

Metro West Joint Development Assessment Panel Agenda

Meeting Date and Time: 22 April 2020, 9:00am

Meeting Number: MWJDAP/266
Meeting Venue: Zoom Meeting

To connect to the meeting via teleconference dial the following phone number – +61 8 7150 1149

Insert Meeting ID followed by the hash (#) key when prompted - 560 374 058

To connect to the meeting via your computer - https://zoom.us/j/560374058 Insert Meeting ID - 560 374 058

This DAP meeting will be conducted by electronic means open to the public rather than requiring attendance in person.

Attendance

DAP Members

Ms Francesca Lefante (Presiding Member) Mr Jarrod Ross (Deputy Presiding Member) Mr Jason Hick (Specialist Member)

Item 8.1

Cr Dan Loden (Local Government Member, City of Vincent) Cr Josh Topelberg (Local Government Member, City of Vincent)

Item 9.1

Cr James Nelson (Local Government Member, Town of Cambridge) Cr Andres Timmermanis (Local Government Member, Town of Cambridge)

Officers in attendance

Item 8.1

Mr Max Bindon (City of Vincent) Mr Mitchell Hoad (City of Vincent)

Item 9.1

Ms Jennifer Heyes (Town of Cambridge)

Minute Secretary

Ms Ashlee Kelly (DAP Secretariat)

Applicants and Submitters

Item 8.1

Mr Reegan Cake (Dynamic Planning)

Version: 2 Page 1



Item 9.1
Mr Ross Underwood (Planning Solutions)
Mr Ben Doyle (Planning Solutions)

Members of the Public / Media

Nil

1. Declaration of Opening

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

In response to the COVID-19 situation, this meeting is being conducted by electronic means open to the public. Members are reminded to announce their name and title prior to speaking.

2. Apologies

Nil

3. Members on Leave of Absence

Nil

4. Noting of Minutes

Signed minutes of previous meetings are available on the <u>DAP website</u>.

5. Declarations of Due Consideration

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

6. Disclosure of Interests

Nil

7. Deputations and Presentations

- 7.1 Mr Reegan Cake (Dynamic Planning) presenting in support of the application at Item 8.1. The presentation will address changes made since the last JDAP meeting as well as support for the proposed RAR report recommendation.
- 7.2 Mr Ross Underwood (Planning Solutions) presenting in support of the application at Item 9.1. The presentation will address the reasons why the DAP should approve the application to extend the substantial commencement timeframe of the approved development.

The City of Vincent and Town of Cambridge may be provided with the opportunity to respond to questions of the panel, as invited by the Presiding Member.

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8. Form 1 – Responsible Authority Reports – DAP Applications

8.1 Property Location: Nos. 77-83 (Lots 456 and 17) Scarborough Beach

Road, Mount Hawthorn

Development Description: Proposed Childcare Premises

Applicant: Dynamic Planning and Developments

Owner: Colaust Pty Ltd
Responsible Authority: City of Vincent
DAP File No: DAP/19/01674

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

9.1 Property Location: Lot 800 (No. 12) Salvado Road, Subiaco

Development Description: Extension to Term of Development Approval -

Proposed Expansion of Existing Hospital Car Park

(Amendment to DAP/17/01242)

Proposed Amendment: Two Year Extension to Term of Development

Approval

Applicant: Planning Solutions

Owner: St John of God Health Care Inc.

Responsible Authority: Town of Cambridge DAP File No: DAP/17/01242

10. Appeals to the State Administrative Tribunal and Supreme Court

| Current SAT Applications | | |
|--|--|--|
| LG Name Property Location Application Description | | |
| Town of Lots 18 (164) and 19 (162) Proposed Childcare Centre Claremont Alfred Road, Swanbourne | | |

11. General Business / Meeting Closure

In accordance with Section 7.3 of the DAP Standing Orders 2017 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.

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Presentation Request Form

Regulation 40(3) and DAP Standing Orders 2017 cl. 3.5

Must be submitted at least 72 hours (3 ordinary days) before the meeting

Presentation Request Guidelines

Persons interested in presenting to a DAP must first consider whether their concern has been adequately addressed in the responsible authority report or other submissions. Your request will be determined by the Presiding Member based on individual merit and likely contribution to assist the DAP's consideration and determination of the application.

Presentations are not to exceed **5 minutes**. It is important to note that the presentation content will be **published on the DAP website** as part of the meeting agenda.

Please complete a separate form for each presenter and submit to daps@dplh.wa.gov.au

Presenter Details

| Name | Reegan Cake | |
|-----------------------------|---|--|
| Company (if applicable) | Dynamic Planning and Developments | |
| Please identify if you have | YES □ NO ⊠ | |
| any special requirements: | If yes, please state any accessibility or special requirements: | |
| | Click or tap here to enter text. | |

Meeting Details

| DAP Name | Metro West Joint Development Assessment Panel |
|------------------------|--|
| Meeting Date | 22/4/20 |
| DAP Application Number | DAP/19/01674 |
| Property Location | Lots 456 & 17 (No. 77-83) Scarborough Beach Road, Mount Hawthorn |
| Agenda Item Number | 8.1 |

Presentation Details

| I have read the contents of the report contained in the Agenda and note that my presentation content will be published as part of the Agenda: | YES ⊠ | |
|---|---------------------------|----------------|
| Is the presentation in support of or against the report recommendation)? (contained within the Agenda) | SUPPORT 🗵 | AGAINST 🗆 |
| Is the presentation in support of or against the <u>proposed</u> <u>development</u> ? | SUPPORT 🗵 | AGAINST 🗆 |
| Will the presentation require power-point facilities? | YES ⊠ If yes, please a | NO □ attach |



Presentation Content*

These details may be circulated to the local government and applicant if deemed necessary by the Presiding Member. Handouts or power points will not be accepted on the day.

| Brief sentence summary for inclusion on the Agenda | The presentation will address: Changes made since the last JDAP meeting as well as support for the proposed RAR report recommendation. |
|--|--|
|--|--|

In accordance with Clause 3.5.2 of the *DAP Standing Orders*, your presentation request <u>must</u> also be accompanied with a written document detailing the content of your presentation.

Please attach detailed content of presentation or provide below:

See attached PowerPoint Presentation

Proposed Childcare Premises
Lots 456 & 17 (No. 77-83) Scarborough Beach Road, Mount Hawthorn

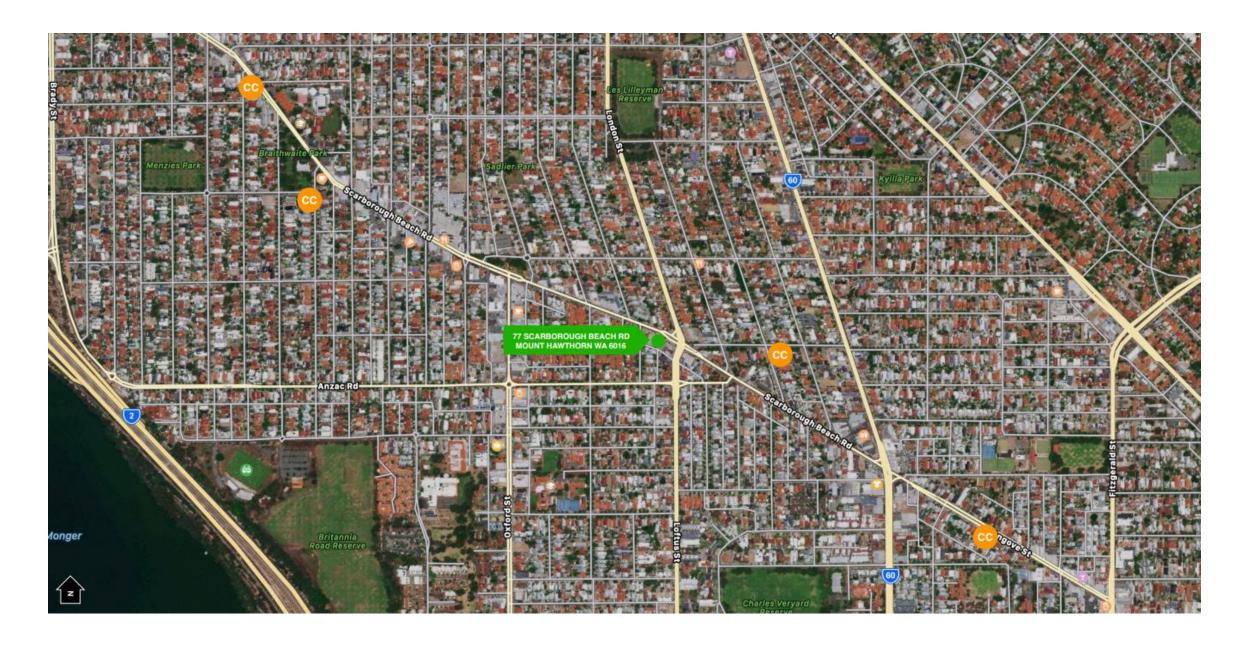
Metro West Joint Development Assessment Panel 22 April 2020







SITE CONTEXT

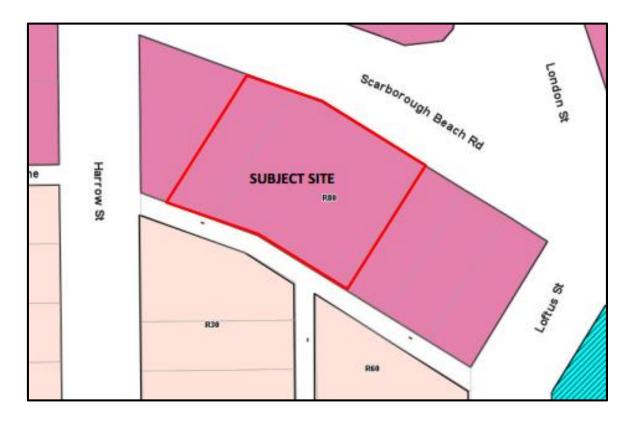


- 4km from Perth CBD.
- Fronts Scarborough Beach Road and Imbros Lane.
- Close proximity to Scarborough Beach Road and London Street intersection.

- Surrounded by existing residential dwellings.
- Great access to the wider Perth Metropolitan Area.

DYNAMIC PLANNING

PLANNING FRAMEWORK



| | | ZONES | | | |
|---------------------------------------|---|-----------|--------------|--------------------------------------|------------|
| USE CLASS | | Mixed Use | Local Centre | District Centre / Regional Centre | Commercial |
| Aged or dependent persons dwellings * | | Р | P | D | D |
| Amusement parlour | | Α | D | D | D |
| Betting agency | | Α | Α | Α | D |
| Bulky goods showroom | | Α | Α | Α | Р |
| Caravan park | | Α | Α | Α | Α |
| Caretakers' dwelling | | Р | Р | Р | Р |
| Car Park AMD 1 GG 3/08/2018 | X | Α | D | D | D |
| Child care premises | | D | D | D | D |

- 1. Zoning 'Mixed Use'
- 2. Childcare Premises
 - a) An education and care service as defined in the Education and Care Services National Law (Western Australia) section 5(1), other than a family day care service as defined in that section.
 - b) A child care service as defined in the Child Care Services Act 2007, Section 4.
- 3. 'Discretionary' land use.
- 4. Relevant Local Planning Polices:
 - LPP 7.1.1 Built Form;
 - LPP7.5.13 Percent for Public Art;
 - LPP 7.5.3 Education and Care Services; and
 - LPP 7.7.1 Non-Residential Development Parking Requirements



PROPOSED DEVELOPMENT



- Single storey child care premises building;
- Car park accommodating 19 bays;
- Two way vehicle access from Scarborough Beach Road + Imbros Lane;
- Outdoor play area of 549sqm;
- A maximum of 78 children and 13 staff;
 - Operating hours of 7am to 7pm Monday to Friday and 7am to 6pm Saturday; and
 - Interim development.



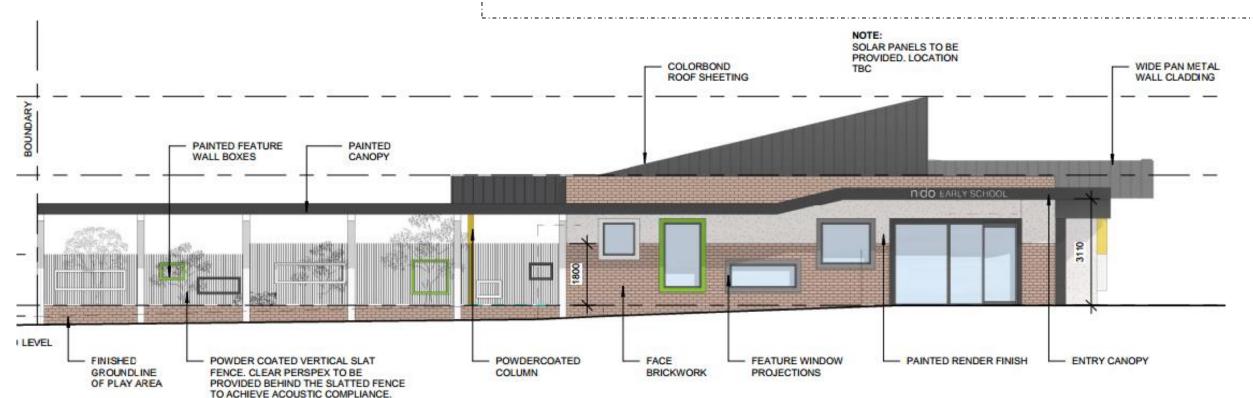
[RESOLVED TO DEFER]

The reason for deferral was to allow the submission of revised plans to address:

- The development interface with Scarborough Beach Road through the provision of awnings, major entry points, passive surveillance and activation of the streetscape.
- 2. The development interface with Imbros Lane to provide passive surveillance of the laneway;
- 3. The extent of onsite landscaping provided in the context of the relevant policy provisions;
- 4. Ensuring the car park design is highly functional and provides for safety of pedestrian movement; and
- 5. Further consideration of amenity impacts on surrounding properties



1. DEVELOPMENT INTERFACE WITH SCARBOROUGH BEACH ROAD

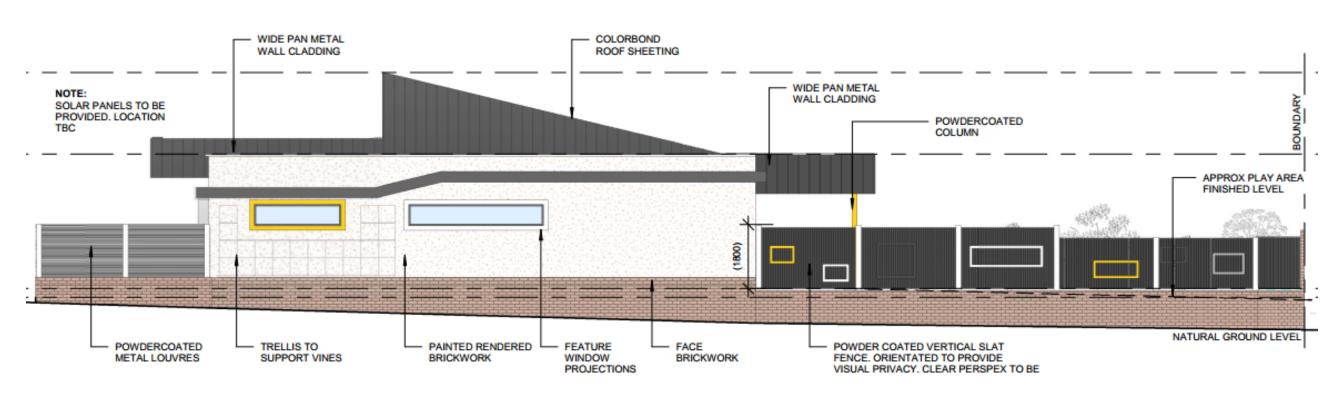


The proposed changes to improve the developments interface with Scarborough Beach Road included:

- 1. Relocation of the primary access point;
- 2. Providing a continuous awning extending the length of the development along Scarborough Beach Road;
- 3. Modified fencing to the outdoor play area to increase visual permeability;
- 4. Modified building materials and colours; and
- 5. Provision of a bench adjacent to the primary entry point.



