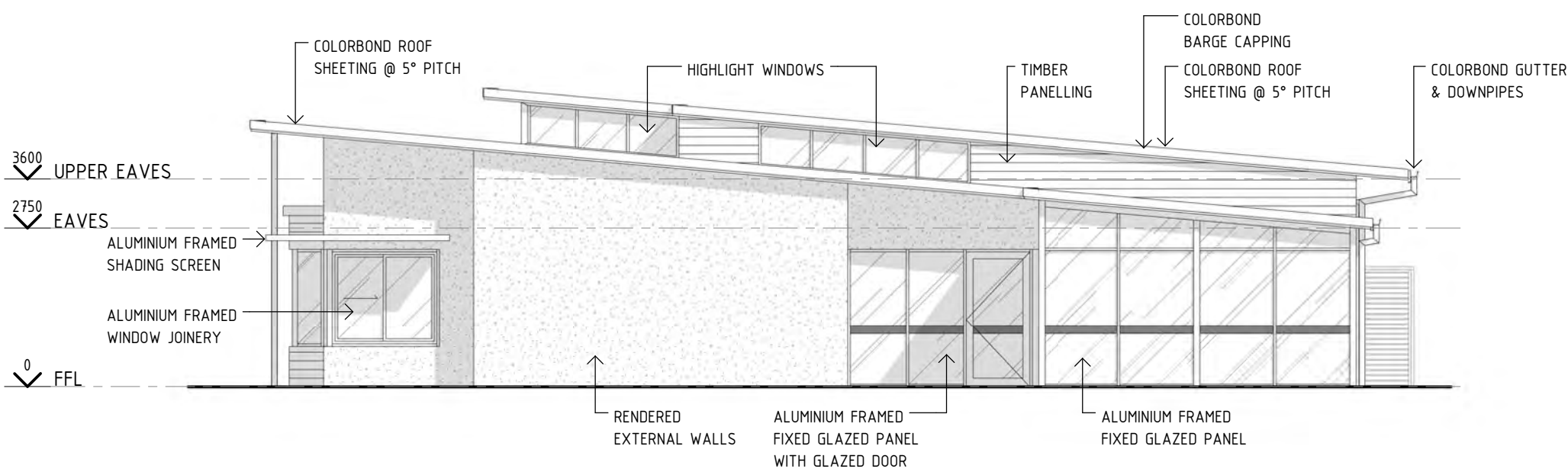
ELEVATIONS

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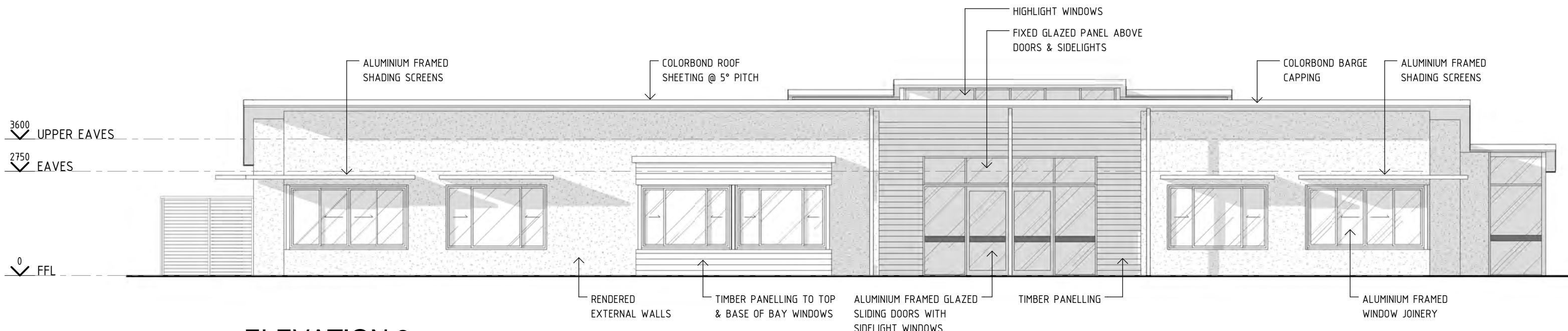
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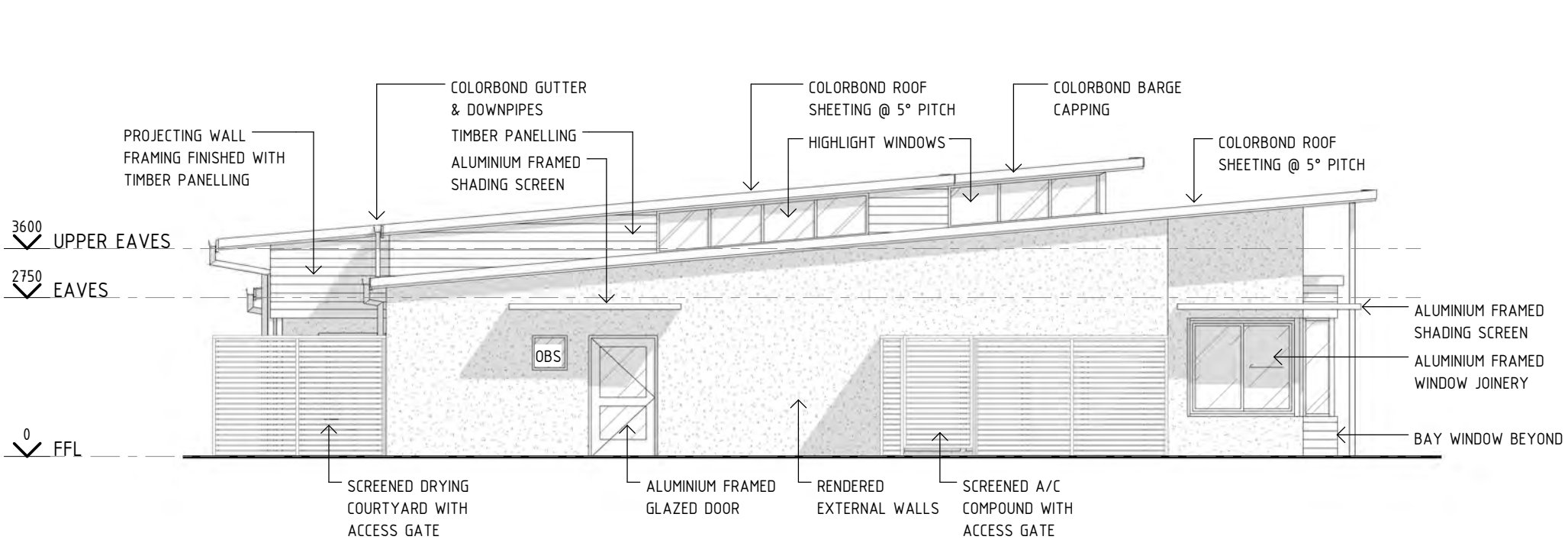
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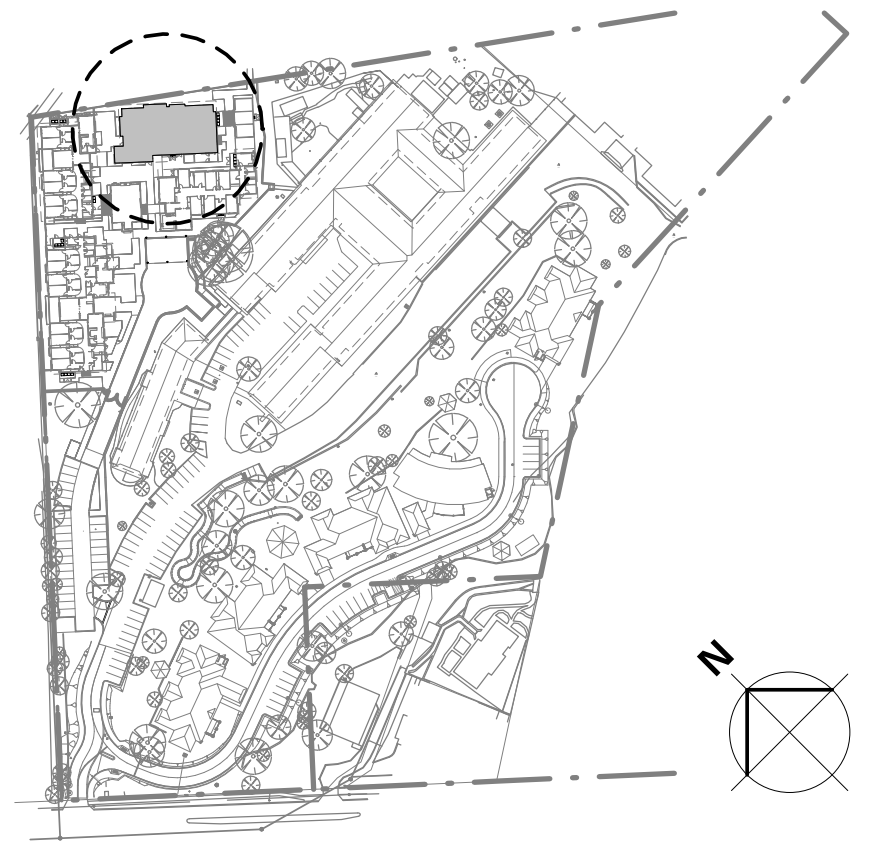
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A2.03
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3
A2.03
ELEVATION 3
1 : 100



4
A2.03
ELEVATION 4
1 : 100



KEY PLAN
1 : 2500

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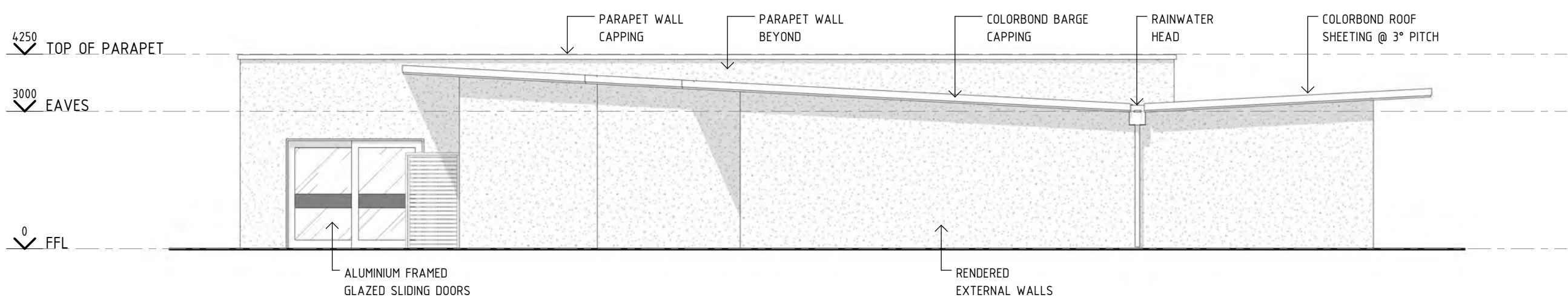
BUILDING 3

106 BRADFORD STREET, COOLBINIA

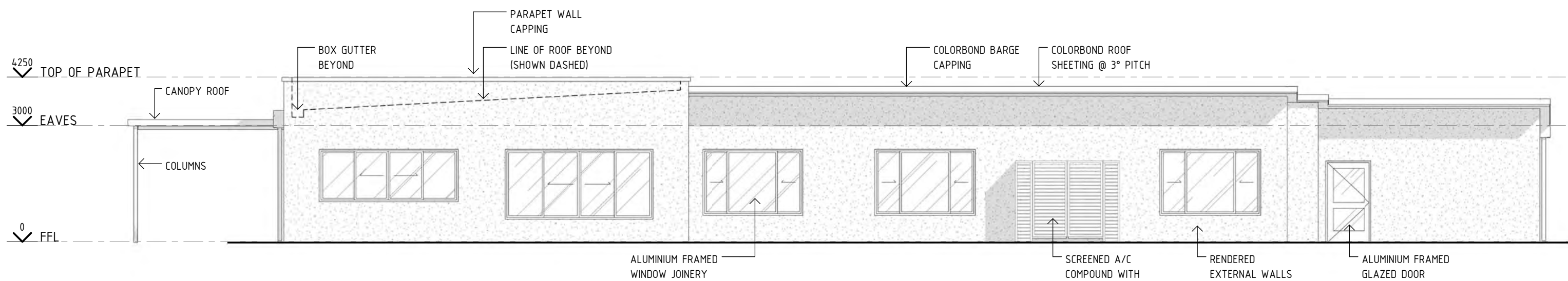
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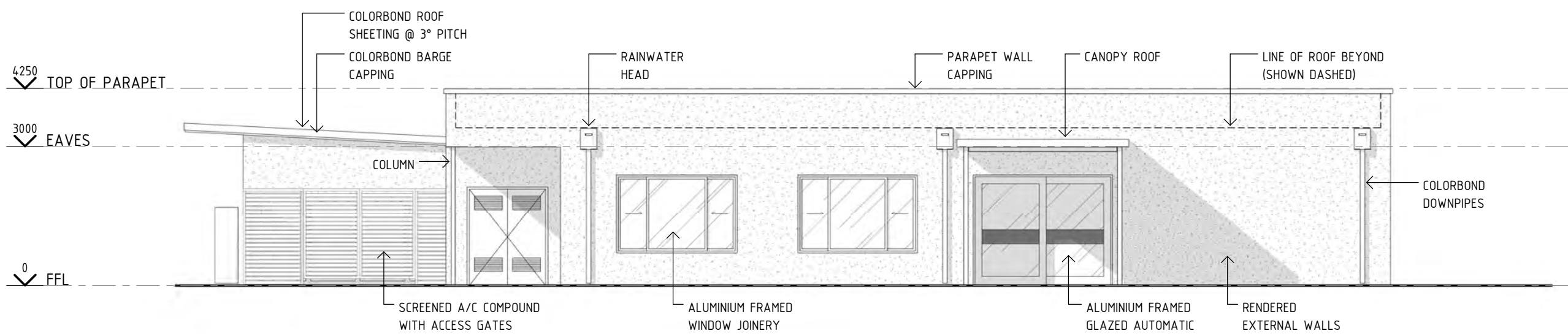
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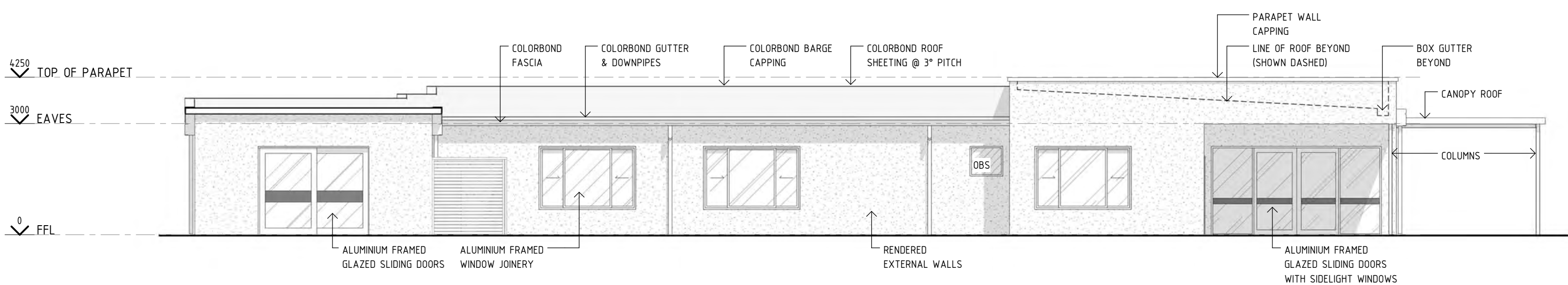
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A2.05
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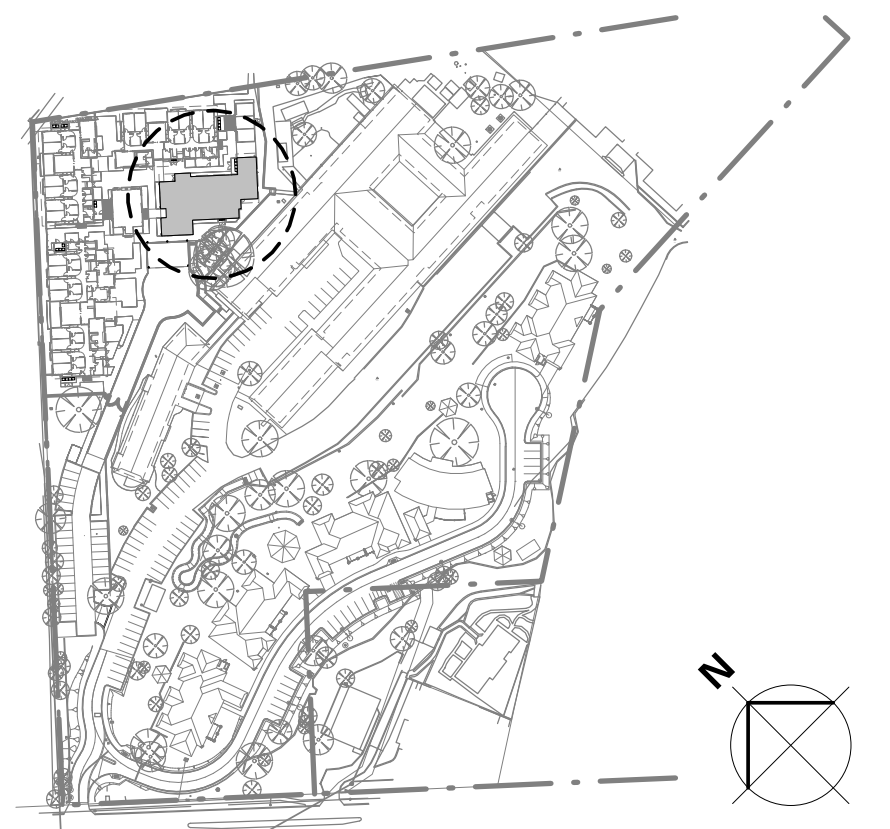
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KEY PLAN
1 : 2500

A	DEVELOPMENT APPROVAL	25/02/16
Rev	Description	Date

Ability
Centre

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BUILDING 5
106 BRADFORD STREET, COOLBINIA
ELEVATIONS

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ATTACHMENT 3

DESIGN BRIEF



ROWE GROUP

DESIGN BRIEF

HILLROYD REDEVELOPMENT



Publish Date [20/01/2016]

These guidelines were prepared by Parry and Whyte Architects for the Ability Centre.

It was issued on 26 August 2015.

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INTRODUCTION

○ Description

This document represents the Architectural Design Brief including the general Operational Guidelines, Design Principles and spatial and functional requirements for the Hillroyd Redevelopment.

This has been developed in close consultation with the Ability Centre and through Stakeholder Workshops held on 15th and 23rd July.

○ Background

The Ability Centre (formally the Centre for Cerebral Palsy) was established on the Coolbinia site at 106 Bradford Street in 1951.

There are several facilities located on the Coolbinia site with each having specialised functions to provide for community needs and support for people with disabilities.

The Ability Centre has over the past 4 years embarked on a renewal program to address the significant shortfalls encountered in the facilities on the site. These shortfalls include the functionality and the huge restrictions these facilities impose on staff to deliver the changed level of management and improve technology in the care and rehabilitation field. The capacity to comply with current Building Council of Australia Codes has continued to become increasingly difficult to maintain.

The Hillroyd Nursing Home building is located in the northeast corner of the Coolbinia site. The building was constructed in the early 1980's to accommodate 20 long-term care residents requiring the highest level of health care and support. Whilst this function is still to be maintained the new facility, which will replace Hillroyd, there will be an increase in its capacity and a shift in its focus. It is intended that the redevelopment would raise the overall capacity to 26 "beds". It is anticipated that the three primary areas of care addressed in the new facility will be:

- A. Permanent accommodation (High physical and medical need).
- B. Permanent accommodation (High physical need).
- C. Rehabilitation and transition to community (Medium physical and medical need).

○ Design Objectives

There have been significant advances in community attitudes to supporting people in a contemporary setting that promote a person's choice and control over their environment. In addition there have been significant advances in technology support/capabilities in the areas of support and care.

In very general terms Ability Centre seeks to incorporate the following concepts in the design of the replacement facility:

- Welcoming and homelike.
- Increased capacity from 20, to 26.
- Physical onsite orientation to take advantage of the outlook and community connection.
- Allow residents to live as independently as possible with incorporated technologies to address this requirement.
- Portion of the facility to have a rehabilitation and transition capacity (4 to 6 beds).
- The facility should not in any way feel like a nursing home.
- The facility management will be based upon a 24/7 staffing model with the possible inclusion of a sleep in shift component.
- A focus on younger adult clients is part of the consideration of the facility.
- The safety and wellbeing of individuals and staff is essential and passive measures are required in the design concepts.

- Staff areas need special consideration in terms of being discreet and have separation from mainstream operation, but accessible – addressing staffing needs.
- Safe and adequate parking for clients, visitors and staff.
- Appropriate and adequate storage for personal and operation needs.
- Address innovation in care and rehabilitation.
- Incorporate energy efficiency and associated technologies.
- An appropriate level of capacity for emergency power back up.

OPERATIONS

○ Therapy Services

Therapy Services will be carried out in the adjacent Brian North Centre or the main Administration block which houses the hydrotherapy pool and gymnasium. These will be appointment based and the Hillroyd residents will access these much like accessing services in the community.

○ Staffing Model

Generally staff will be assigned a 'home' and only be required to move between houses if assistance is required during the day or night for monitoring. A central Nurse's office and Manager's office will be located in close proximity to the high needs residents. A room for a staff workstation will be located in each 'house' which will store all medications, staff lockers and resident's personal information and plans.

Staff will be on-call while on their break periods and will be expected to be available on site in case of assistance being required. The workstation room in each 'home' can be a place for staff to have their breaks or they can choose an outside area or a resident area.

○ Food Service

Residents currently either have modified meals or are peg-fed. Going forward, the move to onsite food preparation will enhance the home-like care model. Each 'home' will have its own kitchen for staff to prepare meals for the residents within that group.

The kitchen in the high care 'homes' will maintain a domestic feel with acrylic or laminate finishes, large sized domestic appliances and cookware and be a central part of the home. The kitchen will be adjacent and open to the dining area and have a height adjustable bench accessed on the outside of the kitchen for residents to assist with prep work and interact with staff if they wish.

The rehabilitation 'home' kitchen will be used by those who are developing life and independence skills and may want to assist or cook their own food. It will be entirely universal and wheelchair accessible designed, with adjustable height benches and accessible cupboards.

The kitchens are required to comply with the Food Business Guide: Design, Construction and operation policy by the City of Stirling. This includes but is not limited to;

- Pest control measures including the sealing of any openings in cabinetry.
- A separate wash hand basin with hands free tapware.
- Easy to clean surfaces (stainless steel is preferred, however alternatives such as laminate or acrylic tops may be warranted).

○ Linen Service

The linen service is to provide the highest sanitary standards for residents and staff whilst enabling residents to have a choice of service and level of inclusivity in the routine, maintaining a home-like feel.

Large and heavily soiled laundry (linen and clothing) for the Permanent resident houses will be laundered in the on-site laundry in the Transition Unit. There will be provision of space to install heavy duty washing machine and dryer. Laundry trolleys will be in the bathrooms for linen and clothing (separated) and then be wheeled to the dirty utility room and then taken to the laundries as required. These will be staff only areas.

Generally laundry will be handled within each unit.

The choice will be given for personal items to be laundered in a domestic setting with each 'home' having a domestic sized washing machine and dryer. Residents can be included in the observing and general participation of the routine of hanging out their clothing if they choose to.

○ Medications

Residents each have a personalised Webster pack for all of their medications.

These will be kept in a secured medications cupboard in the Staff workroom of the 'home'.

Authorised staff will administer medication in line with the Ability Centre's policies.

○ Deliveries

Delivery of food and consumables will be direct to each unit through orders via the main entry drop of area to the Development.

Items will be distributed to each 'house' with its own storage areas.

○ Infection Control and Cleaning

Wash hand basins will be located in the kitchen and dirty utility room.

The Ability Centre will supply the soap and sanitiser dispensers and install at the end of the contract. Locations are to be confirmed with the Architect at design stage.

○ Waste and Rubbish

1.1.1 HOUSEHOLD RUBBISH

Two standard domestic silo bins will be located at each house in a service courtyard. These will be collected by Ability Centre Maintenance Staff on a daily basis and disposed of in accordance with their rubbish disposal procedures.

1.1.2 SANITARY DISPOSAL

Macerators will be located in each of the dirty utility rooms for disposable bed pans and urine bottles. The slop hopper in the Dirty Utility Room will be connected to the sewerage system.

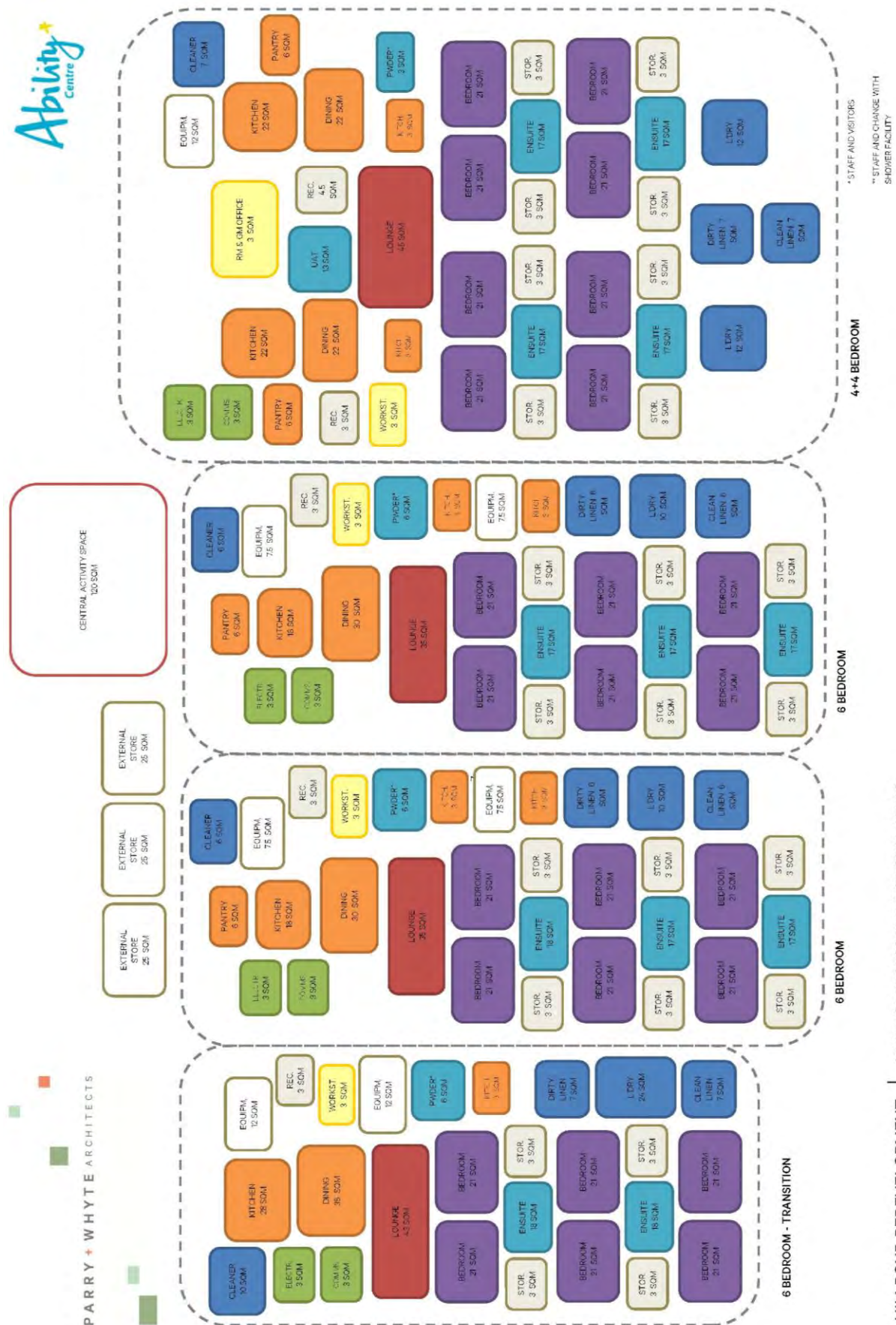
○ Technology

Resident operations

Staff operations

Partnerships

- **Functional Areas**



DESIGN PRINCIPLES

○ Domestic Scale and Home-like

The design of the development will be of a residential nature as a move away from the institutional care model. The development will be a village type atmosphere where residents will be housed in smaller 'homes', which will be their home for daily living and activities. Various sized indoor and outdoor communal spaces will accommodate activities when residents wish to congregate with each other from different 'homes'.

Each unit will function as a self-contained unit in the sense that food will be prepared, staff will be located, resident living, sleeping and daily activities will all occur in their own home environment.

An aesthetic language for the development will be developed through the material and colour palette which will be individualised for each 'home' giving them their own identity. This will enable residents to easily distinguish their own home and have a greater sense of belonging.

Resident areas will be prominent while staff areas will be discrete and unobtrusive.

○ Universal Design

'Universal design is an approach to the design of products, services and environments to be useable by everyone, to the greatest extent possible, without the need for adaptation or specialised design. Universal design is an inclusive design philosophy which spans age, gender and ability'.

(Centre for Universal Design, 1997)

- The development will meet the needs for people of any age and with varying physical abilities including residents and staff
- Is capable of adapting to meet the changing needs of home occupants
- Can be economically adapted to respond to the current and future needs of home occupants
- Is well integrated within the community

○ Choice and flexibility

A fundamental aspect of what makes a home is the ability to have choice in where and how a person lives and occupies their space. By having larger individual bedrooms residents will have a choice in their bedroom configuration and furniture fit out, suited to their own needs. A choice in where daily activities such as eating meals, watching television, gardening and socialising is provided through a range of different spaces.

○ Dignity & Privacy

Residents will have their own individual bedrooms and will share a bathroom between two. The bedrooms and bathrooms will not be directly ensuited so as to maintain acoustic privacy however will be in close proximity and screened from public areas to maintain dignity when transferring between the two.

○ Community Orientated

The development will maintain a strong community feel and be welcoming for family and friends with spaces accessible to all residents within the site, outside of their 'home' through a mix of indoor and outdoor activity spaces.

The connection to the wider community is also an important aspect to maintain. The physical and visual connection to the adjacent park will be enhanced, and pedestrian access to Bradford Street will be upgraded.

Residents will continue to access therapy services from the main Ability Centre building, being in line with the community and homelike model.

○ Technology

The use of innovative technology will be incorporated in the development to maximise resident's independence and choice and improve resident care.

The development will have the backbone capabilities for integration of required systems as technologies are evolving and many a required to be customised for residents.

Technologies to be incorporated include;

- Resident's control of their environment, adapted to their requirements (access, lighting, temperature, curtains, doors and entertainment).
- Internet access, Wi-Fi.
- Smart home wiring.
- Mobile devices for staff for resident care (reporting, monitoring and medications).
- Fibre optic connection.

○ Safety and SecurityThe entrance to each

Safety of staff and residents is high priority and the development will be a secure site in the way of a boundary fence with controlled pedestrian and vehicular access after hours.

Staff will be able to move securely between buildings while on night shift via the internal courtyards and pathways, while maintaining a domestic feel.

1.1.3 SECURITY SYSTEM

The site will be secure by a boundary fence with electrically locked gates for pedestrians and vehicles after hours. Staff will access via swipe cards

Each Unit will have a CCTV intercom system to manage security and privacy within the unit with the ability to monitor and control remotely. There will be an access control system for entry by staff (swipe card reader, finger print reader).

1.1.4 STAFF MONITORING

Staff will be required to clock-in and clock-off at the beginning and end of a shift.

This will be done via a computerised system using log in or finger-print systems. To be located in each house.

The monitoring system is to alert the Managing Nurse and Staff of when a staff member logs in or off and if they are late for a shift.

○ Sustainability and Environmental Design

The development will aim to achieve a six star energy rating.

Materials will be selected based on their low maintenance and environmentally friendly properties.

The recycling of materials from the existing Hillroyd building to be incorporated in areas such as garden furniture or community art will be explored before demolition.

Passive design techniques include;

- Natural daylighting will be maximised.
- Large windows.
- Sky lights.
- Sun shading devices.

Mechanical systems include;

- Photovoltaic cells (solar power).
- Solar hot water systems.
- Rain water tanks for gardens and recycling.

○ Connection with the Outdoors

Homes will have direct access to a variety of outdoor paved and landscaped spaces. There will be raised planter beds to allow clients to engage in gardening activities. There will be two Vergola Areas one attached to the Central Lounge the other to the Studio Space to provide shaded areas where activities can be set up. The landscaping will be designed to provide a variety of different sensory experiences as well as a means of wayfinding around the development.

LEGISLATION

Disability (access to Premises – Buildings) Standards 2010

Food Act 2008

Food Regulations 2009

Food Standards Australia New Zealand (FSANZ) Food Standards Code – Food Safety Standard 3.2.3 within Chapter 3 of the Code specifically relates to Food Premises & Equipment

National Standards for Disability Services

AS 1428.1 (2009) General requirements for access – New Building Work

AS 1428.2 (1992) Design for Access and Mobility – Enhanced Additional Requirements – Buildings and Facilities

AS 4674 (2004) – Design, Construction and Fit-out of food Premises

EXTERNAL AREAS

○ Car Parking and Traffic Management

Adequate parking will be provided to satisfy the Local Authorities requirements. The number of bays is to be no less than the number currently. A final number of bays will need to be negotiated based on current staffing numbers.

On ground vehicular access will be designed for emergency vehicles, deliveries and resident pick-up and drop-off via cars and mobility vans.

All parking for staff and visitors will be outside the development's boundary fence or in the basement area.

The surface of pedestrian pathways and roads will be smooth with a low profile aggregate.

○ External Pathways

Paths are to be accessible, safe and easy to manoeuvre, especially for large wheelchairs.

- Pedestrian pathways are to be a combination of paving and exposed aggregate concrete to provide different sensory experiences and wayfinding.
- Garden bed and lawn kerbing or low wall to the edge of pathways for wheelchairs.
- Consider a contrast median strip on pathways and at gateways for vision impaired users.
- Be a minimum of 1800 mm wide.
- Have intermittent areas for resting points with space for seating for carers, parents or friends adjacent to a wheelchair.
- Contrasting colours for wayfinding.

○ Gardens

Accessible for people with disability both private and communal gardens will be provided in a landscaped setting between and around the houses.

- Individual houses will have their own designated outdoor areas, whether a courtyard or balcony. These will be suitably screened for visual and acoustic privacy.
- Raised garden beds accessible for wheelchairs for each unit.
 - These will be raised to a suitable height for wheelchairs.
 - Provide adequate knee and foot clearance underneath.
 - Be reticulated.
- All ground level garden beds will be maintained by the Ability Centre.
- Gardens will have a sensory experience and attract native birdlife.
- Be low maintenance.
- Irrigation with timers and low spray.
- Low allergy plants.

○ Outdoor Activity Areas

The communal outdoor area adjacent the Communal Activity room will have a BBQ area.

- This will be covered for summer and winter protection.
- Have external lighting and power.
- Have good visual supervision.
- Covered roofed areas to be insulated.
- Outdoor ceiling fans and wall heaters will be considered and included where appropriate

○ External Services, Fixtures & Fittings

1.1.5 GATES AND FENCES

Boundary fences will be 1800 mm high to the perimeter of the site.

Pedestrian access gates will have an automated lock and intercom for after-hours access by visitors.

Vehicular access gates will have an automated lock and intercom for after-hours access by visitors.

1.1.6 MAILBOXES

Each house will have a mail box located outside each front entry which will be wheelchair accessible.

1.1.7 FURNITURE

Built in wall seats will be incorporated in the landscaped garden areas.

All other outdoor furniture will be supplied by Ability Centre after completion

1.1.8 BINS

There will be no external rubbish bins in the garden areas.

General household rubbish bins will be stored in the service courtyards.

1.1.9 WASHING LINES

Two washing lines will be in the drying court of the Transition Resident's Unit. These will be screened from general view

- Large enough for bed linen
- One mounted for standing person height
- One mounted for wheelchair height.
- Adequate wheelchair circulation including a washing basket trolley

1.1.10 BARBEQUE AREA

- COMMUNAL BBQ AREA FOR RESIDENTS, STAFF AND FAMILIES WILL BE PROVIDED FOR ADJACENT THE COMMUNAL ACTIVITY AREA USING PORTABLE EQUIPMENT.
- HAVE SEATING IN THE AREA
- HAVE PROTECTION FROM THE WIND

1.1.11

1.1.12 BICYCLE RACKS

Secure covered area for bicycles to be stored on-site which encouraged staff to ride to work.

