

CONDITION	APPLICANT'S POSITION	CITY'S POSITION	RECOMMENDATION
<p>Condition 2(j) states:</p> <p><i>"All external car parking areas shall be provided with one shade tree for every four bays prior to the development first being occupied. The trees shall be located within tree wells protected from damage by vehicles and maintained to the satisfaction of the Manager Approvals, Planning and Environmental Services".</i></p>	<p>The applicant has provided options for protecting the trees within the car parking area. Their preferred option is to provide a kerbed diamond shaped garden area around the base of the trees.</p> <p>Please see Appendix 1 of the Applicant's Submission (Attachment 3) for details.</p>	<p>The preferred option presented by the applicant of having kerbing around the tree base as outlined in their submission would be acceptable to the City.</p> <p>The existing condition can be amended by the deletion of the words "located within tree wells" as shown below. This will provide the applicant the option of different alternatives for the protection of the trees from damage by vehicles.</p> <p><i>"All external car parking areas shall be provided with one shade tree for every four bays prior to the development first being occupied. The trees shall be protected from damage by vehicles and maintained to the satisfaction of the Manager Approvals, Planning and Environmental Services".</i></p>	<p>Amend condition as recommended by the City.</p>
<p>Condition 2(l) states:</p> <p><i>"The developer shall ensure that all entries to the buildings for both visitors and staff are visually prominent and are directly linked to all proposed pedestrian pathways. Specifically, entry to the private hospital from the eastern and northern car parking areas is not clear and this aspect needs to be improved and shown on plans submitted for building license approval".</i></p>	<p>Please see Appendix 2 of the Applicant's Submission (Attachment 3) for details, including a plan that relates to this condition and condition 2(u).</p>	<p>Based on the plan submitted in Appendix 2 of Attachment 3, it is considered that the proposed pedestrian network meets the intent of condition 2(l). The condition can be refined further by accepting the use of signage to assist in the identification of all the main entries.</p> <p>A revised condition addressing Council's concern is shown below:</p> <p><i>"The developer shall ensure that all proposed pedestrian pathway routes for both visitors and staff leading to the main entries of the building are clearly identifiable by the use of signage."</i></p>	<p>Amend condition as recommended by the City</p>
<p>Condition 2(m) states:</p> <p><i>"The developer shall provide a</i></p>	<p>In response to advice received from the City of Joondalup on 28 May 2008, Ramsay Health Care</p>	<p>Refer to Comments Section of Report for explanation of the City's position.</p>	<p>Retain condition of approval</p>

<p><i>pedestrian crossing facility for the traffic control signals at the intersection of Grand Boulevard and Shenton Avenue in accordance with MRWA Standards and Guidelines and approved by Main Roads WA”.</i></p>	<p>have advised that it is not prepared to contribute to this condition and view this as a City cost.</p>		
<p>Condition 2(n)(i) states; <i>“The developer shall contribute to/fund the following to the satisfaction of the City:</i> <i>(i) The upgrade of the Hospital CAT stops and resultant modifications to the median island on Shenton Avenue, in accordance with PTA guidelines and City of Joondalup standards, with City of Joondalup approved shelters”</i></p>	<p>In response to advice received from the City of Joondalup on 28 May 2008, Ramsay Health Care have advised that it would be willing to fund this \$52,000 in relation to CAT upgrades as a trade off for the requirement to have covered walkways and funding of CAT service.</p>	<p>Refer to Comments Section of Report for explanation of the City’s position.</p>	<p>Retain condition of approval</p>
<p>Condition 2(n)(ii) states: <i>“The developer shall contribute to/fund the following to the satisfaction of the City:</i> ... <i>(ii) The provision of a covered and protected walkway from the CAT stop to the public hospital’s main entrance”</i></p>	<p>In response to advice received from the City of Joondalup on 28 May 2008, the firm of John Holland has provided the applicant an indicative estimate of \$650,000 for the cost of the required works. Ramsay Health Care considers that this is not an acceptable condition in any form.</p>	<p>Refer to Comments Section of Report for explanation of the City’s position.</p>	<p>Retain condition of approval</p>