2. DEVELOPMENT INTERFACE WITH IMBROS LANE

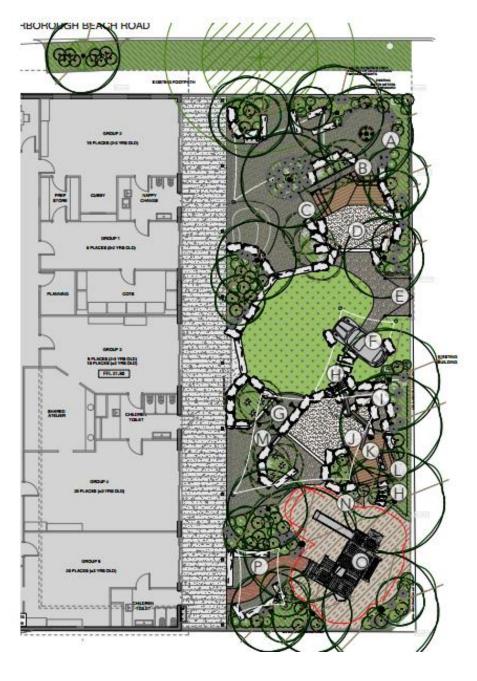


The proposed changes to improve the developments interface with Imbros Lane included:

- 1. Modified fencing to the outdoor play area to increase visual permeability;
- 2. Modified building materials and colours;
- 3. Provision of additional canopy cover along the frontage; and
- 4. Installation of trellis's to support vegetation growth along



3. EXTENT OF ONSITE LANDSCAPING











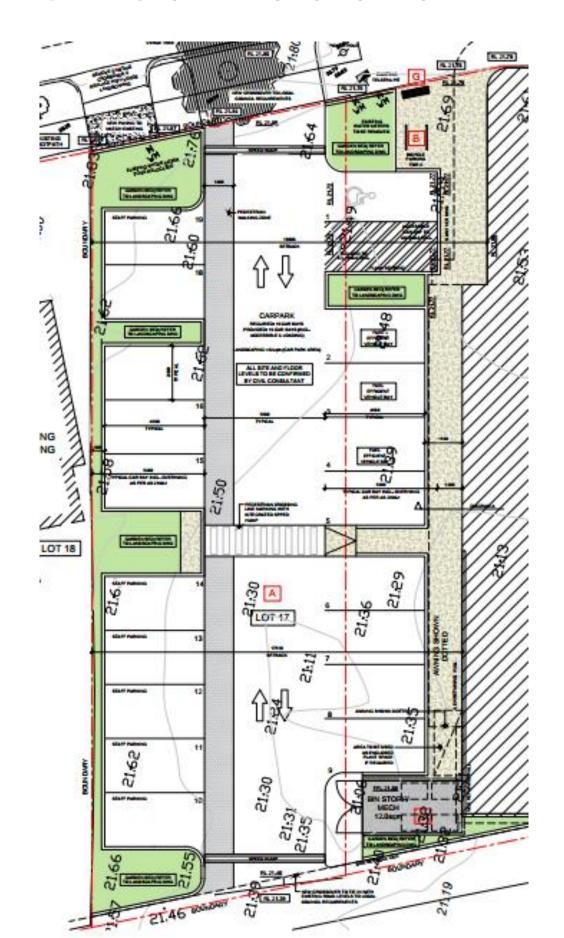




The proposed changes to improve the provision of landscaping included:

- 1. Increased deep soil area to 10% of the site;
- Implemented real grass to reduce heat impact and improve soil permeability; and
- 3. Increase to the proposed canopy coverage;





4. CAR PARKING DESIGN

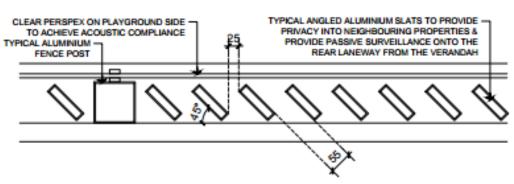
The proposed changes to improve the functionality and safety of the parking area included:

- 1. Relocation of bay 19 further south and designation of this bay as a staff bay to reducing queuing impacts;
- 2. Pedestrian refuge between bay 14 and 15;
- 3. Implementation of speed bumps;
- 4. Raised pedestrian crossing; and
- 5. Alternative paving material to provide a pedestrian path of travel to the primary entry point;



5. AMENITY IMPACTS ON SURROUNDING PROPERTIES





TYPICAL ARRANGEMENT OF FENCING SLATS - IMBROS LANE

The proposed changes to improve the impact of the development on adjoining properties included:

- 1. Modified building materials to make the development more 'domestic' in nature;
- 2. Reduction in building bulk and scale through the modified fencing and increase canopy cover and visual permeability;
- 3. Angled slatted fencing to Imbros Lane to ensure privacy whilst also ensuring visual permeability; and
- 4. Implementation of creepers to the Imbros Lane frontage



RAR REPORT AND RECOMMENDATION

Approve DAP Application reference DAP/19/01674 and accompanying plans referenced as drawings S01 rev6, S02 rev6, S03 rev6, S04 rev4, S05 rev3 and landscape plans Revision F dated 27/03/2020 in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the provisions of the City of Vincent Local Planning Scheme No. 2, and pursuant to Clause 24(1) and 26 of the Metropolitan Region Scheme, subject to the following conditions:

In light of the favourable recommendation and positive RAR report, it is considered that we have appropriately addressed the reasons for deferral and any previous concerns the City of Vincent had with the proposed development.

With respect to proposed recommendation for approval, we are fully supportive of this and kindly request the JDAP approve the proposed development. We also have no objection to any of the proposed conditions of approval.



QUESTIONS?



Presentation Request Form

Regulation 40(3) and DAP Standing Orders 2017 cl. 3.5

Must be submitted at least 72 hours (3 ordinary days) before the meeting

Presentation Request Guidelines

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Please complete a separate form for each presenter and submit to daps@dplh.wa.gov.au

Presenter Details

| Name | Ross Underwood | |
|-----------------------------|---|--|
| Company (if applicable) | Planning Solutions | |
| Please identify if you have | YES □ NO ⊠ | |
| any special requirements: | If yes, please state any accessibility or special requirements: | |
| | Click or tap here to enter text. | |

Meeting Details

| DAP Name | Metro West Joint Development Assessment Panel | |
|------------------------|---|--|
| Meeting Date | 22 April 2020 | |
| DAP Application Number | DAP/17/01242 | |
| Property Location | Lot 800 (12) Salvado Road, Subiaco | |
| Agenda Item Number | 9.1 | |

Presentation Details

| I have read the contents of the report contained in the Agenda and note that my presentation content will be published as part of the Agenda: | YES 🗵 |
|---|----------------------------------|
| Is the presentation in support of or against the report recommendation)? (contained within the Agenda) | SUPPORT □ AGAINST ⊠ |
| Is the presentation in support of or against the <u>proposed</u> <u>development</u> ? | SUPPORT ⊠ AGAINST □ |
| Will the presentation require power-point facilities? | YES □ NO ⊠ If yes, please attach |



Presentation Content*

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| Brief sentence summary for inclusion on the Agenda The presentation will address: the reasons why the DAP should a extend the substantial commence approved development | |
|--|--|
|--|--|

In accordance with Clause 3.5.2 of the *DAP Standing Orders*, your presentation request <u>must</u> also be accompanied with a written document detailing the content of your presentation.

Please attach detailed content of presentation or provide below:

Refer to the attached presentation summary.

Presentation Note

To: Presiding Member of the Metro West From: Ross Underwood

Joint Development Assessment

Panel (DAP)

Meeting No: MWJDAP/266 Job No: 6427

Agenda No: 9.1 Date: 17 April 2020

Subject: Extension to Term of Development Approval - Proposed Expansion of Existing Hospital Car Park (Amendment to DAP/17/01242) - Lot 800 (No. 12) Salvado Road, Subiaco (SJGSH site)

Thank you presiding member for the opportunity to address the DAP on this item. Planning Solutions is the applicant in this matter.

A multi-storey carpark was approved by the DAP on 8 January 2018 subject to the standard twoyear substantial commencement period. That period has now lapsed. This application seeks to extend the substantial commencement period by an additional two years.

The Town's responsible authority report (**RAR**) recommends refusal. On review of the RAR and of all relevant circumstances, the application should be **approved** for the reasons which follow.

MINISTERIAL EXEMPTIONS

The RAR was finalised on 9 April 2020. Two days later, on 11 April 2020, the Minister for Planning made a public announcement concerning a range of exemptions to planning powers to support a response to COVID-19. It relevantly included the following exemption:

| Column 1 – Requirements | Column 2 – Schemes | Column 3 – Conditions |
|---|-----------------------------|--|
| 4.2 In relation to an approved development application, proponents are exempted from the requirement to substantially commence development. | All local planning schemes. | the original deadline for substantial commencement is exempted; and a new deadline for substantial commencement is substituted, being the original deadline plus a further period of 2 years. |
| | | 2. The exemption under this clause will only be available for development applications decided on, or before, the date upon which the State of Emergency Declaration ceases to have effect, or is revoked. |

There is some conjecture as to whether or not the exemption applies to a development which had expired prior to the Notice coming into effect. Regardless of the answer, the spirit and intent of the Notice and exemptions, to provide a response to the COVID-19 pandemic, is clear. The Minister, in her public announcement, said:

The planning system must be able to respond quickly and efficiently to the effects of COVID-19, in particular removing barriers so businesses and local governments can adapt as easily as possible.

We're also working to help businesses evolve wherever possible to new ways of operating, keep people in jobs and facilitate further economic activity.

In circumstances where <u>all</u> approved development applications have been granted an automatic twoyear extension, it would be entirely inconsistent with the spirit and intent of the Minister's response to the COVID-19 pandemic to refuse this application when it seeks precisely the same outcome.

NO SUBSTANTIAL CHANGES TO THE PLANNING FRAMEWORK

Setting aside implications from the COVID-19 response, in ordinary circumstances the application would still warrant approval.

The Town's RAR refers to three documents it says demonstrate there has been a substantial change to the planning framework:

- The Town's and WAPC's agreement that a local development plan (LDP) is required.
- Advertising of the Town's draft Local Planning Strategy (draft LPS).
- Gazettal of the City of Subiaco Local Planning Scheme No.5 (Subiaco LPS5).

Local Development Plan required

The requirement for a LDP is not a substantial change to the planning framework, because the requirement existed at the time the development was originally approved. The Western Australian Planning Commission (**WAPC**) agreed a LDP was required on 21 December 2017. This requirement was conveyed to the DAP (refer page 9 of the RAR for the DAP's 8 January 2018 meeting). The DAP resolved to approve the development notwithstanding the requirement for a LDP.

There has been no change to the requirement for a LDP since the development was originally approved.

Draft Local Planning Strategy

The draft LPS was advertised for public comment on 29 February 2020.

It, however, preceded work and consultation on the draft LPS that had been ongoing since 2010, including surveys in 2011 and 2016, community consultation in March and April 2017 which were considered by Council in June 2017. By the time the DAP considered the development application on 8 January 2018, the draft LPS was a relevant consideration (see page 5 of the RAR of that meeting). The original RAR raised issues of car parking in the context of the draft LPS. Those issues were considered when the DAP approved the original application.

In the context of this application, the draft LPS does not introduce any new planning considerations which were not already raised and dealt with when the development was originally approved.

Subiaco Local Planning Scheme No.5

The Town's RAR contends zoning of land in the Subiaco LPS5 raises a new consideration of traffic congestion. There issues, however, would have been addressed as part of the strategic planning initiatives that lead to the Subiaco LPS5 being gazetted. Further, the issues raised are not new. The RAR (page 6) acknowledges the same issues were raised and dealt with as part of the original application.

In summary, there have been no significant changes to the planning framework relevant to this application.

MASTERPLANNING

The Town references the masterplanning currently being undertaken for the St John of God Subiaco Hospital campus. This masterplanning exercise is ongoing, and final details are not yet resolved.

An extension of time is being sought to extend the validity of the approved development. Upon finalisation of the masterplanning exercise, St John of God will be in a position to decide whether to proceed with the approved development.

WHETHER THE APPLICATION WOULD LIKELY RECEIVE APPROVAL TODAY

In circumstances where the planning framework is the same and the circumstances have not changed in any substantial way, it is in the interests of orderly and proper planning that planning decisions in relation to a site are made in a consistent way. This is reflected in the DAP's *Making Good Planning Decisions* (February 2017, page 76):

At every level, the hallmarks of good government include <u>consistent</u>, transparent and accountable <u>decision-making</u>.

The fact that the DAP exercised discretion in respect of the original approval is simply not relevant. In the circumstances where there have not been substantial changes to the planning framework, an application for a development already approved should be re-approved.

WHETHER THE APPLICANT HAS PURSUED IMPLEMENTATION OF THE APPROVAL

The Tribunal has on several occasions confirmed it is not necessary to meet every test. Accordingly, it is not necessary for the proponent to have taken steps to implement the approval for an extension of time to be granted.