1.1.13 EXTERNAL SERVICES

- An oxygen gas bottle storage enclosure will be located in a secure area and be locked, located in a secure discrete location.
- All mechanical plant will be screened from general view via permanent screen or vegetation.
- External taps and fittings shall be vandal resistant
- All external services (including switchboards, meters, supply taps, hot water services) are secured and tamper resistant.

RESIDENTIAL UNITS

○ Units

House 1A & B:	Permanent Supported Accommodation Occupancy: 4 and 4, Total 8. 2 wings with 4 bedrooms, 2 shared ensuites, shared living/lounge space. Each wing to have kitchen and dining for 4 residents. Shared Staff Work Station, Powder Room, Clean Linen, Dirt Linen and Cleaners Store
House 2:	Permanent Supported Accommodation Occupancy: 6 6 bedrooms, 3 shared ensuites, kitchen, dining, living.
House 3:	Permanent Supported Accommodation Occupancy: 6 6 bedrooms, 3 shared ensuites, kitchen, dining, living.
House 4:	Transitional Supported Accommodation Occupancy: 6 6 bedrooms, 2 shared ensuites, Accessible kitchen and laundry.

○ Access

- The main entry to each house will have a security controlled access point via an intercom and doorbell.
 - The intercom and bell is to be mounted at two heights, suitable for seated wheelchair and standing.
 - Visual, audio and remote door release
- All resident entries to houses will be covered and protected from the wind.

1.1.14 DOORS

- Minimise the number of doors and use screens if visual privacy required.
- Doorways will be a minimum of 950 mm clear opening in width. Bedroom doorways will accommodate the width of a hospital bed to be wheeled out.
- Entry and external access doors will be automatic with individualised operation controls for residents with a manual locking override.
- All internal doors to bedrooms and bathrooms will be single leaf solid core for acoustic privacy.
- Internal bedroom doors will be automatic with future integration for custom remote control to suit individuals.
- Door closers are to be avoided unless automated.
- External glazed doors will have a vision decal to non-openable sides.
- Sliding doors to have a recessed threshold and have a drainage grate where not covered.
- Metal security mesh to external sliding and swing doors.
- Doors to powder rooms and U.A.T. to have lift-off hinges.
- All door hardware to be accessible with levers.
- Bedroom doors are not to be lockable.

1.1.15 WINDOWS

- Window sills are to be a maximum of 600 mm high to habitable rooms.
- Opaque windows to bathrooms.
- Full height glazing will have a visual safety decal.
- vision decal to non-openable sides.
- Fixed metal security mesh to the outside of openable section of windows, to be openable for cleaning.

○ Layout and Circulation Spaces

The design will maintain a domestic atmosphere through dispersing bedrooms and living areas and minimising corridors.

- Bedrooms will be individual with shared bathrooms between two residents.
- Each house will have a kitchen, communal dining, living spaces and sun room.
- Passageways will accommodate large electric wheelchairs to pass each other or have intermediate wider areas and allow beds to be wheeled from bedrooms.
- Long corridors are to be avoided.
- Consider views to the outside or design features through circulation spaces for wayfinding.
- A tea and coffee making kitchenette will be provided in a common area for family and friends to utilise.
- The feedback from stakeholders was to give options of types of spaces to residents for where they can do daily activities.
- Open plan layout while maintaining suitable acoustic separation and containment of smells.

- It is important for residents to be able to independently access their own bedroom and the common areas.

○ Bedrooms

Resident's will have their own room and be able to furnish with their own loose furniture.

Wheelchairs will be charged overnight in their room. Power will need to be provided and an area for power packs to be stored off the floor.

Bedroom space requirements:

- The ability to accommodate multiple bed locations, including one where staff members have access on two sides and at the end.
- A window accessible from a wheelchair or other resident operated device.
- A bed, lounge, chair, dresser all accessible from a wheelchair or other wheel chair operated device.
- Direct access from the room into a shared bathroom without having to cross public areas.
- Clearance for staff members to access the bed, chairs, and toilet.

Each individual bedroom will have;

- Two fixed points for the bed position option.
- Television point and Wi-Fi (resident's will supply their own TV).
- Nurse-call system.
- Wardrobe with storage (accessible for wheelchair).
- Electric blinds (with provision to allow for remote controlled).
- Personal storage cupboard (own linen, equipment, extra wheelchairs personal items).
- Room covering ceiling hoist.
- Large windows.
- Touch screen device for staff point of care and information for each resident (today's activities, weather, messages).
- Heating and cooling.

○ Bathrooms

The bathroom routine for residents can be lengthy and should be a relaxing and enjoyable experience. Resident's enjoy listening to music or watching something while being assisted for showering and getting dressed.

The atmosphere should not be sterile and clinical feeling.

Bathrooms shared between two residents and are to accommodate the following;

- Nonslip vinyl flooring and full floor to wall tiles or vinyl.
- Heating.
- Ceiling interest for resident's lying in the shower trolley (colours, LED panel, TV options).
- Good mechanical ventilation and extraction.

1.1.16 EQUIPMENT

- Shower trolley.
- Bluetooth or Wi-Fi connection for music player and power.
- Fittings to accommodate bariatric.
- Room covering ceiling hoist.

- Grab rails to only be installed where Ability centre OT directs. This will be a fit-for purpose exception to AS 1421.8.
- Long mirror (shatter resistant).
- Provide towel rails and coat hooks.

1.1.17 SHOWERS

- Sluice in shower (with shower trolley hose direct connection in grate).
- Extended shower hose for trolley.
- Initially a fold down shower seat will not be provided. This will be a fit-for purpose exception to AS 1421.8.
- Storage shelf in close proximity to shower for resident's hygiene items.

1.1.18 TOILETS

- Toilet pans are to be set off the wall and provide adequate circulation for staff assistance and commode transfer. Ability Centre to provide required distances.
- Consider remote flushing button for wheelchair access.
- A backrest is not required for resident toilets. This will be a fit-for purpose exception to AS 1421.8.

1.1.19 VANITY

- Wheelchair accessible vanity basin.
- Shelf adjacent vanity basin.
- Mirror above vanity (shatter resistant).
- Waste pipes to be concealed in the wall cavity.

1.1.20 STORAGE

- Designated storage areas for resident's personal items (clothing, toiletries).
- Shelf for clothing.

1.1.21 TRANSITION HOUSE DIFFERENCES

Bathrooms will be designed to comply fully with AS 1428.1 design for accessibility including;

- Toilet pan set-out from the walls.
- Pan, shower and wall grab rails.

○ **Dirty Utility and Laundries**

The laundry (linen and clothing) for the Permanent resident houses will be laundered in a central on-site laundry. Laundry trolleys will be in the bathrooms for linen and clothing (separated) and then be wheeled to the dirty utility room. Trolleys will be collected on a daily basis and take them to the central laundry. These will be staff only areas.

Clean laundry will be sorted and returned to each of the houses.

A dirty utility room will be in each Permanent Resident house and contain the following;

- Cleaner's trough/ slop hopper.
- Storage for chemicals.
- Macerator.
- Storage for disposables.
- Wash hand basin.
- Laundry trough.

- Domestic washing machine and dryer (7-8 kg load)
- Area for storage of linen trolleys.

The Transition house will have a laundry room that is wheel chair accessible to enable residents to be taught skills with staff assistance.

The accessible laundry will contain the following;

- Cleaner's trough/ slop hopper.
- Storage for chemicals.
- Macerator.
- Storage or disposables.
- Wash hand basin.
- Laundry trough.
- Washing machine.
- Dryer.
- Clean sorting bench.

The laundry will have direct access to an outside drying and service courtyard.

○ **Cleaning Store**

A Cleaner's room will be in each house and contain the following;

- Cleaner's trough/ slop hopper.
- Storage for chemicals and dispensable (nappies, gloves, paper towels).

○ **Kitchens**

General principles of Universal Design will be incorporated;

- Selection of appliances with easy and intuitive controls.
- Contrast colours between adjacent surfaces.
- Selection of handles, hardware and controls for people with limited dexterity and hand strength

Features for ease of future adaptation;

- Detailing of units for ease of removal
- The provision for sufficient wheelchair circulation to all areas
- Extending floor finishes under cupboards

1.1.22 KITCHEN FEATURES (GENERAL);

- Adequate storage for dry food.
- Double fridge/freezer space.
- Double bowl stainless steel sink with 1 drainer.
- Acrylic benchtops.

- Laminate cupboards.
- Hand wash basin (Infection control).
- Maximise pull-out storage for access and space efficiency.
- Power points for appliances in reach.
- Adjustable height shelving.

1.1.23 KITCHEN FEATURES (PERMANENT RESIDENT HOMES);

Kitchens in Permanent Resident Houses will be mainly used by staff however will incorporate the following wheelchair accessible features;

- A wheelchair accessible bench accessed from outside the kitchen floor area, for residents to help with prep work.
 - Bench to have an area where the bench height suits wheelchairs and has adequate knee clearance.
 - Have a power point in close proximity.
- Wheelchair turning radius (circulation space) inside kitchen.

1.1.24 KITCHEN FEATURES (TRANSITION RESIDENT HOME);

- Electric height adjustable workbench.
- Electric height adjustable sink and cooktop.
- Under bench knee and toe clearance for wheelchairs.
- Dishwasher with pull-out drawers.
- Pull out pantry shelves.
- Minimised overhead cupboards and shelves, or have electric height adjustable.
- Sink bowls 150 mm deep.
- Tap sets to be within reach.
- Power points under-bench or side mounted.
- Fixed height work bench area for ambulant users (900 mm).

1.1.25 APPLIANCES

- 5 burner cook top (gas).
- 900 mm wide oven (electric) at bench height.
- 900 mm wide range hood extracted to the outside.
- Elevated microwave.
- 600 mm space for dishwasher.
- Safety cut-off switches.

1.1.26 KITCHENETTES

A kitchenette will be provided for visitors to make tea and coffee.

- Single bowl sink.
- Cupboards for storage.
- Bank of drawers.

○ Dining Rooms

The dining room in each 'home' will be large enough to accommodate the number of residents dwelling there and provide adequate circulation for large electric wheelchairs. The dining room will be a central space for residents to gather and do other communal activities.

Dining room features include;

- The dining room will be next to the kitchen for ease of serving of food and for residents to have a visual connection with the food preparation.
- Direct access to an outdoor area.
- Six double power outlets.
- Television and data connection.

○ Lounge Rooms

The lounge rooms will have the following features;

- Power, data points and Wi-Fi.
- Television connection for TV and connection to entertainment technologies including Skype.
- The main central lounge is to be provided with a Fire place (gas or electric) with safety grille.

○ Storage

Storage rooms and cupboards will be dispersed to accommodate equipment, clean linen (not personal), and evacuation equipment. Separate storage is required for the following;

Resident's personal clothing and items	Personal wardrobe
Resident's personal linen	Personal cupboard

○ Amenities (staff & visitors)

A Universal Accessible Toilet will be located centrally for staff and visitors which will include a shower for end of trip facilities. Each 'home' will have a separate Powder Room with a pan and vanity for staff and visitor use.

○ Staff workstations (workstation, lockers, records, medication)

The staff workstation room will be discrete and separate from resident areas while maintaining the ability for staff to respond quickly in an emergency.

The workstation room will accommodate;

- Desk and PC
- Phone, data, Wi-Fi
- Medication locked cabinet
- Hard copy files and records
- Staff login point (fingerprint system)
- Storage cupboard, lockable
- Staff lockers

- Whiteboard/pin-up board

COMMUNAL SPACES

○ Common Activity Area

A multipurpose communal activity area accessible by all residents' families and visitors located centrally within the development. This will allow residents to socialise and partake in informal or organised activities.

Activity room requirements;

- Kitchen with sink and refrigerator space.
- Adequate power points
- Television/ phone/ data point/ Wi-Fi.
- Storage cupboards.
- Electric remote controlled blinds.
- Sliding doors to the outside space.
- Heating and cooling.

○ Studio

A multipurpose area for residents to partake in activities such as woodworking, arts and crafts.

Studio requirements include;

- Utility sink.
- Adequate power points.
- Storage cupboards.
- Resilient floor coverings.

○ External Store

External store room for large equipment and items that are used on an occasional basis.

Store room requirements;

- Power points.
- Shelving and hanging racks.

STAFF SUPPORT UNIT

○ **Managers Office and Registered Nurse Office**

The offices will be accessed directly to the outside and not encroach on a 'home' or resident areas while maintaining the ability for staff to respond quickly in an emergency.

The offices will accommodate;

- Desk and PC.
- Phone, data, Wi-Fi.
- Fingerprint recording system.
- Intercom and gate monitoring and control system.
- Hard copy files and records.
- Surveillance of main entry vehicular and pedestrian gate (tinted window).
- Storage cupboard, lockable.
- Whiteboard/pin-up board.
- Small bar fridge (staff use).

○ **Sanitary Facilities (U.A.T. + shower)**

A universal accessible toilet and shower will be provided, accessed from the outside or a common space, not within a 'home'. This will be available for staff and visitors use.

Features;

- Shower with grab rails and fold-down seat to AS 1428.1.
- Vanity basin .
- Shelf.
- Coat hooks.
- Cupboard, one lockable.
- Mirror.

MATERIALS AND FINISHES

○ **External Materials and Finishes**

The selection of materials will be complimentary to the unique natural reserve adjacent the site.

Lightweight framed construction and cladding systems with a variety of colours and textures will be proposed to enable an expedited construction timeline and offer distinguishing features between the houses.

The longevity of materials and finishes is a high priority in the selection criteria.

Wayfinding will be enhanced through the differentiation of materials for pathways, private and public spaces and the individual homes.

Interior finishes will;

- Have a home-like aesthetic quality.
- Be hard wearing and low maintenance.
- Have antibacterial properties.

1.1.27 FLOORS

- Shock absorbing and slip-resistant vinyl to all areas including bedrooms.
- Junctions to walls in wet areas to be coved.
- Easy to clean and maintain.
- Contrast colour strip in passages and through door ways.

1.1.28 WALLS

- Vertical surfaces to have protection from wheelchairs such as wall vinyl.
- Corner guards to walls and doors.
- Water resistant in wet areas, prefer floor to ceiling tiles..

1.1.29 WINDOW TREATMENTS

- Roller blinds to bedrooms to be electric. Allowed for integration into resident's remote control technology.
- Electric blinds to all external windows of the buildings.

1.1.30 SIGNAGE

Signage for the buildings is to be in-line with the development's urban residential nature.

Services signage is to be discrete and unobtrusive (discrete emergency exit signage).

1.1.31 VISUAL ACCESSIBILITY

A minimum of 30% luminance contrast shall be achieved between the following;

- Bathroom wall and floor surfaces.
- The toilet seat and the background to which it is viewed.
- The washbasin and the background to which it is viewed.

SERVICES

The services generally are to be discretely located where possible or screened from view where not possible.

Services to be activated only when they are required (turned-on, or become visible such as emergency lighting or sprinkler heads).

1.1.32 SUPPLY

- Power, gas and water shall be metred separately to the over-all Ability Centre site.
- Uninterrupted power supply with an on-site generator to all houses.
- Discretely located stop valves shall be fitted to each building and each sanitary fixture to allow for isolated maintenance and emergency shut off when required

1.1.33 ELECTRICAL- POWER

- Provide spare capacity to switchboards (Ability Centre to confirm percentage)

- Power points adequately located for general day-to-day use (cleaning, battery packs, appliances)

1.1.34 TELEPHONE POINTS

- Telephone points located in the following areas;
 - Bedrooms.
 - Staff offices.
 - Living room.
- Provision for Wireless internet throughout the houses

1.1.35 TELEVISION

- Television points located in the following areas;
 - Bedrooms.
 - Dining, living room, theatre rooms.

1.1.36 CALL SYSTEM AND COMMUNICATION SYSTEM

A call system is to be installed to the BCA requirements and with the following features;

- Enable residents to communicate with staff verbally.
- Residents to alert staff via a pager or smart phone device.
- Notify staff who or where the alert is from.
- The remote buttons to be customised and integrated for resident's individual capabilities.
- The device to be accessible to a resident from anywhere in the room, including lying on the floor.
- Set up for two possible bed configurations in fixed locations.
- Have pendent cords.
- Activate the call signal in staff office and mobile hand-held device.
- Each device to be able to select which house it will pick-up signals from.
- No visual signals in corridors or communal spaces.
- Turned off only at the emergency activate site.

1.1.37 HEATING, COOLING AND VENTILATION

Many residents are not able to regulate their body temperature and have individual requirements.

The heating and cooling system is required to;

- Maintain a constant indoor temperature.
- Be energy efficient.
- Bedrooms to have individual temperature control.
- Bathrooms to have heating.
- Ceiling fans to the living and dining areas.

1.1.38 SMART HOME SYSTEM

Requirements are to be confirmed by Ability Centre

- Individual controlled assistive technology;
 - Maximise resident's independence.
 - Allow future add-on items.
- Smart wiring system throughout.
- High strength Wi-Fi.
- Category 6 cabling.

- Fibre Optic.
- Backup electrical system (automatic doors, electric blinds).

Each individual is to be able to automate and control the following;

- Temperature control on-off.
- Window blind operation.
- Bedroom door opening and closing.
- Lighting on and off.
- Television/audio.
- Main entry automatic door unlocking (allocated case-by-case).
- Main automatic doors to outside areas (allocated case-by-case).
- Electric gates unlocking and locking (allocated case-by-case).

Interface control to be operated by;

- Customised remote button (adapted to suite resident's wheelchair)
- Customised voice recognition (if available)
- Tablet or smartphone (Wi-Fi)

1.1.39 CLIENT CARE SYSTEM

The Ability Centre will be investigating a Computerised Client Care System. The services provided within the buildings must allow for the easy integration of the system throughout the various building.

1.1.40 ACOUSTICS

- Bedrooms will be acoustically rated for verbal privacy
- Materials for floor and ceilings will be treated for acoustic absorbency to reduce echo from hard surfaces

1.1.41 FIRE RISK MANAGEMENT

The buildings will have a fire sprinkler system with recessed sprinkler heads, to be more domestic like.

The site has a hydrant system which will need to be inspected and upgraded if required.

REFERENCES

Workshop Report 15 and 23 July 2015- Aqeunta

Guidelines for Design and Construction of Residential Health, Care and Support facilities, The Facility Guide Institute, 2014 Edition.

NSW Health Facility Guidelines

Residential Independence Pty Ltd – Design Brief Version 4

APPENDICES

- **Accommodation Schedule**
-



ATTACHMENT 4

LANDSCAPING PLAN



ROWE GROUP

ACCESS TO AC.

ARBOR/SHADE
STRUCTURE AND
SEATING.

RAISED GARDEN/
VEGGIE BEDS.

TILED DECK.

FEATURE PAVEMENT
TO DENOTE BUILDING
ENTRY.

CENTRAL SEATING
AND GATHERING
SPACE.

GAREDN BED
PLANTING TO
BOUNDARY.
PLANTING TO
CONSIST
PREDOMINANTLY OF
NATIVE PLANTS.
GARDEN BED TO BE
IRRIGATED AND
FULLY MULCHED.

RAISED GARDEN/
VEGGIE BED.

SEATING.

COLOURED/WASHED
AGGREGATE CONCRETE
PAVEMENT.

FEATURE PAVEMENT
TO DENOTE BUILDING
ENTRY.

TILED DECK.

GAREDN BED
PLANTING TO
BOUNDARY.
PLANTING TO
CONSIST
PREDOMINANTLY OF
NATIVE PLANTS.
GARDEN BED TO BE
IRRIGATED AND
FULLY MULCHED.

SEATING.

COLOURED/WASHED
AGGREGATE CONCRETE
PAVEMENT.

SEATING.

BBQ.

SEATING.

FEATURE TREE
PLANTING.

WATER FEATURE.



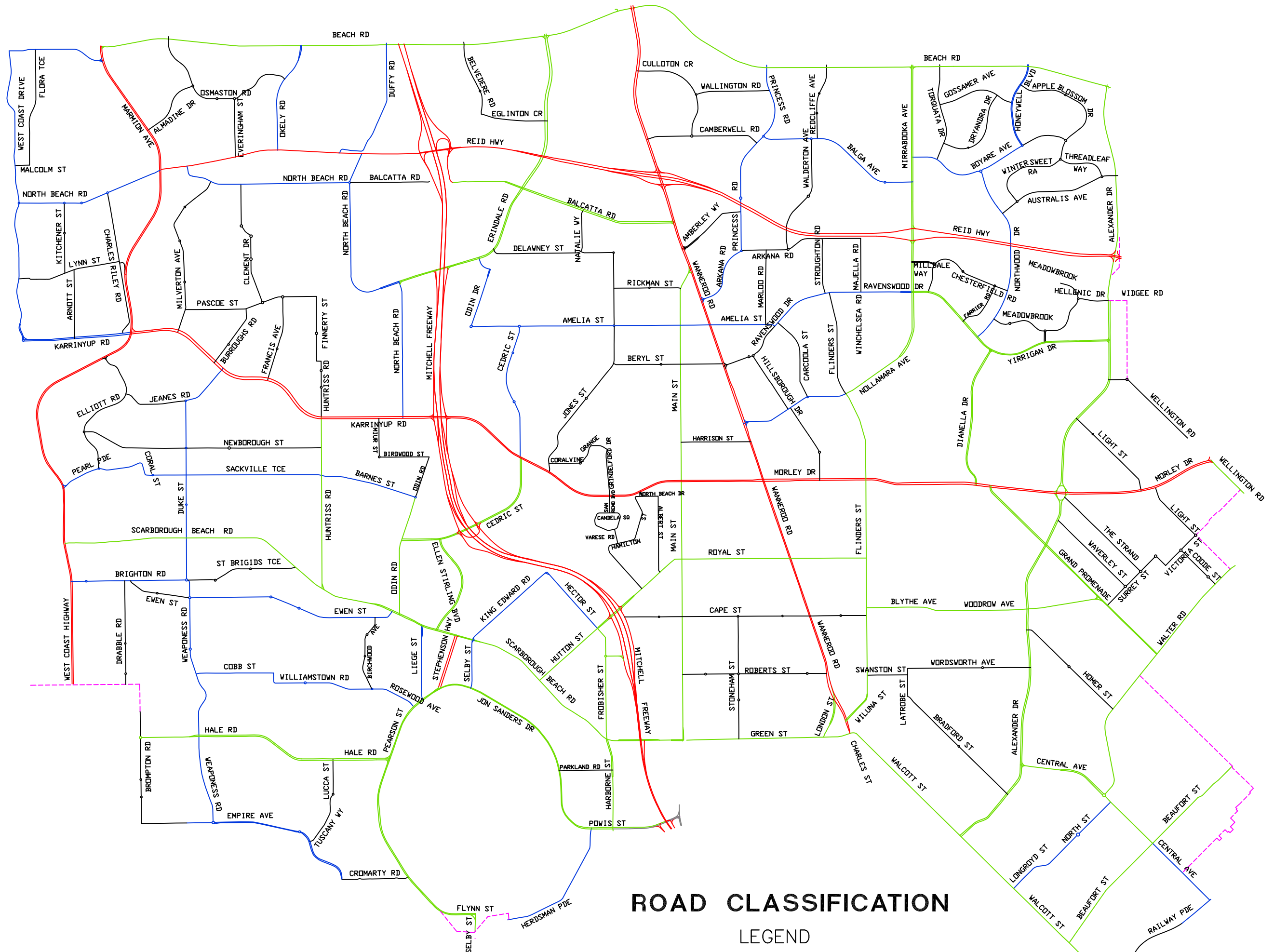


ATTACHMENT 5

CITY OF STIRLING ROAD CLASSIFICATION PLAN



ROWE GROUP



ROAD CLASSIFICATION

LEGEND

Austroads Class	6	Primary Distributor
	7	District Distributor A
	7	District Distributor B
	8	Local Distributor
	9 (not shown)	Local Roads



ROWEGROUP

Job Ref: 8432
8 April 2016

Chief Executive Officer
City of Stirling
25 Cedric Street
STIRLING WA 6021

Attention: Giovanna Lumbaca – Senior Planning Officer

Dear Ms Lumbaca

**Additional Information Requested Regarding Development Application
DA16/0409
Lot 6345 (No. 106) Bradford Street, Coolbinia**

We refer to email correspondence from the City of Stirling ('City') dated 30th March 2016 regarding the Development Application (DA16/0409) for Lot 6345 (No. 106) Bradford Street, Coolbinia (herein referred to as the 'subject site').

Within the City's correspondence, additional information was requested in relation to the following:

1. Levels – retaining and fill;
2. Emergency vehicle and service access;
3. Landscaping;
4. A Bushfire Attack Level ('BAL') Assessment; and
5. Car parking requirement.

With respect to points 1 and 4 above, additional information addressing these matters was provided to the City via email on 29th March 2016. The correspondence to the City provided justification in relation to the retaining and fill which is proposed to exceed 0.5m in height. A BAL Assessment, prepared by Bushfire Attack Level Report WA, was also provided to the City on 29th March 2016, which demonstrated that the proposed development will not be located in a position where it will be adversely impacted by bushfire.

With respect to points 2 and 5 above, Cardno has been engaged to prepare a Transport Assessment for the proposal. The Transport Assessment

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provides details on car parking for the whole of the site, along with turning templates demonstrating that sufficient space is provided the manoeuvring of service and emergency vehicles. The Transport Assessment is appended at Attachment 1.

A summary of the findings outlined within the Transport Assessment is provided below:

- Sufficient car parking is provided and proposed at the subject site;
- The residents of the proposed Hillroyd building will not generate any vehicle movements as they are not capable of driving;
- The expected generated vehicle movements are not anticipated to have any adverse impacts to the locality or the existing uses at the site;
- A swept path analysis demonstrates that the proposed development provides sufficient space for the manoeuvring of trucks, service and emergency vehicles.

With respect to point 3 regarding landscaping, the City identified a number of matters which required additional information to address requirements outlined within Local Planning Policy 6.6 – Landscaping ('LPP6.6').

Provided below is a response to the various queries raised:

- i. Plans do not clearly show of the existing paths to the reserve are being retained. There is only one access path from the Ability Centre at present. This is the path along the eastern boundary.***

The Development Plans submitted to the City on 26th February 2016 illustrate that the existing paths within the Reserve will be retained. The existing path within the Reserve which abuts the north-eastern lot boundary will be maintained and will connect with a path proposed within Hillroyd development area. Maintaining the existing path within the Reserve will provide residents with a logical and convenient accessway into the Reserve.

- ii. The submitted landscape concept is a little light on detail. To better assess this more information is required in regards to the tree and shrub species and the clarification relating to the use of evergreen and deciduous trees.***

Please refer to the amended Landscaping Plan appended at Attachment 2. The amended Landscaping Plan outlined the various plant species which are proposed to be planted at the site.

- iii. The use of garrison fencing is a concern as it is a very heavy industrial response to delivering boundary security. There must be light residential fencing options that are not solid and off putting to passing reserve users. Consideration should be given to the impact of the fencing upon the surrounding area.***

Our Client proposes a black aluminium boundary fence which will be visually permeable for residents and for users of the adjacent Reserve. The proposed fencing is considered to be appropriate for the site as it will not be solid and off putting to the Reserve users while providing a fencing type which will not compromise on the safety of the residents or views to the Reserve.

iv. *How are the narrow garden areas between the building and the site boundaries accessed to be serviced and building cleaned and regularly maintained?*

The Ability Centre employs maintenance staff who will be responsible for maintaining and servicing the areas on a regular basis. Despite the areas being narrow, sufficient space (a width of approximately 2m) is provide for maintenance staff to access the areas and undertake general maintenance tasks.

v. *Fewer trees may be needed adjacent to and with proposed lawn areas to ensure sufficient sunlight for the lawns to grow.*

The development does not propose any additional lawn areas at the site. The landscaping proposed at the site is not excessive and will not inhibit the ability for lawn areas to grow.

vi. *A minimum of 1 tree per 6 bays (Minimum 45 litre for exotics and 11 litre for natives) is required in open parking areas. Shrubs are generally not permitted as they may interfere with sight lines in and around parking areas and driveways. The plans are required to show the proposed new car parking bays shade trees in accordance with the City's Landscaping Policy.*

The Landscaping Plan has been amended to include trees adjacent to the proposed car parking areas in accordance with the City's Landscaping Policy. Refer to Attachment 2.

vii. *The City has recently carried out upper canopy pruning to reduce tree overhang onto the Sir David Brand site. The close proximity of the proposed building to the adjacent trees exacerbates this problem and poses several serious concerns including:*

a. *Damage to existing tree root systems during construction of the proposed boundary terrace walling;*

There is currently a 4m cleared firebreak area between trees in the Reserve and north-eastern lot boundary. There are several large trees with canopies which reach the lot boundary of the site. Generally the tree root system is confined to the tree canopy line. We are of the view that the proposed retaining wall will not impact adversely on the tree root system.

We can seek advice from an Arboculturalist to ensure that the proposed development will not have any adverse impacts to the existing vegetation.

b. Increased risk of property damage from a fire spreading through the bushland;

Refer to the BAL Assessment provided to the City on 29th March 2016. Based on the width and area of the vegetation within the Reserve, the vegetation will not be a risk to the proposed development.

c. The risk of damage to property from falling trees and branches;

The City of Stirling is the managing body for the Parks and Recreation Reserve, therefore it is the City's responsibility to ensure that the trees within the Reserve are appropriately managed and maintained. As noted above, the Ability Centre employs maintenance staff who will manage and maintain the vegetation on site. Tree branches will be managed and maintained by the maintenance staff to ensure that they do not pose a threat to the proposed buildings.

d. The inability of some residents to live comfortably close to large established trees leading to the inevitable call for their heavy pruning and removal;

As noted above, the trees on site will be managed and maintained regularly by maintenance staff employed by the Ability Centre.

e. Build up leaf litter on the new buildings rooves and gutters.

The buildings proposed as part of the Development Application will be constructed with gutter guards to ensure that there is not build up of leaf litter in gutters. Again the maintenance staff will ensure to clear any build of leaf litter at the site.

The City has had similar issues elsewhere in the area where retirement homes were developed immediately adjacent to established bushland.

The proposed development is not next to an established bushland area. While there is a pocket of more established vegetation to the north-east of the site, it is setback approximately 4m from the site and comprises an area less than one (1) hectare. We also note that the proposed development will replace an existing development which was used for the same purposes as the proposed development.

viii. It is noted that the existing reserve path cuts across the north western corner of the Sir David Brand site. Parks and Reserves Business Unit are looking at rectifying this situation and will come back with their preferred options to relocate the path back onto the reserve.

Comment noted.

Conclusion

Provided above and attached are details which address the various comments raised by the City within correspondence dated 30th March 2016. The queries raised by the City have been addressed through the following:

- A BAL Assessment;
- Transport Assessment;
- An Amended Landscaping Plan; and
- Through the written responses provided above.

We trust the above sufficient addresses your queries however, should you require any further information or clarification in relation to this matter, please contact Aaron Lohman or Camille Clarke on 9221 1991.

Yours faithfully,



Camille Clarke

Rowe Group

Attachment One

Transport Assessment

No. 106 Bradford Street, Coolbinia (Ability Centre)

Transport Assessment

CW945600



Prepared for
Ability Centre

7 April 2016

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Executive Summary

Cardno has been commissioned by the Ability Centre to prepare a *Transport Assessment* (TA) for the proposed Nursing Home in the northern corner of Lot 6345 (No. 106) Bradford Street, Coolbinia.

The TA will focus on traffic operations, access, and car parking aspects for the proposed development.

This TA has been prepared in accordance with the WAPC Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments (2006), for lodgement with the Development Application to the City of Stirling.

The following conclusions have been made in regards to the proposed development:

- > The proposed development is a nursing home with 4 accommodation units and will house 26 residents with high support needs. The proposed development will replace the existing Hillroyd building.
- > A total of 23 staff will work in three shifts as direct carers and nurses for the residents of the new Hillroyd building.
- > The proposed Hillroyd building is expected to generate 46 daily vehicle trips.
- > Only staff of the new Hillroyd building will utilise the proposed car parking bays as the residents are not capable of driving.
- > The development generated trips will not coincide with the background peak hours of the network and therefore is not considered to impact the network performance.
- > Parking provision has been assessed for the entire Ability Centre and is found to be sufficient with the proposed development.
- > Swept path analysis of refuse collection trucks, service and emergency vehicles has been undertaken. The results of the analysis showed that the vehicles can comfortably manoeuvre along site roads.

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1 Introduction

1.1 Background

Cardno has been commissioned by the Ability Centre to prepare a *Transport Assessment* (TA) for the proposed Nursing Home within the northern corner of Lot 6345 (No. 106) Bradford Street, Coolbinia.

The TA will particularly focus on traffic operations, access, and car parking aspects for the proposed development.

This TA has been prepared in accordance with the *WAPC Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments* (2006), for lodgement with the Development Application to the City of Kwinana. The checklist form, included in these guidelines, is enclosed in **Appendix A**.

2 Development Proposal

2.1 Proposed Development

Cerebral Palsy Association proposes to construct a new nursing home within the existing Ability Centre, which will provide accommodation for residents requiring the highest level of health care and support.

Figure 2-1 presents the site plan of the existing Ability Centre consisting of:

- > Mindaroo Rise development to the South;
- > Sir David Brand Centre to the North; and
- > Hillroyd Building within the northern corner of the site.

Figure 2-1 Existing Ability Centre Site Plan



The proposed nursing home will be located within the northern corner of Lot 6345 (No. 106), Bradford Street, Coolbinia, replacing the existing Hillroyd building.

A plan illustrating the layout of the proposed development (new Hillroyd building) is shown in **Figure 2-2**.

Figure 2-2 Proposed Development Site Layout



Source: Ability Centre

2.2 Proposed Land-use Components

The Proposed development will be built over an area of approximately 3.5 ha and will comprise a Nursing Home; car parks, roads and services easements. The nursing home will provide accommodation for 26 residents within 4 accommodation units, housing an additional 6 residents compared to the existing buildings. The function of the proposed development will be similar to that of the existing nursing home at Mindaroo Rise development.