<p>Condition 2(n)(iii) states:</p> <p><i>“The developer shall contribute to/fund the following to the satisfaction of the City:</i></p> <p>...</p> <p><i>(iii) Contribute to one quarter (25%) of the annual running cost of the CAT system”</i></p>	<p>In response to advice received from the City of Joondalup on 28 May 2008, Ramsay Health Care will consider a contribution to the CAT service in the future.</p>	<p>Refer to Comments Section of Report for explanation of the City’s position.</p>	<p>Retain condition of approval</p>
<p>Condition 2(o) states:</p> <p><i>“The developer shall provide a covered walkway/awning (or similar treatment) along the building’s Shenton Avenue frontage from the public hospital entrance to the private hospital entrance, to the satisfaction of the Manager Approvals, Planning and Environmental Services”.</i></p>	<p>The Medical Centre that adjoins the Private Hospital is internally linked to the private hospital. Parking for patients using the Private Hospital and Medical Centre is available either directly outside the public entrances to the facility or in the undercroft parking beneath the private hospital. Internal access to the Medical Centre and Private Hospital is available via an elevator connecting the under croft carpark to the ground floor of the Private Hospital. The Medical Centre will house medical specialists who provide services to the hospital such as surgeons and obstetricians. The facility will not be used by general practitioners. This condition should be deleted.</p>	<p>The applicant’s position is that patients and visitors will have access to parking in close proximity to the various components of the development – Medical Centre, Private Hospital and Public Hospital. However, the objective of the Travel Smart initiatives is to develop a travel culture with the public and staff to use alternative means of transportation to the campus rather than parking.</p> <p>The objective of this and other conditions of approval is to provide services and infrastructure, such as the continuity of sheltered pedestrian access within the JHC, to encourage the use of alternative forms of non-vehicular access to the site.</p> <p>Further, no internal public access is provided between both hospitals (access is limited/controlled). Architecturally, a design (covered walkway/awning) can be created which is aesthetically appealing. This condition is linked to condition 2(n)(ii) (covered walkway) to ensure continuity of sheltered pedestrian access to the JHC.</p>	<p>Retain condition of approval</p>

<p>Condition 2(p) states:</p> <p><i>“The developer shall provide a vehicular linkage from the southern car parking area to the proposed eastern car parking area to the satisfaction of the City of Joondalup”.</i></p>	<p>The car parking areas at the front of the site (south of the hospitals) are designated for the sole use of patients and visitors. The number of parking bays to the south of the hospital meets the projected demands for patients and visitors to the Public and Private Hospitals and the Medical Centre. Returning visitors to the Private Hospital and Medical Centre can also be directed to use the undercroft parking under the Private Hospital. There is a differential in ground levels between the undercroft parking and the proposed front car park and this makes design of a vehicular ramp link between the two areas technically difficult. A ramp would also constrain future use of the south west corner of the Site as proposed in the site master plan and as preferred by the City of Joondalup.</p>	<p>Whilst there may be some technical design issues that need to be addressed with the proposed condition, this condition is critical to ensure that appropriate internal vehicle circulation is achieved. Without the link, vehicles would need to exit the entire site in order to access other onsite car parking areas if the main visitor/patient car park (accessed from Shenton Avenue) is full. This in turn would place undue and excessive pressure on the surrounding local road network which is undesirable and unacceptable.</p>	<p>Retain condition of approval</p>
<p>Condition 2(q) states:</p> <p><i>“The developer shall provide additional footpaths, in locations shown in red ink on the attached approved plans, to the specification and satisfaction of the City of Joondalup”.</i></p>	<p>The applicants have provided a plan detailing the proposed footpath network to address the condition of Planning Approval</p>	<p>The plans submitted as part of the applicant’s submission meets the intended objective of the need for additional pathways.</p>	<p>Accept the revised plans as meeting the condition of Planning Approval.</p>
<p>Condition 2(s) states:</p>	<p>Condition is not accepted.</p>	<p>The applicant’s response raises concerns in relation to the</p>	<p>Retain condition of</p>