In this case, St John of God has been working with the Town on its masterplanning exercise. This exercise will establish whether or not St John of God will proceed with the approved development. In the circumstances it is both understandable and reasonable that St John of God has not implemented the approved development, given such works may otherwise constrain the ability for the masterplanning exercise to consider alternative options for car parking.

CONCLUSION

With the response to the COVID-19 pandemic ongoing, it is appropriate to extend the approval period. Even in normal-world circumstances, the proposal meets the relevant tests for whether an application to extend the substantial commencement period should be approved. Accordingly, we respectfully request the DAP considers the information in this presentation and grants approval to the application.

Thank you for your consideration.

ROSS UNDERWOOD
ASSOCIATE

200417 6427 Presentation Note.docx



Form 1 - Responsible Authority Report

(Regulation 12)

| Property Location: | Nos. 77-83 (Lots 456 and 17) Scarborough |
|----------------------------|--|
| . , | Beach Road, Mount Hawthorn |
| Development Description: | Proposed Child Care Premises |
| DAP Name: | Metro West Joint Development Assessment |
| | Panel |
| Applicant: | Dynamic Planning and Developments |
| Owner: | Colaust Pty Ltd |
| Value of Development: | \$2,015,000 |
| LG Reference: | 5.2019.359.1 |
| Responsible Authority: | City of Vincent |
| Authorising Officer: | Jay Naidoo, Manager Development and |
| | Design |
| DAP File No: | DAP/19/01674 |
| Report Due Date: | 14 April 2020 |
| Application Received Date: | 3 October 2019 |
| Application Process Days: | 194 days |
| Attachment(s): | 1 – Location and Consultation Plan |
| | 2 – Development Plans |
| | 3 – Landscape Plans |
| | 4 – JDAP Meeting Minutes and Previous |
| | Development Plans |
| | 5 – Applicant's Planning Report |
| | 6 – City Officer Response to Summary of |
| | Submissions |
| | 7 – Design Review Panel Minutes |
| | 8 – Acoustic Report |
| | 9 – ESD Report |
| | 10 – Waste Management Plan |
| | 11 – Traffic Impact Statement |

Officer Recommendation:

That the Metro West Joint Development Assessment Panel resolves to:

Approve DAP Application reference DAP/19/01674 and accompanying plans referenced as drawings S01 rev6, S02 rev6, S03 rev6, S04 rev4, S05 rev3 and landscape plans Revision F dated 27/03/2020 in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the provisions of the City of Vincent Local Planning Scheme No. 2, and pursuant to Clause 24(1) and 26 of the Metropolitan Region Scheme, subject to the following conditions:

Conditions:

1. <u>Amalgamation</u>

Prior to the lodgement of a Building Permit application for the proposed development, Lots 456 and 17 ('the lots') are to be amalgamated into a single lot on a Certificate of Title; or alternatively, the owner entering into a legal agreement with the City and secured by an absolute caveat lodged over the certificates of title to the lots requiring the amalgamation to be completed within twelve months of the issue of a Building Permit for the proposed works.

2. Use

2.1 The Child Care Premises subject to this approval shall be used for the following purpose, as defined by the City of Vincent Local Planning Scheme No. 2:

Child Care Premises means a premises where-

- an education and care service as defined in the Education and Care Services National Law (Western Australia) section 5(1), other than a family day care service as defined in that section, is provided; or
- a child care service as defined in the Child Care Services Act 2007 section 4 is provided;
- 2.2 The Child Care Premises is limited to a maximum number of 91 persons at any one time;
- 2.3 The Child Care Premises shall be limited to the following hours of operation:
 - Monday to Friday 7:00am to 7:00pm; and
 - Saturday 7:00am to 6:00pm

3. Glazing

Glazing and/or tinting shall be a minimum of 70 percent visually permeable to provide unobscured visibility. Darkened, obscured, mirrored or tinted glass or other similar materials as considered by the City is prohibited.

4. Public Art

- 4.1 In accordance with City of Vincent Policy No. 7.5.13 Percent for Art the application is required to make a public art contribution of \$20,150.00 being one percent of the \$2,015,000 million value of the development. In order to comply with the Policy, the owner or applicant, on behalf of the owner shall submit a statutory declaration prior to the lodgement of a Building Permit stipulating the choice of:
 - Option 1: Owner/Applicant chooses to co-ordinate the Public Art project themselves or by engaging an art consultant; or
 - Option 2: Owner/Applicant chooses to pay cash-in-lieu. Owner/Applicants who choose Option 2 will receive a 15% discount on the Percent for Art contribution.

- 4.2 The owner, or the applicant on behalf of the owner, shall comply with the City of Vincent Policy No. 7.5.13 Percent for Public Art in conjunction with the above chosen option:
 - Option 1 prior to the issue of a Building Permit for the development, obtain approval for the Public Art Project and associated Artist; and prior to the first occupation of the development, install the approved public art project, and thereafter maintain the art work; or
 - Option 2 prior to the issue of an Occupancy Permit pay the above cashin-lieu contribution amount.

5. Vehicle Sight Lines

No solid walls, letterboxes or fences above 0.75 metres in height, unless provided visually permeable as defined in the Residential Design Codes of WA, to be constructed within 1.5 metres of where:

- walls, letterboxes or fences adjoin vehicular access points to the site and the vehicular access point of 75 Scarborough Beach Road; or
- a driveway meets a public street or right-of-way; or
- two streets intersect.

6. Wheel Stops

Wheel stops or semi mountable kerbing shall be provided for car parking bays adjacent to the child care premises in accordance with AS2890.1 clause 2.4.5.4, to the satisfaction of the City prior to occupation or use of the development.

7. Traffic Island Replacement

The traffic island that conflicts with the Scarborough Beach Road vehicle access shall be removed and reconstructed to the east of the existing traffic island to the City's specifications and satisfaction, at the expense of the owner prior to occupation or use of the development.

8. Parking Management Plan

Prior to occupation or use of the development, a Parking Management Plan shall be submitted to and approved by the City. The Parking Management Plan is to include, but not limited to, addressing the following:

 Allocation of staff and time restricted car parking bays, including associated signage and line markings, to the specifications of the City.
 The approved Parking Management Plan shall be implemented, and the development shall be carried out in accordance with the approved Parking Management Plan and approved plans, to the satisfaction of the City at the expense of the owners/occupiers.

9. Removal of Redundant Crossover

Prior to the first occupation or use of the development, redundant or "blind" crossovers shall be removed and the verge and kerb made good to the satisfaction of the City, at the applicant/owner's full expense.

10. Right-of-Way Widening

- 10.1 A 0.5 metre wide right-of-way widening is to be provided, constructed and drained to the specifications of the City of Vincent at the landowner/applicant cost along the south western Imbros Lane boundary of the subject land (refer advice note 6). The right-of-way is to be accurately illustrated on any future Deposited Plan or Survey-strata plan and vested in the Crown under Section 152 of the *Planning and Development Act 2005*, such land to be ceded free of cost and without any payment of compensation by the Crown prior to first occupation of the development.
- 10.2 Prior to the first occupation of the development, the full length and width of the adjacent right-of-way boundary of the development Lots 17 and 456, shall be sealed and drained in accordance with the City's specification, at the full cost of the developer.
- 10.3 The eave encroachment into the 0.5m wide right-of-way widening area shall not be more than 230mm in accordance with the City of Vincent Policy No: 7.4.9 Encroachments Over Crown Lands.

11. Car Parking, Access and Bicycle Facilities

- 11.1 Prior to the commencement of the approved use a total of 19 car parking bays and related access ways as shown on the approved plans shall be constructed and thereafter maintained in accordance with Australian Standard AS2890.1.
- 11.2 A minimum of four (4) short-term bicycle bays shall be provided within the development. The bicycle bay shall be designed in accordance with AS2890.3 and installed prior to occupation to the satisfaction of the City.

12. Schedule of External Finishes

Prior to the lodgement of a Building Permit a detailed schedule of external finishes (including materials, colour schemes and details) shall be submitted to and approved by the City. The development shall be finished in accordance with the approved schedule prior to the use or occupation of the development.

13. Acoustic Report

All recommended measures in the updated acoustic report prepared by Herring Storer Acoustics dated 14 February 2020 shall be undertaken in accordance with the report to the City's satisfaction, prior to the occupation or use of the development and maintained thereafter to the satisfaction of the City at the expense of the owners/occupiers.

14. Landscape and Reticulation Plan

- 14.1 A detailed landscape and reticulation plan for the adjoining road verge, to the satisfaction of the City, shall be lodged with and approved by the City prior to commencement of the development. The plan shall be drawn to a scale of 1:100 (or other reasonable scale as determined by the City) and show the following:
 - The location and type of existing and proposed trees and plants;

- Areas to be irrigated or reticulated;
- The provision of two new trees of 200 litres pot size each within the verge of Scarborough Beach Road adjoining the development site; and
- The tree and plant species are to be in accordance with the City's recommended tree species list.
- 14.2 All works shown in the approved landscape plan shall be undertaken in accordance with the approved plans to the City's satisfaction, prior to occupancy or use of the development and maintained thereafter to the satisfaction of the City at the expense of the owners/occupiers.

15. Verge Trees

With exception of the two verge trees which conflict with the vehicle access on Scarborough Beach Road, verge trees shall not be removed without prior written approval of the City. The verge trees shall be retained and protected from damage including unauthorised pruning to the satisfaction of the City.

16. External Fixtures

All external fixtures and building plant, including air conditioning units, piping, ducting and water tanks, shall be located so as to minimise any visual and noise impact on surrounding landowners, and screened from view from the street, and surrounding properties to the satisfaction of the City.

17. Stormwater

Stormwater from all roofed and paved areas shall be collected and contained on site. Stormwater must not affect or be allowed to flow onto or into any other property or road reserve

18. Construction Management Plan

A Construction Management Plan that details how the construction of the development will be managed to minimise the impact on the surrounding area shall be lodged with and approved by the City prior to the commencement of the development (including demolition and/or forward works). The Construction Management Plan is required to address the following concerns that relate to any works to take place on the site:

- Public safety, amenity and site security;
- Contact details of essential site personnel;
- Construction operating hours;
- Noise control and vibration management;
- Dilapidation Reports of nearby properties;
- Air, sand and dust management;
- Stormwater and sediment control;
- Soil excavation method:
- Waste management and materials re-use;
- Traffic and access management;
- Parking arrangements for contractors and subcontractors; and
- Consultation plan with nearby properties.

19. Waste Management Plan

A revised Waste Management Plan shall be provided prior to occupation of the development specifying waste receptacle collection hours. The revised Waste Management Plan shall be implemented to the City's satisfaction, prior to occupation or use of the development.

20. Signage

All signage is to be in strict accordance with the City of Vincent Policy No. 7.5.2 Signs and Advertising, unless further development approval is obtained.

21. General

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

Advice Notes

- 1. All new crossovers to lots are subject to a separate application to be approved by the City. All new crossovers shall be constructed in accordance with the City's standard crossover specifications.
- 2. The movement of all path users, with or without disabilities, within the road reserve, shall not be impeded in any way during the course of the building works. This area shall be maintained in a safe and trafficable condition and a continuous path of travel (minimum width 1.5 metres) shall be maintained for all users at all times during construction works. Permits are required for placement of any materials within the road reserve.
- 3. An Infrastructure Protection Bond together with a non-refundable inspection fee of \$100 shall be lodged with the City by the applicant, prior to the commencement of works, and will be held until all building/development works have been completed and any disturbance of, or damage to the City's infrastructure, including verge trees, has been repaired/reinstated to the satisfaction of the City. An application for the refund of the bond shall be made in writing. The bond is non-transferable. The bond value will be confirmed upon submission of a Building Permit.
- 4. All pedestrian access and vehicle driveway/crossover levels shall match into existing verge, footpath and right of way levels to the satisfaction of the City.
- 5. With respect to stormwater, no further consideration shall be given to the disposal of stormwater 'off-site' without the submission of a geotechnical report from a qualified consultant. Should the approval to dispose of stormwater 'off-site' be subsequently provided, detailed design drainage plans and associated calculations for the proposed stormwater disposal shall be lodged together with the building permit application working drawings.

- 6. In reference to Condition 5, visually permeable is defined as "in reference to a wall, gate, door or fence that the vertical surface has continuous vertical or horizontal gaps of 50mm or greater width occupying not less than one third of the total surface area; continuous vertical or horizontal gaps less than 50mm in width, occupying at least one half of the total surface area in aggregate; or a surface offering equal or lesser obstruction to view; as viewed directly from the street".
- 7. In reference to Condition 10, ceding of the Right-of-Way widening will be required at the time of amalgamation of Lots 17 and 456.
- 8. Should waste collection by the City be required instead of a private waste collection, the bin store area is required to be modified to the specifications and satisfaction of the City.
- 9. The applicant is required to submit a Food Business Notification/Registration form together with a food safety program for verification to Health Services in accordance with the *Food Act 2008*, Food Safety Standard 3.2.1 *Food safety programs* and Food Safety Standard 3.3.1 *Food service for vulnerable populations*. Detailed floor plans will be required to be submitted for assessment and approval at the Building Permit stage. For a copy of the registration application please visit https://www.vincent.wa.gov.au/business/starting-a-new-business/food-business.aspx or for more information please speak to an Environmental Health Officer on 9273 6000.
- 10. The kitchen shall be designed in compliance with the FSANZ Food Safety Standards Chapter 3 and AS 4674-2004 'Design, construction and fit-out of food premises', including the provision of a bin store.
- 11. All mechanical devices/installations (i.e. roller doors, air conditioners, exhaust outlets, pool pumps, compressors etc), to be located in a position that will not result in the emission of unreasonable noise, in accordance with the *Environmental Protection Act 1986* and *Environmental Protection (Noise)* Regulations 1997.
- 12. If the applicant or owner is aggrieved by this determination there is a right of review by the State Administrative Tribunal in accordance with the Planning and Development Act 2005, Part 14. An application must be made within 28 days of the determination.

Background:

| Zoning | MRS: | Urban |
|---------------------|------|--|
| | TPS: | Mixed Use R80 |
| Use Class: | | Child Care Premises |
| Strategy Policy: | | N/A |
| Development Scheme: | | City of Vincent Local Planning Scheme No. 2 |
| Lot Size: | | Lot 17: 453m ² , Lot 456: 1,345m ² |
| | | Total: 1,798m ² |
| Existing Land Use: | | Vacant |

Site Context and Zoning

The subject site is located at Nos. 77-83 (Lots 456 and 17) Scarborough Beach Road, Mount Hawthorn, as shown in **Attachment 1**. The subject site is zoned Mixed Use R80 under the City's Local Planning Scheme No. 2 (LPS2) and forms part of the Activity Corridor built form area under the City's Policy No. 7.1.1 - Built Form (Built Form Policy).