2.3 Development Trip Pattern

The residents at the site will not drive and will not have their own vehicle due to high support needs. Traffic generated at the site will therefore be from employees and visitors. Direct carers and nurses will be present on site to take care of the residents all across the day, working in shifts as follows:

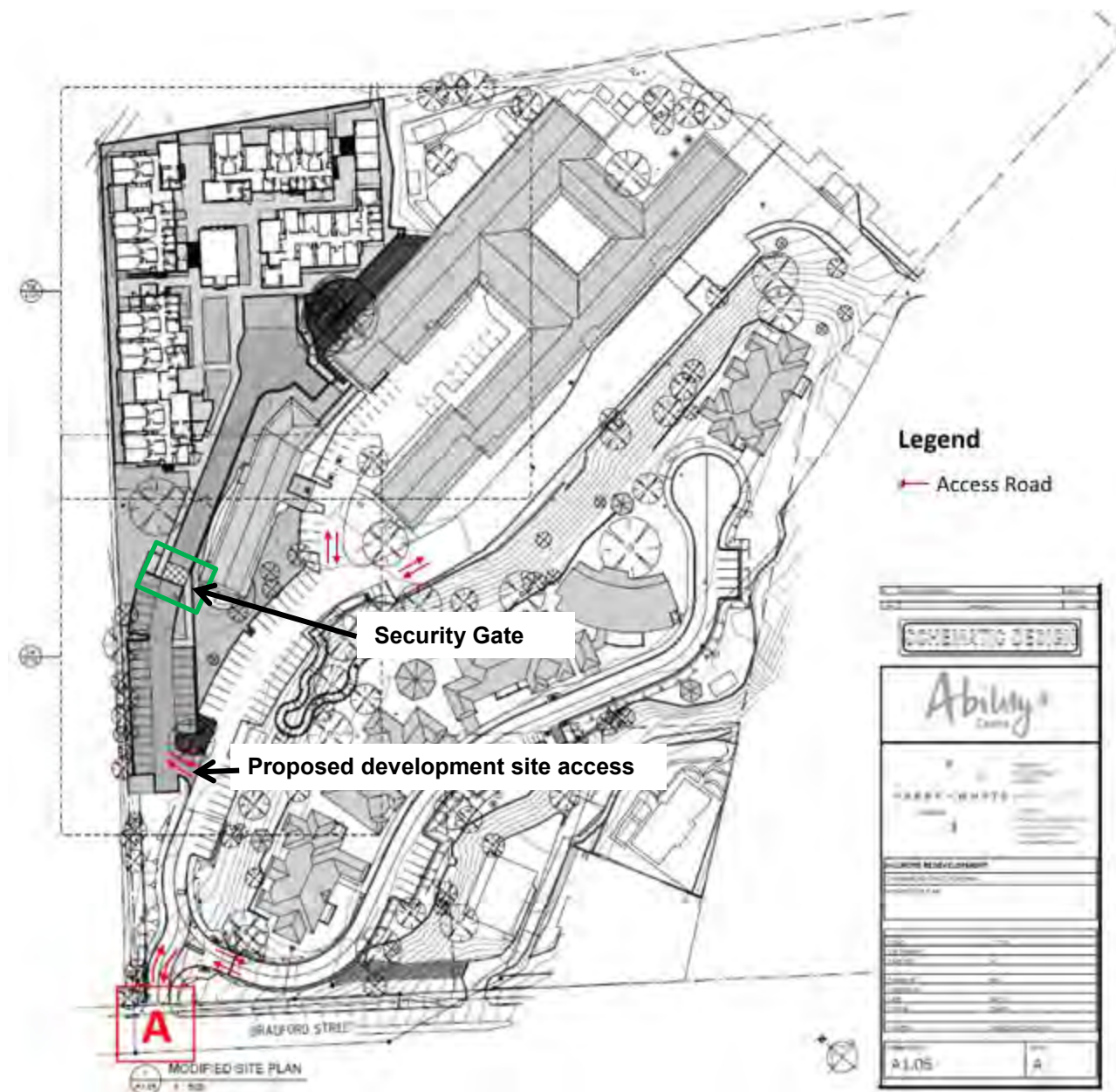
- > 6:00 am to 3:00 pm : 10 staff
- > 3:00 pm to 11:00 pm : 10 staff
- > 10:00 pm to 7:00 am : 8 staff

2.4 Site Access Arrangement

The proposed development site will have one access point as shown in **Figure 2-3** and described below:

- > **Access A, on Bradford Street** is an all movement three-way access crossover;

Figure 2-3 Site Access Arrangement



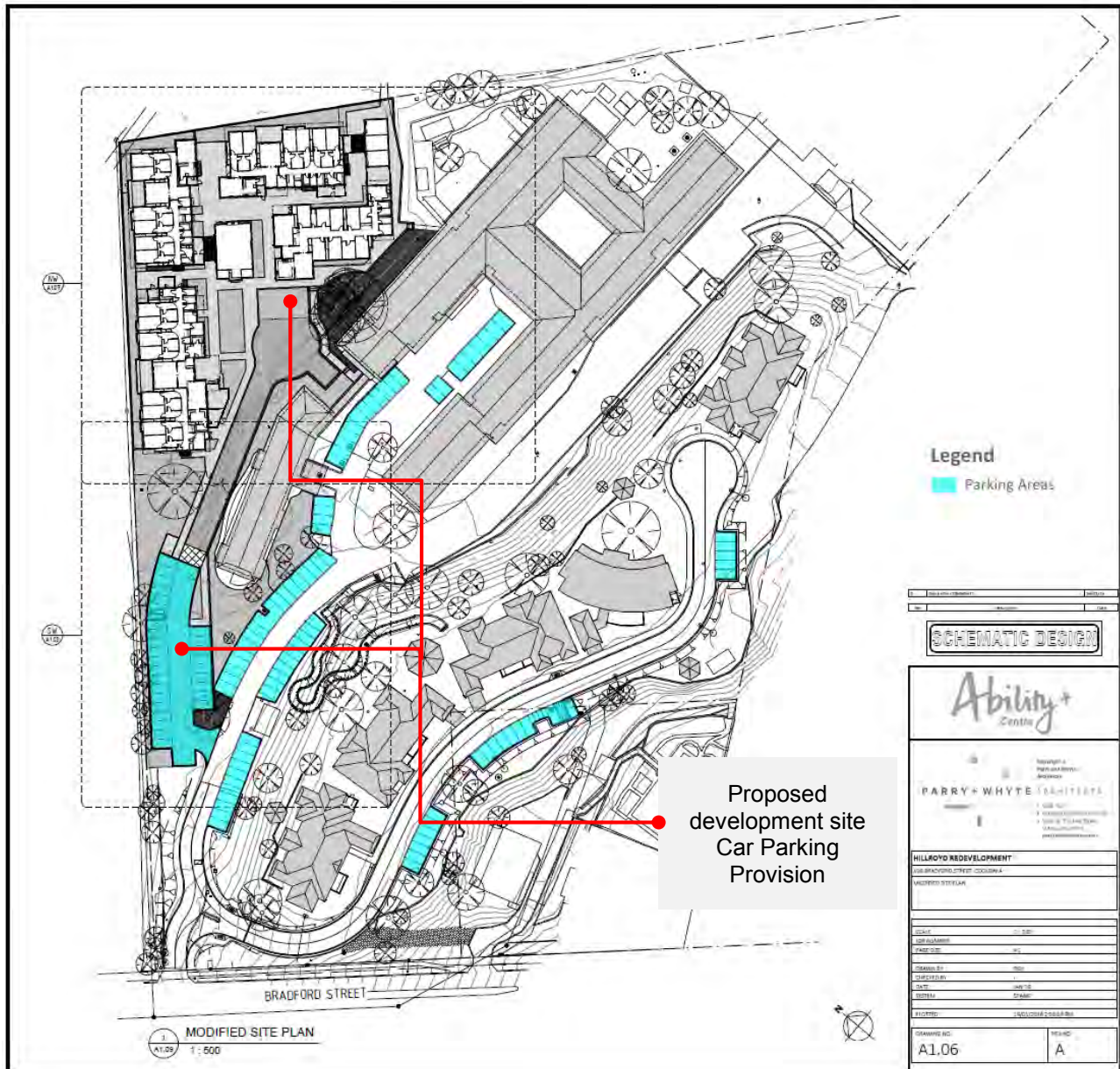
Source: Rowe Group

A set of security gates are proposed to be installed at the access point of the site as shown. These gates will only be shut during out of hours' time and so will remain open during normal business hours. They will be fitted with an intercom system and remote control so that they can be opened outside the business hours. The remote control will be interlinked with the Fire Sprinkler Control Systems so that they open automatically when there is an emergency.

2.5 Car Parking Provision

The proposed development has a provision of 32 car parking bays in total that will replace the existing 56 (35 bays near old Hillroyd Building + 21 bays near the existing branch driveway). The proposal includes a provision of 29 bays on either side of the access driveway and 3 large accessible bays under a canopy adjacent the new Hillroyd Building as shown in **Figure 2-4**.

Figure 2-4 Proposed Development Car Parking Provision



Source: Ability Centre

3 Existing Situation

3.1 Existing Site Context and Land Use

The proposed development site is located within the existing Ability Centre in Coolbinia.

The proposed development site is bounded by Bradford Street to the south-west which will serve as the access point to the site.

Figure 3-1 presents the location of the proposed development in the context of the surrounding road network.

Figure 3-1 Proposed Development Site Location



Source: Nearmap February 2016

As shown in **Figure 3-1** the area surrounding the proposed development is primarily residential.

Two primary schools exist to the eastern boundary of the Ability Centre. Access to Sir David Brand School for the disabled is located along Glick Road and access to Coolbinia Primary school is located both along Bradford Street and Glick Road. The Ability Centre is bounded by Yorkshire Sport Club and recreation facilities to the North and the West.

3.2 Existing Road Network

Figure 3-2 and **Figure 3-3** show the road hierarchy classification and speed limits of the existing roads surrounding the proposed development.

Road classifications are defined in the Main Roads Functional Hierarchy as follows:

Primary Distributors (light blue): Form the regional and inter-regional grid of MRWA traffic routes and carry large volumes of fast-moving traffic. Some are strategic freight routes, and all are National or State roads. They are managed by Main Roads.

District Distributor A (green): These carry traffic between industrial, commercial and residential areas and connect to Primary Distributors. These are likely to be truck routes and provide only limited access to adjoining property. They are managed by Local Government.

District Distributor B (dark blue): Perform a similar function to District Distributor A, but with reduced capacity due to flow restrictions from access to and roadside parking alongside adjoining property. These are often older roads with traffic demand in excess of that originally intended. District Distributor A and B roads run between land-use cells and not through them, forming a grid that would ideally be around 1.5 kilometres apart. They are managed by Local Government.

Local Distributors (orange): Carry traffic within a cell and link District Distributors at the boundary to access roads. The route of the Local Distributor discourages through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to or serving the area. They are managed by Local Government.

Access Roads (grey): Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian friendly. They are managed by Local Government.

Figure 3-2 Existing Road Hierarchy of the Surrounding Network

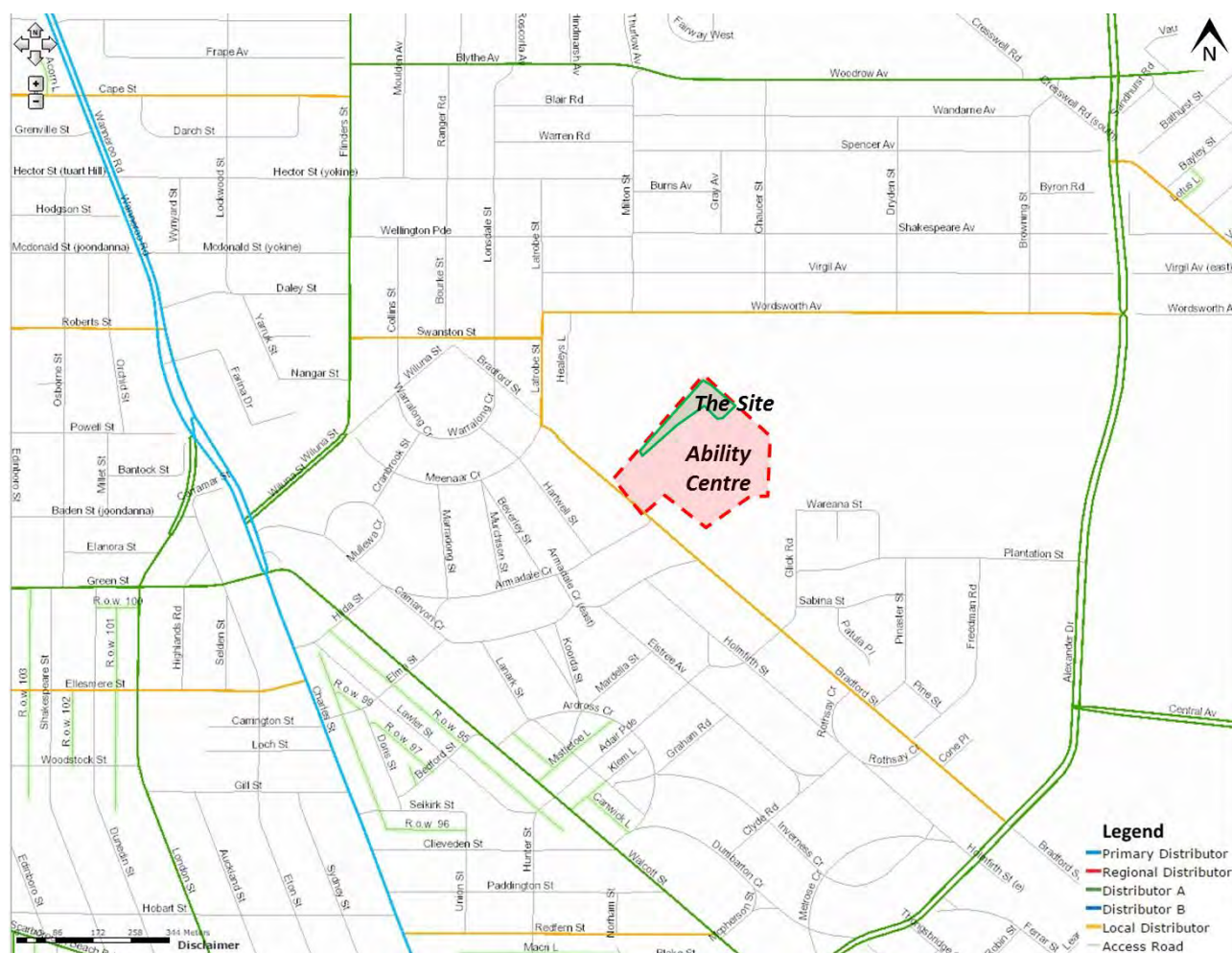


Figure 3-3 Existing Speed Limits on the Surrounding Road Network



> **Bradford Street** is a local access road which will function as the access point for the proposed development. It is located on the south western boundary of the proposed development and consists of a two-way single carriageway with width varying between 7.5m to 9.5m. A 1.5m median space currently exists for a 250m stretch adjoining the Ability Centre. No On-street parking provision is made along both sides of the street abutting Ability Centre.

3.3 Existing Intersections

There are no major intersections within 800m distance of the development site.

3.4 Existing Road Network Volumes

Existing traffic volumes of the surrounding road network were obtained from the City of Stirling for February, 2015. SCATS intersection count data for the intersections of Bradford Street with Alexander Drive and Wiluna Street were obtained to determine peak hours for the surrounding network.

Additionally, an intersection turning count survey was undertaken at the Ability Centre access in March 2016 by Cardno (refer **Appendix C**).

The traffic volumes on the existing roads are summarised in **Table 3-1**. Note that the AM and PM peak hour periods chosen for the TA were determined from the analysis of SCATS data. Accordingly, 8 to 9 AM and 3 to 4 PM were found to be the busiest hours of the day along Bradford Street.

The SCATS data were also used to determine daily flows by factoring the peak hour flows by the ratio of the peak to daily at the Bradford Street/ Alexander Drive Intersection.

Table 3-1 Existing Traffic Volumes

Location	Weekday Traffic Volumes (two-way)		
	AM peak hour (8:00 – 9:00 AM)	PM peak hour (3:00 - 4:00 PM)	Daily Flows
Bradford Street	560*	430*	3,128**

* Estimated based on the Cardno's peak hour counts, City of Stirling Traffic Counts and SCATS.

**August 2015

3.5 Existing Pedestrian/Cycle Networks

1.5 m wide foot paths currently exist along both sides of Bradford Street.

3.6 Existing Public Transport Facilities

The site is well connected with public transport which will assist staff and visitors. There are currently 6 public transport stops located within 400m from the site. Public transport stop locations and the route are shown on **Figure 3-4**. Routes 19 and 20 operate along this route with services in each direction approximately every 15 minutes on weekdays, and approximately every 10 minutes during the AM and PM peak hour periods.

PT route details are presented as follows:

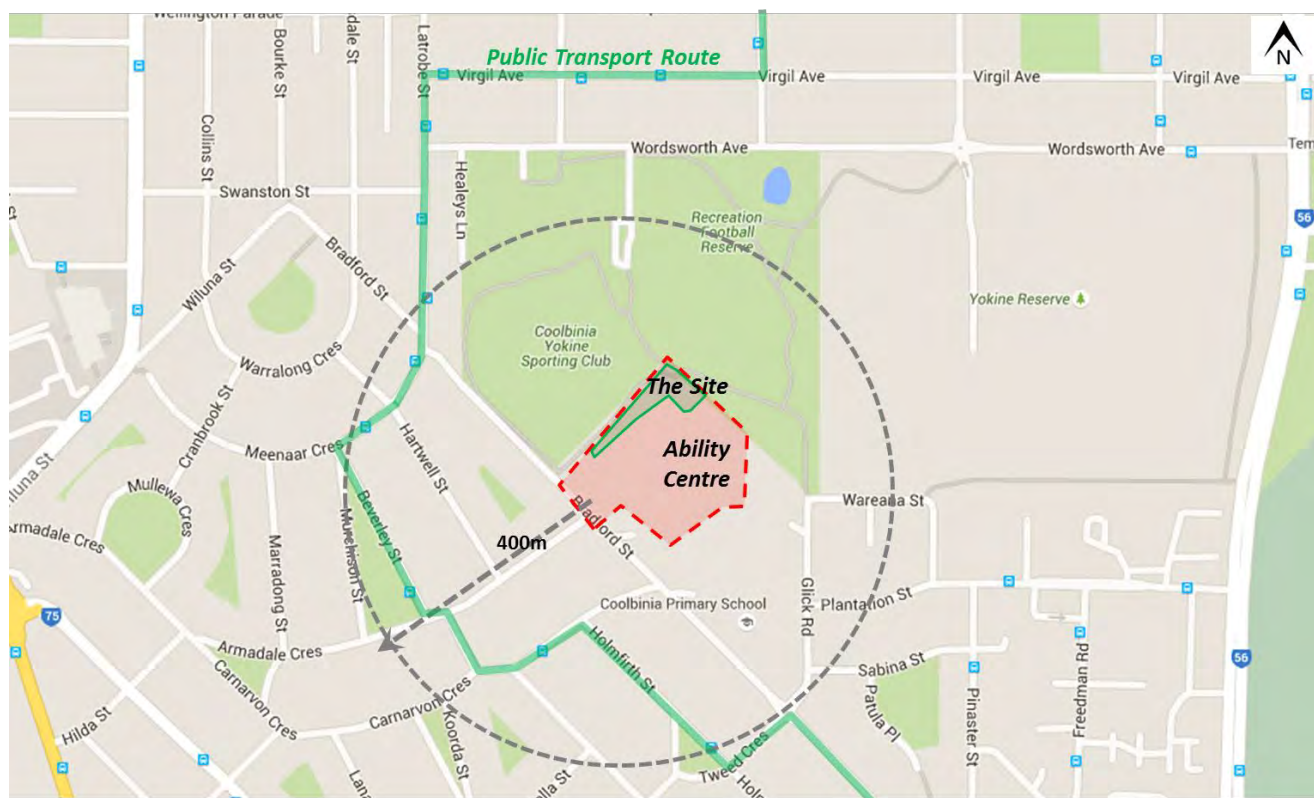
Route 19

Type: Bus
Nearest stop: Holmfirth Street Before Carnarvon Crescent, 38 meters
From: Roe St Bus Station
To: Nangar St / Flinders Square

Route 20

Type: Bus
Nearest stop: Pinaster Street After Bradford Street, 400 meters
From: Edith Cowan University Mount Lawley
To: Morley Bus Station

Figure 3-4 Existing Public Transport Routes



Source: Transperth

3.7 Crash Summary

Crash data for the five-year period between 1 January 2010 and 31 December 2014 for the following sections of roads have been obtained from Main Roads WA:

- > Bradford Street from Meenaar Crescent to Glick Road (including intersections)

Table 3-2 Crash Statistic at Bradford Street Between Meenaar Crescent and Glick Road, 1 January 2010 to 31 December 2014

Type of Crash (RUM Code)	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Rear End					2	2
Right Angle			1	2		3
Hit Object					1	1
Side Swipe Same Direction					1	1
Total			1	2	4	7

In Summary,

- > There is a record of 7 crashes in 5 year period;
- > 1 accident required medical attention;

4 Analysis of Transport Network

4.1 Assessment Years and Time Period

As identified in the “WAPC Transport Assessment Guidelines: Individual Developments” dated August 2006, traffic conditions should be analysed for the year of assumed full completion and also an approximate 10-year horizon after full development.

The full completion of the proposed development is understood to be planned for the year 2017.

4.2 Growth Rate

Based on surrounding road network, historical data has shown little increase in traffic, therefore a conservative 1% p.a. has been assumed.

4.3 Development Traffic Generation

As described in **Section 2**, the proposed development is a nursing home that would accommodate 26 residents with high support needs. The Ability Centre will employ 23 therapy staff within the new Hillroyd building in the form of direct carers and nurses on a full time and part time basis. A detailed breakdown of the staff for the centre is presented in **Table 4-1**.

Table 4-1 Ability Centre Staff Breakdown

Staff	With Proposed Development
Total Admin/Therapy Staff	154
Sessional Work	60
Part Time	39
Full Time	55

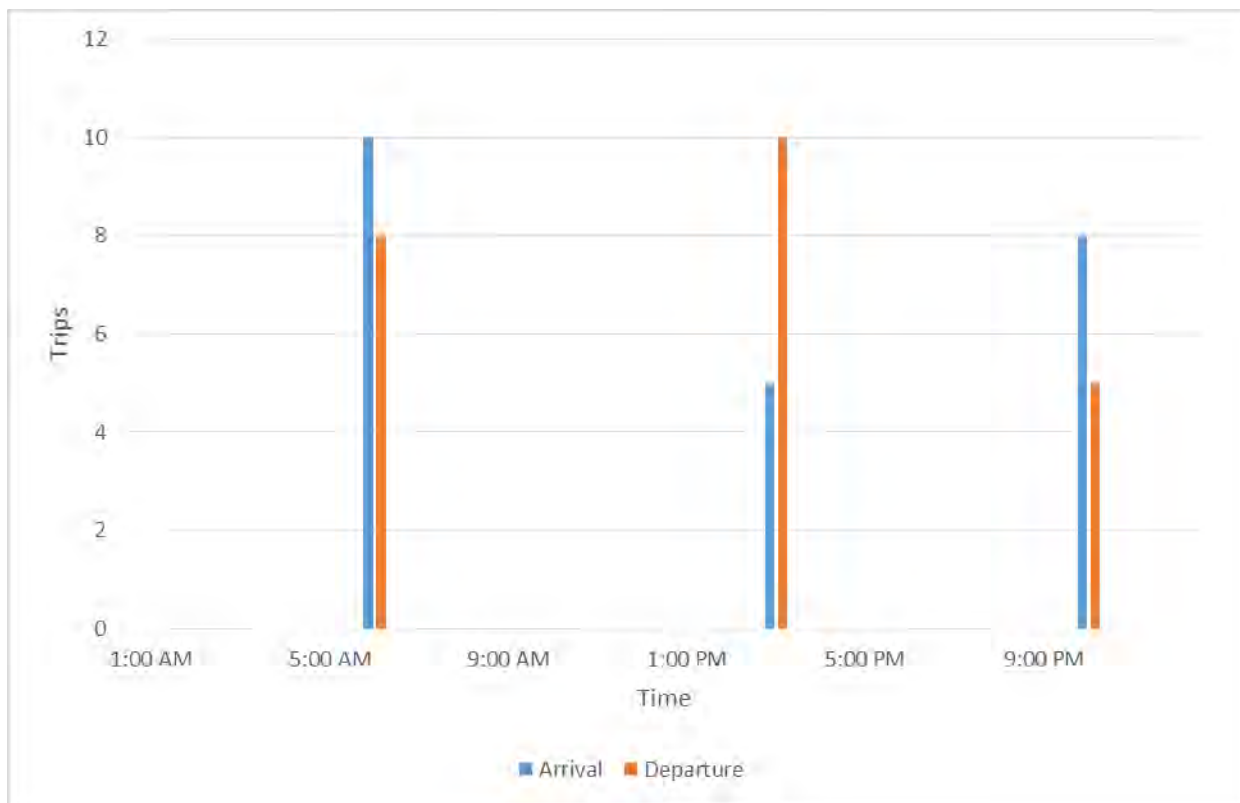
As described in **Section 2.3**, direct carers and nurses will be present within the proposed Hillroyd building to take care of the residents all across the day, working in shifts as follows:

- > 6:00 am to 3:00 pm : 10 staff
- > 3:00 pm to 11:00 pm : 10 staff
- > 10:00 pm to 7:00 am : 8 staff

All the employees are assumed to drive to the centre, even though there are bus services and cycle routes. This translates to **46** two-way daily trips to the site which is therefore considered to be quite conservative.

The arrival and departure profile for the additional staff across the day is presented in **Figure 4-1**.

Figure 4-1 Proposed Development Staff Arrival and Departure Profile Across the Day



As shown in the graph,

- > 18 trips occur between 5:00 to 6:00 AM
- > 15 trips occur between 2:00 to 3:00 PM
- > 13 trips occur between 9:00 to 10:00 PM

It is noted that these trips occur out of the network peak hours which are 8:00 to 9:00 AM and 3:00 to 4:00 PM and therefore would not have an impact on the network performance.

5 Parking Assessment

5.1 Statutory Parking Supply Requirement

The car parking provision required to service the proposed development is set out in Section 6 of City of Stirling's Local Planning Scheme No. 3 and the relevant provisions of LPP 6.7. The applicable land uses and the associated car parking requirements according to the scheme are presented in **Table 5-1**.

Table 5-1 Car Parking Requirements

Use	Car Parking Requirements
Nursing Home	1 bay per three beds

Source: Section 6 of City of Stirling's Local Planning Scheme No. 3

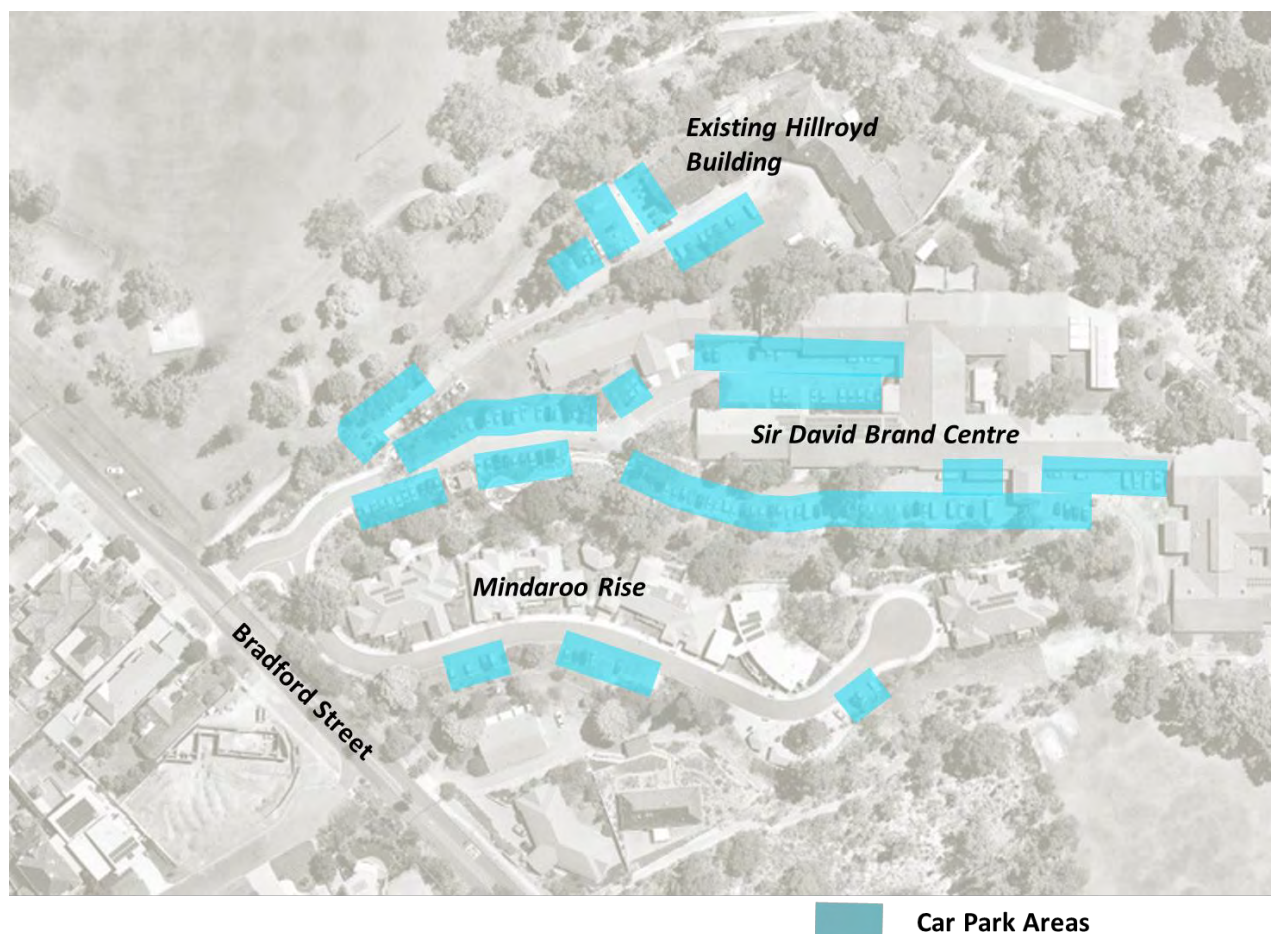
The statutory requirement based on the Local Planning Scheme is 9 bays, given that a total of 26 residents will be accommodated in the new Hillroyd Building.

As noted in **Section 2.5** the proposed development has a provision of 32 car parking bays in total. The surplus of car parking provision will therefore be available for staff and visitors of the new Hillroyd building.

5.2 Ability Centre Car Parking

For the purpose of this assessment, parking for the Ability Centre as a whole is considered. **Figure 5-1** shows the Ability Centre car parking area (highlighted).

Figure 5-1 Ability Centre Car Parking



The Ability Centre has an existing parking provision of 223 bays. After construction of the proposed development, a total of 196 bays will be provided on-site. **Table 5-2** provides the parking provision for the Ability Centre split up across its components.

Table 5-2 Ability Centre Parking Provision

	Existing	With Proposed Development
Minderoo Rise	24	24
Sir David Brand Centre	143	143
Hillroyd Building	56	29
Net Total	223	196

As shown, there will be a net decrease of 27 bays across the entire site.

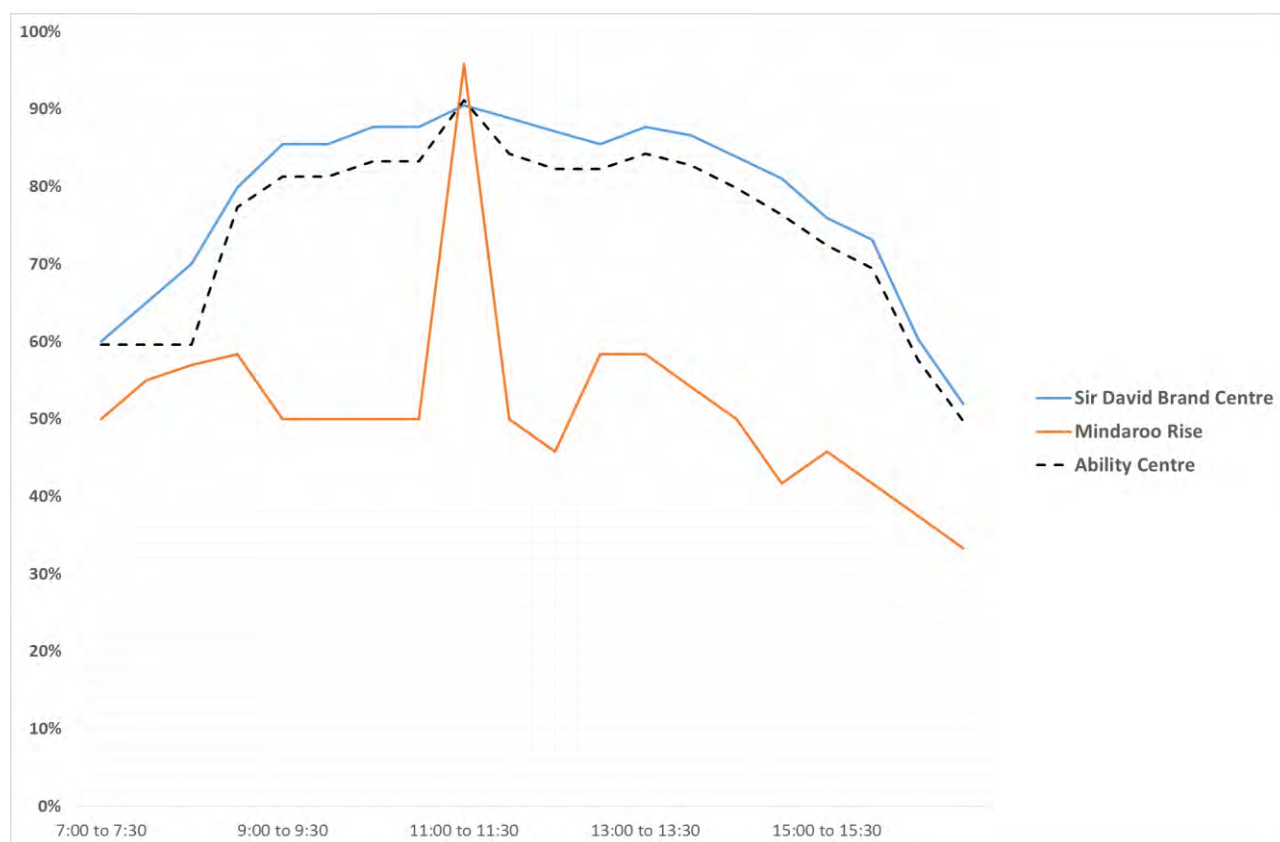
It should be noted that currently there are a total of 56 bays along the branch driveway and around the existing Hillroyd building, however currently none of those bays are dedicated or allocated to Hillroyd building.

5.2.2 Ability Centre Parking Occupancy Survey

Cardno undertook car parking occupancy surveys across the existing Ability Centre site for 8 hours starting from 7:00 AM till 5:00 PM on a Thursday in March 2016.

Results of the parking occupancy survey are graphically represented in **Figure 5-2**.

Figure 5-2 Ability Centre Parking Occupancy Survey



In summary,

- > Peak parking occupancy of 91% was observed between 11:00 – 11:30 AM for the Ability Centre.

- > Peak parking occupancy for Sir David Brand Centre was observed to be 91% which occurred between 11:00 – 11:30 AM. It is noted that 11:00 AM to 12:00 PM is the peak hour of Sir David Brand Centre with high influx of visitors to the therapy facilities.
- > Mindaroo Rise Parking Occupancy peaked (96%) during 11:00 to 11:30 AM. Based on the on-site observation, this spike occurred due to short-term parking by the vans waiting to pick-up residents as part of opportunities program and be the service vehicles accessing the site. It is noted that Mindaroo Rise units stand alone in respect to parking - that is, only Staff, Clients and their visitors are allowed to park in the parking bays. On an average, 50% parking occupancy was observed at Mindaroo Rise across the day.

5.3 Proposed Development Car Parking Provision

Car parking provision for the proposed development is described in **Section 2.5**. The proposed development will have a provision of 3 large accessible bays under a canopy adjacent to Building 1 as well as 29 bays either side of the access driveway. The car parking at the access drive way will be shared between the proposed Hillroyd Building and Sir David Brand Centre.

For the purpose of this assessment, the number of employees expected at the proposed development has been used to estimate the car parking provision. As discussed in **Section 2.3**, the main trip interactions with the proposed development are expected to be staff/employee trips. **Figure 4-1** shows that during the shift change time, a maximum of 18 employees will be on site. Given that the shift change times do not coincide with Sir David Brand Centre Peak time and that the parking occupancy for the nursing home is observed to be 50% across the day, it is considered that the parking provision will be sufficient for the proposed development and the Ability Centre.

6 Swept Path Analysis

Swept Path analysis has been conducted for the inbound and outbound movements of the following vehicles that will access the proposed development:

- > Refuse Collection Truck
- > Service Vehicle
- > Emergency Vehicle

Appendix B provides the swept paths of the vehicles along the site access roads.

Based on the analysis, it has been concluded that the vehicles can comfortably enter and exit the site. There is sufficient space for vehicles to comfortably manoeuvre within the site.

7 Summary and Conclusion

Cardno has been commissioned by the Ability Centre to prepare a *Transport Assessment* (TA) for the proposed Nursing Home in the northern corner of Lot 6345 (No. 106) Bradford Street, Coolbinia.

The TA will focus on traffic operations, access, and car parking aspects for the proposed development.

This TA has been prepared in accordance with the WAPC Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments (2006), for lodgement with the Development Application to the City of Stirling.

The following conclusions have been made in regards to the proposed development:

- > The proposed development is a nursing home with 4 accommodation units and will house 26 residents with high support needs. The proposed development will replace the existing Hillroyd building.
- > A total of 23 staff will work in three shifts as direct carers and nurses for the residents of the new Hillroyd building.
- > The proposed Hillroyd building is expected to generate 46 daily vehicle trips.
- > Only staff of the new Hillroyd building will utilise the proposed car parking bays as the residents are not capable of driving.
- > The development generated trips will not coincide with the background peak hours of the network and therefore is not considered to impact the network performance.
- > Parking provision has been assessed for the entire Ability Centre and is found to be sufficient with the proposed development.
- > Swept path analysis of refuse collection trucks, service and emergency vehicles has been undertaken. The results of the analysis showed that the vehicles can comfortably manoeuvre along site roads.