<p><i>"A barrier access card reader is to be installed on the proposed southern Lakeside Drive Access road at an appropriate location to the satisfaction of the City of Joondalup".</i></p>	<p>Please see Appendix 3 of the Applicant's Submission (Attachment 3) for details.</p>	<p>location of the barrier card reader near Lakeside Drive and the potential impact on the traffic operation of Lakeside Drive through queuing.</p> <p>It is expected that the location of the barrier card reader would be in the centre of the site, in order to ensure no through traffic is created by the design. Consequently, it is expected that there would no adverse impact on the operation of southern Lakeside Drive access point.</p> <p>There is a strong potential for this east-west road to be used as a shortcut from Lakeside Drive to Regents Park Road (and vice versa). Further, Regents Park Road, due to its design and width, would not be suitable to act as a western conduit into the site.</p>	<p>approval</p>
<p>Condition 2(u) states:</p> <p><i>"The developer shall provide additional onsite bays (approximately 29 bays) through the extension and reconfiguration of both the existing and proposed car parking areas shown in red ink on the attached plans. The developer shall also provide secure, long term under cover motor cycle, scooter and bicycle parking facilities for staff and multi modal commuters and visitors. Such details are to be shown on plans lodged with the City of Joondalup for building license approval".</i></p>	<p>Please see Appendix 2 of the Applicant's Submission (Attachment 3) for details.</p>	<p>The plan indicates that an additional 27 car parking spaces can be provided. This is considered appropriate and meets the objective of reducing the car parking shortfall. The proposed redesign will reduce the shortfall in the overall car parking requirement from 156 to 129. The revised plan is supported in terms of the increase in number of car parking spaces; however, further detail is required to satisfy the second part of the condition of approval.</p> <p>The condition should be modified as follows based on the revised plans:</p> <p><i>"The developer shall provide secure, long term under cover motor cycle, scooter and bicycle parking facilities for staff and multi modal commuters and visitors. Such details are to be shown on plans lodged with the City of Joondalup for building license approval".</i></p>	<p>Amend condition as recommended by the City</p>

<p>Condition 2(t) states:</p> <p><i>“The Joondalup Health Campus shall prepare and implement a Travel Plan in consultation with the City of Joondalup’s Travel Smart Officer and in a form and detail required by the Health Department’s draft policy: Access and Parking Strategy for Health Campuses in the Perth Metropolitan Area, to the specification and satisfaction of the Council. The Travel Plan shall provide yearly targets, budget allocations, and must provide for annual reporting of achievements of targets and programs implemented to the City of Joondalup for information. In the event that Travel Plan targets aren’t achieved as set out within the endorsed Travel Plan, additional car parking is to be provided on site or of site, within a timeframe to be established in the Travel Plan, and such arrangements being established by a legally binding agreement between the City and the Joondalup Health Campus to address the parking shortfall through the construction of car parking bays to be prepared and executed at the cost of the applicant, with the legal</i></p>	<p>Condition reworded as agreed on 19 May 2008.</p>	<p>There was no final agreement on changes to the wording of this condition as suggested by the applicant.</p> <p>Whilst the time period for the signing of the legal agreement was seen as possibly being too short, the details of the legal agreement need to be developed and agreed to.</p> <p>At this stage, the condition should be retained to ensure that progress towards the development, approval and implementation of the Travel Smart Plan continues to occur to facilitate the meeting of the Travel Smart targets.</p>	<p>Retain condition of approval</p>
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<i>agreement to be signed prior to the building plans being approved".</i>			
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