The subject site encompasses two lots -Lots 456 and 17. Both of these lots are under the same ownership, however are on separate deposited plans.

To the north and adjacent to the site is Scarborough Beach Road which is classified as a District Distributor A by Main Roads WA, and is a Local Road reserve under LPS2. This means that the City can determine the suitability of vehicle access. Loftus Street and London Street intersect with Scarborough Beach Road to the east of the site and are reserved Other Regional Roads under the MRS with access and development controlled by the Department Planning Lands and Heritage (DPLH). This regional road reserve is located approximately 10 metres from the subject site.

The land to the east and west is zoned Mixed Use R80 under LPS2 and consists of a single storey house to the north-west of the site and a single storey office/warehouse to the south-east. Permitted building heights specified under the Built Form Policy for the subject site and adjoining sites are four storeys.

The land to the south of the site which front Imbros Lane consists of single storey dwellings zoned Residential R30 on Harrow Street to the west and Residential R60 on Loftus Street to the east. Permitted building heights for these areas specified under the Built Form Policy are two and three storeys respectively.

Previous Development Approval

A development approval for a five storey mixed use development at the subject site comprising of two offices, 42 apartments and 55 basement car parking bays accessed from Imbros Lane was granted by the Joint Development Assessment Panel (JDAP) on 9 November 2015. A subsequent amended development application was approved by the JDAP on 24 October 2017, with the approved development required to be substantially commenced by 24 October 2019. This approval was not acted upon and has lapsed.

The applicant stated in their submission that:

The proposed development did not proceed to construction, presumably as a result of a softening apartment market in Perth. As a consequence of this, the previous owners decided to sell the subject site to our client who has expressed a desire to utilise the site for the purposes of a 'Child care premises' which is of a much smaller scale and intensity than the previously approved development.

Subject Application and JDAP's Deferral Reasons

The City previously submitted a Responsible Authority Report to the Metro West JDAP (JDAP), which considered the development application at its meeting on 3 February 2020. The City recommended that the application be refused for the following reasons:

- 1. The proposed development is inconsistent with the City of Vincent's Local Planning Scheme No. 2 and the objectives of the Mixed Use zone as the development:
 - a) Has not been designed to provide for an active use and that contributes activity at street level to Scarborough Beach Road:
 - b) Has not been designed so that it achieves an appropriate built form response that is compatible with and complimentary to the surrounding properties, and that also provides passive surveillance of Imbros Lane;
 - c) Does not sufficiently incorporate sustainability principles relating to solar passive design and water conservation; and
 - d) Has not been demonstrated that the noise emitted would achieve compliance with the Environmental Protection (Noise) Regulation 1997 and would not negatively impact on or cause nuisance to the adjoining properties.
- 2. Having regard to Clause 67(m) of the Planning and Development (Local Planning Schemes) Regulations 2015 and the design principles of Clauses 1.2 (Setbacks), 1.4 (Ground Floor Design), 1.5 (Awnings, Verandahs and Collonades) and 1.6 (Building Design) of the City's Policy No. 7.1.1 Built Form, the development has not been designed to be physically compatible with its setting. Further to reason 1(a) and (b), this is due to the development not incorporating design elements and building façade articulation that reduce the impact of building bulk, facilitate the provision of landscaping or address Imbros Lane. The resultant built form outcome would have a detrimental impact on the visual amenity of the area and does not appropriately address these street and laneway frontages.
- 3. The development does not satisfy the design principles of Clauses 1.5 (Awnings, Verandahs and Collonades) or 1.9 (Pedestrian Access) of the City's Policy No. 7.1.1 Built Form. Insufficient weather protection is provided for pedestrians at the building entrance and along Scarborough Beach Road. Entrance to the building is not legible and is not readily identifiable from Scarborough Beach Road. Legibility and way finding through the site and car park area for patrons is reduced due to the design and layout of the car park.
- 4. The proposed landscaping does not satisfy the design principles of Clause 1.7 (Landscaping) of the City's Policy No. 7.1.1 Built Form due to the limited provision of canopy coverage and deep soil areas across the site to provide amenity for patrons, reduce the impact of the development on the streetscape, increase urban air quality and reduce the impact of the urban heat island effect.
- 5. Having regard to Clause 67(s) of the Planning and Development (Local Planning Schemes) Regulations 2015 and the design principles of Clause 1.10 (Vehicle Access & Parking) of the City's Policy No. 7.1.1 Built Form, the car park has not been designed to adequately provide safe manoeuvring and parking of vehicles to car bay 19, resulting in a parking arrangement that is not convenient and functional and that would not prevent vehicle congestion within the site and queueing on Scarborough Beach Road. The lack of a functional car park layout results in reduced safety for patrons moving between the car park and child care premises entrance.
- 6. The development does not satisfy the design principles of Clause 1.8 (Environmentally Sustainable Design) of the City's Policy No. 7.1.1 Built Form as it does not incorporate environmental sustainable design features to reduce

solar passive gain in summer to the north-eastern façade and does not demonstrate a capability for the recovery and re-use of water for non-potable applications.

After consideration of the application during the meeting, the following procedural motion was carried unanimously:

To defer consideration of the application for a period of no more than 90 days to allow the applicant to further consider the Officers' advice as outlined in the Responsible Authority Report of 3 Feb 2020 and undertake a review of the development proposal and submit any revised plans no later than 14 days from this decision.

Particular attention should be given to:

- The development interface with Scarborough Beach Road through the provision of awnings, major entry points, passive surveillance and activation of the streetscape.
- The development interface with Imbros Lane to provide passive surveillance of the laneway;
- The extent of onsite landscaping provided in the context of the relevant policy provisions;
- Ensuring the car park design is highly functional and provides for safety of pedestrian movement; and
- Further consideration of amenity impacts on surrounding properties.

The reason for this procedural motion was that:

The matter was deferred to provide sufficient time for the applicant to provide further information relating to building streetscape, interface, surveillance and activation of Scarborough Beach Rd and Imbros Lane.

A copy of the minutes from the 3 February 2020 meeting and the development plans considered by the JDAP is included as **Attachment 4**.

Details: outline of development application

Key aspects of the subject development proposal, including building footprint and spatial site layout, remain the same as the previous proposal considered by JDAP on 3 February 2020, including:

- A single storey child care premises building;
- An open air car parking area containing 19 bays, including one disabled parking bay;
- Unrestricted two-way vehicle access from Scarborough Beach Road and Imbros Lane:
- An outdoor play area and associated landscaping;
- Providing for a maximum of 78 children and 13 staff members; and
- Operating hours of 7:00am to 7:00pm Monday to Friday and 7:00am to 6:00pm Saturday.

Amendments to the proposal following JDAPs deferral relate to the aesthetics, functionality, street interface, pedestrian safety and legibility, and increased landscaping, including:

- Landscaping creepers provided along the façade of the building facing Imbros Lane;
- Visually permeable brick and metal fence provided to the outdoor play area along Scarborough Beach Road and Imbros Lane;
- An acoustic noise barrier comprising of clear Perspex provided along the outdoor play area fronting Imbros Lane and Scarborough Beach Road;
- Entrance to the building provided from Scarborough Beach Road with an awning provided along the façade;
- A bench seat and landscaping provided at the arrival area from Scarborough Beach Road and the car park;
- Changes to the aesthetic appearance of the building to incorporate red brick and dark metal finishes to complement traditional and contemporary development features found in the area;
- Additional pedestrian path and installation of speed humps through the car park;
- Increased deep soil area, canopy coverage and natural ground covers, including real grass and mulch, across the site;
- Shade sails provided to the outdoor play area and
- Additional environmentally sustainable design features including PV solar panels and operable windows.

A revised acoustic report has also been provided that includes further noise modelling and justification for noise level calculations.

The amended plans are included in **Attachment 2**, along with the revised acoustic report in **Attachment 8**, the applicant's supporting submission in **Attachment 5**, amended landscape plans in **Attachment 3**, and ESD report in **Attachment 9**.

Legislation and Policy:

Legislation

- Planning and Development Act 2005
- Planning and Development (Local Planning Schemes) Regulations 2015
- Planning and Development (Development Assessment Panels) Regulations 2011
- Metropolitan Region Scheme
- City of Vincent Local Planning Scheme No. 2

State Government Policies

- Planning Bulletin 73 Child Care Centres
- Planning Bulletin 33 Rights of Way or Laneways in Established Areas

Local Policies

- City of Vincent Policy No. 4.1.5 Community Consultation
- City of Vincent Policy No. 7.1.1 Built Form

- City of Vincent Policy No. 7.5.3 Education and Care Services
- City of Vincent Policy No. 7.5.13 Percent for Public Art
- City of Vincent Policy No. 7.5.19 Amalgamation Condition on Planning Approvals
- City of Vincent Policy No. 7.5.21 Sound Attenuation
- City of Vincent Policy No. 7.5.23 Construction Management Plans
- City of Vincent Policy No. 7.7.1 Non-Residential Development Parking Requirements

The objectives of the Mixed Use zone in accordance with Clause 16(1) of LPS2 are:

- To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels.
- To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, amusement centres, eating establishments and appropriate industrial activities which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents.
- To provide for a compatible mix of high density residential and commercial development.
- To promote residential use as a vital and integral component of these mixed use zones.
- To ensure development design incorporates sustainability principles, with particular regard to waste management and recycling and including, but not limited to, solar passive design, energy efficiency and water conservation.
- To ensure the provision of a wide range of different types of residential accommodation, including affordable, social and special needs, to meet the diverse needs of the community.

Consultation:

Public Consultation

Community consultation for the application as originally submitted was undertaken for a period of 21 days in accordance with the City's Policy No. 4.1.5 - Community Consultation from 15 November 2019 to 5 December 2019. The method of advertising included 291 letters being mailed to all owners and occupiers within a 150 metre radius of the subject site (as shown in **Attachment 1**), a sign being erected on-site and notice being placed in the Perth Voice local newspaper.

The City received nine submissions in total during the community consultation period. This included six submissions in support, two objections and one neither supporting nor objecting to the proposed development. The main issues raised in the submissions received related to the following matters:

- Potential noise from the outdoor play area disrupting the adjoining office use;
- The Acoustic Report does not sufficiently demonstrate compliance with the City's Policy No. 7.5.21 – Sound Attenuation;
- Lack of meaningful landscaping provided on-site, particularly along Imbros Lane where the vista from Anzac Road terminates;
- The Scarborough Beach Road street wall lacks articulation, visual permeability, landscaping and a setback from the street;

- The entrance awning being insufficient in size for weather protection and lack of a landscaped welcome/seating area;
- Pedestrian access from the car park to the entrance being obstructed by car parking bays; and
- Insufficient shade area provided throughout the development and within the design of the outdoor play area;

The City's response to the summary of submissions is provided in **Attachment 6.** The applicant has responded to some of these topics provided in their Planning Report in **Attachment 5**.

In relation to the three submitters:

- The two objectors do not reside or own property adjoining or adjacent to the site, but live within the City of Vincent. The two objectors have been notified of the progress of the development application and the modifications made to the development plans by the applicant.
- The one submitter who neither supported nor objected to the development is an occupant of the adjoining Office to the east, and expressed concerns with the impact of noise from children playing in the outdoor play area. Following amended plans being received after the JDAP meeting 3 February 2020, this adjoining property occupant advised the City via email that the development plans and modifications have been explained by the proponent and that they no longer have concerns with the impact of noise.

The amended plans were not formally re-advertised. This is because it does not propose any further departures from the relevant planning framework which could reasonably be considered to have an adverse impact on the adjoining properties or the surrounding streetscape. In accordance with the City's Policy No. 4.1.5 — Community Consultation, the proposed amendments would not have a significant impact on the community, or the economy, lifestyle, amenity and/or environment of any member of the community or community group. As noted above, however, the previous submitters have been notified of changes made to the proposal and that in doing so, address comments made in their previous submissions.

Consultation with other Agencies or Consultants

Design Review Panel

The development proposal has been referred to the City's Design Review Panel (DRP) on three occasions being 10 July 2019 that was pre-lodgement of the development application, 30 October 2019 after lodgement of the development application and 4 March 2020 to consider amended plans that were prepared following the JDAP deferral.

The DRP's most recent comments at its meeting 4 March 2020 are summarised as follows:

- Commends the amendments to the proposal relating to surrounding built form contextual analysis and architectural language;
- Commends entry relocation to Scarborough Beach Road for street activation;
- Commends the awning provided to facilitate a continuous awning network along Scarborough Beach Road;
- Concerns remain with the overall site planning which has not changed from the pre-lodgement plans and subsequent amended plans, which results in a

functionally tight car park and overdevelopment of the ground plane. This reduces car bay lengths, pedestrian paths and limits opportunities for meaningful landscaping in the car park;

- Suggests additional areas of deep soil and reduction in synthetic surfaces which are detrimental to soil penetration and increase in heat gain;
- Suggests improving Imbros Lane interface with landscaping creepers and/or vegetation strip;
- Suggests incorporating verge area as part of landscaping;
- Suggests increasing car park pedestrian walkway width to account for potential vehicle overhang and provide a visually differentiating material finish to distinguish from vehicle zone;
- Identifies summer and winter sun angle diagrams incorrectly orientated;
- Identifies 1000 litre water tank is tokenistic and lacks any meaningful impact on reducing potable water consumption. Recommends a larger tank in the outdoor play area;
- Identifies dark roof with a high solar absorbance that increases cooling costs and heat stress of occupants;
- Consider performance based approach to demonstrating energy efficiency compliance;
- Consider Green Star Certification; and
- Suggests for environmental sustainability inclusion of a solar PV renewable energy system, operable windows and ceiling fans for cross ventilation.

The minutes from the DRP meeting held on 4 March 2020 are included in **Attachment 7**, as well as the DRP minutes from its meetings held on 10 July 2019 and 30 October 2019.

Following the DRP meeting the applicant provided amended plans to address some of the comments provided. These changes made to the proposal include:

- Landscaping creepers and trellis along the Imbros Lane building façade;
- Reduction in synthetic landscaping features replaced with real grass and mulch;
- Increased car park pedestrian walkway width to 1.4m and provided as a red brick material to differentiate from the vehicle access way;
- Summer and winter sun angle diagram modified to accurately reflect the orientation of the site; and
- Inclusion of PV solar panels and operable windows, reflected in the ESD report.