Transport Assessment

APPENDIX

A

WAPC GUIDELINES CHECKLIST

Item	Status	Comments/Proposals
Summary		
Introduction/Background		
name of applicant and consultant	Completed	Included in Section 1
development location and context	Completed	Included in Section 1
brief description of development proposal	Completed	Included in Section 1
key issues	--	N/A
Background information	Completed	Included in Section 1
Development proposal		
regional context	Completed	Included in Section 2
proposed land uses	Completed	Included in Section 2
table of land uses and quantities	Completed	Included in Section 2
access arrangements	Completed	Included in Section 2
parking provision	Completed	Included in Section 2
end of trip facilities	--	N/A
any specific issues	--	N/A
Existing situation		
existing site uses (if any)	Completed	Included in Section 3
existing parking and demand (if appropriate)	--	Included in Section 5
existing access arrangements	--	Included in Section 3
existing site traffic	--	Included in Section 3
surrounding land uses	Completed	Included in Section 3
surrounding road network	Completed	Included in Section 3
traffic management on frontage roads	Completed	Included in Section 3
traffic flows on surrounding roads (usually am and pm peak hours)	Completed	Included in Section 3
traffic flows at major intersections (usually am and pm peak hours)	Completed	N/A
operation of surrounding intersections	Completed	N/A
existing pedestrian/cycle networks	Completed	Included in Section 3
existing public transport services surrounding the development	Completed	Included in Section 3
Crash data	Completed	Included in Section 3
Changes to surrounding transport networks		

road network	Completed	N/A
intersection layouts and controls	Completed	N/A
pedestrian/cycle networks and crossing facilities	--	N/A
public transport services	--	N/A
Integration with surrounding area		
surrounding major attractors/generators	Completed	N/A
proposed changes to land uses within 1200 metres	Completed	N/A
travel desire lines from development to these attractors/generators	Completed	N/A
adequacy of existing transport networks	Completed	N/A
deficiencies in existing transport networks	Completed	N/A
remedial measures to address deficiencies	--	N/A
Analysis of transport networks		
assessment years	Completed	Included in Section 4
time periods	Completed	Included in Section 4
development generated traffic	Completed	Included in Section 4
distribution of generated traffic	Completed	N/A
parking supply & demand	Completed	Included in Section 5
committed developments and transport proposals	Completed	N/A
base and "with development" traffic flows	Completed	Included in Section 4
analysis of development accesses	Completed	Included in Section 4 and 5
impact on surrounding roads	Completed	Included in Section 4
impact on intersections	Completed	N/A
impact on neighbouring areas	--	N/A
traffic noise and vibration	--	N/A
road safety	Completed	Included in Section 3.7
public transport access	Completed	Included in Section 3.6
pedestrian access / amenity	Completed	Included in Section 3.5
cycle access / amenity	Completed	Included in Section 3.5
analysis of pedestrian / cycle networks	Completed	Included in Section 3.5
safe walk/cycle to school (for residential and school site developments only)	--	N/A

Transport Assessment

APPENDIX

B

SITE SWEPT PATH ANALYSIS

Transport Assessment

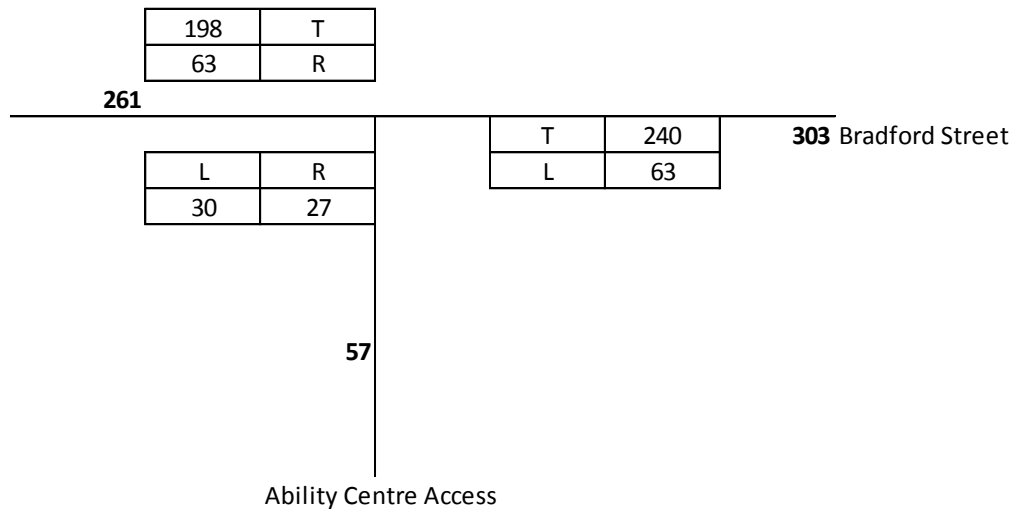
APPENDIX

C

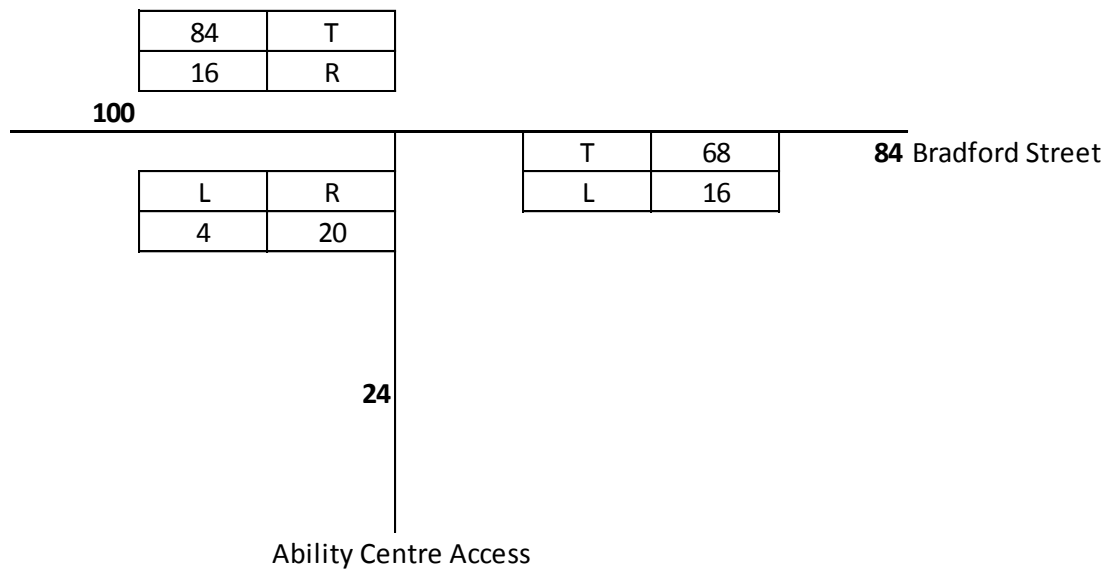
CATDNO TRAFFIC COUNT SURVEY

8:00 - 9:00 AM

1 hour

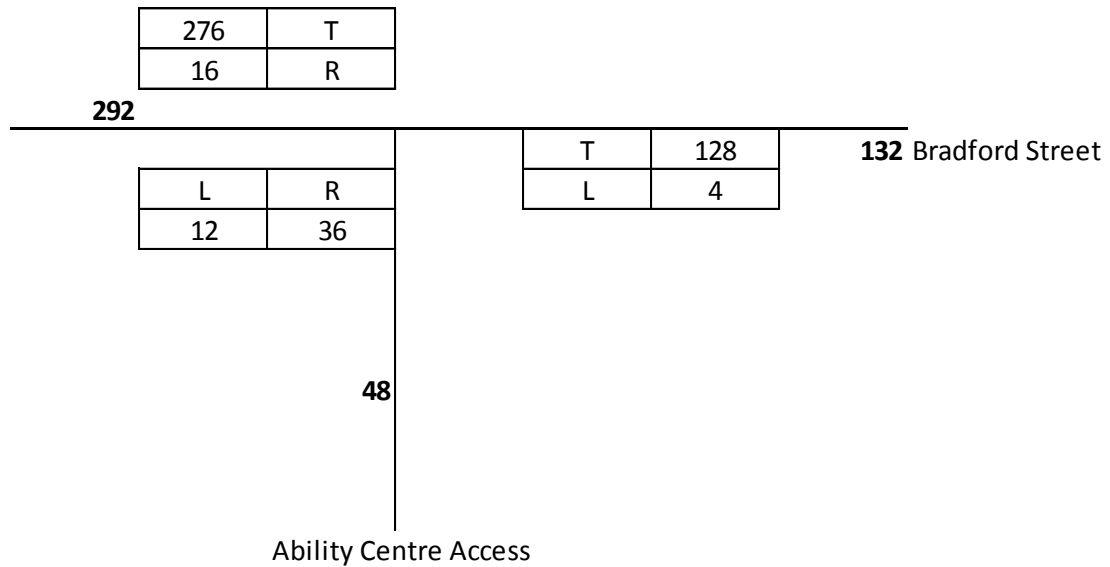

11:30 AM- 12:30 PM

1 hour

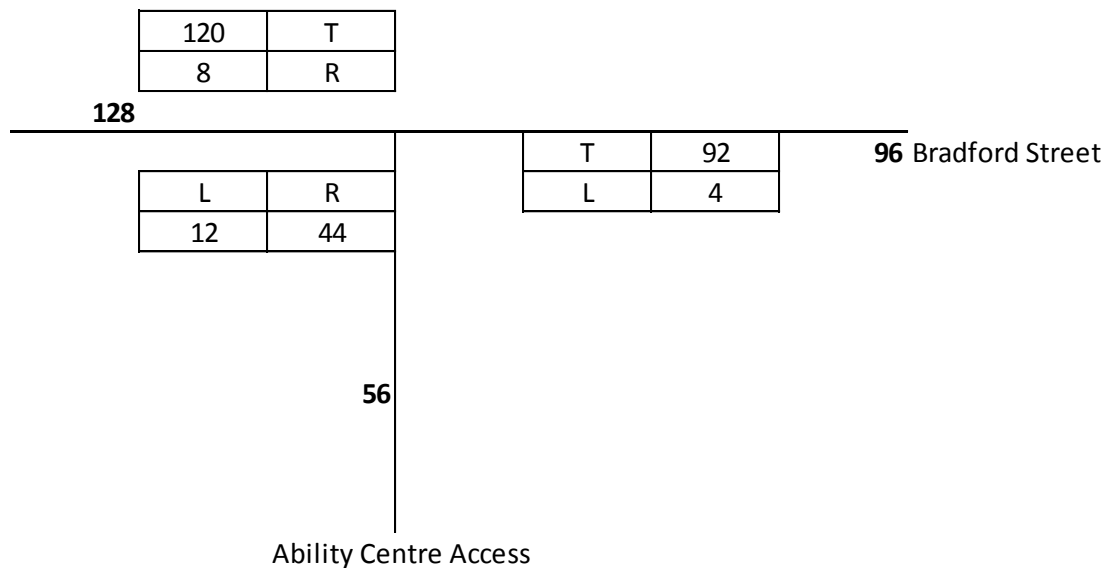


3:00 - 4:00 PM

1 hour


4:00 - 5:00 PM

1 hour



Note: Extrapolated from 15 and 30minute counts.

About Cardno

Cardno is an ASX200 professional infrastructure and environmental services company, with expertise in the development and improvement of physical and social infrastructure for communities around the world. Cardno's team includes leading professionals who plan, design, manage and deliver sustainable projects and community programs. Cardno is an international company listed on the Australian Securities Exchange [ASX:CDD].

Contact

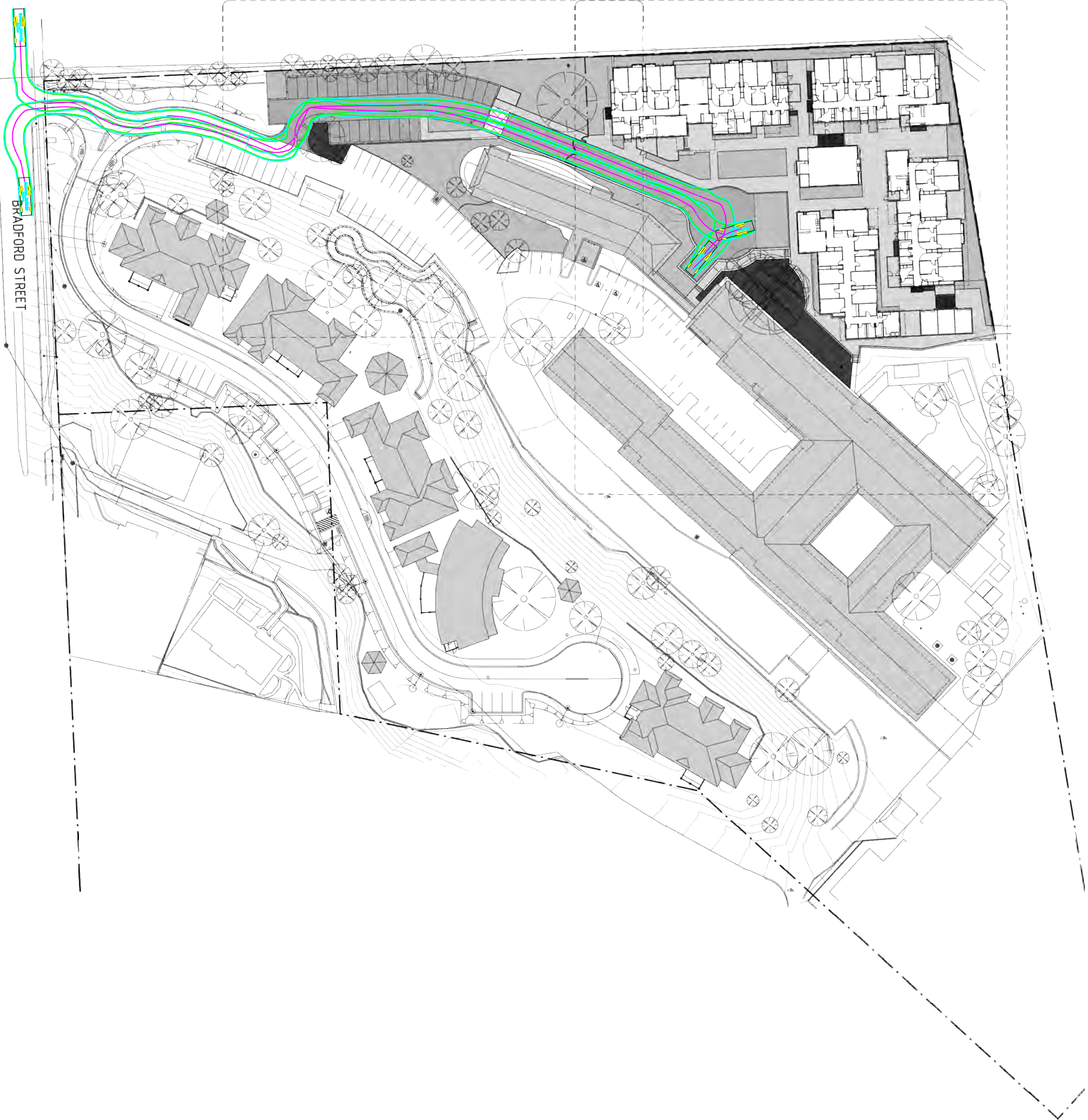
West Perth


11 Harvest Terrace
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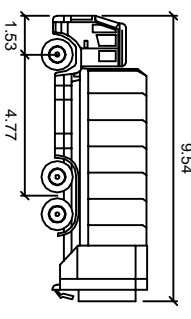
wa@cardno.com.au
www.cardno.com





Refuse Vehicle

Width : 2.60
Track : 2.60
Lock to Lock Time : 6.0
Steering Angle : 34.9



SCHEMATIC DESIGN

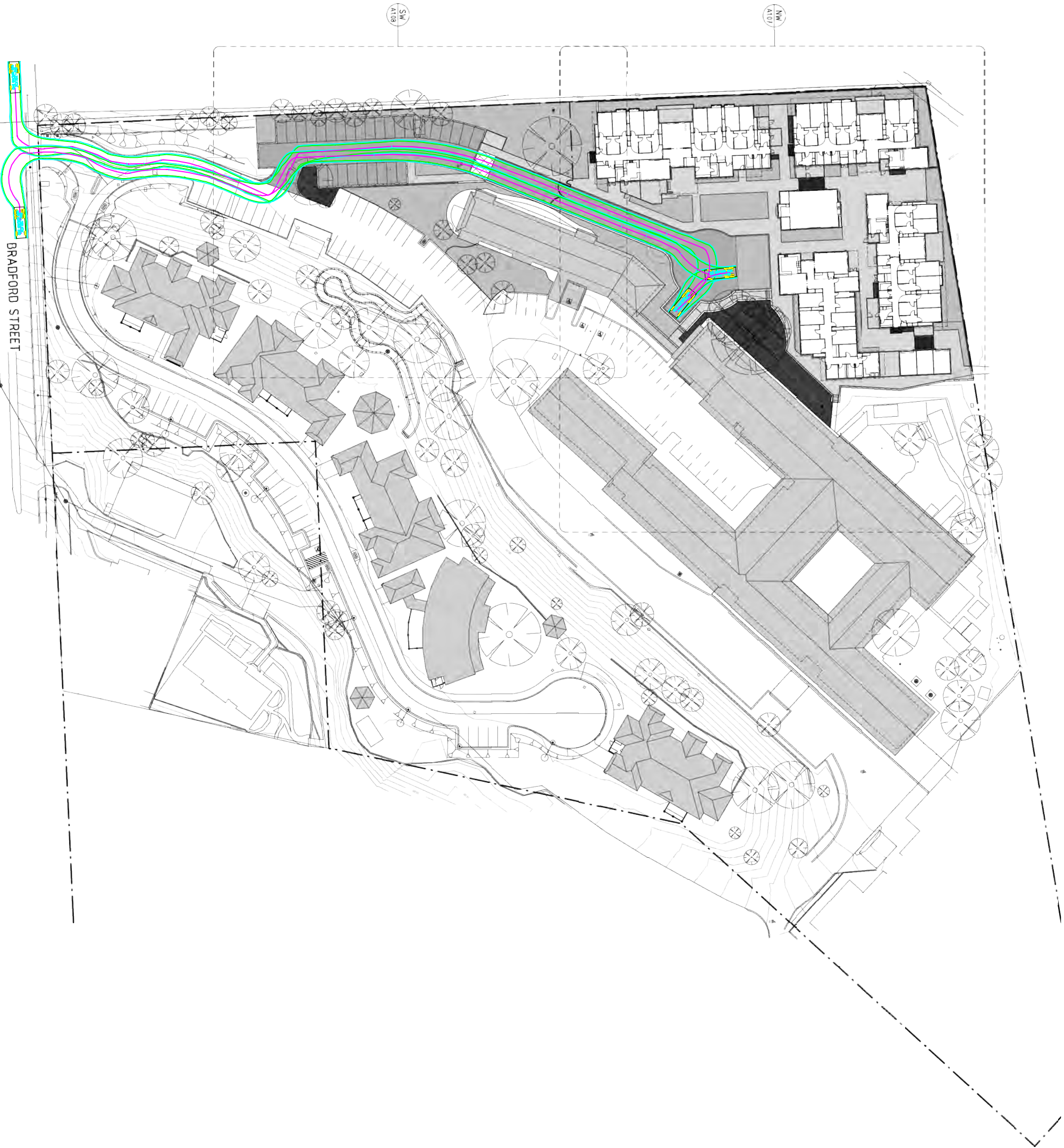
Ability
Centre

PARRY + WHYTE ARCHITECTS
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1/10000 TERN
1000 TERN DRIVE
SHEPPARD AVENUE EAST
SUITE 100, 1001 SHEPPARD AVENUE EAST
SCARBOROUGH, ONTARIO M1S 1T6
parryandwhyte.com
parryandwhyte.com

HILLROYD REDEVELOPMENT
106 BRADFORD STREET, COOLMUNIA
MODIFIED SITE PLAN

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DATE	JAN 16
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8.00

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5.00

8M-TRUCK

Width

Track

Lock to Lock Time

Steering Angle

metres

: 2.50

: 2.50

: 6.0

: 37.3

A		ISSUE FOR COMMENTS	19/01/16
No.	Description	DATE	

SCHEMATIC DESIGN

Ability+
Centre

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HILLROYD REDEVELOPMENT

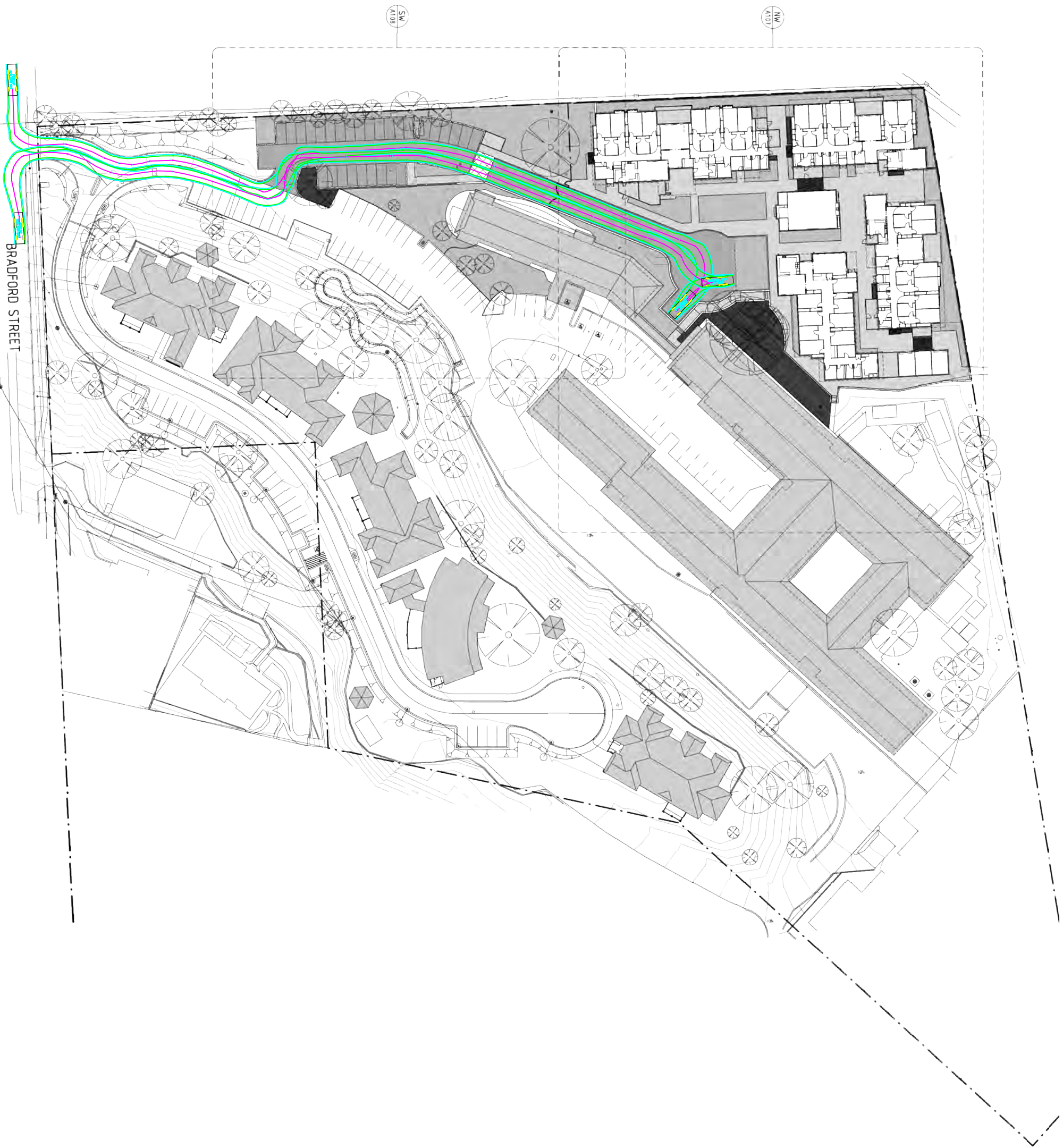
105 BRADFORD STREET, COOLBURNIA
MODIFIED SITE PLAN

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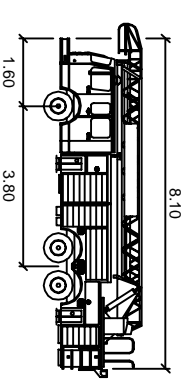
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1
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1 : 500
MODIFIED SITE PLAN



1
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MODIFIED SITE PLAN
1 : 500



FIREAP meters

Width	: 2.20
Track	: 2.20
Lock to Lock Time	: 6.0
Steering Angle	: 33.3



A	1	100% FOR COMMENTS	10/01/16
Rev		Description	Date

SCHEMATIC DESIGN



PARRY + WHITE ARCHITECTS

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HILLROD REDEVELOPMENT
106 BRADFORD STREET, COOLJAHIA
MODIFIED SITE PLAN

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A1.06	A

Attachment Two

Amended Landscaping Plan



MIX 1 [SPECIES TO INCLUDE]

ACACIA SPLENDENS
ANIGOZANTHOS 'BUSH ELEGANCE'
ANIGOZANTHOS 'YELLOW GEM'
BANKSIA ASHBYYII DWARF
EREMOPHILA NIVEA 'SPRING MIST'
GREVILLEA 'MOONLIGHT'
HARDENBERGIA 'MEEMA'
ISOPOGON 'CANDY CONES'
KUNZEA BAXTERII
PIMELEA 'MAGENTA MIST'

MIX 2 [SPECIES TO INCLUDE]

ADENANTHOS 'CORAL CARPET'
ANIGOZANTHOS 'REGAL VELVET'
ANIGOZANTHOS 'BUSH PEARL'
BANKSIA NIVEA
BEAUFORTIA 'SUMMER FLAME'
BORONIA 'PIXIE'
CONOSTYLIS CANDICANS
CONOSTYLIS ACULEATA
GREVILLEA 'MINI MARVEL'

MIX 3 [SPECIES TO INCLUDE]

AGAPANTHUS 'PETER PEARL'
AGAPANTHUS 'TINKERBELL'
ANIGOZANTHOS 'BUSH PEARL'
ANIGOZANTHOS 'GOLD VELVET'
ARMERIA 'BEES PINK'
DIANELLA 'TAS RED'
EREMOPHILA 'SILVER FLAME'
FELICIA AMELLOIDES
GERBERIA 'RED'
GREVILLEA 'ELLA BELLA'
GREVILLEA 'MINI MAUVE'
HEMEROCALLIS 'STELLA BELLA'
LAVENDULA 'MISS DONNINGTON'
MURRAYA PANICULATUM
OLEARIA 'LITTLE SMOKE'
SANTOLINA TOMENTOSA
TULBAGHIA VIOLACEA
TRACHELOSPERMUM 'FLAT MAT'

MIX 4 [SPECIES TO INCLUDE]

EREMOPHILA 'SILVER FLAME'
GREVILLEA 'ELLA BELLA'
GREVILLEA 'GIN GIN GEM'
GREVILLEA 'MINI MAUVE'
HEMEROCALLIS 'STELLA BELLA'

MIX 5 [SPECIES TO INCLUDE]

BASIL
CHILLI 'SERRANO'
CHILLI 'THAI'
CAPSICUM 'SALSA MIX'
MARIGOLDS
MINT
OREGANO
PARSLEY 'AFRO'
PARSLEY 'ITALIAN'
ROSEMARY 'PROSTRATE'
STRAWBERRY
THYME
TOMATO 'CHERRY'

TREES [SPECIES TO INCLUDE]

APPLE 'PINK LADY'
CITRUS 'LEMON EUREKA'
CITRUS 'LIME TAHITIAN'
EUCALYPTUS CAESIA 'SILVER PRINCESS'
EUCALYPTUS LEUCOXYLON 'ROSEA'
EUCALYPTUS SCOPARIA
GLEDITSIA 'SHADEMASTER'
LAGERSTROEMIA INDICA
MAGNOLIA 'LITTLE GEM'
OLEA EUROPAEA
PYRUS 'CHANTICLEER'
ULMUS PARVIFOLIA

NOTE:
FINAL SPECIES ARE SUBJECT TO
CHANGE PENDING DETAIL DESIGN
AND AVAILABILITY OF PLANT
STOCK AT TIME OF
CONSTRUCTION.





ROWEGROUP

Job Ref: 8432

22 April 2016

Chief Executive Officer
City of Stirling
25 Cedric Street
STIRLING WA 6021

Attention: Giovanna Lumbaca – Senior Planning Officer

Dear Ms Lumbaca

**Additional Information Regarding Car Parking DA16/0409
Lot 6345 (No. 106) Bradford Street, Coolbinia**

We refer to recent discussions regarding the Development Application (DA16/0409) in relation to the proposed redevelopment of an existing building within the northern corner of Lot 6345 (No. 106) Bradford Street, Coolbinia (herein referred to as the 'subject site').

We note that the City of Stirling ('City') has requested that further justification be provided in relation to car parking in addition to the Transport Assessment (prepared by Cardno) which was provided to the City on 8th April 2016 as a response to the City's requested additional information within correspondence dated 30th March 2016.

Provided below is a summary of the total number of bays currently provided at the site along with the total number of bays which will be provided after completion of the proposed development. The table below demonstrates compliance with the requirements outlined within the City's correspondence of 30th March 2016:

Current Situation		After Completion of Development	
Required	Provided	Required	Provided
170 bays	203 bays	172 bays	181 bays
Surplus of 33 bays		Surplus of 9 bays	

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Northbridge 6003
Western Australia

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info@rowegroup.com.au

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After completion of the proposed development there will still be a surplus of 9 car parking bays at the site.

The number of car parking bays which are currently available for staff and visitors at the subject site was surveyed during a site visit undertaken by Cardno in March 2016. The attached plan (Attachment 1) illustrates the distribution of the existing car parking bays at various locations throughout the site, demonstrating how a total number of 203 car parking bays was calculated.

We do note, however, that within the Transport Assessment it was noted that a total of 223 parking bays were currently provided at the site. This figure included load bays and motorcycle bays. The loading bays and motorcycle bays have been removed from the total number of bays on site, resulting in the total number being reduced to 203 bays.

The Transport Assessment has been updated to reflect a total number of 203 car parking bays currently located at the site (Refer to Attachment 2).

Utilisation of Car Parking Bays

The attached Transport Assessment states that a total of 203 car parking bays are currently provided at the site. These bays are utilised by staff and visitors of the Ability Centre. No car bays are utilised by residents of the Ability Centre as they are unable to drive.

As outlined within the Transport Assessment staff employed by the Ability Centre work either full time, part time or as casual staff. Therefore, not all staff will be at the site at any one time.

Cardno's Transport Assessment demonstrated that the highest level of occupancy for the whole of the site is between the hours of 11:00am and 11:30am and indicated that even during the busiest time of day bays are still available at the site. Despite the proposed development resulting in a reduction of car parking bays it is not expected this will adversely impact on the operation of the Ability Centre, especially given that the proposal meets the total number of bays as required by the City within correspondence dated 30th March 2016.

Hillroyd Building

Based on the car parking requirement outlined within the City's Local Planning Policy 6.7 ('LLP6.7') the land use "Nursing Home" is required to provide a total of '1 bay per 3 beds'. Given that the proposed Hillroyd building is to comprise a total of 26 beds, a total of 9 car parking bays are required.

The Development Application proposes a total of 32 car parking bays to be provided, therefore a surplus of 23 bays will be provided for the development, and these additional car parking bays will be utilised by staff and visitors of the whole Ability Centre. It should be noted that no residents of the Hillroyd building will utilise the car parking bays for the same reasons earlier mentioned.

Minderoo Rise Buildings

The Minderoo Rise Buildings were also approved as the land use “Nursing Home” also requiring a provision of ‘1 bay per 3 beds’. The Minderoo Rise buildings comprise a total of 25 beds, requiring a total of 9 car parking bays. As illustrated on the attached plans, a total number of 20 car parking bays are provided adjacent to the Minderoo Rise buildings which will be utilised by staff and visitors. No residents within the Minderoo Rise buildings are able to drive, and therefore the bays will not be utilised by the residents.

Sir David Brand Centre

The Sir David Brand Centre (located within the central portion of the site) is surrounded by a total of 129 car parking bays. As noted within the Development Application, the Sir David Brand Centre does not provide any permanent accommodation for residents of the Ability Centre.

These majority of these 129 bays will be generally utilised by staff and visitors associated with the Sir David Brand Centre.

Summary

With respect to the above, sufficient car parking is provided at the site. As noted in the correspondence from the City dated 30th March 2016, a total of 172 car parking bays are to be provided at the site for the proposed development. As demonstrated above, after completion of the proposed development a total of 181 bays will be provided at the site resulting in a surplus of 9 car parking bays which meets the required number of bays as outlined by the City.

Should you require any further information or clarification in relation to this matter, please contact Camille Clarke on 9221 1991.

Yours faithfully,

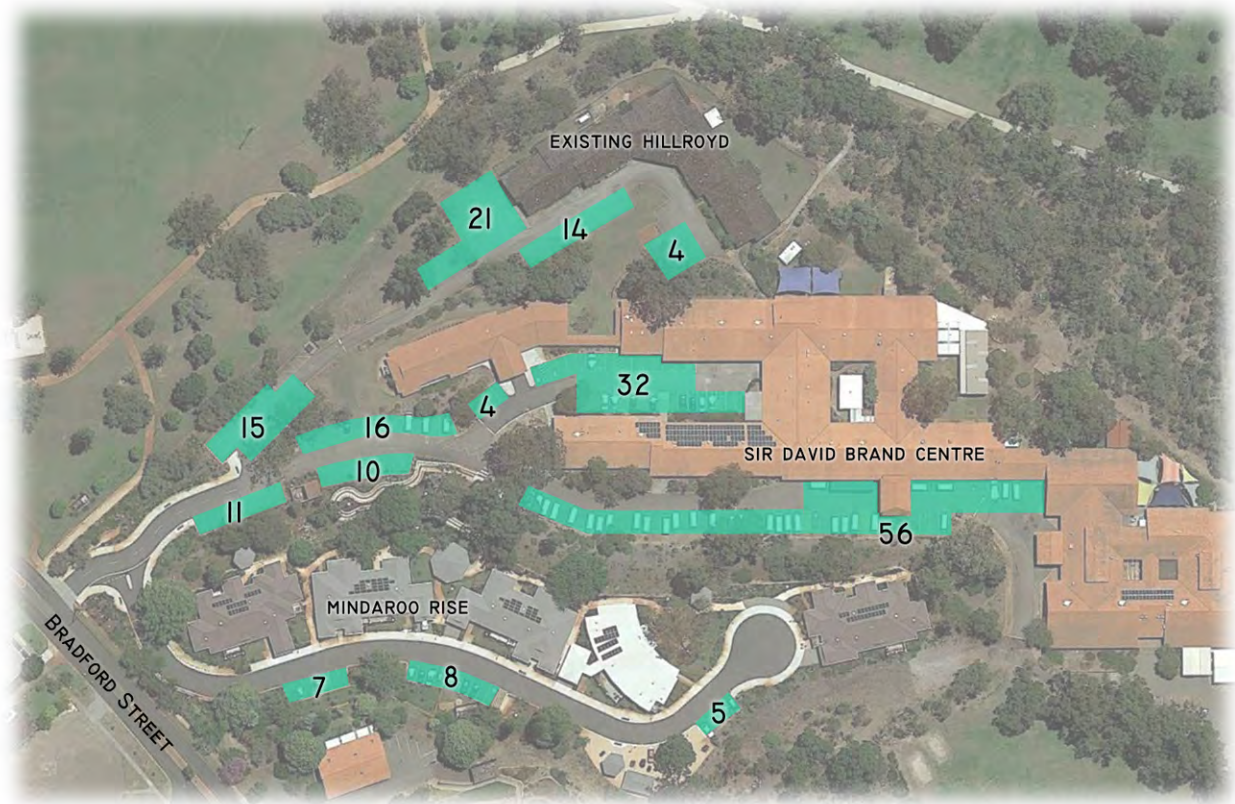


Camille Clarke

Rowe Group

Attachment One

Location of Existing and Proposed Car Parking Bays



ABILITY CENTRE

EXISTING TOTAL BAYS PROVIDED: 203



ABILITY CENTRE

AFTER DEVELOPMENT, TOTAL BAYS PROVIDED: 181

Attachment Two

Amended Transport Assessment Prepared by Cardno

No. 106 Bradford Street, Coolbinia (Ability Centre)

Transport Assessment

CW945600



Prepared for
Ability Centre

22 April 2016

Contact Information

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Transport Planner

Approved By: Raymond Cook
Senior Traffic Engineer

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A	1/04/2016	Draft : Rev A	Sneha Rapur	Ray Cook
B	7/04/2016	Rev B	Sneha Rapur	Ray Cook
C	22/04/2016	Rev C	Sneha Rapur	Ray Cook

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Executive Summary

Cardno has been commissioned by the Ability Centre to prepare a *Transport Assessment* (TA) for the proposed Nursing Home in the northern corner of Lot 6345 (No. 106) Bradford Street, Coolbinia.

The TA will focus on traffic operations, access, and car parking aspects for the proposed development.

This TA has been prepared in accordance with the WAPC Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments (2006), for lodgement with the Development Application to the City of Stirling.

The following conclusions have been made in regards to the proposed development:

- > The proposed development is a nursing home with 4 accommodation units and will house 26 residents with high support needs. The proposed development will replace the existing Hillroyd building.
- > A total of 23 staff will work in three shifts as direct carers and nurses for the residents of the new Hillroyd building.
- > The proposed Hillroyd building is expected to generate 46 daily vehicle trips.
- > Only staff of the new Hillroyd building will utilise the proposed car parking bays as the residents are not capable of driving.
- > The development generated trips will not coincide with the background peak hours of the network and therefore is not considered to impact the network performance.
- > Parking provision has been assessed for the entire Ability Centre and is found to be sufficient with the proposed development.
- > Swept path analysis of refuse collection trucks, service and emergency vehicles has been undertaken. The results of the analysis showed that the vehicles can comfortably manoeuvre along site roads.

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1 Introduction

1.1 Background

Cardno has been commissioned by the Ability Centre to prepare a *Transport Assessment* (TA) for the proposed Nursing Home within the northern corner of Lot 6345 (No. 106) Bradford Street, Coolbinia.

The TA will particularly focus on traffic operations, access, and car parking aspects for the proposed development.

This TA has been prepared in accordance with the *WAPC Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments* (2006), for lodgement with the Development Application to the City of Kwinana. The checklist form, included in these guidelines, is enclosed in **Appendix A**.

2 Development Proposal

2.1 Proposed Development

Cerebral Palsy Association proposes to construct a new nursing home within the existing Ability Centre, which will provide accommodation for residents requiring the highest level of health care and support.

Figure 2-1 presents the site plan of the existing Ability Centre consisting of:

- > Mindaroo Rise development to the South;
- > Sir David Brand Centre to the North; and
- > Hillroyd Building within the northern corner of the site.

Figure 2-1 Existing Ability Centre Site Plan



The proposed nursing home will be located within the northern corner of Lot 6345 (No. 106), Bradford Street, Coolbinia, replacing the existing Hillroyd building.

A plan illustrating the layout of the proposed development (new Hillroyd building) is shown in **Figure 2-2**.

MODIFIED SITE PLAN

1:500

Sir David Brand Centre

Mindaroo Rise

BRADFORD STREET

Legend

- Proposed development site
- Traffic Flow

SCHEMATIC DESIGN

Ability+
Centre

PARRY + WHITE EXPLORES

WILLAROO REDEVELOPMENT

DATE:	1/10/2018
DRAWN BY:	AJ
CHECKED BY:	AW
PROJECT NO.:	18-001
CLIENT:	City of Mandurah
LOCATION:	Willarood Road, Mandurah
SCALE:	1:500
STATUS:	Conceptual Design

Drawn by: AJ
Checked by: AW
Scale: 1:500
Status: Conceptual Design

Project No: 18-001
Client: City of Mandurah
Location: Willarood Road, Mandurah

Date: 1/10/2018
Drawn by: AJ
Checked by: AW

Sheet No: A

2.2 Proposed Land-use Components

2.3 Development Trip Pattern

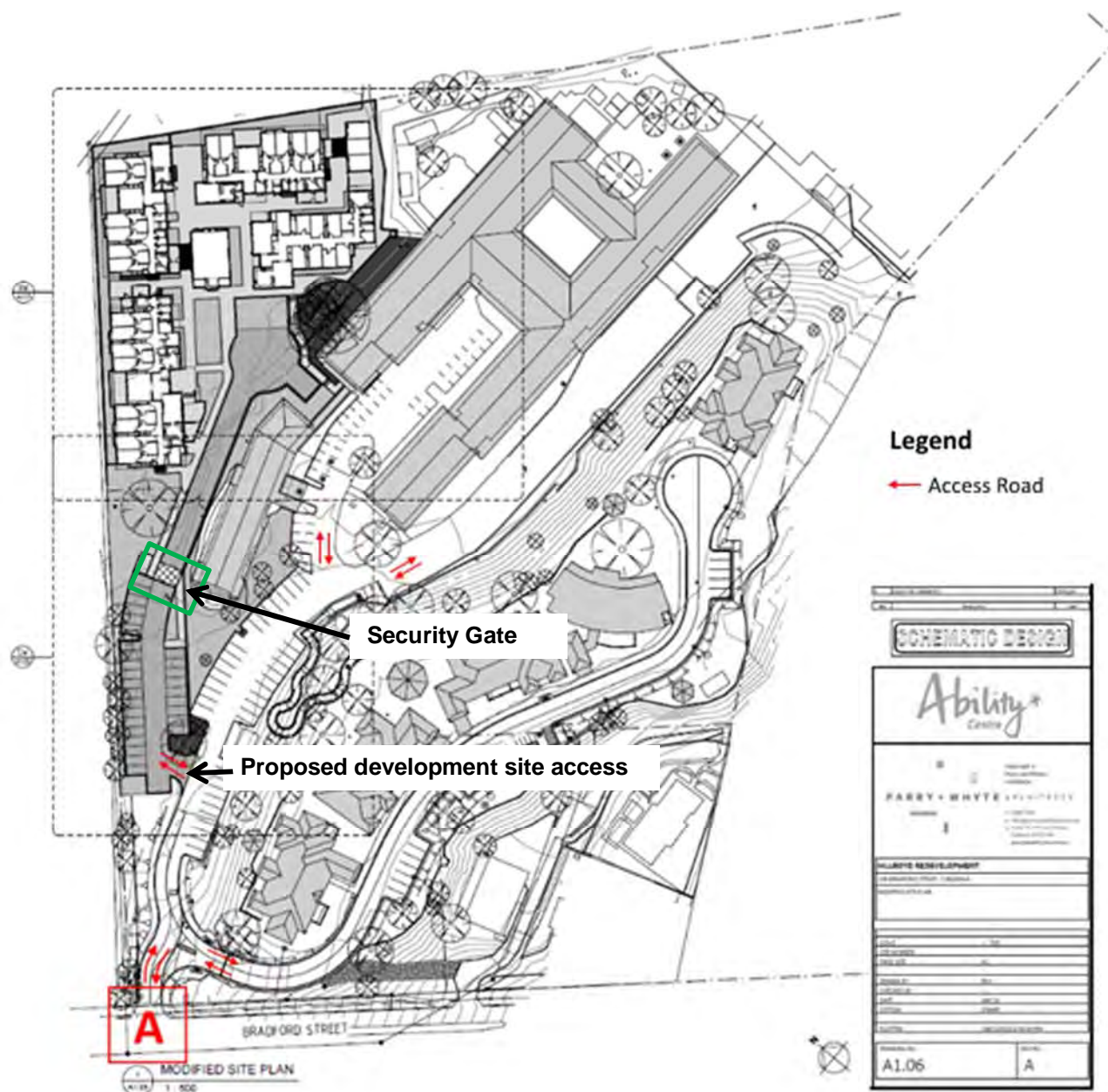
- > 6:00 am to 3:00 pm : 10 staff
- > 3:00 pm to 11:00 pm : 10 staff
- > 10:00 pm to 7:00 am : 8 staff

2.4 Site Access Arrangement

The proposed development site will have one access point as shown in **Figure 2-3** and described below:

- > **Access A, on Bradford Street** is an all movement three-way access crossover;

Figure 2-3 Site Access Arrangement



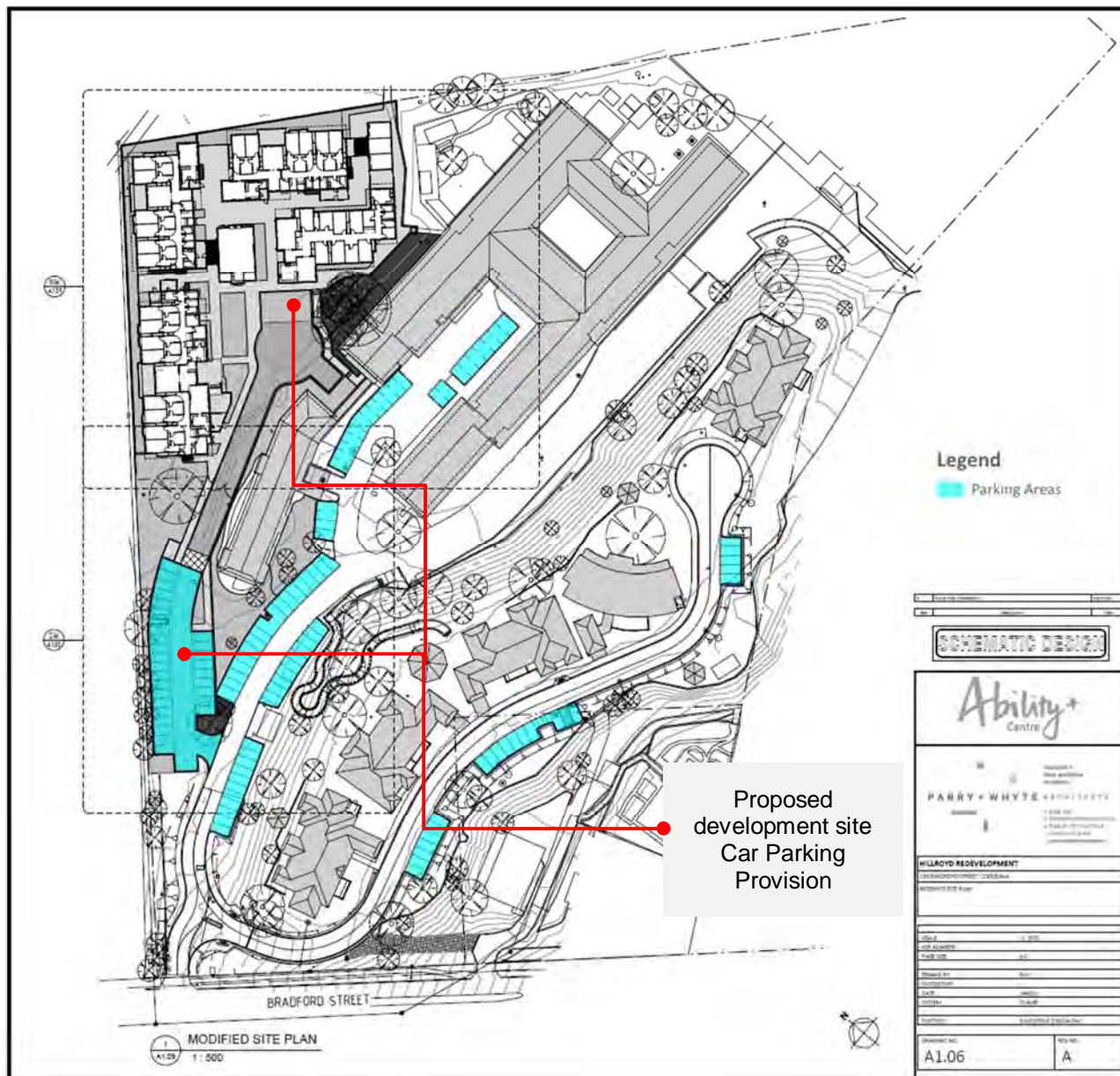
Source: Rowe Group

A set of security gates are proposed to be installed at the access point of the site as shown. These gates will only be shut during out of hours' time and so will remain open during normal business hours. They will be fitted with an intercom system and remote control so that they can be opened outside the business hours. The remote control will be interlinked with the Fire Sprinkler Control Systems so that they open automatically when there is an emergency.

2.5 Car Parking Provision

The proposed development has a provision of 32 car parking bays. The proposal includes a provision of 29 bays on either side of the access driveway and 3 large accessible bays under a canopy adjacent the new Hillroyd Building as shown in **Figure 2-4**.

Figure 2-4 Proposed Development Car Parking Provision



Source: Ability Centre

3 Existing Situation

3.1 Existing Site Context and Land Use

The proposed development site is located within the existing Ability Centre in Coolbinia.

The proposed development site is bounded by Bradford Street to the south-west which will serve as the access point to the site.

Figure 3-1 presents the location of the proposed development in the context of the surrounding road network.

Figure 3-1 Proposed Development Site Location



Source: Nearmap February 2016

As shown in **Figure 3-1** the area surrounding the proposed development is primarily residential.

Two primary schools exist to the eastern boundary of the Ability Centre. Access to Sir David Brand School for the disabled is located along Glick Road and access to Coolbinia Primary school is located both along Bradford Street and Glick Road. The Ability Centre is bounded by Yorkshire Sport Club and recreation facilities to the North and the West.

3.2 Existing Road Network

Figure 3-2 and **Figure 3-3** show the road hierarchy classification and speed limits of the existing roads surrounding the proposed development.

Road classifications are defined in the Main Roads Functional Hierarchy as follows:

Primary Distributors (light blue): Form the regional and inter-regional grid of MRWA traffic routes and carry large volumes of fast-moving traffic. Some are strategic freight routes, and all are National or State roads. They are managed by Main Roads.

District Distributor A (green): These carry traffic between industrial, commercial and residential areas and connect to Primary Distributors. These are likely to be truck routes and provide only limited access to adjoining property. They are managed by Local Government.

District Distributor B (dark blue): Perform a similar function to District Distributor A, but with reduced capacity due to flow restrictions from access to and roadside parking alongside adjoining property. These are often older roads with traffic demand in excess of that originally intended. District Distributor A and B roads run between land-use cells and not through them, forming a grid that would ideally be around 1.5 kilometres apart. They are managed by Local Government.

Local Distributors (orange): Carry traffic within a cell and link District Distributors at the boundary to access roads. The route of the Local Distributor discourages through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to or serving the area. They are managed by Local Government.

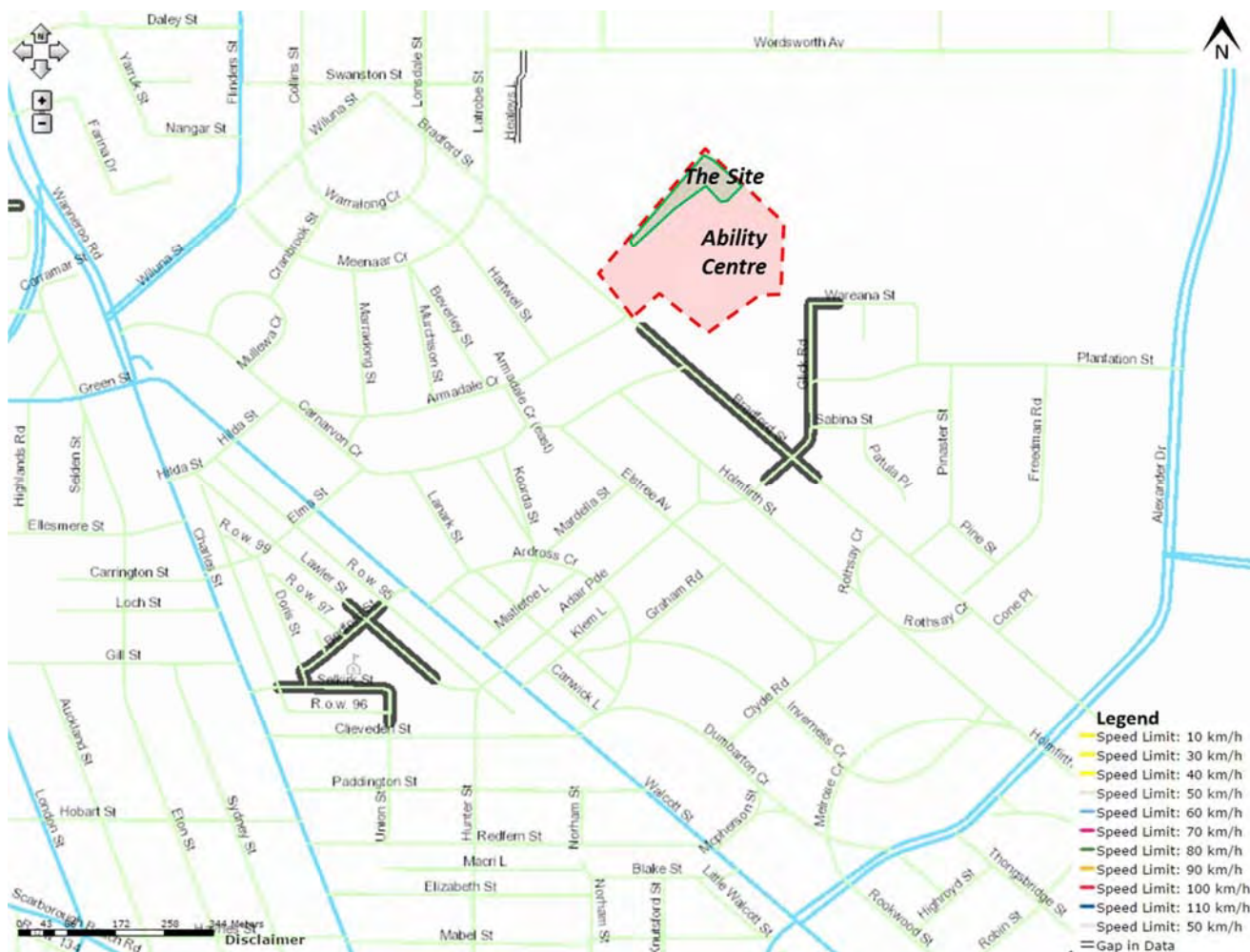
Access Roads (grey): Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian friendly. They are managed by Local Government.

Figure 3-2 Existing Road Hierarchy of the Surrounding Network



Source: Main Roads Mapping Information Centre 2016

Figure 3-3 Existing Speed Limits on the Surrounding Road Network



Source: Main Roads Mapping Information Centre 2016

The characteristics of the surrounding road network are as follows:

- > **Bradford Street** is a local access road which will function as the access point for the proposed development. It is located on the south western boundary of the proposed development and consists of a two-way single carriageway with width varying between 7.5m to 9.5m. A 1.5m median space currently exists for a 250m stretch adjoining the Ability Centre. No On-street parking provision is made along both sides of the street abutting Ability Centre.

3.3 Existing Intersections

There are no major intersections within 800m distance of the development site.

3.4 Existing Road Network Volumes

Existing traffic volumes of the surrounding road network were obtained from the City of Stirling for February, 2015. SCATS intersection count data for the intersections of Bradford Street with Alexander Drive and Wiluna Street were obtained to determine peak hours for the surrounding network.

Additionally, an intersection turning count survey was undertaken at the Ability Centre access in March 2016 by Cardno (refer **Appendix C**).

The traffic volumes on the existing roads are summarised in **Table 3-1**. Note that the AM and PM peak hour periods chosen for the TA were determined from the analysis of SCATS data. Accordingly, 8 to 9 AM and 3 to 4 PM were found to be the busiest hours of the day along Bradford Street.

The SCATS data were also used to determine daily flows by factoring the peak hour flows by the ratio of the peak to daily at the Bradford Street/ Alexander Drive Intersection.

Table 3-1 Existing Traffic Volumes

Location	Weekday Traffic Volumes (two-way)		
	AM peak hour (8:00 – 9:00 AM)	PM peak hour (3:00 - 4:00 PM)	Daily Flows
Bradford Street	560*	430*	3,128**

* Estimated based on the Cardno's peak hour counts, City of Stirling Traffic Counts and SCATS.

**August 2015

3.5 Existing Pedestrian/Cycle Networks

1.5 m wide foot paths currently exist along both sides of Bradford Street.

3.6 Existing Public Transport Facilities

The site is well connected with public transport which will assist staff and visitors. There are currently 6 public transport stops located within 400m from the site. Public transport stop locations and the route are shown on **Figure 3-4**. Routes 19 and 20 operate along this route with services in each direction approximately every 15 minutes on weekdays, and approximately every 10 minutes during the AM and PM peak hour periods.

PT route details are presented as follows:

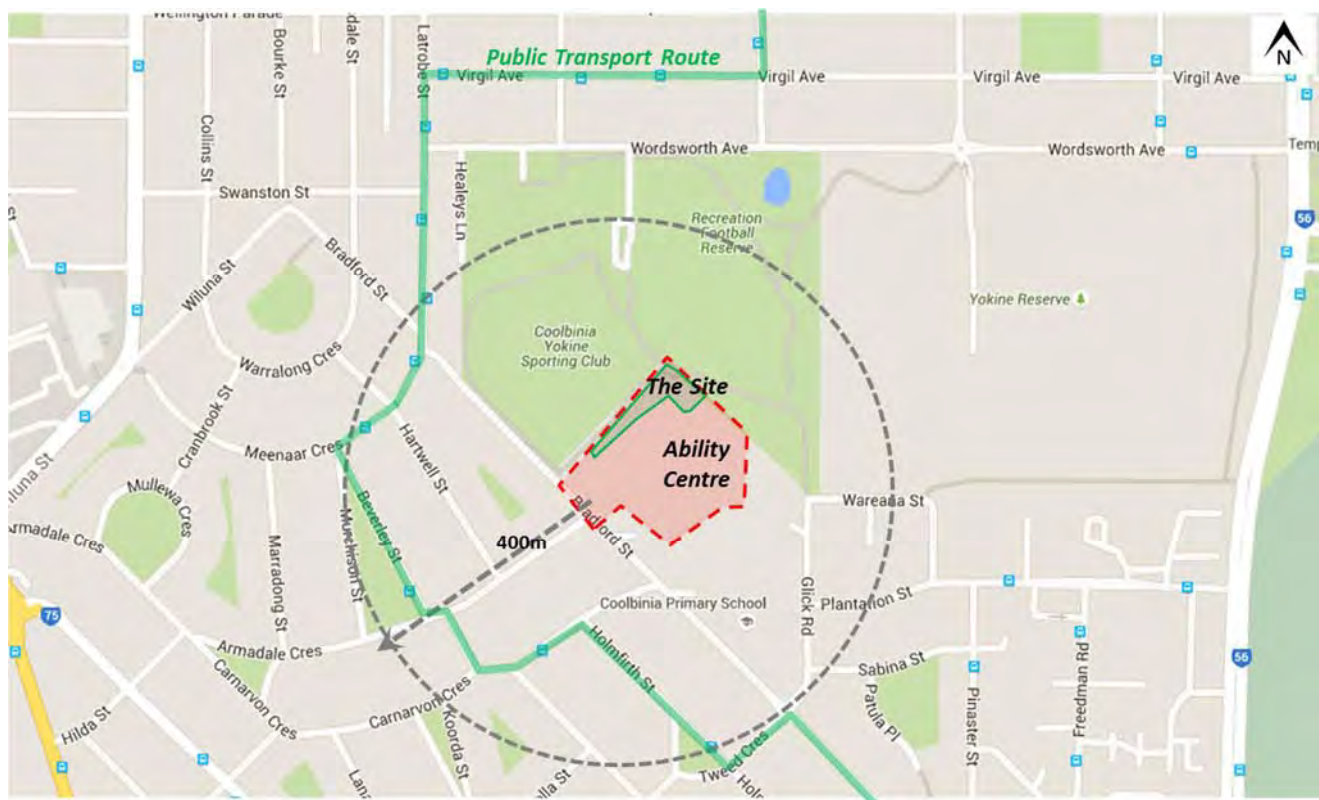
Route 19

Type: Bus
Nearest stop: Holmfirth Street Before Carnarvon Crescent, 38 meters
From: Roe St Bus Station
To: Nangar St / Flinders Square

Route 20

Type: Bus
Nearest stop: Pinaster Street After Bradford Street, 400 meters
From: Edith Cowan University Mount Lawley
To: Morley Bus Station

Figure 3-4 Existing Public Transport Routes



Source: Transperth

3.7 Crash Summary

Crash data for the five-year period between 1 January 2010 and 31 December 2014 for the following sections of roads have been obtained from Main Roads WA:

- > Bradford Street from Meenaar Crescent to Glick Road (including intersections)

Table 3-2 Crash Statistic at Bradford Street Between Meenaar Crescent and Glick Road, 1 January 2010 to 31 December 2014

Type of Crash (RUM Code)	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Rear End					2	2
Right Angle			1	2		3
Hit Object					1	1
Side Swipe Same Direction					1	1
Total			1	2	4	7

In Summary,

- > There is a record of 7 crashes in 5 year period;
- > 1 accident required medical attention;

4 Analysis of Transport Network

4.1 Assessment Years and Time Period

As identified in the “WAPC Transport Assessment Guidelines: Individual Developments” dated August 2006, traffic conditions should be analysed for the year of assumed full completion and also an approximate 10-year horizon after full development.

The full completion of the proposed development is understood to be planned for the year 2017.

4.2 Growth Rate

Based on surrounding road network, historical data has shown little increase in traffic, therefore a conservative 1% p.a. has been assumed.

4.3 Development Traffic Generation

As described in **Section 2**, the proposed development is a nursing home that would accommodate 26 residents with high support needs. The Ability Centre will employ 23 therapy staff within the new Hillroyd building in the form of direct carers and nurses on a full time and part time basis. A detailed breakdown of the staff for the centre is presented in **Table 4-1**.

Table 4-1 Ability Centre Staff Breakdown

Staff	With Proposed Development
Total Admin/Therapy Staff	154
Sessional Work	60
Part Time	39
Full Time	55

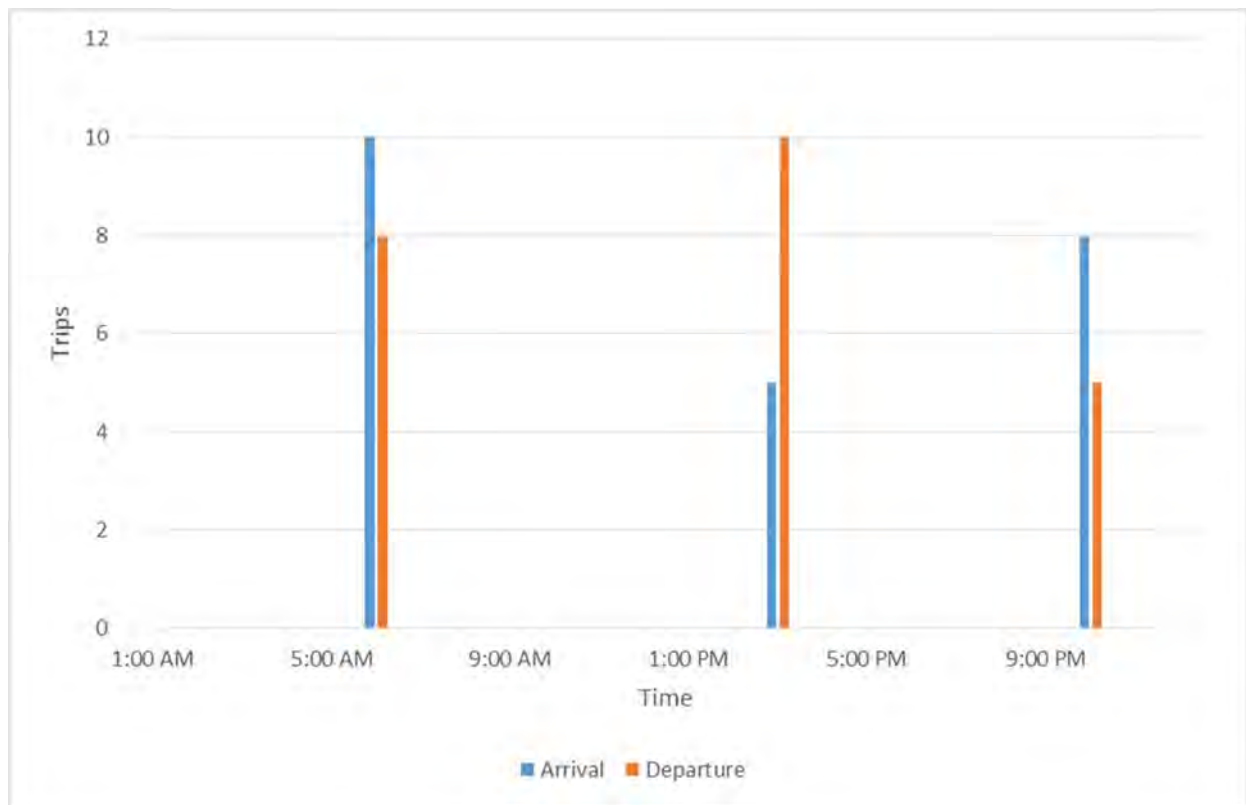
As described in **Section 2.3**, direct carers and nurses will be present within the proposed Hillroyd building to take care of the residents all across the day, working in shifts as follows:

- > 6:00 am to 3:00 pm : 10 staff
- > 3:00 pm to 11:00 pm : 10 staff
- > 10:00 pm to 7:00 am : 8 staff

All the employees are assumed to drive to the centre, even though there are bus services and cycle routes. This translates to **46** two-way daily trips to the site which is therefore considered to be quite conservative.

The arrival and departure profile for the additional staff across the day is presented in **Figure 4-1**.

Figure 4-1 Proposed Development Staff Arrival and Departure Profile Across the Day



As shown in the graph,

- > 18 trips occur between 5:00 to 6:00 AM
- > 15 trips occur between 2:00 to 3:00 PM
- > 13 trips occur between 9:00 to 10:00 PM

It is noted that these trips occur out of the network peak hours which are 8:00 to 9:00 AM and 3:00 to 4:00 PM and therefore would not have an impact on the network performance.

5 Parking Assessment

5.1 Statutory Parking Supply Requirement

The car parking provision required to service the proposed development is set out in Section 6 of City of Stirling's Local Planning Scheme No. 3 and the relevant provisions of LPP 6.7. The applicable land uses and the associated car parking requirements according to the scheme are presented in **Table 5-1**.

Table 5-1 Car Parking Requirements

Use	Car Parking Requirements
Nursing Home	1 bay per three beds

Source: Section 6 of City of Stirling's Local Planning Scheme No. 3

The statutory requirement based on the Local Planning Scheme is 9 bays, given that a total of 26 residents will be accommodated in the new Hillroyd Building.

As noted in **Section 2.5** the proposed development has a provision of 32 car parking bays in total. The surplus of car parking provision will therefore be available for staff and visitors of the new Hillroyd building.

5.2 Ability Centre Car Parking

For the purpose of this assessment, parking for the Ability Centre as a whole is considered. **Figure 5-1** shows the Ability Centre car parking area (highlighted).

Figure 5-1 Ability Centre Car Parking



The Ability Centre has an existing parking provision of 203 bays. After construction of the proposed development, a total of 181 bays will be provided on-site. **Table 5-2** provides the parking provision for the Ability Centre split up across its components.

Table 5-2 Ability Centre Parking Provision

	Existing	With Proposed Development
Mindaroo Rise	20	20
Sir David Brand Centre	129	129
Hillroyd Building	54	32
Net Total	203	181

As shown, there will be a net decrease of 22 bays across the entire site.

It should be noted that currently there are a total of 54 bays along the branch driveway and around the existing Hillroyd building, however currently none of those bays are specifically dedicated or allocated to Hillroyd building.

5.2.2 Ability Centre Parking Occupancy Survey

Cardno undertook car parking occupancy surveys across the existing Ability Centre site for 8 hours starting from 7:00 AM till 5:00 PM on a Thursday in March 2016.

Results of the parking occupancy survey are graphically represented in **Figure 5-2**.

Figure 5-2 Ability Centre Parking Occupancy Survey



In summary,

- > Peak parking occupancy of 91% was observed between 11:00 – 11:30 AM for the Ability Centre.
- > Peak parking occupancy for Sir David Brand Centre was observed to be 91% which occurred between 11:00 – 11:30 AM. It is noted that 11:00 AM to 12:00 PM is the peak hour of Sir David Brand Centre with high influx of visitors to the therapy facilities.
- > Mindaroo Rise Parking Occupancy peaked (96%) during 11:00 to 11:30 AM. Based on the on-site observation, this spike occurred due to short-term parking by the vans waiting to pick-up residents as part of opportunities program and be the service vehicles accessing the site. It is noted that Mindaroo Rise units stand alone in respect to parking - that is, only Staff, Clients and their visitors are allowed to park in the parking bays. On an average, 50% parking occupancy was observed at Mindaroo Rise across the day.

5.3 Proposed Development Car Parking Provision

Car parking provision for the proposed development is described in **Section 2.5**. The proposed development will have a provision of 3 large accessible bays under a canopy adjacent to Building 1 as well as 29 bays either side of the access driveway. The car parking at the access drive way will be shared between the proposed Hillroyd Building and Sir David Brand Centre.

For the purpose of this assessment, the number of employees expected at the proposed development has been used to estimate the car parking provision. As discussed in **Section 2.3**, the main trip interactions with the proposed development are expected to be staff/employee trips. **Figure 4-1** shows that during the shift change time, a maximum of 18 employees will be on site. Given that the shift change times do not coincide with Sir David Brand Centre Peak time and that the parking occupancy for the nursing home is observed to be 50% across the day, it is considered that the parking provision will be sufficient for the proposed development and the Ability Centre.

6 Swept Path Analysis

Swept Path analysis has been conducted for the inbound and outbound movements of the following vehicles that will access the proposed development:

- > Refuse Collection Truck
- > Service Vehicle
- > Emergency Vehicle

Appendix B provides the swept paths of the vehicles along the site access roads.

Based on the analysis, it has been concluded that the vehicles can comfortably enter and exit the site. There is sufficient space for vehicles to comfortably manoeuvre within the site.

7 Summary and Conclusion

Cardno has been commissioned by the Ability Centre to prepare a *Transport Assessment* (TA) for the proposed Nursing Home in the northern corner of Lot 6345 (No. 106) Bradford Street, Coolbinia.

The TA will focus on traffic operations, access, and car parking aspects for the proposed development.

This TA has been prepared in accordance with the WAPC Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments (2006), for lodgement with the Development Application to the City of Stirling.

The following conclusions have been made in regards to the proposed development:

- > The proposed development is a nursing home with 4 accommodation units and will house 26 residents with high support needs. The proposed development will replace the existing Hillroyd building.
- > A total of 23 staff will work in three shifts as direct carers and nurses for the residents of the new Hillroyd building.
- > The proposed Hillroyd building is expected to generate 46 daily vehicle trips.
- > Only staff of the new Hillroyd building will utilise the proposed car parking bays as the residents are not capable of driving.
- > The development generated trips will not coincide with the background peak hours of the network and therefore is not considered to impact the network performance.
- > Parking provision has been assessed for the entire Ability Centre and is found to be sufficient with the proposed development.
- > Swept path analysis of refuse collection trucks, service and emergency vehicles has been undertaken. The results of the analysis showed that the vehicles can comfortably manoeuvre along site roads.