Main Roads WA (MRWA)

The application was referred to MRWA to consider implications for the signalised intersection in close proximity to the site. This is because the application proposes unrestricted vehicle access to Scarborough Beach Road and the site is within close proximity to the signalised intersection of Scarborough Beach Road, London Street and Loftus Street, with the latter two streets being reserved Other Regional Roads under the MRS.

Included in the referral to MRWA was a SIDRA analysis provided by the applicant's transport consultant. The purpose of the SIDRA analysis is to assess the impact of the proposed vehicle access arrangement on the level of service and performance of the signalised intersection. MRWA was requested to review and provide advice on the SIDRA analysis to determine whether the vehicle access arrangement negatively

impacts the signalised intersection of Scarborough Beach Road, London Street and Loftus Street.

MRWA advised that an assessment found no impact on the signalised intersection operation. Furthermore, MRWA advised that Scarborough Beach Road, being a local road, is the responsibility of the City and any access to and from the road requires the City's approval.

Planning Assessment:

The table below summarises the planning assessment of the proposal against the provisions of the City's LPS2 and relevant planning policies. In each instance where the proposal seeks discretion, the relevant planning element is discussed in the Detailed Assessment section following from this table.

| Planning Element | Use Permissibility/ Deemed-to-Comply | Discretion Required |
|---|---|------------------------|
| Land Use | | ✓ |
| Building Height/Storeys | ✓ | |
| Street Setback | | ✓ |
| Lot Boundary Setbacks | ✓ | |
| Ground Floor Design | | ✓ |
| Awnings, Verandahs and Collonades | ✓ | |
| Building Design | ✓ | |
| Landscaping | | ✓ |
| Pedestrian Access | ✓ | |
| Vehicle Access | | ✓ |
| Car and Bicycle Parking | | ✓ |
| Environmentally Sustainable Design | | ✓ |
| Service Areas and External Fixtures | ✓ | |
| Education and Care Services Policy | ✓ | |

Detailed Assessment

| Land Use | | | | |
|--|--|--|--|--|
| Deemed-to-Comply Standard | Proposal | | | |
| Local Planning Scheme No.2 | | | | |
| 'P' use | 'D' use | | | |
| Street | Setback | | | |
| Deemed-to-Comply Standard | Proposal | | | |
| Built Form Policy Clause 1.2 | | | | |
| Ground floor setback of 6.5 metres, measured from the midpoint of the right-of-way (Imbros Lane). | 3.0 metres to 4.1 metres setback provided from the building to the mid-point of the right-of-way. | | | |
| Development must address adjoining rights of way by providing passive surveillance and openings to the right-of-way. | The outdoor play area is proposed to be raised up to 1.1m above Imbros Lane and 600mm above the adjacent residential property of No. 14 Harrow Street. A | | | |

| | vertical metal slat fence is proposed on top of the elevated outdoor play area for causal surveillance of Imbros Lane. The slats are angled 45 degrees in a south-easterly direction to protect the privacy of the residential property of No. 14 Harrow Street setback a minimum of 5.5m from the outdoor play area. Two highlight openings are provided to address Imbros Lane and provide perceived surveillance. |
|--|--|
| | loor Design |
| Deemed-to-Comply Standard | Proposal |
| Built Form Policy Clause 1.4 Façade depth of 300mm to allow space for the articulation of entries, openings, windows, sills, stall risers and other detailing. | No façade depth proposed between the Scarborough Beach Road boundary and the development. |
| The design shall incorporate vertical articulation by using tall and narrow façade treatments. | The development proposes no tall and narrow vertical façade treatments. |
| Maximise the width of active frontage including glazing, openings and operable windows to ensure activity, interaction and surveillance of the | The child care premises includes large windows from the foyer and the Group 2 room. |
| street. | The plans note that the internal group areas have operable windows. |
| | Visually permeable slat fencing is provided along the outdoor play area to provide surveillance of Scarborough Beach Road. |
| | An awning has been provided for the child care premises building and outdoor play area along Scarborough Beach Road to promote activation. |
| Street walls and fences which front the street not accepted. | A street fence of 2.04 metres in height and 15.6 metres in length with a nil setback from Scarborough Beach Road is provided. |
| Lands | scaping |
| Deemed-to-Comply Standard | Proposal |
| Built Form Policy 1.7 15 percent of site area as deep soil zone. | 10.0 percent of the site area is proposed as deep soil area. |
| 80 percent of side setback areas and the car park area provided as canopy coverage at maturity. | 54.2 percent of the west side setback area (car park) provided as canopy coverage. |

| | 70.4 percent of the east side (outdoor play) setback area provided as canopy coverage. |
|---|---|
| The perimeter of the parking area is to | Perimeter of the car park provided with a |
| be landscaped by a planting strip of at | minimum of 0.5 metre wide planting strip |
| least 1.5 metres width. | along the north western lot boundary. |
| Vehicle | e Access |
| Deemed-to-Comply Standard | Proposal |
| Built Form Policy Clause 1.10 | - |
| , | |
| Access to car parking provided from the available right-of-way. | Two-way vehicle access provided from Scarborough Beach Road (primary street) and Imbros Lane (right-of-way). |
| On-site parking beneath or at rear of buildings. | On-site parking provided fronting Scarborough Beach Road (primary street) and to the western side setback of the child care premises. |
| Existing trees retained must not be removed to provide for vehicle access. | Crossover on Scarborough Beach Road is 6.0 metres in width and conflicts with an existing small verge tree. |
| Double crossover width a maximum of 5.0 metres. | |
| | cycle Parking |
| Deemed-to-Comply Standard | Proposal |
| Policy No. 7.7.1 – Non-Residential | . repodu. |
| Development Parking Requirements (Parking Policy) | |
| 20 car parking bays | 19 car parking bays |
| Three long term bicycle bays | Nil long term bicycle bays |
| 3 7 7 | Sustainable Design |
| Deemed-to-Comply Standard | Proposal |
| Built Form Policy Clause 1.8 | Порозан |
| No deemed-to-comply standard. Local housing objectives and design principles assessment | An ESD report has been submitted, and includes the following key aspects: |
| | - DV color popular |
| | PV solar panels; |
| | Water saving fixtures and drip irrigation; |
| | Water saving fixtures and drip |

Officer Comments

The applicant submitted amended plans following the JDAP meeting 3 February 2020 to address the JDAP's reasons for deferral. The key modifications made to the proposal by the applicant are outlined in the Details section above. The acceptability of the plans in light of the JDAP's reasons for deferral and following an assessment against LPS2 and the Built Form Policy are discussed below.

JDAP's Previous Reasons for Deferral

Reason 1 – Attention should be given to the development interface with Scarborough Beach Road through the provision of awnings, major entry points, passive surveillance and activation of the streetscape.

This deferral reason relates to the City's previous recommendation refusal reasons:

- The development has not been designed to provide for an active use and that contributes activity at street level to Scarborough Beach Road; and
- Insufficient weather protection is provided for pedestrians at the building entrance and along Scarborough Beach Road. Entrance to the building is not legible and is not readily identifiable from Scarborough Beach Road.

In response to the JDAP's reason for deferral and the City's refusal reasons, the applicant amended the development plans by:

- Including a 1.6m depth awning along the building frontage of Scarborough Beach Road, which covers the adjoining footpath in the verge and wraps around the building façade;
- Providing the major entry point and foyer to the child care premises fronting Scarborough Beach Road whilst also retaining an entry point fronting the car park;
 and
- Modifying the outdoor play area fence to remove the solid high wall and replacing
 it with fencing that provides a solid facebrick base up to 0.6m in height with
 powdercoated vertical slats above to a total height of 2.3m.

In considering the acceptability of the development against the objectives of the Mixed Use zone in LPS2 and the design principles of the Built Form Policy, the following is noted:

- The combination of large glazed entry doors, windows to an indoor play area, major entry point and visually permeable fencing for the outdoor play area facilitates visual connection, surveillance and an open interface to Scarborough Beach Road;
- The arrival area with a bench seat adjacent to Scarborough Beach Road is an intersection with the street verge, building entrance and car park which promotes patron interactions; and
- The awning facilitates a continuous shelter for pedestrians along the Scarborough Beach Road and car park frontage, providing protection from the weather. This facilitates comfortable use of the adjoining footpath and arrival area, and encourages patron interactions. A continuous awning would also contribute towards facilitating a desired pedestrian friendly mixed use precinct envisaged for the area.

In considering these changes made, the JDAP's deferral reason and the City's refusal reasons have been addressed by the amended plans.

Reason 2 - Attention should be given to the development interface with Imbros Lane to provide passive surveillance of the laneway.

This deferral reason relates to the City's previous recommended refusal reason: The development has not been designed so that it achieves an appropriate built form response that is compatible with and complimentary to the surrounding properties, and that also provides passive surveillance of Imbros Lane.

In response to the JDAP's reason for deferral and City's refusal reason, the applicant has amended the proposed development plans by:

- Modifying the outdoor play area fence to remove the solid wall and replace it with fencing that provides a solid face brick base up to 1.0m height with powder coated vertical slats that are angled;
- Modifying building materials and finishes including face brick, powder coated metal slats and a shallow eave; and
- Providing additional canopy coverage along the Imbros Lane frontage.

In considering the acceptability of the development against the design principles of the Built Form Policy, the following is noted:

- Vertical metal slat fencing to the outdoor play area provides surveillance of Imbros Lane including the laneway vista toward Anzac Road. The slats are angled 45 degrees for a south easterly view of Imbros Lane to protect the privacy of the directly adjacent residential property of No. 14 Harrow Street. The outdoor play area is elevated up to 600mm above the ground level of No. 14 Harrow Street. Though this adjacent residential property has a 1.6m high rear brick wall to the laneway, the visual privacy of this property would potentially be compromised being within 5.5m of the outdoor play area if not for the angled slats.
- The angled slat fence is of reduced bulk and visual impact given its openness;
- The exposed red brick material compliments dwellings and street walls in the immediate area, including the adjacent red brick fence of No. 14 Harrow Street;
- Landscaping creepers provided to the bin store and building façade, and a shallow eave have been provided to improve the appearance of the rendered building wall facing the laneway and adjacent properties;
- Two highlight windows assist in providing perceived surveillance; and
- A shallow eave encroachment into the 0.5m road widening area of Imbros Lane is shown on the plans as 300mm in depth. A condition is recommended to restrict this encroachment to 230mm which is the maximum allowable under the City's Encroachments Over Crown Lands Policy. This Policy also specifies a minimum height clearance of 2.75m above Crown land. The current proposed clearance height of the eave is a minimum of 3.2m above Imbros Lane. The City's Engineering team has confirmed the encroachment details and location is suitable and ill not conflict with heavy vehicles.

In considering these changes, the JDAP's deferral reason and City's refusal reason have been addressed.

Reason 3 - Attention should be given to the extent of onsite landscaping provided in the context of the relevant policy provisions.

This deferral reason relates to the City's previous recommended refusal reason:

• The proposal provides limited provision of canopy coverage and deep soil areas across the site to provide amenity for patrons, reduce the impact of the

development on the streetscape, increase urban air quality and reduce the impact of the urban heat island effect.

In response to the JDAP's reason for deferral and City's refusal reason, the applicant has amended the plans by:

- Increasing deep soil areas from 6.7% to 10.0% with additional garden beds and providing real grass in the outdoor play area;
- Increasing tree canopy coverage from 33.4% to 70.4% in the outdoor play area;
- Reducing synthetic surfaces in the outdoor play area replacing them with natural finishes such as mulch and grass. Synthetic turf is provided for high traffic areas with a water permeable underlay; and
- Removing skin irritant and water intensive plants.

In considering the acceptability of the development against the design principles of the Built Form Policy, the following is noted:

- Planting garden beds with tree canopy coverage in the outdoor play area and car park are well dispersed. 70.4% canopy coverage of the outdoor play area and 54.2% canopy coverage of the car park would provide a significant contribution to green canopy coverage and air quality along the medium density mixed use Scarborough Beach Road traffic corridor. The tree canopy coverage would also soften the visual appearance of the development and create a sense of openness between properties and buildings, particularly as viewed from the adjacent residential properties to the south;
- The deep soil areas and trees in the outdoor play area are complemented with mulch and grass finishes, as well as water permeable synthetic surfaces to facilitate sustainable and healthy deep soil areas supporting trees and plants;
- The dispersion and coverage of trees, garden beds, natural grass and shade cloth in the outdoor play area assists in a reduction in the urban heat island effect and ensures the space can be used comfortably by children;
- Previous concerns with unsuitable species selection of plants which are water intensive, skin irritants and not suitable to the Western Australian environment have been removed and replaced with suitable species that are supported by the City's Parks team; and
- Landscape creepers have been used in spatially tight areas between the building, bin store and Imbros Lane to reduce the impact of the development on residential properties to the south and enhance the visual amenity of the laneway.

In considering these changes, the JDAP's deferral reason and City's refusal reason have been addressed.

Reason 4 - Attention should be given to ensuring the car park design is highly functional and provides for safety of pedestrian movement.

This deferral reason relates to the City's previous recommended refusal reasons:

- The car park has not been designed to adequately provide safe manoeuvring and parking of vehicles to car bay 19, resulting in a parking arrangement that is not convenient and functional and that would not prevent vehicle congestion within the site and queueing on Scarborough Beach Road. The lack of a functional car park layout results in reduced safety for patrons moving between the car park and child care premises entrance; and
- Legibility and way finding through the site and car park area for patrons is reduced due to the design and layout of the car park.

In response to the JDAP's reason for deferral and the City's refusal reasons, the applicant has amended the proposed development plans by:

- Shifting cay bay 19 a further 2m from Scarborough Beach Road and allocating it for staff use only;
- Providing a pedestrian path in the car park aisle as a shared space with vehicles;
- Increasing pedestrian path widths from the car park to the building entrance from a minimum of 1.0m to 1.2m; and
- Providing speed humps at the vehicle entrance points of Scarborough Beach Road and Imbros Lane, and at the pedestrian crossing through the mid-section of the car park.

In considering the acceptability of the development against the design principles of the Built Form Policy, the following is noted:

- Car bay 19 has been further setback from Scarborough Beach Road and is to be
 designated a staff bay to reduce the frequency in which this bay would be utilised
 and to ensure that there is no queuing impact on Scarborough Beach Road
 associated with vehicles manoeuvring this bay during peak periods;
- A pedestrian path is provided in the car park as a shared access way with vehicles. The path is differentiated in a red brick material finish as a que for pedestrians and vehicles navigating the site;
- For enhanced legibility and pedestrian safety, a path refuge area is provided between car bays 14 and 15. This links with a raised pedestrian crossing connecting to a path that follows around the building to the entrance. Pedestrian paths are provided with a minimum width of 1.2m and can facilitate two-way access for patrons with prams;
- The car park aisle width and car bay dimensions are compliant with Australian Standard AS2890.1 – Parking Facilities Off-Street and provide sufficient vehicle manoeuvrability and accessibility;
- Speed humps are provided at entry points from Scarborough Beach Road and Imbros Lane to reduce vehicle speed for improved safety; and
- A condition of approval requiring a Parking Management Plan is recommended to ensure staff and time limited drop off and pick up bays are allocated appropriately to improve the functionality and safety of the car park.