APPENDIX

A

WAPC GUIDELINES CHECKLIST

Item	Status	Comments/Proposals
Summary		
Introduction/Background		
name of applicant and consultant	Completed	Included in Section 1
development location and context	Completed	Included in Section 1
brief description of development proposal	Completed	Included in Section 1
key issues	--	N/A
Background information	Completed	Included in Section 1
Development proposal		
regional context	Completed	Included in Section 2
proposed land uses	Completed	Included in Section 2
table of land uses and quantities	Completed	Included in Section 2
access arrangements	Completed	Included in Section 2
parking provision	Completed	Included in Section 2
end of trip facilities	--	N/A
any specific issues	--	N/A
Existing situation		
existing site uses (if any)	Completed	Included in Section 3
existing parking and demand (if appropriate)	--	Included in Section 5
existing access arrangements	--	Included in Section 3
existing site traffic	--	Included in Section 3
surrounding land uses	Completed	Included in Section 3
surrounding road network	Completed	Included in Section 3
traffic management on frontage roads	Completed	Included in Section 3
traffic flows on surrounding roads (usually am and pm peak hours)	Completed	Included in Section 3
traffic flows at major intersections (usually am and pm peak hours)	Completed	N/A
operation of surrounding intersections	Completed	N/A
existing pedestrian/cycle networks	Completed	Included in Section 3
existing public transport services surrounding the development	Completed	Included in Section 3
Crash data	Completed	Included in Section 3
Changes to surrounding transport networks		

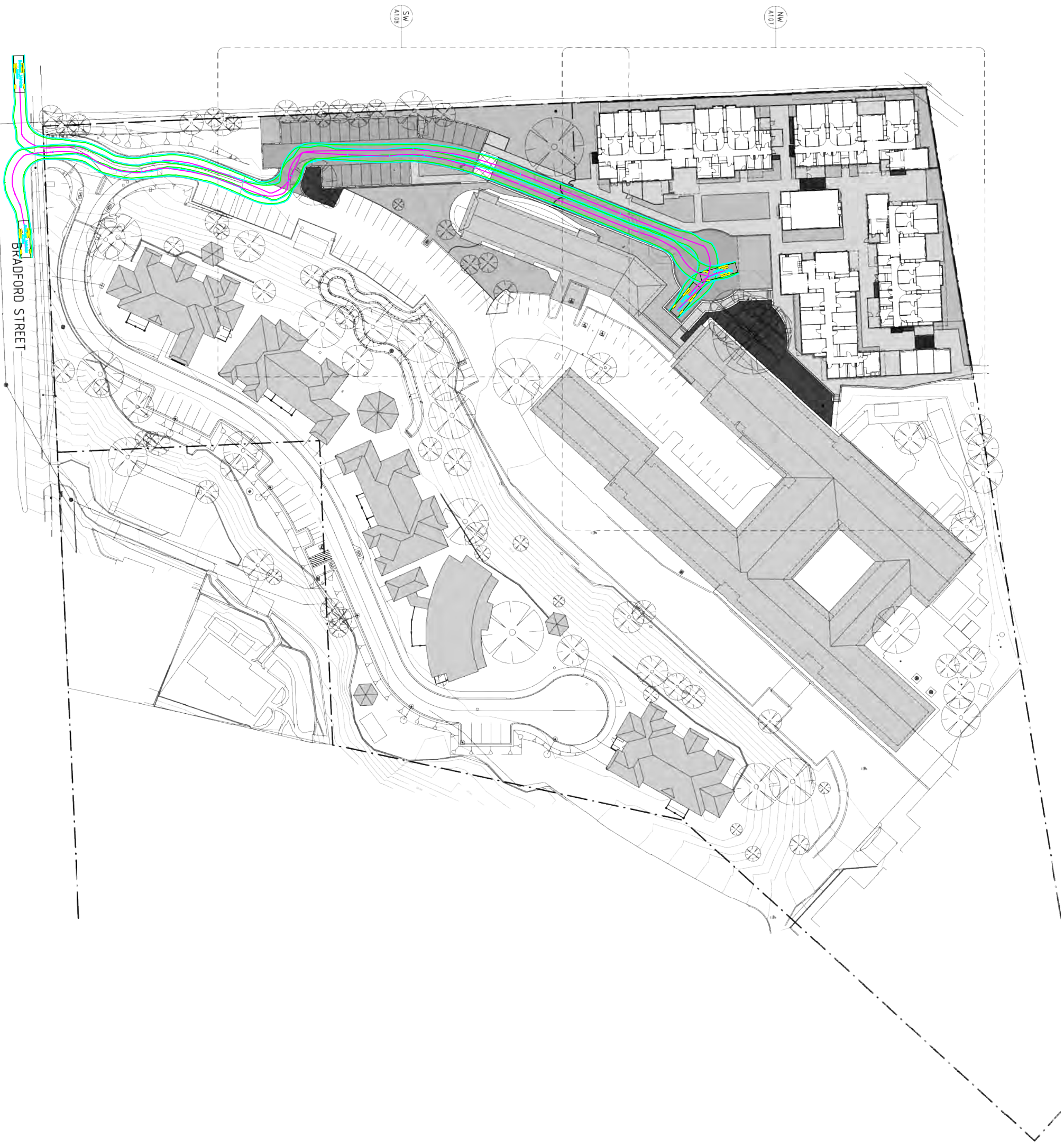
road network	Completed	N/A
intersection layouts and controls	Completed	N/A
pedestrian/cycle networks and crossing facilities	--	N/A
public transport services	--	N/A
Integration with surrounding area		
surrounding major attractors/generators	Completed	N/A
proposed changes to land uses within 1200 metres	Completed	N/A
travel desire lines from development to these attractors/generators	Completed	N/A
adequacy of existing transport networks	Completed	N/A
deficiencies in existing transport networks	Completed	N/A
remedial measures to address deficiencies	--	N/A
Analysis of transport networks		
assessment years	Completed	Included in Section 4
time periods	Completed	Included in Section 4
development generated traffic	Completed	Included in Section 4
distribution of generated traffic	Completed	N/A
parking supply & demand	Completed	Included in Section 5
committed developments and transport proposals	Completed	N/A
base and "with development" traffic flows	Completed	Included in Section 4
analysis of development accesses	Completed	Included in Section 4 and 5
impact on surrounding roads	Completed	Included in Section 4
impact on intersections	Completed	N/A
impact on neighbouring areas	--	N/A
traffic noise and vibration	--	N/A
road safety	Completed	Included in Section 3.7
public transport access	Completed	Included in Section 3.6
pedestrian access / amenity	Completed	Included in Section 3.5
cycle access / amenity	Completed	Included in Section 3.5
analysis of pedestrian / cycle networks	Completed	Included in Section 3.5
safe walk/cycle to school (for residential and school site developments only)	--	N/A

Transport Assessment

APPENDIX


B

SITE SWEPT PATH ANALYSIS



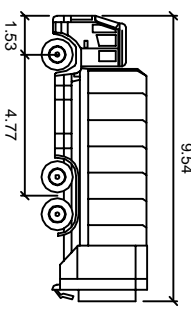
1
A1.06
MODIFIED SITE PLAN
1 : 500





Refuse Vehicle

Width : 2.60
Track : 2.60
Lock to Lock Time : 6.0
Steering Angle : 34.9



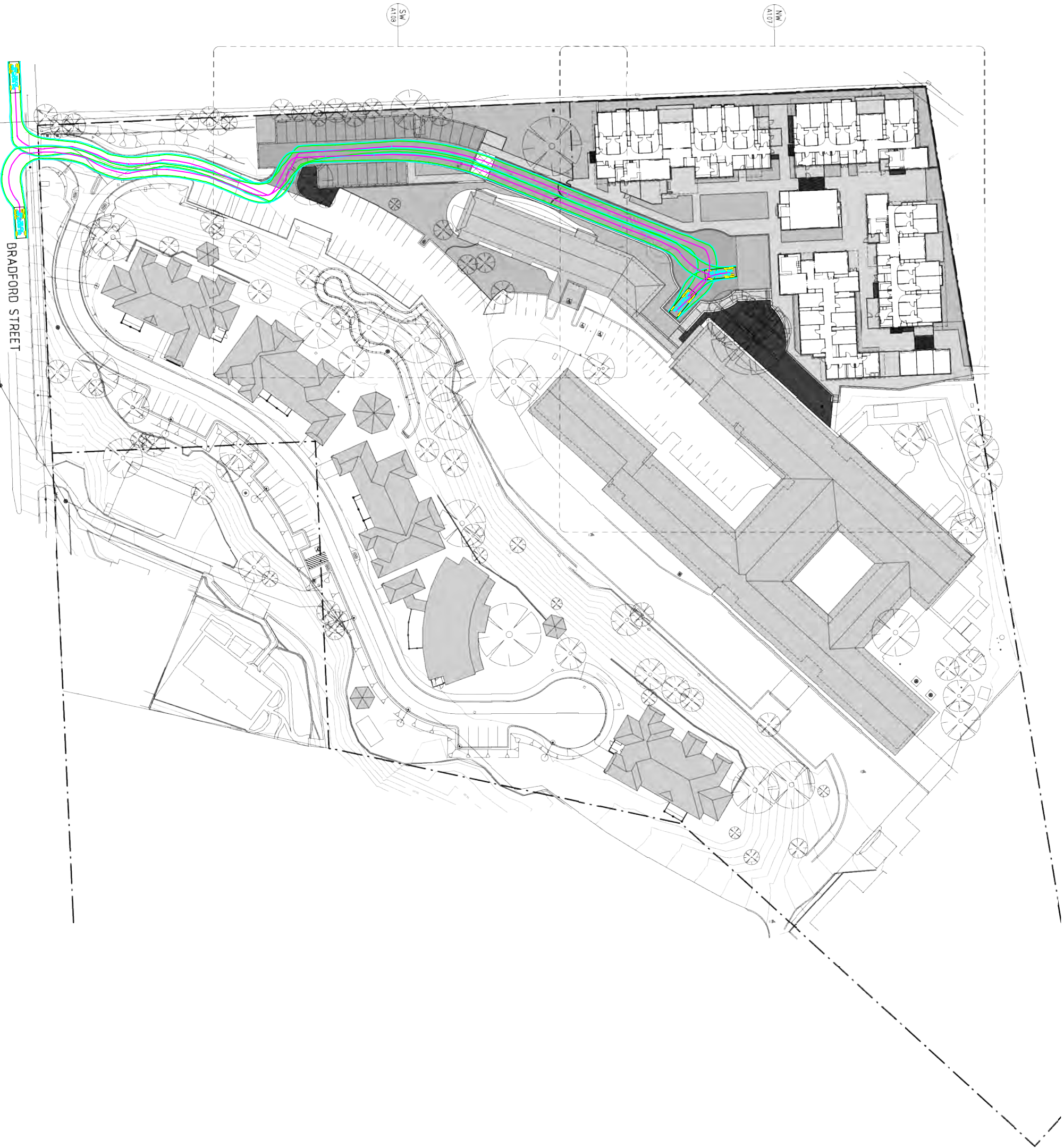
SITEMAP COMMENTS		
Site	Description	Date



PARRY + WHYTE ARCHITECTS
Copyright © Parry and Whyte Architects
100 BRADFORD STREET, COOLBIRNIA
VIC 3003
Phone: 03 9331 1111
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HILLROYD REDEVELOPMENT
100 BRADFORD STREET, COOLBIRNIA
MODIFIED SITE PLAN

SCALE	1 : 500
DWG NUMBER	A1
PAGE SIZE	A1
DRAWN BY	RCH
CHECKED BY	JAN
DATE	JAN 16
SYSTEM	STAMP
PLOTTED	19/01/2016 2:56:34 PM
DRAWING NO	A1.06
REV NO	A



1
A1.06
1 : 500
MODIFIED SITE PLAN



A		SCALE FOR COMMENTS	15/01/16
Rev	Description	Date	

8M-TRUCK meters

Width : 2.50

Track : 2.50

Lock to Lock Time : 6.0

Steering Angle : 37.3

SCHEMATIC DESIGN



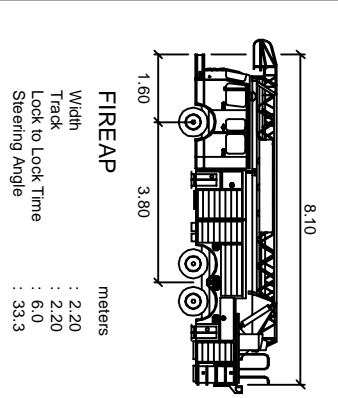
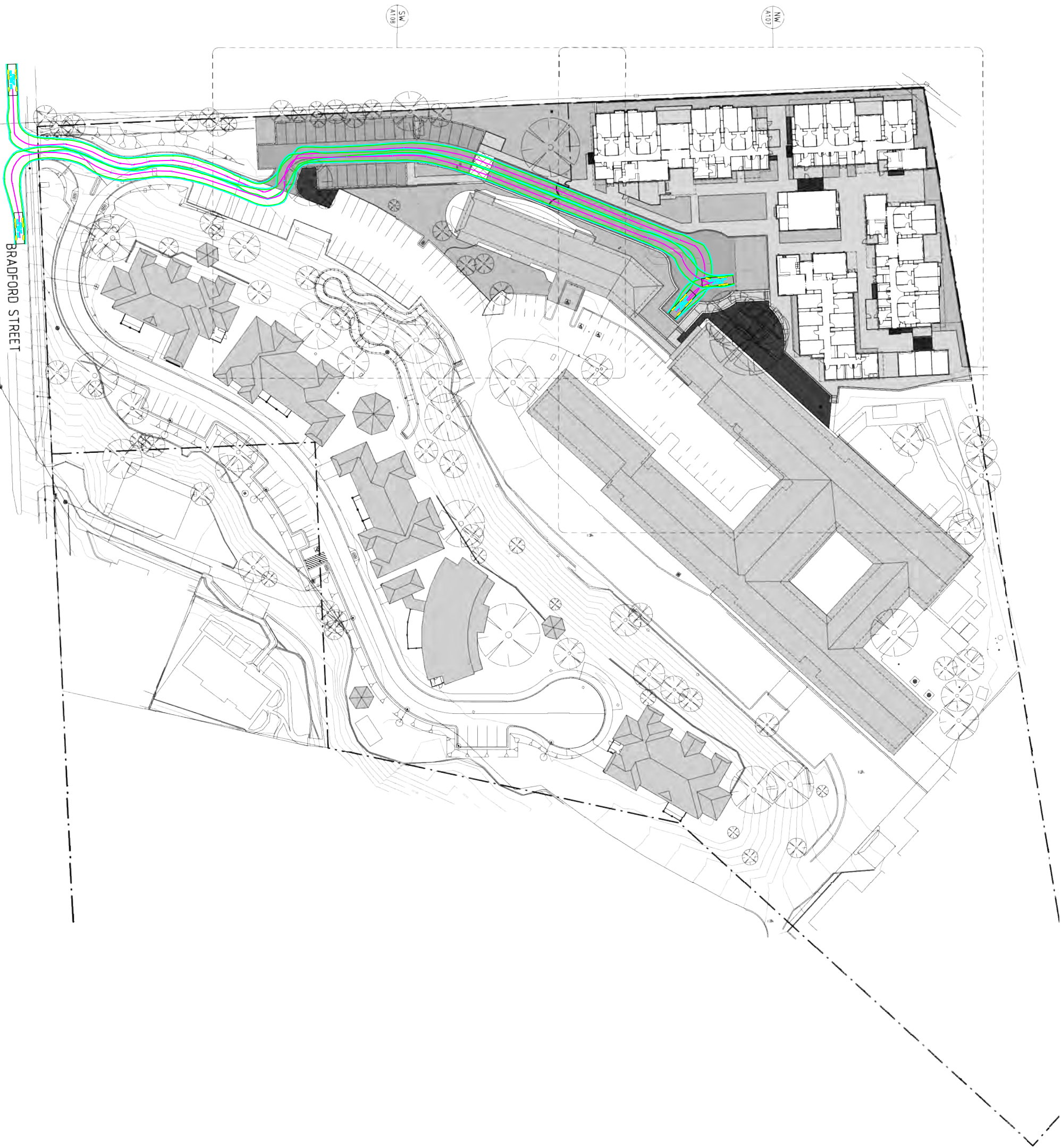
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Sydney NSW 1500
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HILLROYD REDEVELOPMENT

106 BRADFORD STREET, COOLIBIN
MODIFIED SITE PLAN

SCALE	1 : 500
JOB NUMBER	
PAGE SIZE	A1
DRAWN BY	RKH
CHECKED BY	
DATE	JAN 16
SYSTEM	STAMP
PLOTTED	19/01/2016 2:56:24 PM

DRAWING NO.	REV NO.
A1.06	A



A	1500mm COMMENTS	1500mm
Rev	Description	Date

SCHEMATIC DESIGN



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HILLROYD REDEVELOPMENT
106 BRADFORD STREET, COOLJAHIA
MODIFIED SITE PLAN

SCALE	1 : 500
JOB NUMBER	
PAGE SIZE	A1
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SYSTEM	STAMP
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DRAWING NO	REV NO
A1.06	A

Transport Assessment

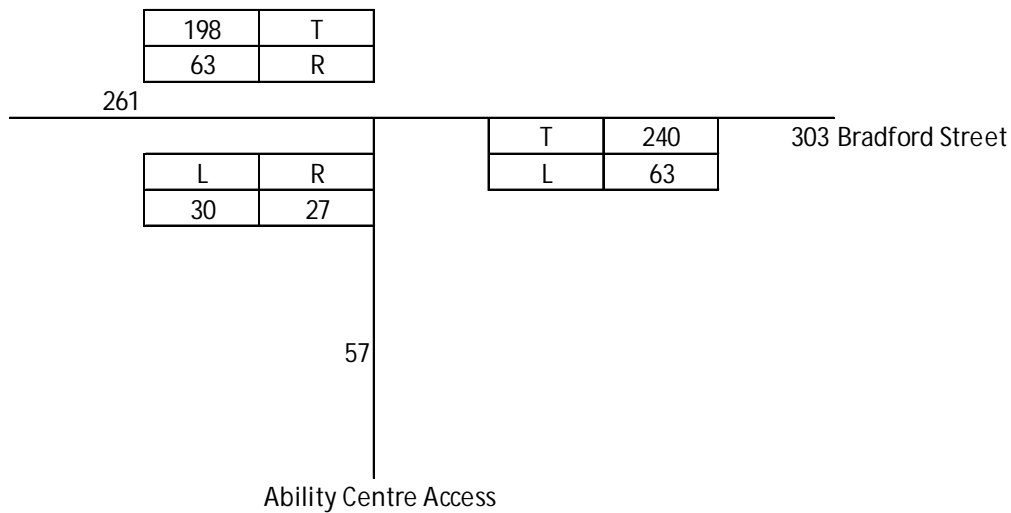
APPENDIX

C

CATDNO TRAFFIC COUNT SURVEY

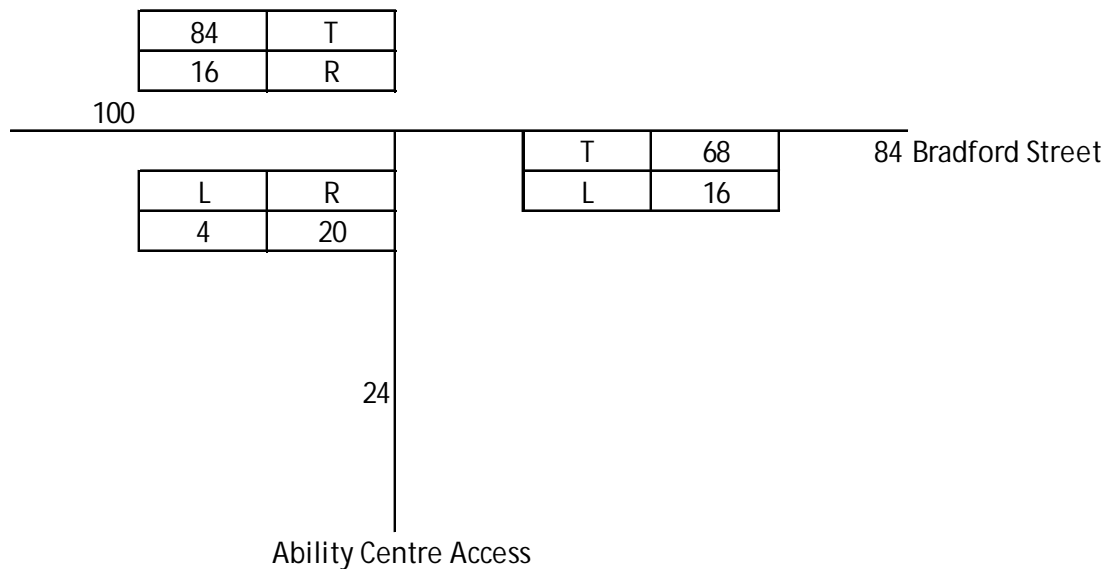
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1 hour



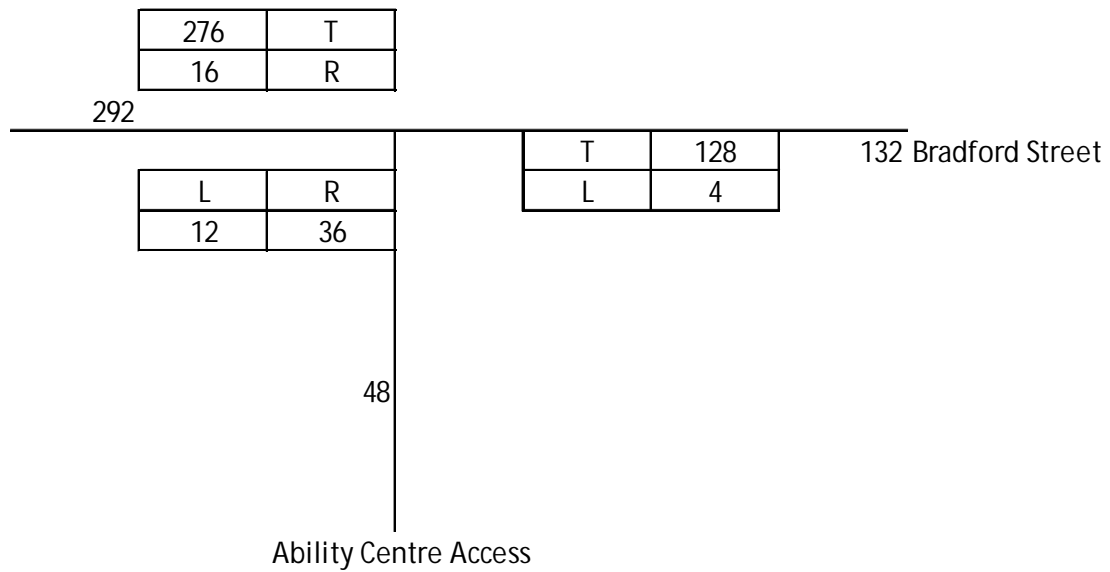
11:30 AM- 12:30 PM

1 hour



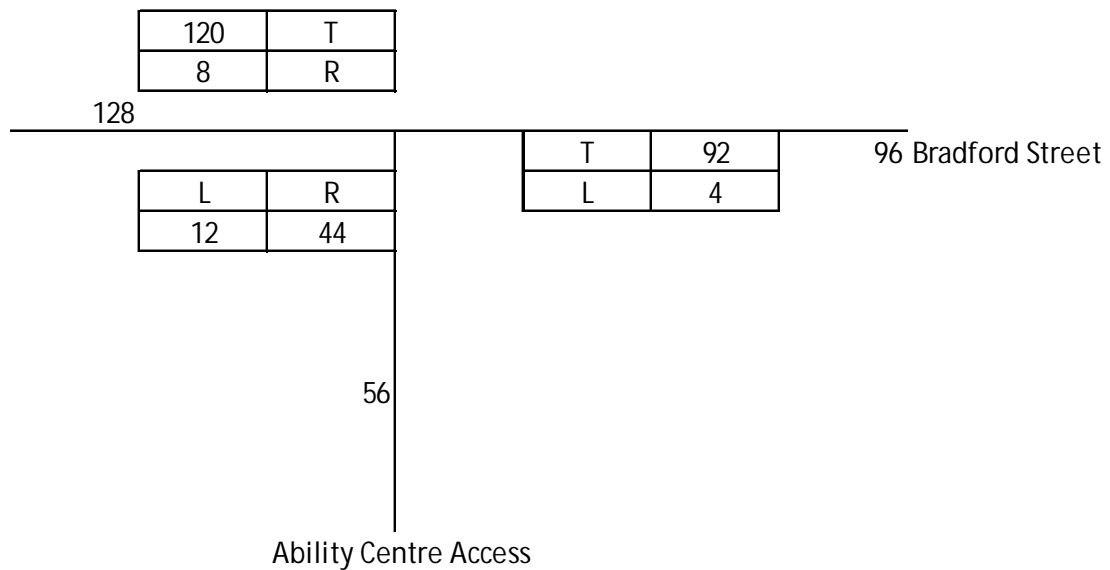
3:00 - 4:00 PM

1 hour



4:00 - 5:00 PM

1 hour



Note: Extrapolated from 15 and 30minute counts.

About Cardno

Cardno is an ASX200 professional infrastructure and environmental services company, with expertise in the development and improvement of physical and social infrastructure for communities around the world. Cardno's team includes leading professionals who plan, design, manage and deliver sustainable projects and community programs. Cardno is an international company listed on the Australian Securities Exchange [ASX:CDD].

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BAL Assessment Report

Prepared by a BPAD
Accredited Practitioner



Fire Protection Association Australia Life Property Environment




AS 3959 Bushfire Attack Level (BAL) Assessment Report

This report has been prepared by an Accredited BPAD Practitioner using the Simplified Procedure (Method 1) as detailed in Section 2 of AS 3959 – 2009 (Incorporating Amendment Nos 1, 2 and 3), FPA Australia makes no warranties as to the accuracy of the information provided in the report. All enquiries related to the information and conclusions presented in this report must be made to the BPAD Accredited Practitioner whose details appear below.

Site Details			
Address:	106 Bradford Street		
Suburb:	Coolbinia	State:	WA
Local Government Area:	City of Stirling		
Description of Building Works:	New building works – Nursing home		

Report Details			
Report / Job Number:	4562	Report Version:	1
Assessment Date:	24 March 2016	Report Date:	24 March 2016

BPAD Accredited Practitioner Details			
Name:	James Terenciuk		
Accreditation Number:	BPAD36529	Accreditation Expiry Date:	February 2017
Signature:			



RECEIVED
29 MAR 2016
CITY OF STIRLING

Site Assessment & Site Plans

The assessment of this site / development was undertaken by a BPAD Accredited Practitioner for the purpose of determining the Bushfire Attack Level in accordance with AS 3959 - 2009 Simplified Procedure (Method 1).



Vegetation Classification

All vegetation within 100m of the site / proposed development was classified in accordance with Clause 2.2.3 of AS 3959-2009. Each distinguishable vegetation plot with the potential to determine the Bushfire Attack Level is identified below.

Plot 1

Exclusion clause 2.2.3.2 (b)



Photo ID: 1



Photo ID: 2

Plot 2

Exclusion clause 2.2.3.2 (f)



Photo ID: 3



Photo ID: 4

Relevant Fire Danger Index

The fire danger index for this site has been determined in accordance with Table 2.1 or otherwise determined in accordance with a jurisdictional variation applicable to the site.

Fire Danger IndexFDI 40 ☐

Table 2.4.5

FDI 50 ☐

Table 2.4.4

FDI 80 ☒

Table 2.4.3

FDI 100 ☐

Table 2.4.2

Potential Bushfire Impacts

The potential bushfire impact to the site / proposed development from each of the identified vegetation plots are identified below.

Plot	Vegetation Classification	Effective Slope	Separation (m)	BAL
1	Exclusion clause 2.2.3.2 (b)			-
2	Exclusion clause 2.2.3.2 (f)			-

Table 1: BAL Analysis

Determined Bushfire Attack Level (BAL)

The Determined Bushfire Attack Level (highest BAL) for the site / proposed development has been determined in accordance with clause 2.2.6 of AS 3959-2009 using the above analysis.

Determined Bushfire Attack Level	BAL - LOW
---	------------------

Appendix A – Working Drawings (NTS)







Bushfire Attack Level (BAL) Certificate

Determined in accordance with AS 3959-2009

Address: 106 Bradford Street
Coolbinia **State:** WA
Local Government Area: City of Stirling
Report / Job Number: 4562 **Report Date:** 24 March 2016


Determination of Highest Bushfire Attack Level

AS 3959 Assessment Procedure	Vegetation Classification	Effective Slope	Separation Distance	BAL
Method 1	Exclusion clause 2.2.3.2 (b)			LOW

Practitioner Details

I hereby certify that I have undertaken the assessment of the above site and determined the Bushfire Attack Level stated above in accordance with the requirements of AS 3959-2009 (Incorporating Amendment Nos 1, 2 and 3).

Name: James Terenciuk
Accreditation Number: BPAD36529 **Accreditation Expiry Date:** February 2017

Signature: 
Certificate Date: 24 March 2016



Form 2 - Responsible Authority Report

(Regulation 17)

Property Location:	Lot 5002 (74) and Lot 5001 (86) Delamere Avenue, Currambine
Application Details:	Proposed modifications to an approved commercial development
DAP Name:	Metro North West JDAP
Applicant:	Urbis Pty Ltd on behalf of ALDI Australia
Owner:	Currambine District One Pty Ltd, Currambine District Two Pty Ltd & various
LG Reference:	DA16/0286
Responsible Authority:	City of Joondalup
Authorising Officer:	Dale Page Director Planning and Community Development
Department of Planning File No:	DP/11/02687
Report Date:	22 April 2016
Application Receipt Date:	4 March 2016
Application Process Days:	38 days
Attachment(s):	<ol style="list-style-type: none">1. Location plan2. Minutes of approved DAP Application reference DP/11/02687 of 7 March 20123. Plans of approved DAP Application reference DP/11/02687 of 7 March 20124. Amended JDAP approval of 17 October 20125. Development plan6. Parking demand study

Officer Recommendation:

That the Metro North-West JDAP resolves to:

1. **Accept** that the DAP Application reference DP/11/02687 as detailed on the DAP Form 2 dated 4 March 2016 is appropriate for consideration in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*;
2. **Approve** the DAP Application reference DP/11/02687 as detailed on the DAP Form 2 dated 4 March 2016 and accompanying plan date stamped 4 March 2016, in accordance with clause 77(4) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, for the proposed modifications to conditions of approval and commercial development at Lot 5002 (74) and Lot 5001 (86) Delamere Avenue, Currambine, subject to:

Removal of Conditions

Conditions 18, 19, 20 and 21 of the approved DAP Application DP/11/02687 of 7 March 2012 and amended conditions (i), (ii), (iii), (iv) and (v) of the approved DAP Application reference DP11/02687 of 17 October 2012 are removed.

Amended Conditions

- a) **A notification under section 70A of the Transfer of Land Act is to be prepared at the applicant's cost and in a form acceptable to the City and lodged with the Registrar of Titles for endorsement on the certificates of title for Lot 5002 (74) Delamere Avenue and Lot 5001 (86) Delamere Avenue within 90 days from the date of this approval.**

The notification is to give notice of the provision for 9 car parking bays to be provided on Lot 5001 (86) Delamere Avenue for the exclusive use of patrons of, and visitors to, and employees of the occupiers of, Lot 5002 (74) Delamere Avenue and that if, for any reason, including the sale or redevelopment of Lot 5001, the car parking bays to be provided on Lot 5001 become unavailable then the use of Lot 5002 may be contrary to a condition of the development approval and may constitute an offence under the City of Joondalup District Planning Scheme No. 2.

- b) **The nine car parking bays on the western side of Lot 5001 (86) Delamere Avenue, indicated on the approved plans, and required under amended condition a), are to be provided for parking exclusively by:**

(i) patrons of, and visitors to, the development on Lot 5002 (74) Delamere Avenue; and

(ii) employees of the occupiers of Lot 5002 (74) Delamere Avenue,

and are to be available, within 90 days from the date of this approval.

- c) **The car parking bays are to be designed, constructed, drained and marked in accordance with the Australian Standard for Off-street Car Parking (AS/NZS2890.1 2004) and thereafter maintained to the satisfaction of the City.**

Advice Notes

1. All other conditions and requirements detailed on the previous approval dated 7 March 2012 shall remain unless altered by this application.
2. This approval relates only to the:
 - Deletion of the previous development at Lot 5001 (86) Delamere Avenue, Currambine from the approval
 - Construction of nine car bays and associated pedestrian path on Lot 5001 (86) Delamere Avenue, Currambine
 - Amendment to the conditions of approval as set out in this decision.

Background:

Property Address:	Lot 5002 (74) and Lot 5001 (86) Delamere Avenue, Currambine
Zoning	MRS: Urban
	TPS: Business
Use Class:	Restaurant – 'P' use Office - 'P' use Showroom - 'P' use Recreation Centre - 'D' use Medical Centre - 'P' use Consulting rooms - 'P' use Hairdresser – 'D' use
Strategy Policy:	N/A
Development Scheme:	<i>City of Joondalup District Planning Scheme No. 2 (DPS2)</i> <i>Currambine District Centre Structure Plan (CDCSP)</i>
Lot Size:	Lot 5002 (74) Delamere Avenue – 4,627m ² Lot 5001 (86) Delamere Avenue – 7,659m ²
Existing Land Use:	See 'Use class' above
Value of Development:	N/A

The subject sites are located to the east of the existing Currambine Central shopping centre and cinema complex and south of the Currambine Community Centre at Lot 1574 (52) Delamere Avenue, Currambine (Attachment 1 refers).

The sites are zoned 'Urban' under the *Metropolitan Region Scheme*, and fall within the Business zone under the City's *District Planning Scheme No. 2 (DPS2)*.

The sites are also subject to the requirements of the *Currambine District Centre Structure Plan (CDCSP)*. The Currambine District Centre is bound by Marmion Avenue to the west, Shenton Avenue to the south, and Delamere Avenue to the north and east.

The Metro North-West Joint Development Assessment Panel (JDAP) granted approval at its meeting of 7 March 2012 for a new commercial development consisting of showrooms, office, restaurants, medical centre, take away food outlets and shop across both lots (Attachments 2 and 3 refers). That application proposed to cater for a 41 car parking shortfall at Lot 5002 (74) Delamere Avenue (Lot 5002), by providing the additional car parking required on Lot 5001 (86) Delamere Avenue (Lot 5001). A condition of approval was placed on that determination reflecting the provision of 41 car bays being provided on Lot 5001 for the exclusive use of the patrons, visitors and employees of Lot 5002.

A subsequent approval was issued by the JDAP at its meeting of 17 October 2012 for modifications to the land uses and car parking strategy approved at both sites (Attachment 4 refers). That approval resulted in amended conditions requiring that 55 bays be provided on Lot 5001 for the exclusive use of Lot 5002.

A number of subsequent applications to change land uses at Lot 5002 have been approved by the City. The most recent of these was a change in use from 'Office' to 'Hairdresser' which was approved by Council at its meeting of 10 December 2013.

That application resulted in the car parking shortfall to Lot 5002 under DPS2 increasing to 58 bays. However, the overall three bay shortfall across the two sites was considered appropriate by Council and this application was approved without the need to amend the condition requiring 55 bays to be provided on Lot 5001 for the exclusive use of Lot 5002.

Amendment No. 65

Amendment No. 65 proposes to make changes to DPS2. These changes are intended to improve the operation of DPS2 by updating and modernising standards; correcting minor deficiencies and anomalies; and introducing provisions which will provide clarity and certainty for applicants and decision makers. In relation to this development, it is noted that the car parking standard for 'Showroom' is proposed to be modified. Amendment No. 65 has been supported by the Minister for Planning subject to modifications. The modifications required by the Minister do not alter the proposed car parking standards.

Amendment No. 84

After expressing an interest in purchasing Lot 5001, ALDI Australia lodged a scheme amendment to allow the land use 'Shop' on the site. At its meeting of 16 February 2016 Council resolved to support Scheme Amendment No. 84 to DPS2 which seeks to include the additional land use 'Shop' to those lots within the CDCSP zoned 'Business'. Under DPS2 the current zoning of Lot 5001 only permits a shop in certain circumstances, including that it be no larger than 200m² in area. Should the amendment be supported by the Minister for Planning, it will enable the City to consider an application for a larger retail outlet, such as an ALDI store, at the site.

Details: outline of development application

The applicant seeks to amend the previous approval by:

- Removing the development at Lot 5001 from the approval. Lot 5001 is currently undeveloped.
- Removing the conditions of approval requiring that 55 car bays be provided on Lot 5001 to support a car parking shortfall at Lot 5002.
- Proposing nine car bays on Lot 5001 (Attachment 5 refers) for the exclusive use of patrons of, visitors to and employees of the occupiers of Lot 5002 where 55 car bays are currently required under the conditions of approval.

The applicant has undertaken a Parking Demand Study to support the proposed modifications to the car parking (Attachment 6 refers).

Legislation & policy:

Legislation

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

State Government Policies

Nil.

Local Policies

Nil.

Consultation:

Public Consultation

Clause 64 of the deemed provisions set out in Schedule 2 of the Regulations states that a local government may waive a requirement for an application to be advertised where it does not comply with a requirement of the Scheme if the local government is satisfied that the departure from the requirements is of a minor nature.

For reasons outlined in the comments section below, it is considered that the car parking shortfall will not have a detrimental impact on surrounding development, and as such consultation has not been undertaken.

Consultation with other Agencies or Consultants

The application was not required to be referred to any other agency or consultant.

Planning assessment:

The application is for modifications to the previous approval, being the removal of the development approved at Lot 5001 (yet to be constructed), the deletion of conditions of development approval which require 55 car bays be provided on Lot 5001 to support an approved car parking shortfall at Lot 5002, and provision of nine car bays for use of Lot 5002.

Following the approvals issued by the JDAP for the sites in 2012, Lot 5002 was developed. However, Lot 5001 has remained vacant and undeveloped. ALDI Australia have now expressed an interest in purchasing the vacant Lot 5001 and in 2015 lodged a scheme amendment in order to allow the land use 'Shop' to become a permissible use on the site. Amendment No. 84 to DPS2 has since being initiated to permit the additional land use of 'Shop' throughout the Business zoned portions of the Currumbine District Centre.

Concept planning for an ALDI store at Lot 5001 has been undertaken by the applicant and has taken into account the need to provide for car parking bays as per the current JDAP approvals for the site. A parking demand study undertaken by the applicant as part of this work indicates that the provision of nine bays in lieu of 55 bays would be sufficient to support the existing peak demand of 105 bays generated at Lot 5002.

The parking demand study, included as Attachment 6, examined the synergies between the two lots in the context of surrounding land uses within the Currumbine District Centre focusing on the needs and usage of the existing and future parking supply. The results of the analysis suggest that there is currently sufficient available parking and that the construction of nine car bays on Lot 5001 will cater for the peak

demand shortfall of parking at Lot 5002, whilst enabling the parking in the surrounding area to continue to function at an acceptable level.

The study was undertaken on behalf of the applicant during a week day period and took into account parking being utilised within the immediate area. The study found that bays were always available at Lot 5002 even during peak periods and that the construction of an ALDI store would provide for additional synergies between the two sites. It also noted that the overspill demand during the peak period was in the order of nine bays and that providing these on Lot 5001 would be sufficient to accommodate the demand associated with Lot 5002.

The nine overflow bays are proposed to be provided to the west of the future ALDI development on Lot 5001; accessible from the access way connecting Tyger Entrance and Cuba Way (Attachment 5 refers). An existing footpath will provide for a pedestrian connection between the bays and Lot 5002. The location of these bays on the western side of the lot will ensure that they will not need to be removed to enable any future construction on Lot 5001.

While DPS2 requires that shade trees are to be provided at a rate of one tree for every four car bays, the intention is that the landscaping to these bays will be provided as part of the construction of the ALDI development. Substantial development of Lot 5001 will require the submission of detailed landscaping and irrigation plans.

In providing these bays to the west of the site and not within the future car park of Lot 5001, it is considered that the bays can be easily set aside and marked for the use of patrons of and visitors to Lot 5002.

Options/Alternatives

Not applicable.

Council Recommendation:

Not applicable.

Conclusion:

The reduction in the amount of car parking required to be provided on Lot 5001 to support the development at Lot 5002 is considered appropriate in this instance. The parking demand study provided as part of the application demonstrates that sufficient car parking is provided within the vicinity to ensure that all land uses can adequately function and that future synergies between the subject site and the future development to Lot 5001 will further enhance the functionality. Given that the nine bays will be able to support the peak parking demand, it is considered appropriate to require the removal of previous conditions of development approval requiring that 55 bays on Lot 5001 be set aside for the exclusive use of Lot 5002 and that a car parking strategy plan be developed.

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



Lot 5002 (74) Delamere Avenue

Lot 5001 (86) Delamere Avenue

Responsible Authority Report
(Regulation 12, 17)

Application Details:	PROPOSED SHOWROOMS, OFFICES, RESTAURANTS, MEDICAL CENTRE, TAKE AWAY FOOD OUTLET AND SHOP
Property Location:	Lot 5002 (74) and Lot 5001 (86) Delamere Avenue, Currambine
DAP Name:	Metro North JDAP
Applicant:	Harden Jones Architects
Owner:	Currambine District Centre One Pty Ltd Currambine District Centre Two Pty Ltd
LG Reference:	DA11/1358
Responsible Authority:	City of Joondalup
Authorising Officer:	Dale Page Director Planning and Development
Application No and File No:	DAP 11/1358
Report Date:	24 February 2012
Application Receipt Date:	07 December 2011
Application Process Days:	57 working days
Attachment(s):	1. Location Plan 2. Development Plans 3. Parking Management Strategy Plans 4. Traffic Statement Reports 5. City of Joondalup Environmentally Sustainable Design Checklist

Recommendation / Primary Motion:

Moved By: Ms Karen Hyde

Seconded By: Mr Paul Drechsler

That the Metropolitan North-West Joint Development Assessment Panel resolves to:

- A. **Approve** DAP Application reference DAP11/1358 and accompanying plans (refer Attachments 2 and 3) in accordance with Clause 6.9 of the City of Joondalup District Planning Scheme No. 2, subject to the following conditions:

Conditions

1. A Construction Management Plan being submitted and approved prior to the commencement of construction. 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;
 - other matters likely to impact on the surrounding properties;
2. A Refuse Management Plan indicating the method of rubbish collection is to be submitted to and approved by the City, prior to the commencement of construction.

Karen Hyde

3. The lodging of detailed landscaping plans with the Building Licence Application based on water sensitive urban design and Designing Out Crime principles to the satisfaction of the City. For the purpose of this condition a detailed landscaping plan shall be drawn to a scale of 1:100. All details relating to paving, treatment of verges and tree planting in the car park, are to be shown on the landscaping plan;
4. Landscaping, reticulation and all verge treatments, based on water sensitive urban design principles, are to be established in accordance with the approved plans prior to the development first being occupied and thereafter maintained to a high standard to the satisfaction of the City;
5. Any proposed external building plant, including air conditioning units, piping, ducting and water tanks, being located so as to minimise any visual and noise impact on surrounding landowners, and screened from view from the street, and where practicable from adjoining buildings, with details of the location of such plant being submitted for approval by the City prior to the commencement of construction;
6. An onsite stormwater drainage system, with the capacity to contain a 1:100 year storm of 24-hour duration, is to be provided prior to the development first being occupied, and thereafter maintained to the satisfaction of the City. The proposed stormwater drainage system is required to be shown on the Building Licence submission and be approved by the City prior to the commencement of construction;
7. 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.
8. Bicycle parking facilities shall be provided in accordance with the Australian Standard for Offstreet Carparking – Bicycles (AS2890.3-1993) prior to the development first being occupied. Details of bicycle parking area(s) shall be provided and approved by the City prior to the commencement of construction.
9. The retaining walls shall be treated with non-sacrificial anti-graffiti coating;
10. No obscure or reflective glazing is permitted at ground floor level on the building facades facing Delamere Avenue, Cuba Way and Tyger Entrance;
11. All signage shall be the subject of a separate Development Application;
12. A lighting plan detailing all external pole and fixture positions, lux levels and light spillage shall be submitted with the Building Licence Application for the approval of the City;
13. Lighting shall be installed along all driveways and pedestrian pathways and in all common service areas in accordance with the approved lighting plan prior to the development first being occupied to the satisfaction of the City;

Kare Tygh

14. The car parking shade trees as indicated on the approved plans shall be installed prior to the development first being occupied. The trees shall be located within tree wells and protected from damage by vehicles and maintained to the satisfaction of the City;
15. All awnings shall have a minimum clearance of 2.75 metres above the level of the footpath;
16. Car parking bay 21 on Lot 5002 (74) Delamere Avenue shall be constructed, marked and set aside as a small car bay only, as detailed in the Australian Standard for Offstreet Car Parking (AS2890.1 2004) and fully contained within the lot boundary;
17. Adequate sightlines shall be provided at northern egress point of the undercroft car park at Lot 5001 (86) Delamere Avenue (Advice Note 3 refers);
18. A notification under section 70A of the Transfer of Land Act is to be prepared at the applicant's cost and in a form acceptable to the City and lodged with the Registrar of Titles for endorsement on the certificates of title for lot 5002 (74) Delamere Avenue and lot 5001 (86) Delamere Avenue prior to the commencement of any development or works. The notification is to give notice that the approved plans make provision for 41 car parking bays to be provided on lot 5001 (86) Delamere Avenue for the exclusive use of patrons of, and visitors to, and employees of the occupiers of, lot 5002 (74) Delamere Avenue and that if, for any reason, including the sale or redevelopment of lot 5001, the car parking bays to be provided on lot 5001 become unavailable then the use of lot 5002 may be contrary to a condition of the development approval and may constitute an offence under the City of Joondalup District Planning Scheme No. 2.
19. The 41 car parking bays shown on the approved plans, and located on Lot 5001 (86) Delamere Avenue, as being provided for parking, exclusively by:
 - (a) patrons of, and visitors to, the development on Lot 5002 (74) Delamere Avenue; and
 - (b) employees of the occupiers of Lot 5002 (74) Delamere Avenue.are to be available, at all times for those purposes.
20. The development on Lot 5002 (74) Delamere Avenue is not be used or occupied if the car parking bays referred to in condition 19 are not available at all times for the purposes referred to in condition 19.
21. Condition 20 applies at all times, except in the event that the development on Lot 5001 (86) Delamere Avenue is undergoing construction. This exemption is to only apply for a maximum period of 24 months commencing on the date of issue of a certificate of classification, or certificate of construction compliance (as the case may be) for the development on Lot 5002 (74) Delamere Avenue.
22. Pedestrian access between Lot 5002 (74) Delamere Avenue and Lot 5001 (86) Delamere Avenue shall be constructed in accordance with the approved parking management strategy plans. Proposed pedestrian access routes shall be indicated on the Building Licence submission and be approved by the City prior to the commencement of construction.

23. All car parking bays depicted on the parking management strategy plans as being for the purposes of customer parking on Lot 5002 shall be marked and permanently set aside for this purpose.

Advice Notes:

1. In reference to condition 2 it is considered the use of 240 litre carts would be appropriate in this instance due to the limited manoeuvring space for refuse vehicles;
 2. In reference to condition 2 a refuse management plan is required which must consider the total amount of waste that would be expected, the number and type of bins proposed, the frequency of collection, method of collection and other issues affecting the handling of waste.
 3. Further to condition 17 the applicant/owner is advised that relocation of the egress point three bays south will allow for the provision of adequate sightlines upon exit from the undercroft at Lot 5001 (86) Delamere Avenue.
 4. In reference to condition 21 above, the applicant is advised that the 41 parking bays required on Lot 5001 (86) Delamere Avenue, shall be provided at the time of commencement of operations for any or all of the development on Lot 5002 (74) Delamere Avenue, until such time as construction substantially commences on Lot 5001 (86) Delamere Avenue. These bays must then be made available permanently, and in perpetuity, within 24 months of the issue of the certificate of classification for the development at Lot 5002 (74) Delamere Avenue.
 5. The applicant and the owner are advised that, there is an obligation to design and construct the premises in compliance with the requirements of the *Environmental Protection Act 1986*.
 6. The development shall comply with the *Sewerage (Lighting, Ventilation and Construction) Regulations 1971*.
 7. The bin storage areas shall be provided with a concrete floor graded to a 100mm industrial floor waste gully connected to sewer. A hose cock must be provided to bin store area.
 8. Food premises shall comply with all requirements of the *Food Act 2008*.
- B. Advise the applicant and the City of Joondalup of its decision accordingly.

AMENDING MOTION:

Moved By: Councillor Norman

Seconded By: Ms Karen Hyde

(Reason: to provide additional shading on the building).

That a Condition 24. be ADDED as follows:-

24. A painted steel canopy or similar is to be provided to shade the ground floor windows of the northern/western facade of the office and showroom building on Lot 5001 (86) Delamere Avenue. This canopy shall match, or complement

other shade structures utilised on this building and shall be installed prior to the occupation of the development.

That Advice Note 9. be ADDED as follows:-

9. In relation to condition 8 above, the applicant and developer are strongly encouraged to consider the need for the provision of suitable amounts of shaded, secure, bicycle parking areas and end-of-trip facilities on both Lot 5001 (86) Delamere Avenue, and Lot 5002 (74) Delamere Avenue.

Carried Unanimously.

PRIMARY MOTION (AS AMENDED):

That the Metropolitan North-West Joint Development Assessment Panel resolves to:

- A. **Approve** DAP Application reference DAP11/1358 and accompanying plans (refer Attachments 2 and 3) in accordance with Clause 6.9 of the City of Joondalup District Planning Scheme No. 2, subject to the following conditions:

Conditions

1. A Construction Management Plan being submitted and approved prior to the commencement of construction. 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;
 - other matters likely to impact on the surrounding properties;
2. A Refuse Management Plan indicating the method of rubbish collection is to be submitted to and approved by the City, prior to the commencement of construction.
3. The lodging of detailed landscaping plans with the Building Licence Application based on water sensitive urban design and Designing Out Crime principles to the satisfaction of the City. For the purpose of this condition a detailed landscaping plan shall be drawn to a scale of 1:100. All details relating to paving, treatment of verges and tree planting in the car park, are to be shown on the landscaping plan;
4. Landscaping, reticulation and all verge treatments, based on water sensitive urban design principles, are to be established in accordance with the approved plans prior to the development first being occupied and thereafter maintained to a high standard to the satisfaction of the City;
5. Any proposed external building plant, including air conditioning units, piping, ducting and water tanks, being located so as to minimise any visual and noise impact on surrounding landowners, and screened from view from the street, and where practicable from adjoining buildings, with details of the location of such plant being submitted for approval by the City prior to the commencement of construction;
6. An onsite stormwater drainage system, with the capacity to contain a 1:100 year storm of 24-hour duration, is to be provided prior to the development first

being occupied, and thereafter maintained to the satisfaction of the City. The proposed stormwater drainage system is required to be shown on the Building Licence submission and be approved by the City prior to the commencement of construction;

7. 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.
8. Bicycle parking facilities shall be provided in accordance with the Australian Standard for Offstreet Carparking – Bicycles (AS2890.3-1993) prior to the development first being occupied. Details of bicycle parking area(s) shall be provided and approved by the City prior to the commencement of construction.
9. The retaining walls shall be treated with non-sacrificial anti-graffiti coating;
10. No obscure or reflective glazing is permitted at ground floor level on the building facades facing Delamere Avenue, Cuba Way and Tyger Entrance;
11. All signage shall be the subject of a separate Development Application;
12. A lighting plan detailing all external pole and fixture positions, lux levels and light spillage shall be submitted with the Building Licence Application for the approval of the City;
13. Lighting shall be installed along all driveways and pedestrian pathways and in all common service areas in accordance with the approved lighting plan prior to the development first being occupied to the satisfaction of the City;
14. The car parking shade trees as indicated on the approved plans shall be installed prior to the development first being occupied. The trees shall be located within tree wells and protected from damage by vehicles and maintained to the satisfaction of the City;
15. All awnings shall have a minimum clearance of 2.75 metres above the level of the footpath;
16. Car parking bay 21 on Lot 5002 (74) Delamere Avenue shall be constructed, marked and set aside as a small car bay only, as detailed in the Australian Standard for Offstreet Car Parking (AS2890.1 2004) and fully contained within the lot boundary;
17. Adequate sightlines shall be provided at northern egress point of the undercroft car park at Lot 5001 (86) Delamere Avenue (Advice Note 3 refers);
18. A notification under section 70A of the Transfer of Land Act is to be prepared at the applicant's cost and in a form acceptable to the City and lodged with the Registrar of Titles for endorsement on the certificates of title for lot 5002 (74) Delamere Avenue and lot 5001 (86) Delamere Avenue prior to the commencement of any development or works.

The notification is to give notice that the approved plans make provision for 41 car parking bays to be provided on lot 5001 (86) Delamere Avenue for the

exclusive use of patrons of, and visitors to, and employees of the occupiers of, lot 5002 (74) Delamere Avenue and that if, for any reason, including the sale or redevelopment of lot 5001, the car parking bays to be provided on lot 5001 become unavailable then the use of lot 5002 may be contrary to a condition of the development approval and may constitute an offence under the City of Joondalup District Planning Scheme No. 2.

19. The 41 car parking bays shown on the approved plans, and located on Lot 5001 (86) Delamere Avenue, as being provided for parking, exclusively by:
 - (a) patrons of, and visitors to, the development on Lot 5002 (74) Delamere Avenue; and
 - (b) employees of the occupiers of Lot 5002 (74) Delamere Avenue,are to be available, at all times for those purposes.
20. The development on Lot 5002 (74) Delamere Avenue is not be used or occupied if the car parking bays referred to in condition 19 are not available at all times for the purposes referred to in condition 19.
21. Condition 20 applies at all times, except in the event that the development on Lot 5001 (86) Delamere Avenue is undergoing construction. This exemption is to only apply for a maximum period of 24 months commencing on the date of issue of a certificate of classification, or certificate of construction compliance (as the case may be) for the development on Lot 5002 (74) Delamere Avenue.
22. Pedestrian access between Lot 5002 (74) Delamere Avenue and Lot 5001 (86) Delamere Avenue shall be constructed in accordance with the approved parking management strategy plans. Proposed pedestrian access routes shall be indicated on the Building Licence submission and be approved by the City prior to the commencement of construction.
23. All car parking bays depicted on the parking management strategy plans as being for the purposes of customer parking on Lot 5002 shall be marked and permanently set aside for this purpose.
24. A painted steel canopy or similar is to be provided to shade the ground floor windows of the northern/western facade of the office and showroom building on Lot 5001 (86) Delamere Avenue. This canopy shall match, or complement other shade structures utilised on this building and shall be installed prior to the occupation of the development.

Advice Notes:

1. In reference to condition 2 it is considered the use of 240 litre carts would be appropriate in this instance due to the limited manoeuvring space for refuse vehicles;
2. In reference to condition 2 a refuse management plan is required which must consider the total amount of waste that would be expected, the number and type of bins proposed, the frequency of collection, method of collection and other issues affecting the handling of waste.

3. Further to condition 17 the applicant/owner is advised that relocation of the egress point three bays south will allow for the provision of adequate sightlines upon exit from the undercroft at Lot 5001 (86) Delamere Avenue.
 4. In reference to condition 21 above, the applicant is advised that the 41 parking bays required on Lot 5001 (86) Delamere Avenue, shall be provided at the time of commencement of operations for any or all of the development on Lot 5002 (74) Delamere Avenue, until such time as construction substantially commences on Lot 5001 (86) Delamere Avenue. These bays must then be made available permanently, and in perpetuity, within 24 months of the issue of the certificate of classification for the development at Lot 5002 (74) Delamere Avenue.
 5. The applicant and the owner are advised that, there is an obligation to design and construct the premises in compliance with the requirements of the *Environmental Protection Act 1986*.
 6. The development shall comply with the *Sewerage (Lighting, Ventilation and Construction) Regulations 1971*.
 7. The bin storage areas shall be provided with a concrete floor graded to a 100mm industrial floor waste gully connected to sewer. A hose cock must be provided to bin store area.
 8. Food premises shall comply with all requirements of the *Food Act 2008*.
 9. In relation to condition 8 above, the applicant and developer are strongly encouraged to consider the need for the provision of suitable amounts of shaded, secure, bicycle parking areas and end-of-trip facilities on both Lot 5001 (86) Delamere Avenue, and Lot 5002 (74) Delamere Avenue.
- B. Advise the applicant and the City of Joondalup of its decision accordingly.

Carried Unanimously.

10. Amending or cancelling DAP development approval

Nil.

11. Appeals to the State Administrative Tribunal

Nil.

12. Meeting Closed

There being no further business, the Presiding Member reminded members that under 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. The Presiding Member declared the meeting closed at 4.03pm.



SEWER EASEMENT

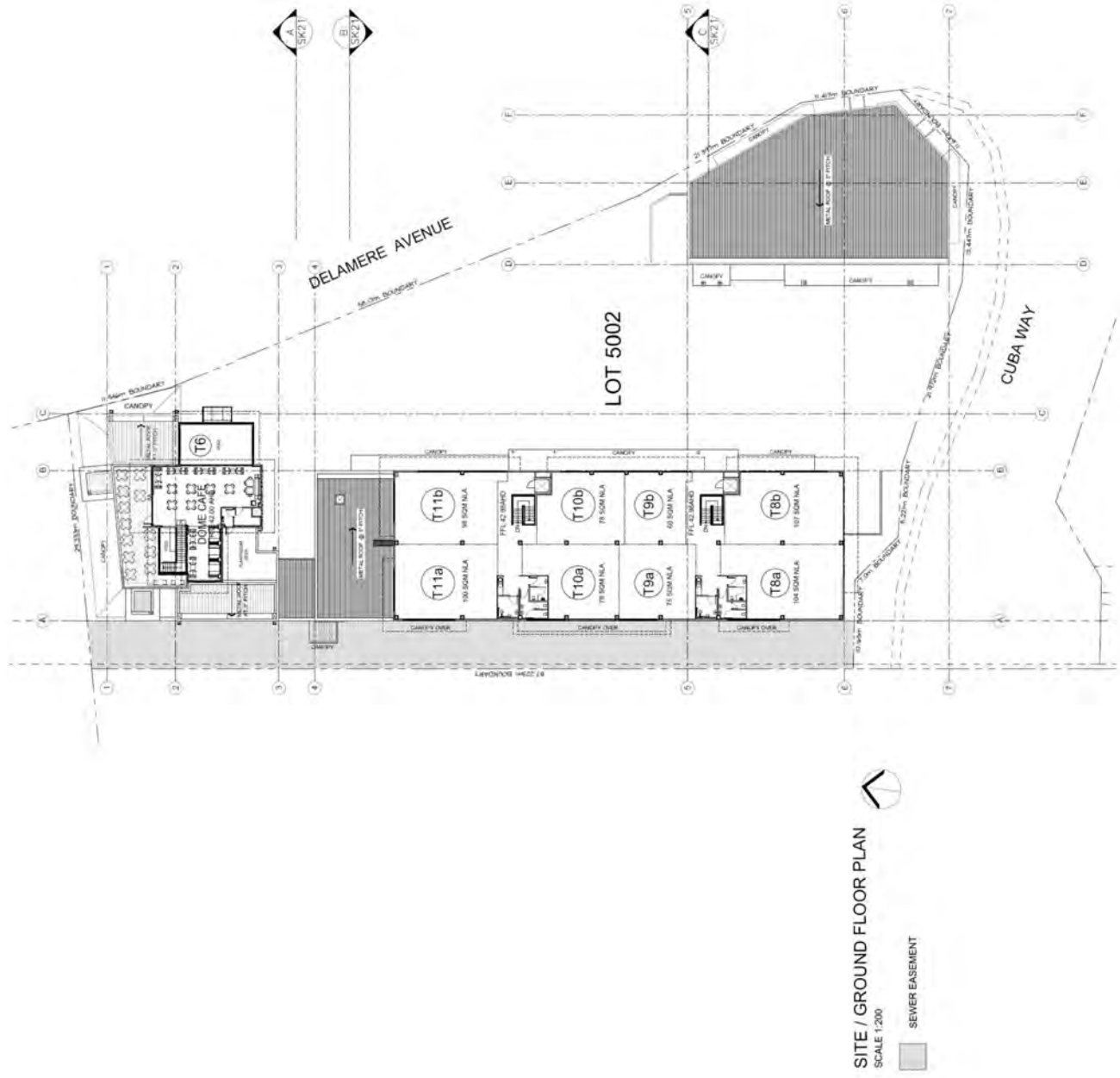
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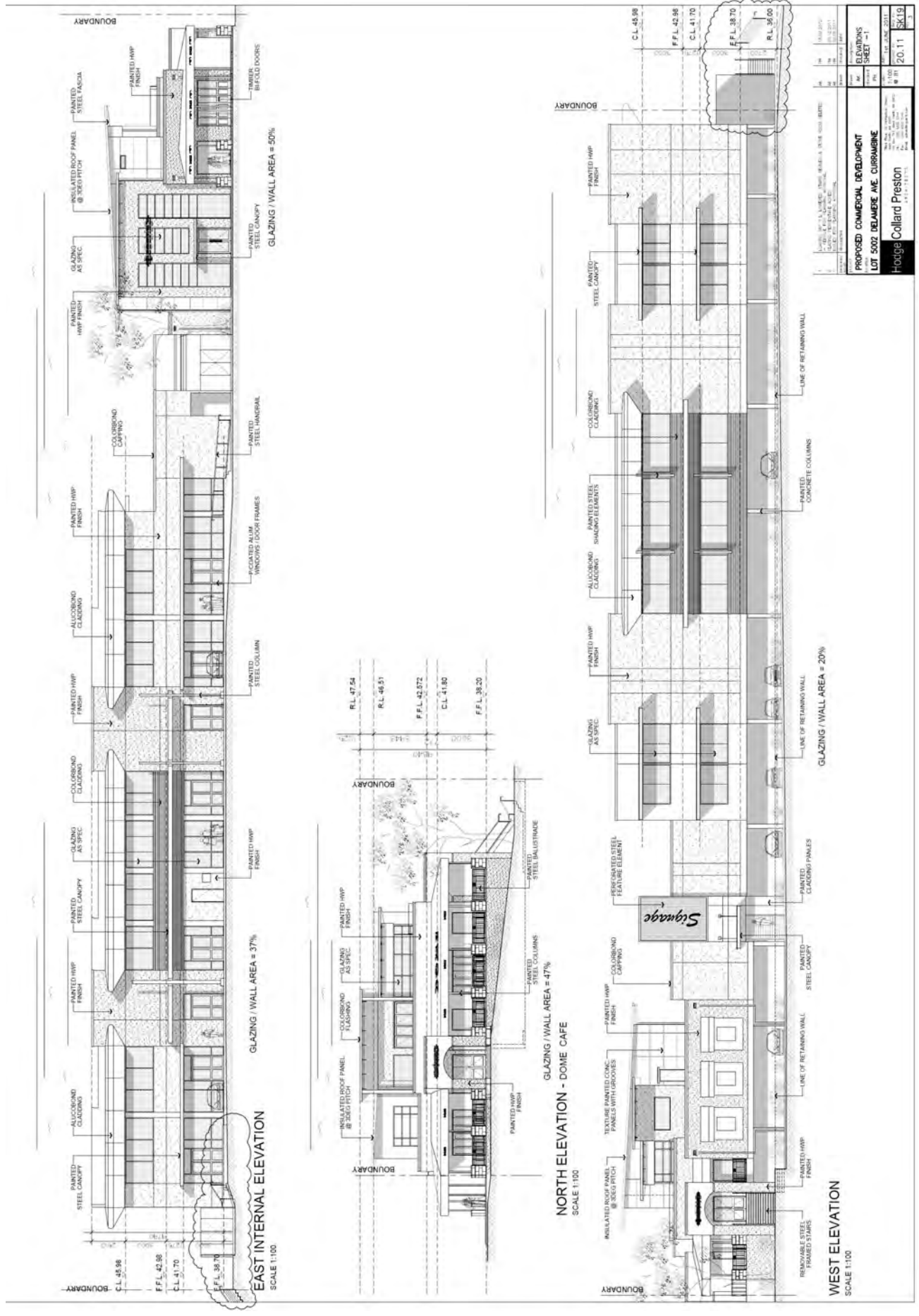
CAR PARKING REQUIRED:	
OFFICE / SHOWROOM = 50 CAR BAYS (1 car bay per 30sqm)	
DEVELOPMENT SURVEY = 10 CAR BAYS (8 car bays per practitioner)	
TAKE AWAY / TAKE BAYS (1 car bay per 10sqm of take away)	
PARKING = 42 CAR BAYS (estimated 1 per sqm of dining area + 1 per sqm of service area)	
PARKING REQUIRED TOTAL = 132 CAR BAYS	
CAR PARKING PROVIDED:	
ON-SCALE PARKING = 95 CAR BAYS	
UNDERGROUND / INDENTURED PARKING = 55 CAR BAYS	
TOTAL = 95 CAR BAYS	
PARKING SHORTFALL = 40 CAR BAYS	

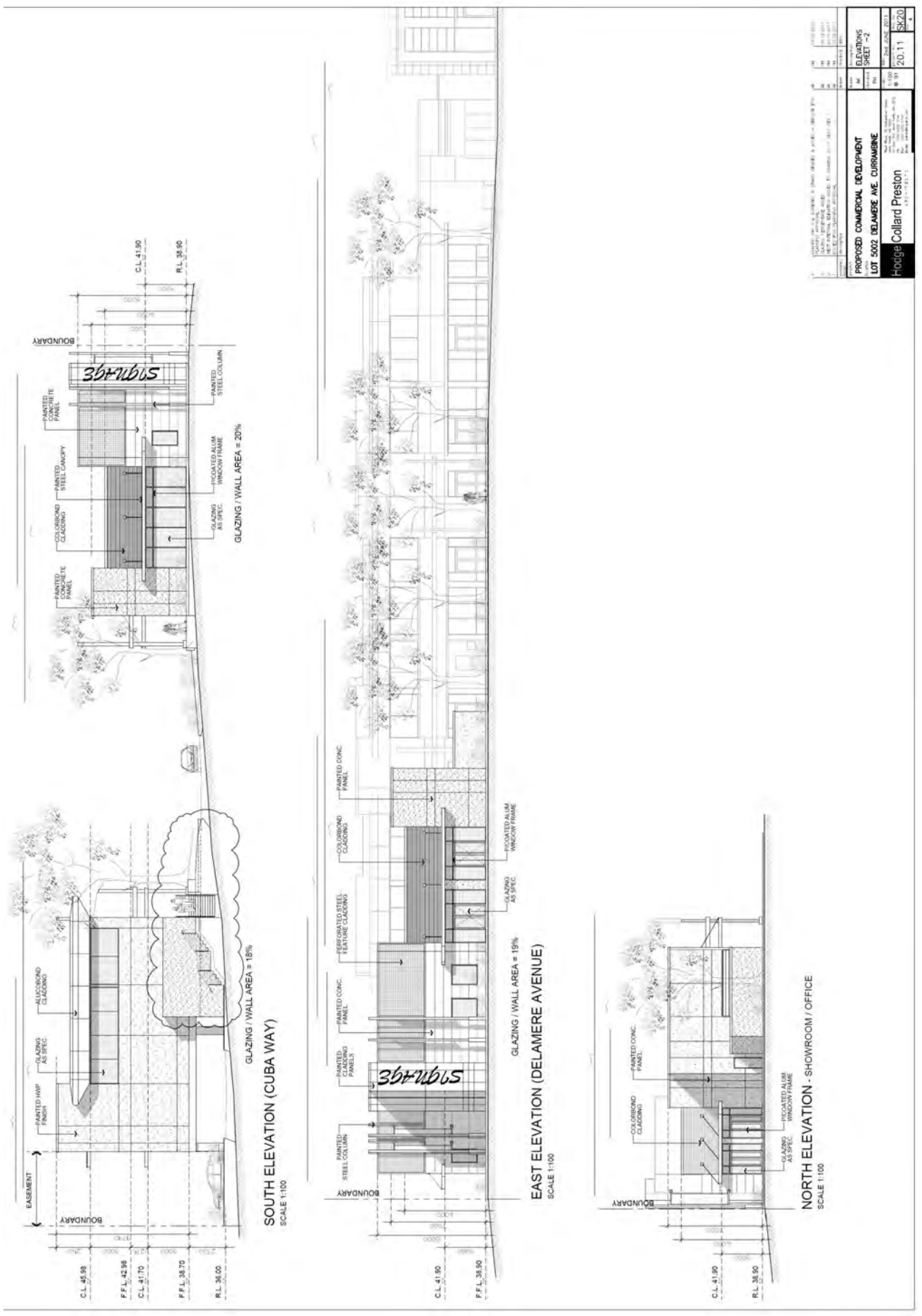
CAR PARKING REQUIRED:	
OFFICE / SHOWROOM = 50 CAR BAYS (1 car bay per 30sqm)	
DEVELOPMENT SURVEY = 10 CAR BAYS (8 car bays per practitioner)	
TAKE AWAY / CAR BAYS (1 car bay per 10sqm of take away)	
SEATING AREA (1 car bay per 10sqm of seating area)	
PARKING = 42 CAR BAYS (estimated 1 per sqm of dining area in 1 per sqm of total area)	
PARKING REQUIRED TOTAL = 132 CAR BAYS	
CAR PARKING PROVIDED:	
ON-ROAD PARKING = 95 CAR BAYS	
UNDERGROUND / INDENTURED PARKING = 55 CAR BAYS	
TOTAL = 95 CAR BAYS	
PARKING SHORTFALL = 40 CAR BAYS	

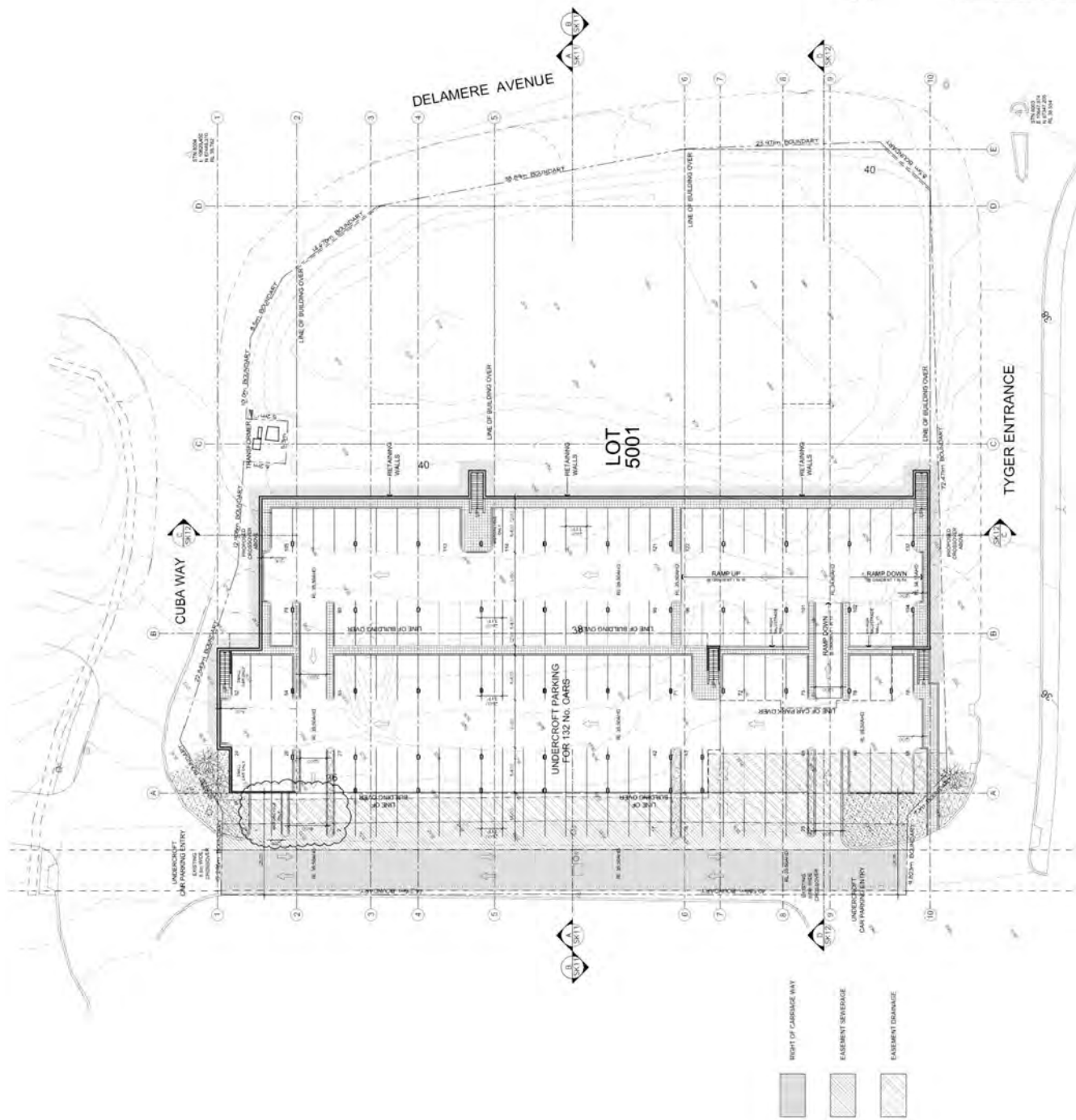
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PREPARED FOR: HARRIS, JENNIFER 101 E. FORT MYERS AVENUE FORT MYERS, FL 33901		DATE: 08/08/2011 TIME: 10:00 AM	
PROJECT: COMMERCIAL DEVELOPMENT LOT 5002 DELAWARE AVE. CURSABAGINE		FIRST FLOOR PLAN	
HOODGE COLLARD PRESTON ARCHITECTS		20.11' x 31.18'	







UNDERCROFT FLOOR PLAN
SCALE 1:200

[illegible]



SCHEDULE OF ACCOMMODATION (N/A)	
OFFICE	1,115 SQM
OFFICE (112 x 170)	2,035 SQM
OFFICE	
(11 x 19)	
SHOP (excluding "Box of House")	265 SQM
(111)	
RESTAURANT	975 SQM
(112, Dining area = 260sqm)	
TOTAL	3,615 SQM

CAR PARKING REQUIRED:	
OFFICE - 24 CAR BAYS	11 car bays per 20sqm
OFFICE, SHOWROOM - 47 CAR BAYS	11 car bays per 20sqm
SHOP - 14 CAR BAYS	17 car bays per 100sqm
RESTAURANT - 32 CAR BAYS	
(located at 1 per 100m of dining area at 1 per 4 guests)	
PARKING REQUIRED TOTAL = 97 CAR BAYS	