In considering these changes, the JDAP's deferral reason and the City's refusal reasons have been addressed.

Reason 5 - Further consideration of amenity impacts on surrounding properties.

This deferral reason relates to the City's previous recommended refusal reason: The development has not been demonstrated that the noise emitted would achieve compliance with the Environmental Protection (Noise) Regulation 1997 and would not negatively impact on or cause nuisance to the adjoining properties.

A revised Acoustic Report was provided after the JDAP meeting to address concerns from the City relating to noise impact to adjoining sensitive residential and office uses, and a lack of demonstrated compliance with the City's Sound Attenuation Policy and *Environmental Protection (Noise) Regulations 1997*, particularly a lack of noise modelling and justification for noise calculations.

Further noise modelling and justification for noise level calculations, specifically for children in the outdoor play area, are provided in the revised report. An acoustic noise barrier, comprising clear Perspex with a surface density of 7kg/m² behind

fencing, is provided along the outdoor play area fronting Imbros Lane and Scarborough Beach Road to attenuate noise. The revised Acoustic Report is to the satisfaction of the City's Environmental Health Team who reviewed the Acoustic Report in consideration of the City's Sound Attenuation Policy and *Environmental Protection (Noise) Regulations* 1997.

Other Reasons for Refusal by the City

The following is an assessment of the revised proposal in relation to the City's other reasons for refusal previously identified.

Ground Floor and Building Design

The City's previous recommendation for refusal to the JDAP stated that: The development has not been designed to be physically compatible with its setting. This is due to the development not incorporating design elements and building façade articulation that reduce the impact of building bulk, facilitate the provision of landscaping or address Imbros Lane. The resultant built form outcome would have a detrimental impact on the visual amenity of the area and does not appropriately address these street and laneway frontages.

In relation to this, the applicant has submitted amended plans that demonstrate the following:

- Modifying building finishes and materials by incorporating red face brick, light render and dark metal finishes. Previous bright yellow and blue finishes have been reduced to provide a more domestic appearance;
- Modifying the outdoor play area fencing to remove solid walls and replacing these with a solid face brick base with metal powder coated vertical slats above; and
- Providing a 1.6m depth awning along the building frontage of Scarborough Beach Road and shallow eave along the Imbros Lane building façade.

In considering the acceptability of the proposed development against the design principles of the Built Form Policy, the following is noted:

- The modified building finishes and materials compliment traditional and contemporary features in the local area and provide a more domestic appearance. Red face brick is a material found in development in the area, including residential homes and more contemporary commercial developments as provided in the streetscape analysis provided by the applicant in **Attachment 2.** Light rendered walls and dark metal finishes compliment neutral contemporary colours that can also be found in residential and commercial developments in the local area;
- The metal powder coated fence with vertical slats and brick base is a common style of street fence found in the local area, particularly residential developments.
 The openness of the fence reduces building bulk as viewed from the street and improves casual surveillance;
- The awning provided along Scarborough Beach Road and shallow eave provided to the Imbros Lane façade provides depth to the street facades and reduces the impact of blank walls; and
- Windows and their frame projections, including the rectangular frames provided to the street fences, provide depth to the building frontage to create visual interest.

In considering the changes made the City's recommended refusal reason has been addressed.

Environmental Sustainable Design (ESD)

The City's previous recommendation for refusal to the JDAP stated that:

The development does not incorporate environmental sustainable design features to reduce solar passive gain in summer to the north-eastern façade and does not demonstrate a capability for the recovery and re-use of water for non-potable applications.

The applicant has provided a revised Environmentally Sustainable Design (ESD) report included in **Attachment 9.** The proposed development has been revised to include the following:

- A solar PV system;
- A continuous awning 1.6m in depth around the building including to Scarborough Beach Road that would provide shade to windows; and
- Operable windows provided throughout the building.

In considering the acceptability of the development against the design principles of the Built Form Policy, the following is noted:

- A sufficient awning is provided to north facing windows which allows for solar gain in winter and protection from solar heat gain in summer. A diagram has been provided demonstrating this solar passive design at winter and summer solstice;
- The inclusion of a solar PV system is expected to generate 10% of annual energy use;
- Operable windows throughout the child care premises provide for natural cross ventilation reducing cooling costs;
- The proposal includes a drip irrigation system with moisture sensor override to improve water conservation;
- Water efficiency fixtures are provided at a 5 and 6 Star rating under the Water Efficiency Labelling and Standards (WELS), including for taps, urinals, toilet, clothes washing machines and dishwashers. A shower provided in the development satisfies a 3 Star WELS rating;
- The ESD report indicates that the development as proposed is capable of achieving a 5 star Green Star rating using the Green Building Council of Australia's Green Star rating system; and
- A revision of the plans submitted after the JDAP meeting included a 1000 litre rainwater tank demonstrating the capability of rainwater recovery and re-use. This rainwater tank was later removed from the plans after the DRP identified the rainwater tank would last approximately 14 days in summer and would make a negligible impact on water usage.

In considering the changes made, the City's recommended refusal reason has been addressed.

Acceptability of Remaining Planning Elements where Discretion to be Exercised

Land use

A Child Care Premises is a 'D' (discretionary) use in the Mixed Use zone, which means the use is not permitted unless the local government has exercised discretion by granting development approval.

The land use is acceptable and consistent with the objectives of the Mixed Use Zone for the following reasons:

- The child care premises contributes to a diversity of land uses along the Scarborough Beach Road corridor. The majority of properties along this portion of the corridor do not incorporate a mix of uses, however as a collective there is a mix of commercial and residential uses. To the north-west of the site there are predominately residential uses, including single, grouped and multiple dwellings, and to the south-west there are commercial uses including office, showroom, warehouse and recreation centre, accommodated in relatively old small scale buildings;
- The operating hours of the proposed child care premises are restricted to 7:00am to 7:00pm on Monday to Friday, and 7:00am to 6:00pm on Saturday through the City's Education and Care Services Policy. The peak periods for drop off and pick up of children would be between 7:00am to 8:00am and 5:00pm to 6:00pm. These peak periods would coincide with peak period vehicle traffic in the surrounding road network, particularly along Scarborough Beach Road and Loftus Street as main traffic arterials which generate significant noise. In consideration of this, there will be no additional noise of a significant impact generated from the busy pick up and drop off period than that already experienced by surrounding properties from traffic in the area;
- The site's location has good accessibility using the primary modes of transport expected for a child care premises, including by car and walking. Travel to the site by car is expected to be the primary mode of travel with parents and carers typically having other appointments and responsibilities before or after visiting the site, or may live outside a walkable catchment. Vehicle access to the site is provided from two main traffic arterials which directly connect to major road networks to north, west, south and east directions via Scarborough Beach Road, Loftus Street and London Street. Another primary mode of travel is expected to be walking given the site is surrounded by residential and mixed use developments with density codes between R20 and R80 within a walkable catchment encompassing the suburbs of Mount Hawthorn, North Perth and Leederville; and
- As previously detailed in this report, the proposed development is designed so as
 to facilitate activity at street level, results in a building design that provides for a
 suitable built form transition from the residential buildings in the south,
 incorporates environmentally sustainable design features, and would not
 negatively impact on or cause nuisance to the adjoining office and residential uses
 as supported in the revised Acoustic Report.

Vehicle Access

The proposal includes unrestricted two-way vehicle access from Scarborough Beach Road and Imbros Lane, and car parking provided along the western side of the child care premises. The proposed crossover on Scarborough Beach Road is 6.0 metres in width and conflicts with a small verge tree and traffic island tree. The Built Form Policy standards state that vehicle access should be taken solely from a right-of-way where available and car parking provided at the rear of a building. Furthermore, a double crossover should have a maximum width of 5.0 metres and not conflict with existing trees.

The vehicle access from Scarborough Beach Road and Imbros Lane has been reviewed and determined to be satisfactory by the City's Engineering team with supporting feedback from Main Roads, and satisfy the design principles of the Built Form Policy for the following reasons:

- Vehicle access proposed to and from Scarborough Beach Road and Imbros Lane provides distribution of traffic, reducing vehicle congestion in the connecting road network and reducing amenity impacts associated with traffic and noise on residential properties adjoining Imbros Lane. Without vehicle access to and from Scarborough Beach Road, traffic to the site through Imbros Lane would be distributed predominately between Loftus Street and Harrow Street. This may cause vehicle queuing in Imbros Lane and create further congestion on Loftus Street during peak periods. A SIDRA analysis undertaken by the applicant found that Loftus Street is currently experiencing moderate traffic congestion and further congestion would be detrimental to the performance of the Scarborough Beach, Loftus Street and London Street intersection;
- The SIDRA analysis found the proposed vehicle access arrangement on Scarborough Beach Road would cause no significant impact to the performance of the intersection at Loftus Street and London Street. If vehicle congestion along Scarborough Beach Road and within the site becomes problematic in the future, the City has the option of restricting vehicle access to a left in and left out manoeuvre on Scarborough Beach Road using a traffic strip or median. This would improve the flow of traffic in and out of the site on Scarborough Beach Road:
- The crossover location to the north-western side of the site provides the minimum safe sight distance from the intersection of Scarborough Beach Road, Loftus Street and London Street as provided in the Australian Standard AS2890.1 (as amended) Parking Facilities. If the crossover was located further towards the north-western boundary, the sight distance to the intersection would be obscured by the child care premises building due to the bend of Scarborough Beach Road. Therefore, a suitable crossover location on Scarborough Beach Road is limited to the location proposed; and
- The crossover width at 6.0 metres allows sufficient space for vehicles manoeuvring into the site safely and avoids vehicle back-up queuing on Scarborough Beach Road by improving swept path turning into the site. The Australian Standard AS2890.1 (as amended) Parking Facilities permits crossover width ranges between 6.0 metres to 9.0 metres for the Scarborough Beach Road classification.

A condition of approval is recommended requiring the traffic island on Scarborough Beach Road, which conflicts with the vehicle access point, to be removed and reconstructed further to the east of the existing traffic island at the expense of the developer. The purpose of the traffic island is to provide protection of bicyclists from cars.

Car and Bicycle Parking

The application proposes 19 car parking bays, including one disabled bay, while the City's Parking Policy requires 20 car parking bays. This results in a one bay shortfall.

The amount of parking bays provided satisfies the objectives of the Parking Policy, and is supported for the following reasons:

 The applicant has proposed six car bays (car bays 10-14 & 19) be for staff use only to improve the functionality and safety of the site. These staff bays are selected to prevent queuing in peak periods on Scarborough Beach Road and Imbros Lane. Furthermore, these staff bays are a greater distance from the entrance, which creates greater availability of bays located closest to the building entrance and safest path of travel. The applicant has expressed they will provide time limited bays in addition to staff bays to further improve the availability of bays which will have the least impact on vehicle congestion and safest path of travel to the building entrance. A Parking Management Plan has been recommended as a condition of approval to address this;

- The site has good accessibility via sustainable modes of transport including walking, cycling and public transport. The site is surrounded by predominately residential properties in a walkable catchment encompassing the suburbs of Mount Hawthorn, North Perth and Leederville. The site is adjacent to a grade separated cycle way on Scarborough Beach Road which connects to a broader cycling network within the City of Vincent. The site is accessible from high frequency bus routes along Scarborough Beach Road, Loftus Street and London Street; and
- Availability of unrestricted street parking on Harrow Street less than 20 metres from the site could assist in overflow parking scenarios. A parking survey conducted in November 2018 indicated 38 on-street parking spaces on Harrow Street with occupation rates during week day peak periods of 13 percent and 42 percent on weekend peak periods.

The proposal includes four short term bicycle parking bays and nil long term bays. The Parking Policy requires one short term bicycle bay and three long term bays.

The bicycle parking bays provided satisfy the objectives of the Parking Policy, and is supported for the following reason:

• The total number of bicycle bays required for the child care premises being four, one short term and three long term, are provided as short term bays. These short term bays are sufficient in number for staff and are provided in a secure location near the entrance with visibility from reception and traffic along Scarborough Beach Road. Due to the secure location and operating hours, which are day-light hours, the long term bicycle facilities are not deemed necessary.

Built Form Policy Assessment

Previous departures to the Built Form Policy standards identified in the report presented to JDAP 3 February 2020 which have been amended to comply are provided in the table below:

| Awnings, Verandahs and Collonades | | | | | |
|--|---|--|--|--|--|
| Deemed-to-Comply Standard | Proposal | | | | |
| Built Form Policy Clause 1.5 Provide continuous awnings or an alternative pedestrian protection measure along the full length of the building frontage to the primary and secondary streets. | Scarborough Beach Road frontage that | | | | |
| Integrate the design of the façade with the underside of the awning. | The awning provided along Scarborough Beach Road would be the first for properties adjoining the site. The design | | | | |

| | responds to the natural slope of the verge. | | | | | |
|--|--|--|--|--|--|--|
| Building Design | | | | | | |
| Deemed-to-Comply Standard Proposal | | | | | | |
| Built Form Policy 1.6 Traditional materials found in the local area are to be integrated into the design. | Building materials used are a mix of contemporary and traditional. The use of exposed red brick, light render and darker roof form and awnings, have responded to the local development context. | | | | | |
| Pedesti | rian Access | | | | | |
| Deemed-to-Comply Standard | Proposal | | | | | |
| Built Form Policy Clause 1.9 Pedestrian access which is identifiable from the street and visitor car parking areas and other public areas. | Pedestrian path provided in car park with differentiated finish from vehicle zone. This path connects to a crosswalk through the centre of the car park which connects to a path along the building to the entrance. An entrance is provided fronting Scarborough Beach Road. | | | | | |

Other considerations

Waste

The applicant has provided a Waste Management Plan (WMP) which proposes private waste collection to service the development. The WMP is included within **Attachment 10**. Two general and two recycling bins each of 660 litres, suitable for the anticipated waste generation, have been provided in a bin store accessible off Imbros Lane.

The private waste collection allows for a specialised service based on the enclosed bin store design. Waste collection by the City would require a modified bin store area.

The City's Development Engineer has confirmed that the eave provided in the Imbros Lane road widening area will not impede or restrict movement of heavy waste vehicles. It is recommended that a condition be applied requiring the eave be reduced to 230mm from 300mm to ensure this is achieved

Public Art

The development is subject to the requirements of the City's Policy No. 7.5.13 - Percent for Public Art (Percent for Public Art Policy) in accordance with Clause 1.1 which applies to commercial developments. The City's Percent for Public Art Policy prescribes a minimum of one percent of the total project cost to be allocated to the contribution of public art appurtenant to the development. This equates to a contribution of \$20,150, being one percent of the \$2,015,000 million value of the development.

The Percent for Public Art Policy allows two options for this to be provided, being either the payment of cash-in-lieu to the City, or the owner/applicant coordinating the public art project in consultation with the City. Should the application be approved, it

is recommended that a condition be imposed for this public art contribution to be made.

Amalgamation

The subject site encompasses two lots - Lots 456 and 17. Both of these lots are under the same ownership, however are on separate deposited plans. Any development approval would require a condition of approval to ensure the two lots are amalgamated prior to the lodgement of a building permit, consistent with the requirements of the City's Policy No. 7.5.19 – Amalgamation Condition on Planning Approvals.

Conclusion:

The proposal requires the JDAP to exercise its discretion in relation to the discretionary child care premises land use and design principles of the Built Form Policy, relating to street setback, ground floor design, landscaping, environmentally sustainable design, car parking access and bicycle parking.

Further and at its meeting on 3 February 2020, the JDAP resolved to defer the application to allow the applicant to resolve issues related to:

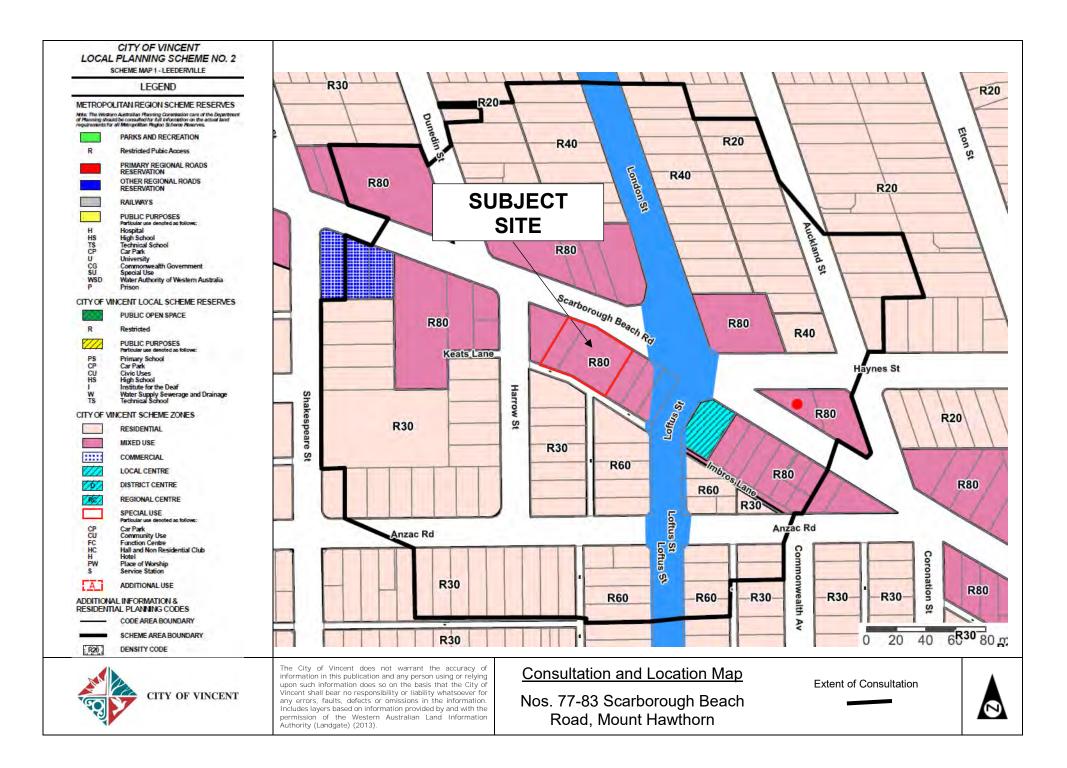
- The development interface with Scarborough Beach Road through the provision of awnings, major entry points, passive surveillance and activation of the streetscape;
- The development interface with Imbros Lane to provide passive surveillance of the laneway;
- The extent of onsite landscaping provided in the context of the relevant policy provisions;
- Ensuring the car park design is highly functional and provides for safety of pedestrian movement; and
- Consideration of amenity impacts on surrounding properties.

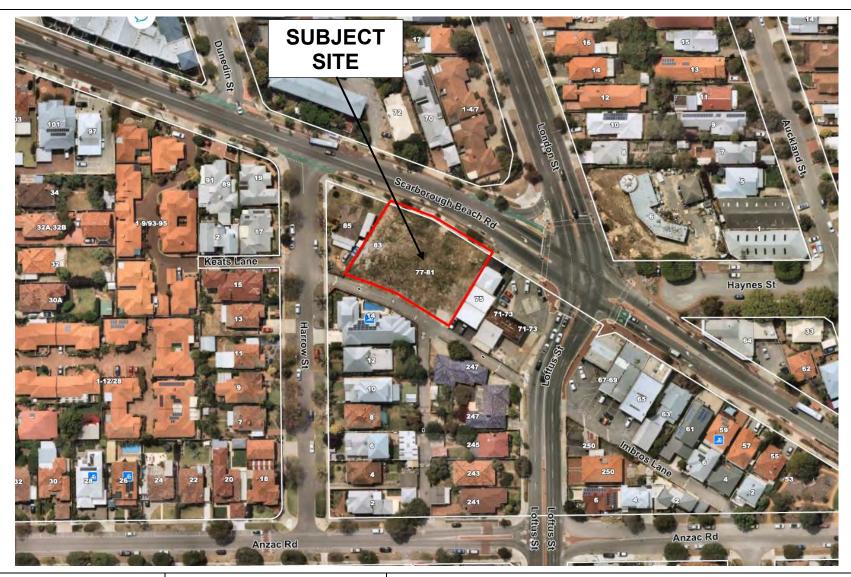
In considering the amended proposal and additional information provided by the applicant, the development appropriately addresses the JDAP's previous deferral reasons and resolves the City's previous reasons for refusal. It is recommended that the application be approved subject to conditions.



Attachment 1

Location and Consultation Plan



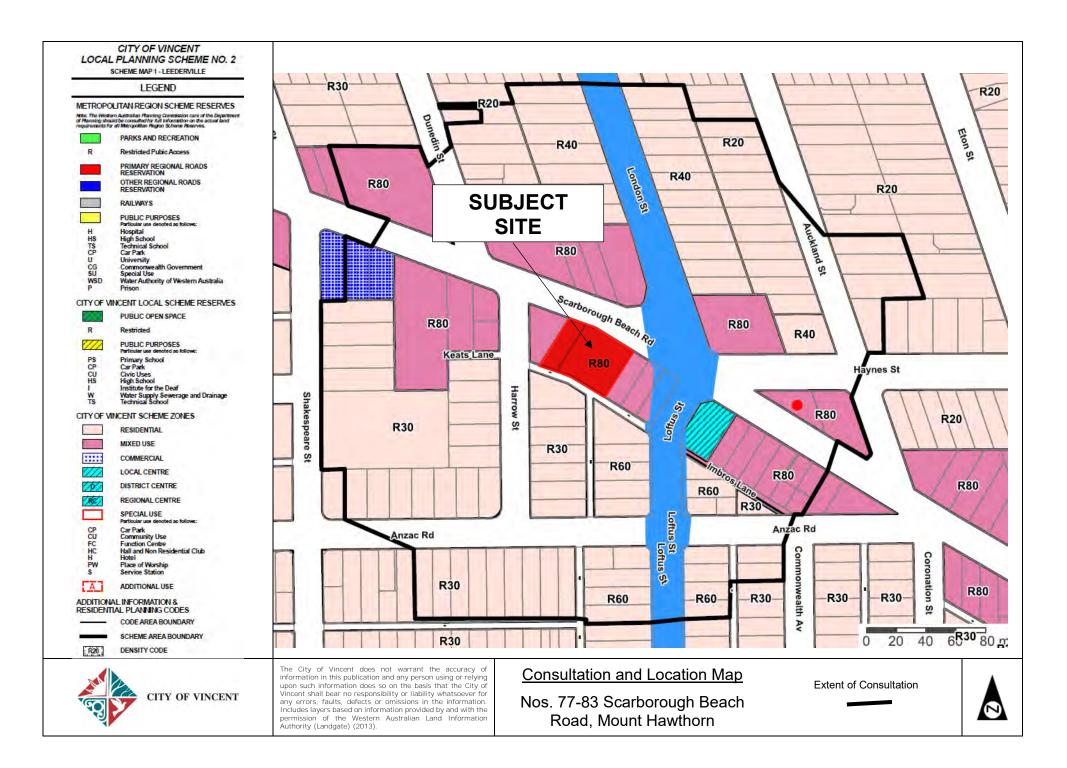


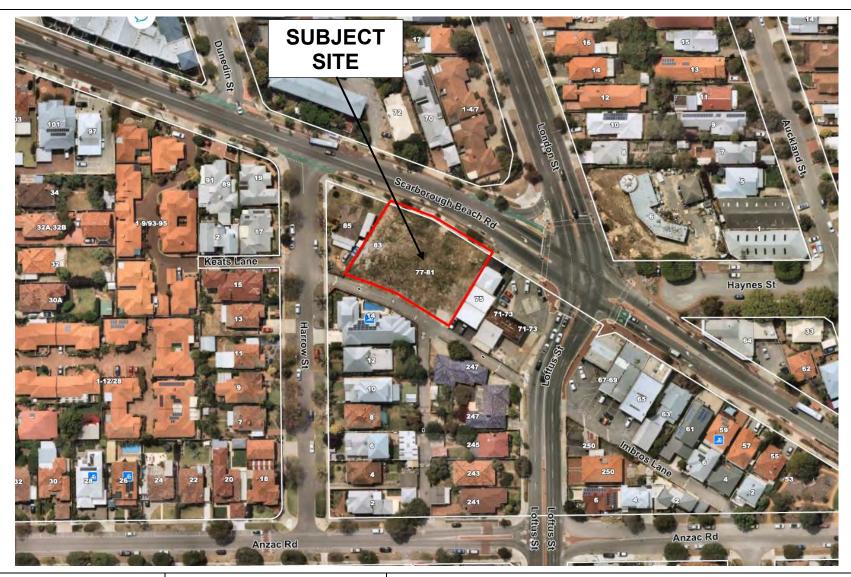


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Nos. 77-83 Scarborough Beach Road, Mount Hawthorn









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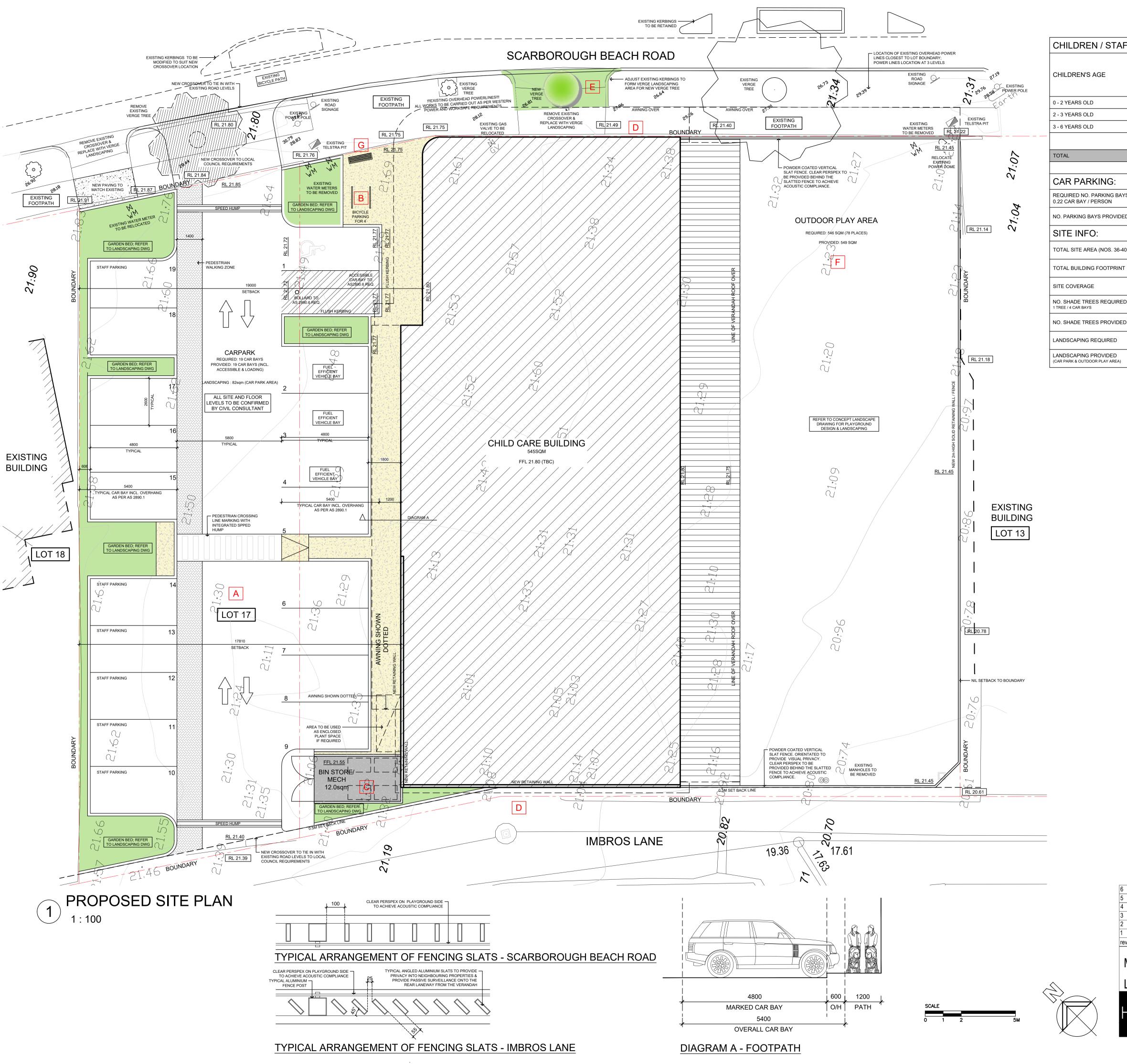
Nos. 77-83 Scarborough Beach Road, Mount Hawthorn