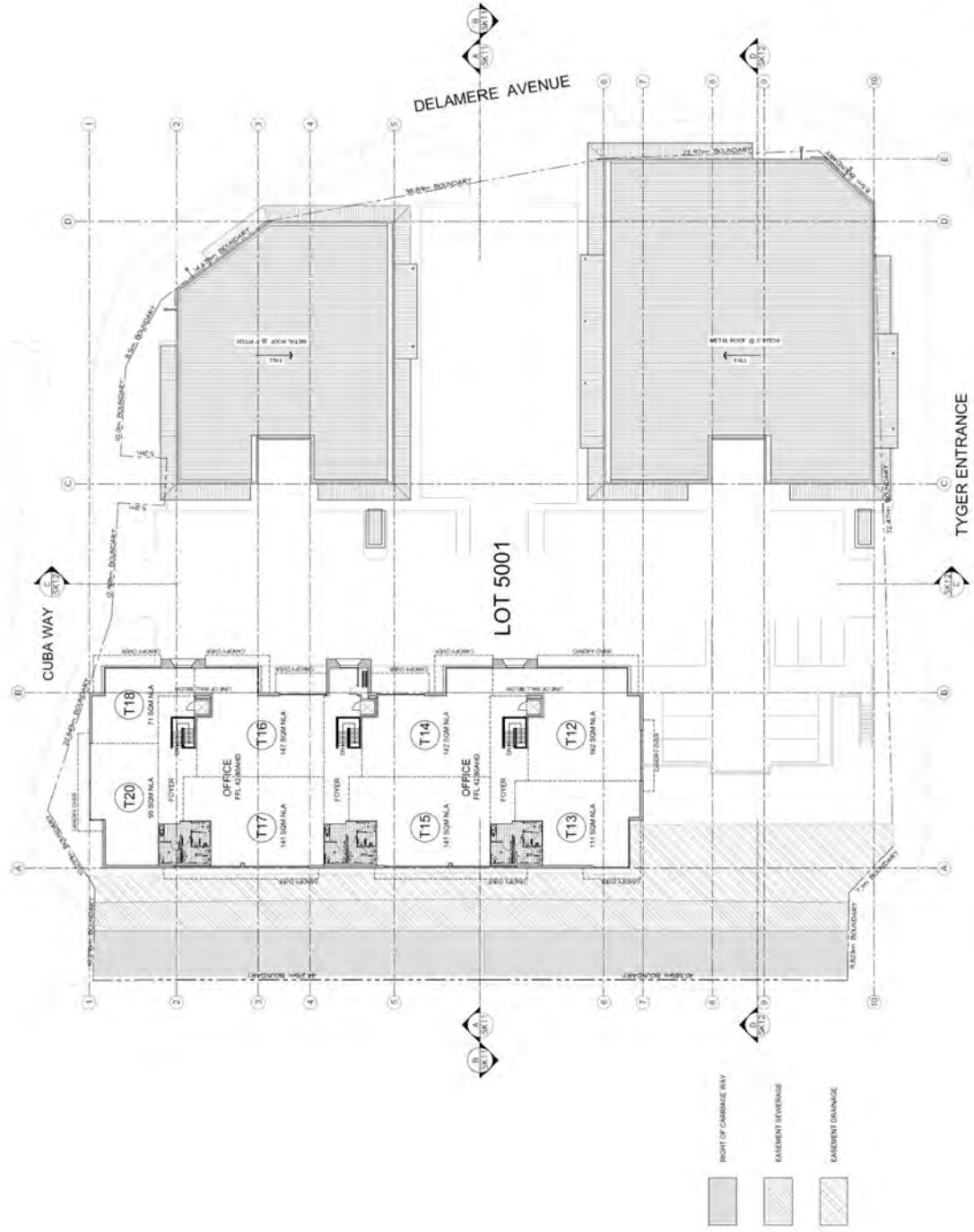
CAR PARKING PROVIDED:	
ON GRASS PARKING - 2 CAR BAYS	
PROPOSED UNDERGROUND PARKING = 132 CAR BAYS	
TOTAL = 207 CAR BAYS	

PARKING SURPLUS = 48 CAR BAYS	
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LANDSCAPING REQUIRED:	
LOT AREA = 7,680	
REQUIRED LANDSCAPING: 1% OF LOT AREA = 0.768sqm	

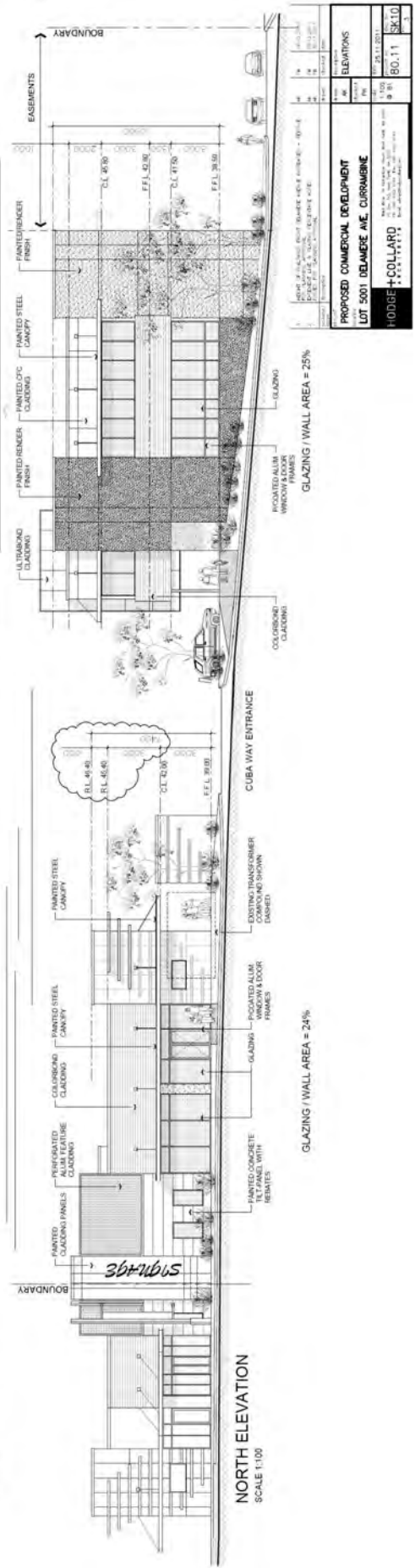
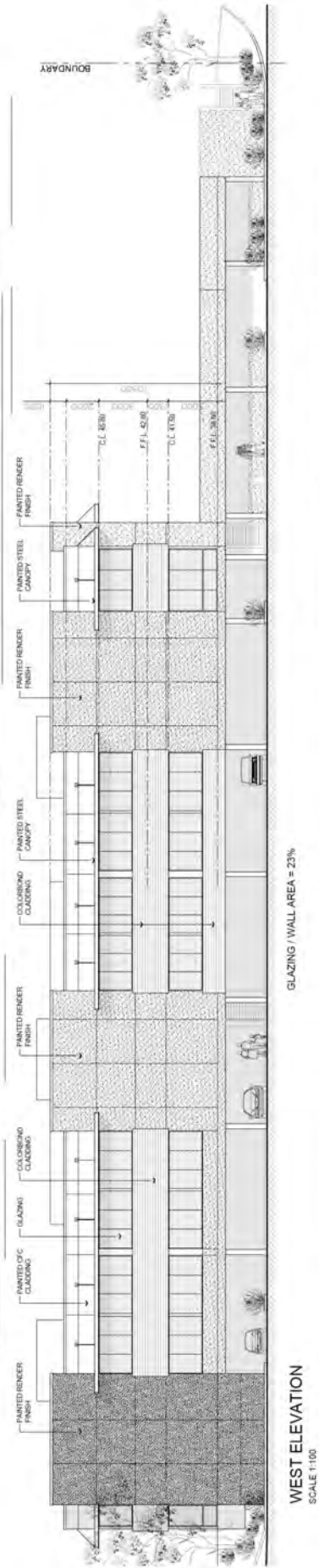
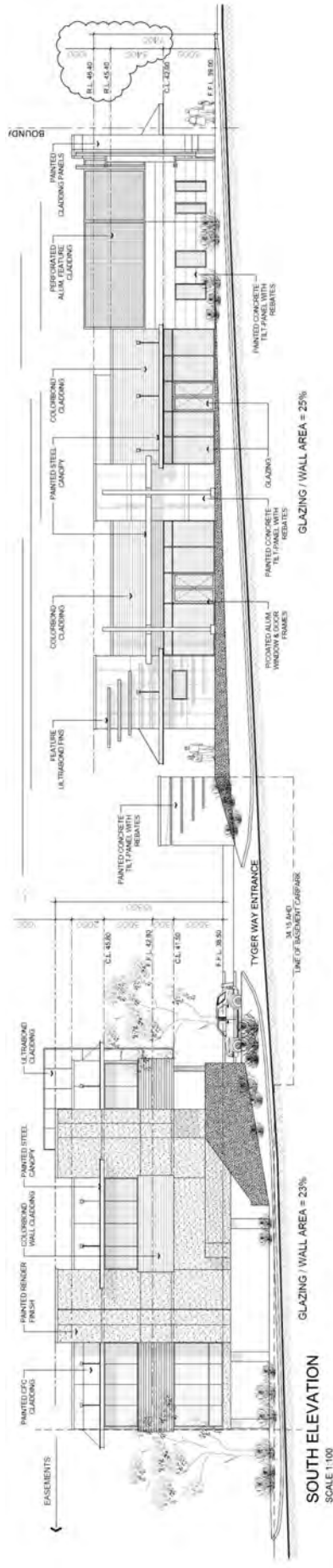
LANDSCAPING PROVIDED:	
UNDERGROUND LEVEL = 12sqm	
GROUND FLOOR LEVEL = 25sqm	
TOTAL = 41sqm (5.6 x 5.4m)	

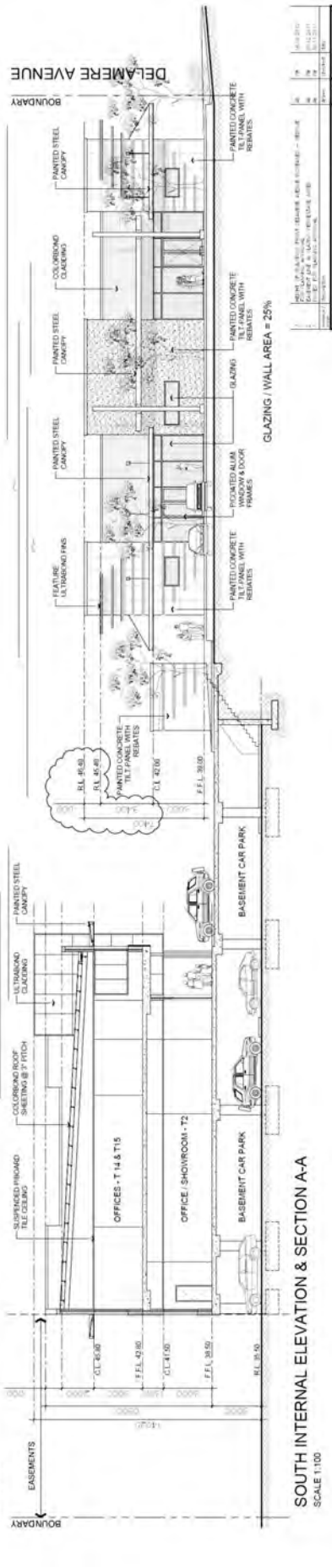
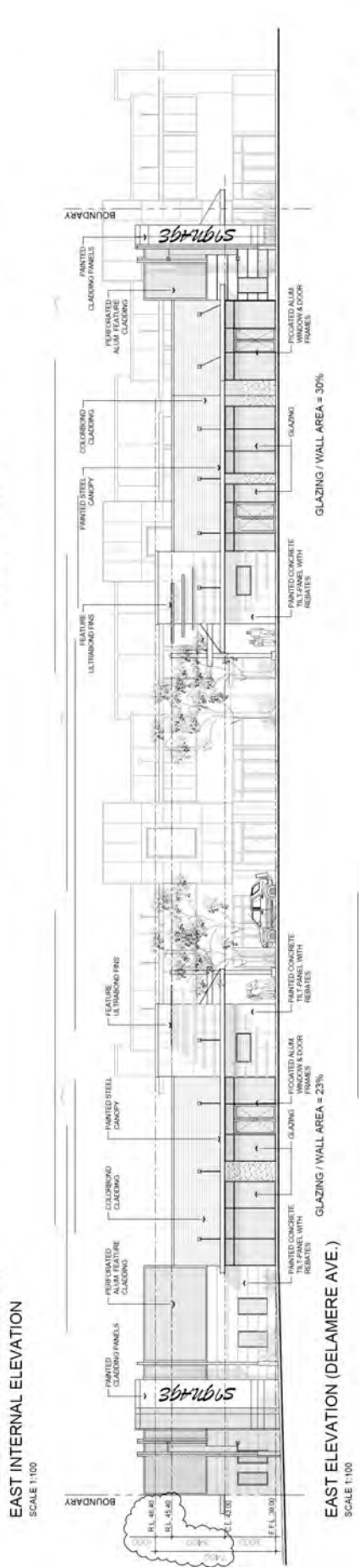
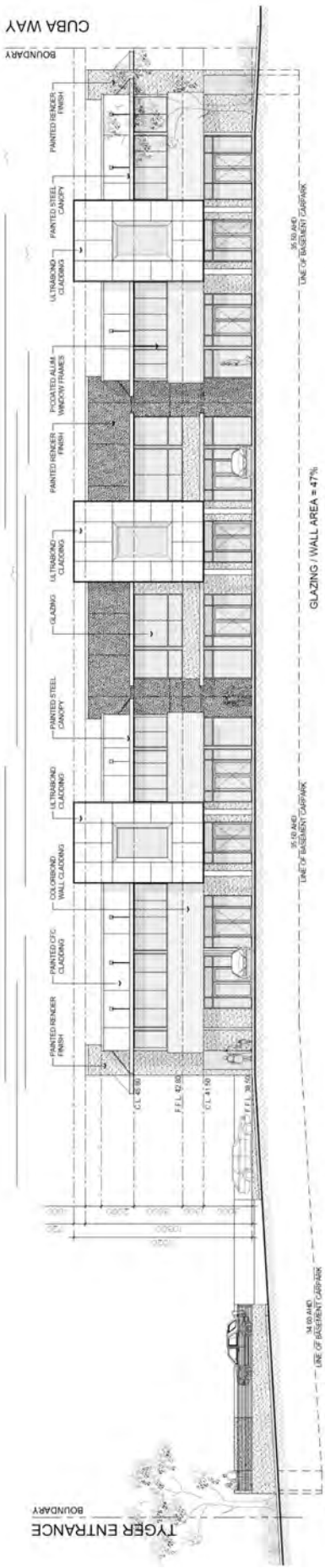
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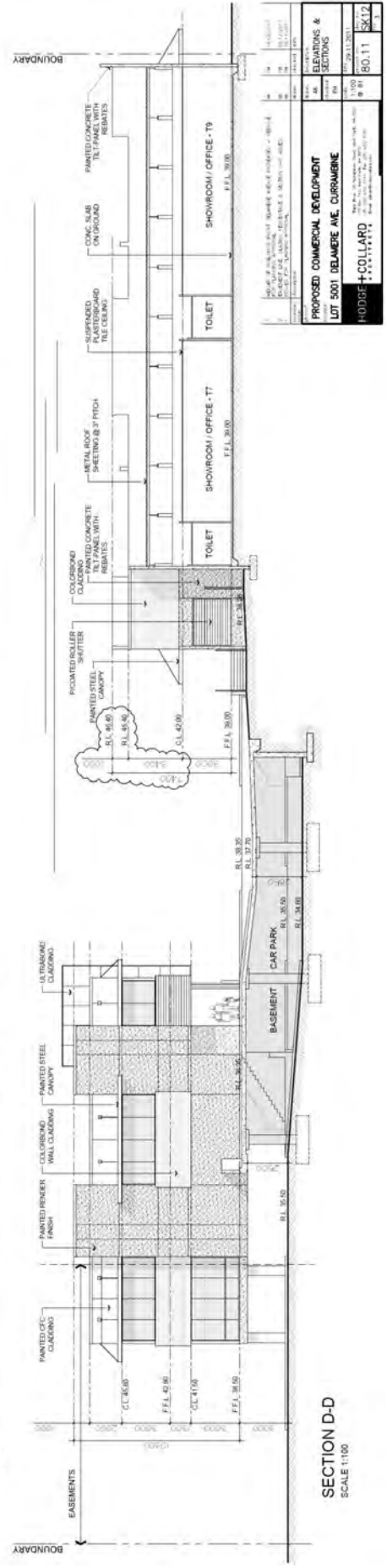
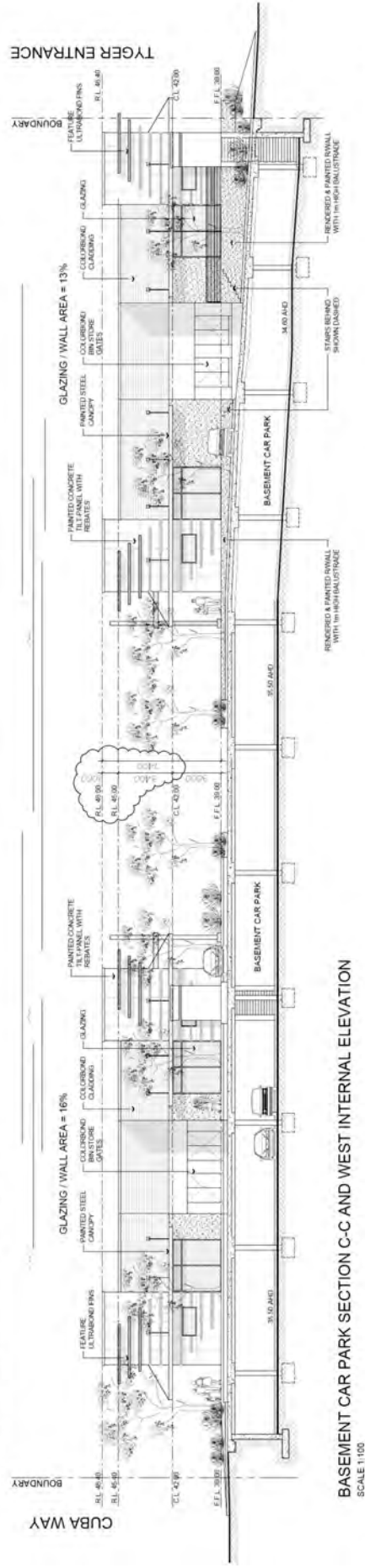
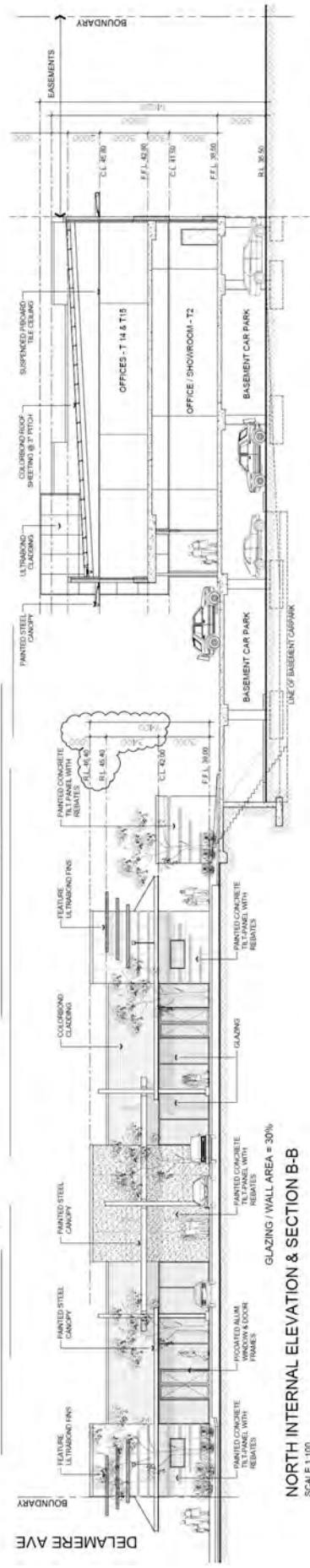
FIRST FLOOR PLAN
SCALE 1:200

PROPOSED COMMERCIAL DEVELOPMENT LOT 5001 DELAMERE AVE, CURRAGHINE	DATE: 10.11.2011	SCALE: 1:200	PROJECT: 80.11	SKETCH: 3
HODGGE & COLLARD	10.11.2011	10.11.2011	10.11.2011	10.11.2011





PROPOSED COMMERCIAL DEVELOPMENT		ELEVATIONS	
LOT 5001 DELAMERE AVE. CURRAMBA		REV	
HODGE + COLLARD		DATE	
		80.11	
		80.11	



PROPOSED COMMERCIAL DEVELOPMENT		DEVELOPMENT & SECTIONS	
LOT 5001 DELAMERE AVE, CURRAMORE		SECTION D-D	
HODDER + COLLARD		80.11	
		SK12	



Planning and Development Act 2005

City of Joondalup District Planning Scheme No.2

Metro North-West Joint Development Assessment Panel

**Determination on Development Assessment Panel
Application for Planning Approval**

Location: Lot 5002 (74) and Lot 5001 (86) Delamere Avenue, Currambine

Description of proposed Development: Proposed modifications to approved land uses and car parking strategy

In accordance with Regulation 8 of the *Development Assessment Panels Regulations 2011*, the above application for planning approval was **granted** on 17 October 2012, subject to the following resolution and conditions:

Approve the DAP Application reference DP11/02687 as detailed on the DAP Form 2 date 21 August 2012 and accompanying plans received on 21 August 2012 (refer Attachment No. 2) in accordance with the provisions of clause 6.9 of the City of Joondalup District Planning Scheme No. 2 and the Metropolitan Region Scheme, for the proposed minor amendment to the approved commercial development at Lot 5002 (74) and Lot 5001 (86) Delamere Avenue, Currambine, subject to:

Amended Conditions

- i) An amended car parking strategy plan being provided to the City of Joondalup for approval prior to the commencement of construction, indicating a minimum of 55 bays being provided on Lot 5001 (86) Delamere Avenue, for the exclusive use of staff and patrons of Lot 5002 (74) Delamere Avenue.
- ii) A notification under section 70A of the Transfer of Land Act is to be prepared at the applicant's cost and in a form acceptable to the City and lodged with the Registrar of Titles for endorsement on the certificates of title for Lot 5002 (74) Delamere Avenue and lot 5001 (86) Delamere Avenue prior to the commencement of any development or works. The notification is to give notice that the approved plans make provision for 55 car parking bays to be provided on lot 5001 (86) Delamere Avenue for the exclusive use of patrons of, and visitors to, and employees of the occupiers of, Lot 5002 (74) Delamere Avenue and that if, for any reason, including the sale or redevelopment of lot 5001, the car parking bays to be provided on lot 5001 become unavailable then the use of lot 5002 may be contrary to a condition of the development approval and may constitute an offence under the City of Joondalup District Planning Scheme No. 2.
- iii) The 55 car parking bays shown on the amended plans required under condition (i), and located on Lot 5001 (86) Delamere Avenue, as being provided for parking, exclusively by:
 - (a) patrons of, and visitors to, the development on Lot 5002 (74) Delamere Avenue; and



- (b) employees of the occupiers of Lot 5002 (74) Delamere Avenue,
are to be available, at all times for those purposes.
- iv) The development on Lot 5002 (74) Delamere Avenue is not be used or occupied if the car parking bays referred to in condition (iii) are not available at all times for the purposes referred to in condition (iii).
- v) Condition (iv) shall apply at all times, except in the event that the development on Lot 5001 (86) Delamere Avenue is undergoing construction. This exemption shall apply for a maximum period of 24 months from the date of issue of a certificate of classification, or certificate of construction compliance (as applicable) for the development on Lot 5002 (74) Delamere Avenue.

Advice Notes

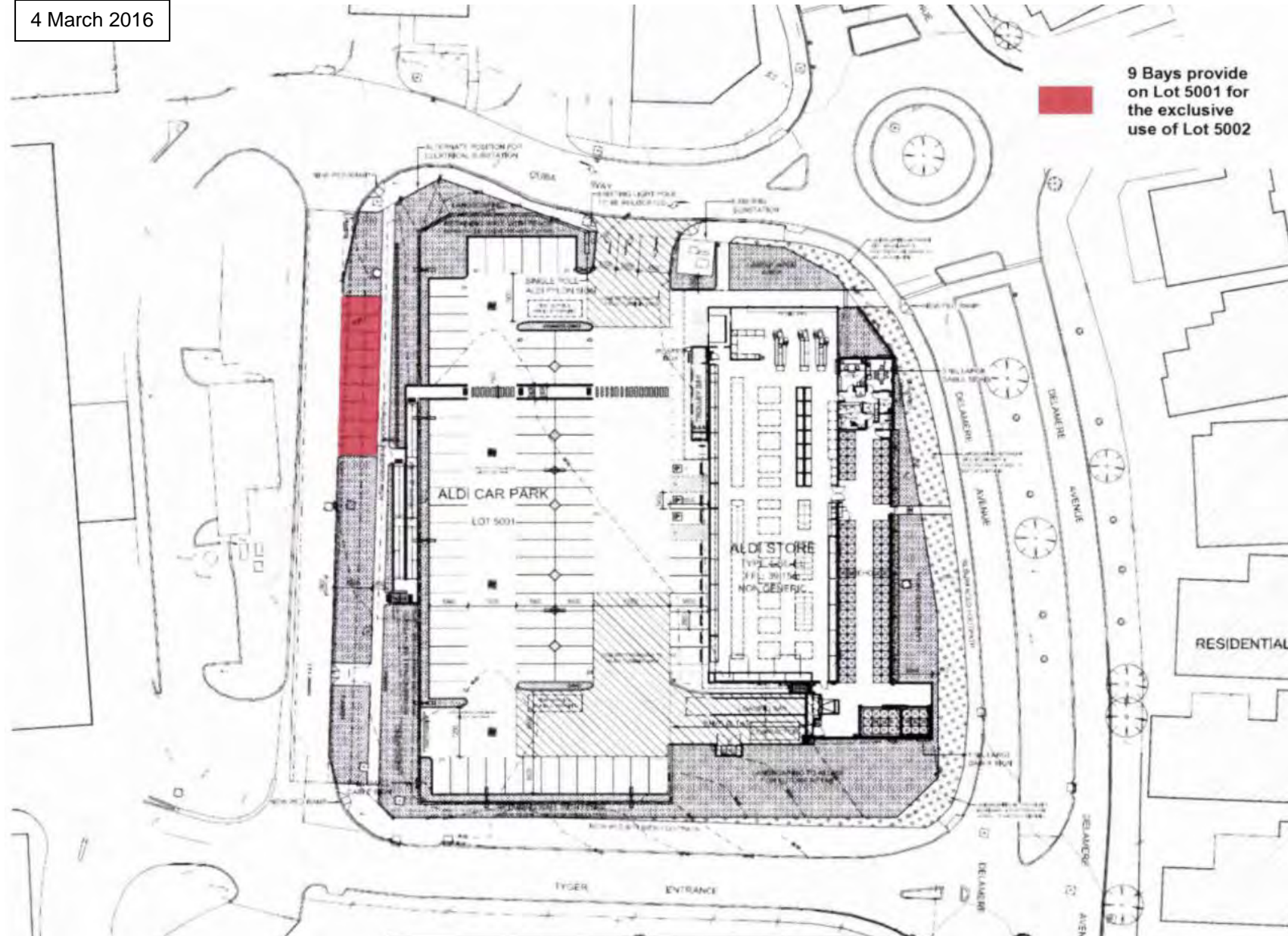
- i) All other conditions and requirements detailed on the previous approval dated 7 March 2012 shall remain unless altered by this application.

Where an approval has so lapsed, no development shall be carried out without further approval having first been sought and obtained, unless the applicant has applied and obtained Development Assessment Panel approval to extend the approval term under regulation 17(1)(a) of the *Development Assessment Panel Regulations 2011*.

Development plan

ATTACHMENT 5

4 March 2016



Lot 5001 Delamere Avenue Currumbine

Parking Demand Study

CEP02405

Prepared for
ALDI Stores

18 April 2016



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Senior Transport Planner

Document Information

Prepared for	ALDI Stores
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File Reference	CEP02405-TR-R001-E-Parking_Study-V5MBM-JM.docx
Job Reference	CEP02405
Date	18 April 2016

Version Number	F
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Effective Date	18 April 2016
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Date Approved:	18 April 2016
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1 Introduction

Cardno has been commissioned by ALDI Stores to provide a parking demand study for Lot 5001 Delamere Avenue, Currambine (the Subject Site) in the City of Joondalup.

Lot 5001 is defined to be the area bounded by Delamere Avenue, Cuba Way and Tyger Entrance.

It is understood that Lot 5001 is subject to a Deed of Agreement which requires 55 parking bays to be provided to satisfy the theoretical shortfall of parking on Lot 5002 calculated using the Scheme provision. This Parking Study evaluates the actual requirements for parking in the area generated by Lots 5001 and 5002, Delamere Park and Currambine Community Centre and the adjacent retail developments to the west with the intent of determining an optimal parking provision for Lot 5001 that reflects the needs of both Lots, and taking into consideration local parking demand and supply.

The lots in question are shown in context in **Figure 1-1**.



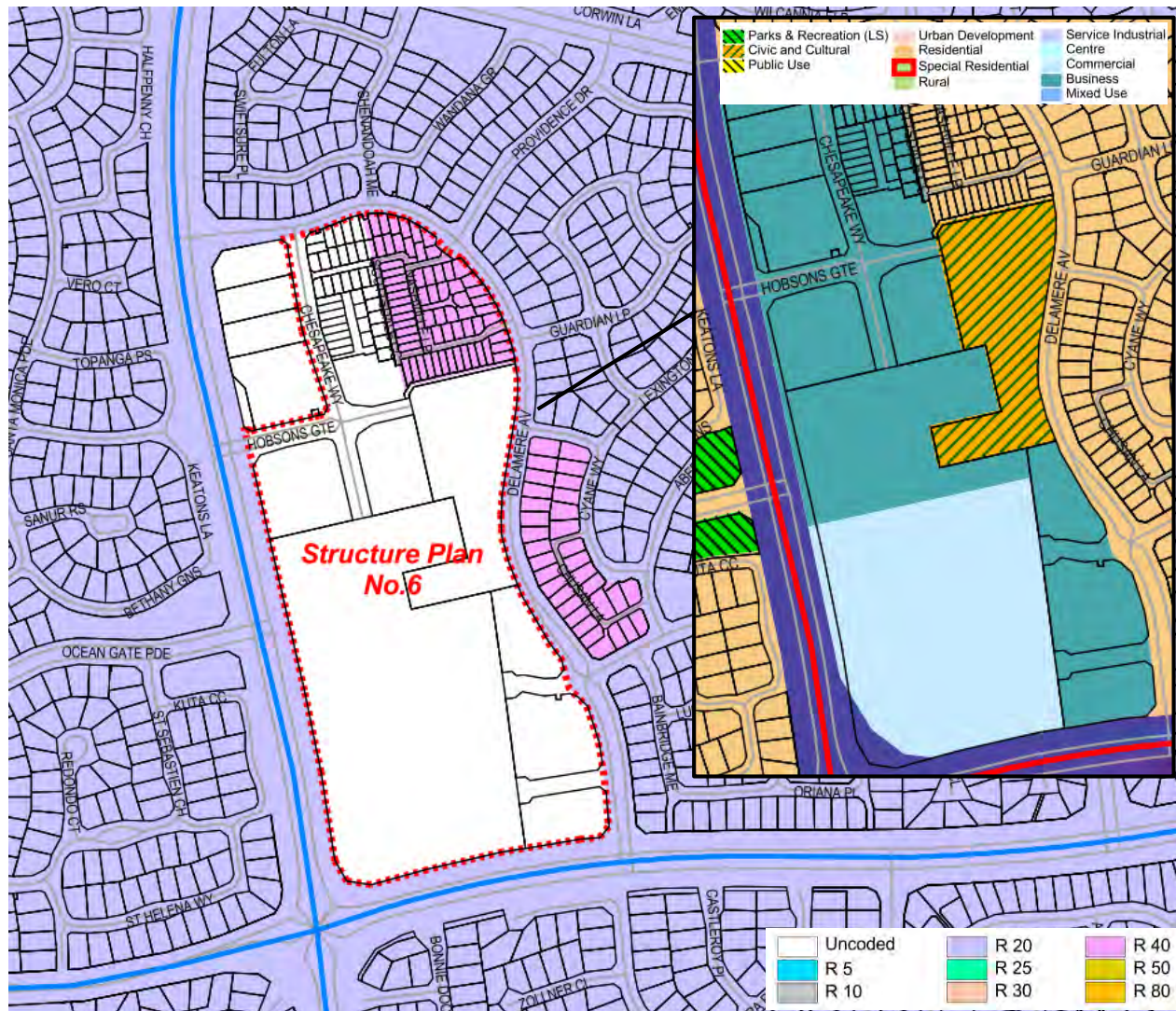
Figure 1-1 Context map for Lot 5001 and Lot 5002

1.2 Land Use

Under the City of Joondalup Town Planning Scheme, the predominance of land in the area surrounding the Subject Site is zoned as “Residential” with “Commercial”, “Civic and Cultural” and “Business” immediately to the west, north and south of the site (see **Figure 1-2**).

The proposed land use on Lot 5001, being “Shop” is likely to generate both local walking/cycling trips and longer-distance vehicular trips. The residential density of the surrounding area is relatively low, at R20-R40.

Figure 1-2 Land uses surrounding the Subject Site



Source: City of Joondalup Town Planning Scheme No. 2 and No.6

2 Existing Parking Supply

2.1 Existing Public and Private Parking Provision

2.1.1 City of Joondalup's Car Parking Provisions

The City's Car Parking Provisions are contained in the *District Planning Scheme No.2*.

The document was last updated in October 2014 and includes the car parking requirements for the land uses within the study area in Clause 4.8, as follows:

"The number of on-site car parking bays to be provided for specified development shall be in accordance with Table 2 of District Planning Scheme No.2. Where development is not specified in Table 2 the Council shall determine the parking standard. The Council may also determine that a general car parking standard shall apply irrespective of the development proposed in cases where it considers this to be appropriate".

2.2 Availability of Existing On-Street and Off-Street Parking

2.2.1 On-Street Parking

There are on-street parking bays provided along Delamere Avenue in the vicinity of Lot 5002, approximately 50m to the north of Lot 5001.

The available on-street parking supply is summarised in **Table 2-1** and shown in **Figure 2-1**.

Table 2-1 On street parking within 50m of Lot 5002

Location	Type of On-Street Parking	Approximate number of bays
Delamere Avenue	Parallel	9

Figure 2-1 On Street Parking close to Lot 5002



Source: Nearmap, April 2015

2.2.2 Off-street parking

There are several off-street parking areas available for use by existing land uses, as shown in **Figure 2-2** Error! eference source not found. and described below.

A: Currumbine District Centre (Lot 5002)

Lot 5002 is located north of Cuba Way to the north of the proposed development. Lot 5002 provides 96 on site car parking spaces and consists of the following land uses:

- Restaurant
- Café
- Hairdresser
- Office
- Medical Centre

All the bays provided on this site are for the use of customers and tenants only.

B: Delamere Park

Delamere Park is located approximately 140m to the north of the Subject Site. This public parking area provides 59 car parking spaces that can be accessed via two access points on Delamere Avenue.

The Delamere Park parking area appears to serve both the adjacent recreational use and the existing Dome café at Lot 5002. Qualitative survey observations suggest that there is a high degree of cross-utilisation between these two land uses. There is also likely to be some use of this parking as overflow for the Currumbine Community Centre during events.

C: Currumbine Central

While not directly associated with this development, a large 123-bay overflow car park is located immediately to the west (behind) Lot 5002 adjacent to the existing Woolworths supermarket. Access to this car park is via Chesapeake Way and there is direct pedestrian access into Lot 5002.

D: Currumbine Community Centre

Off-street parking is also available at the Currumbine Community Centre Parking Station, with an additional 17 bays available to the public. This parking is signed for exclusive use by Community Centre visitors; the level of compliance is unknown but site observations confirm little or no use by Lot 5002 patrons.

The above survey observations demonstrate that the parking supply within the local commercial precinct does not function such that each site provides a surplus of car parking spaces.