Attachment 2

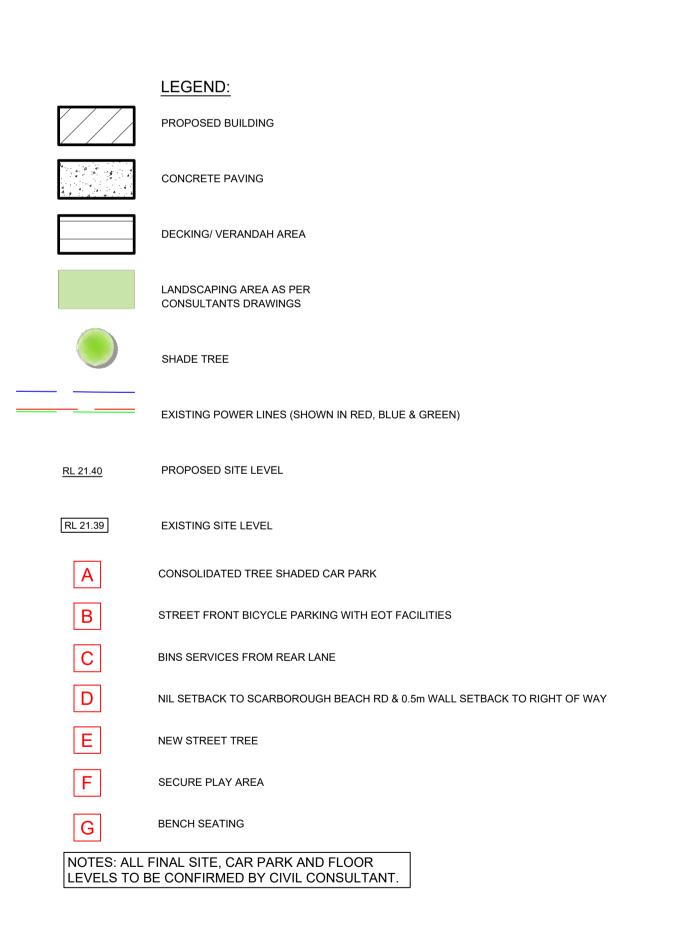
Development Plans

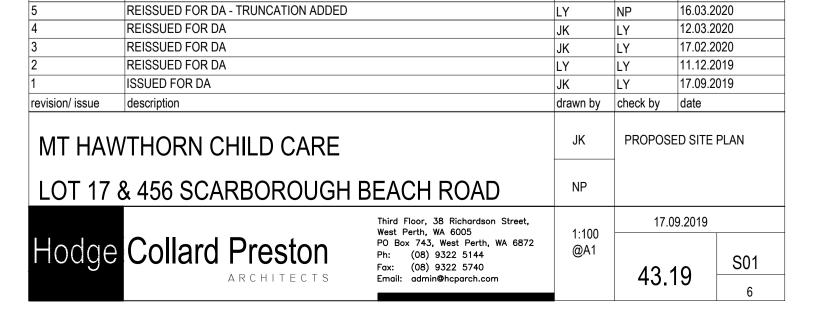


| CHILDREN'S AGE | QTY | OUTDOOR PLAY AREA REQUIRED (7sqm / CHILD) | OUTDOOR PLAY AREA PROVIDED (INCLUDING VERANDAH) | INDOOR PLAY AREA REQUIRED (3.25sqm/CHILD) | INDOOR PLAY AREA PROVIDED (UNENCUMBERED) | NUMBER OF STA REQUIRED 0-2 YRS OLD - 1:4 RATIO 2 - 3 YRS OLD - 1:5 RATIO 3 - 6 YRS OLD - 1:10 RATIO |
|--|-----|--|--|--|--|---|
| 0 - 2 YEARS OLD | 8 | 56 | 57 | 26 | 29.80 | 2 |
| 2 - 3 YEARS OLD | 20 | 140 | 141 | 65 | 67.30 | 4 |
| 3 - 6 YEARS OLD | 50 | 350 | 351 | 162.5 | 164.30 | 5 |
| | | | | | | 1 COOK + 1 DIRECTO |
| TOTAL | 78 | 546 | 549 | 253.5 | 261.40 | 13 |
| CAR PARKING: | | | | | | |
| CAR PARKING: REQUIRED NO. PARKING BAYS | 20 | /79 CHII DREN + 12 9 | 2TAEE\ | | | |
| REQUIRED NO. PARKING BAYS 0.22 CAR BAY / PERSON | 20 | (78 CHILDREN + 13 S | <u>, </u> | LL CARING RAY | | |
| REQUIRED NO. PARKING BAYS | 20 | , | STAFF) X 0.22 = 20.0 CCESSIBLE CAR BAY + 1 | LOADING BAY | | |
| REQUIRED NO. PARKING BAYS 0.22 CAR BAY / PERSON | | , | <u>, </u> | LOADING BAY | | |
| REQUIRED NO. PARKING BAYS 0.22 CAR BAY / PERSON NO. PARKING BAYS PROVIDED | | , | <u>, </u> | LOADING BAY | | |
| REQUIRED NO. PARKING BAYS 0.22 CAR BAY / PERSON NO. PARKING BAYS PROVIDED SITE INFO: | 19 | , | <u>, </u> | LOADING BAY | | |
| REQUIRED NO. PARKING BAYS 0.22 CAR BAY / PERSON NO. PARKING BAYS PROVIDED SITE INFO: TOTAL SITE AREA (NOS. 36-40) | 19 | , | <u>, </u> | LOADING BAY | | |

269.7 sqm (15%)

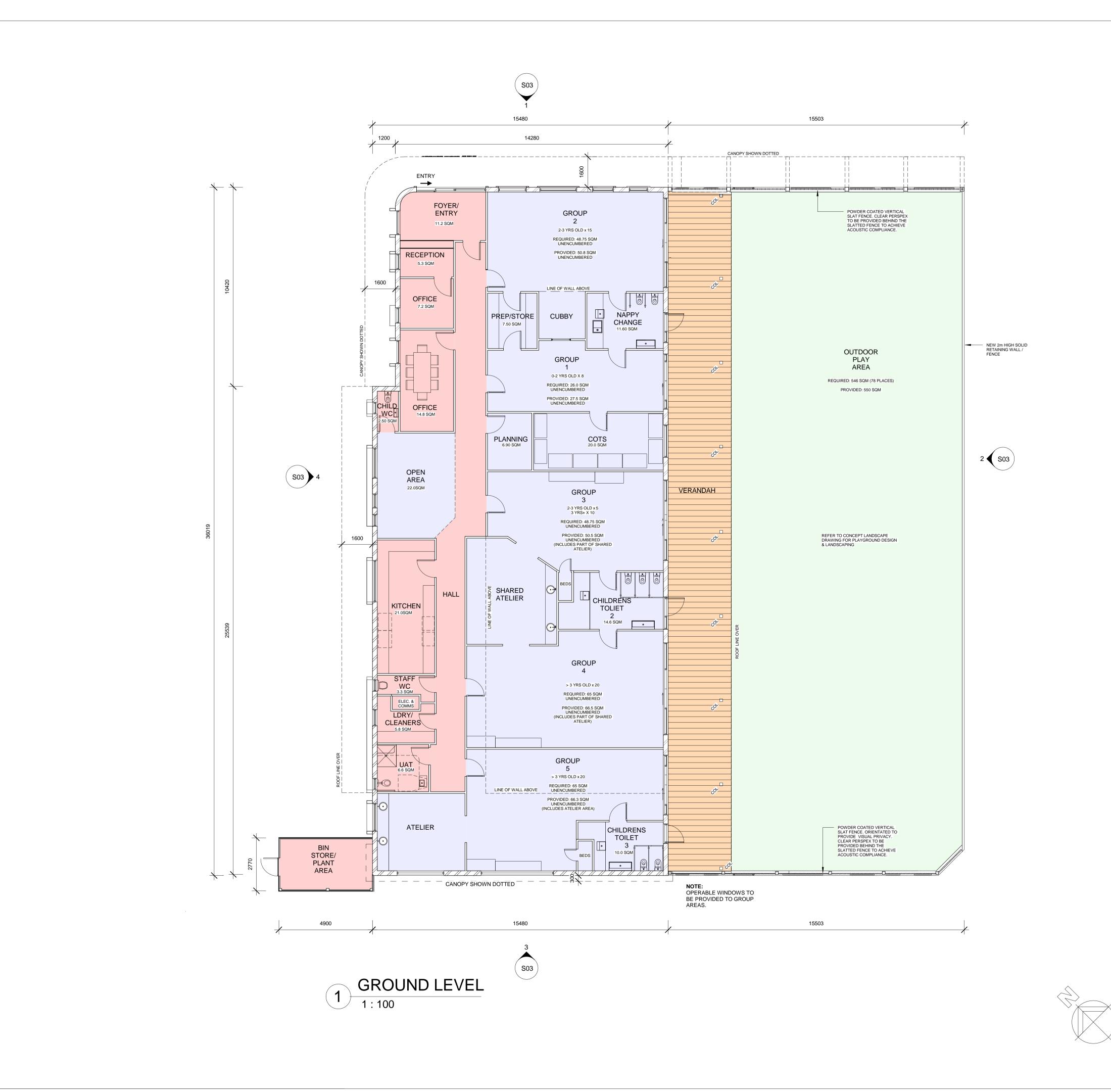
631 sqm



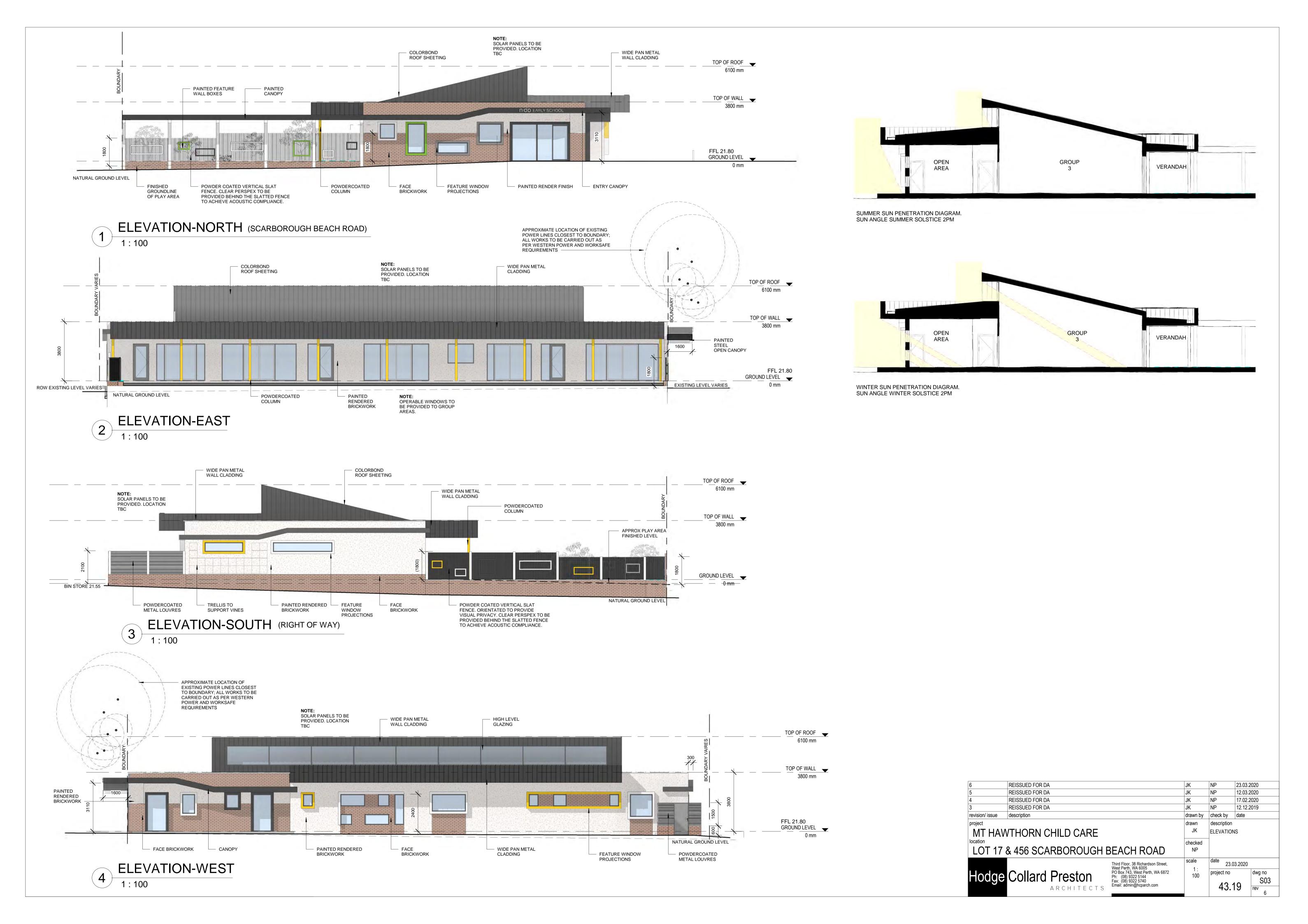


19.03.2020

REISSUED FOR DA - PEDESTRIAN PATH WIDENED







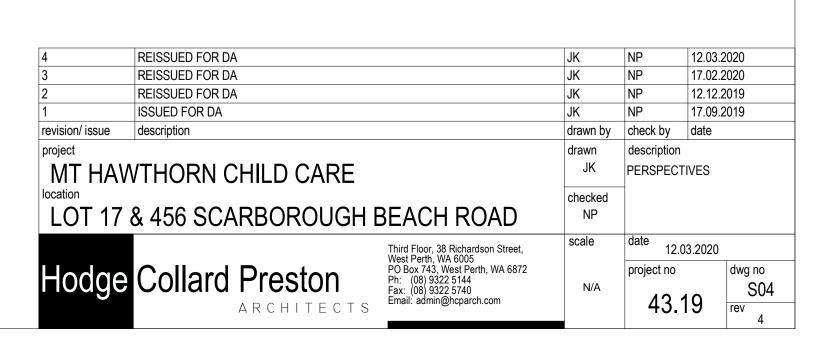


PERSPECTIVE 1- VIEW FROM SCARBOROUGH BEACH RD



PERSPECTIVE 2-VIEW FROM FOOTPATH ALONG SCARBOROUGH BEACH RD

ARTIST'S IMPRESSIONS ONLY





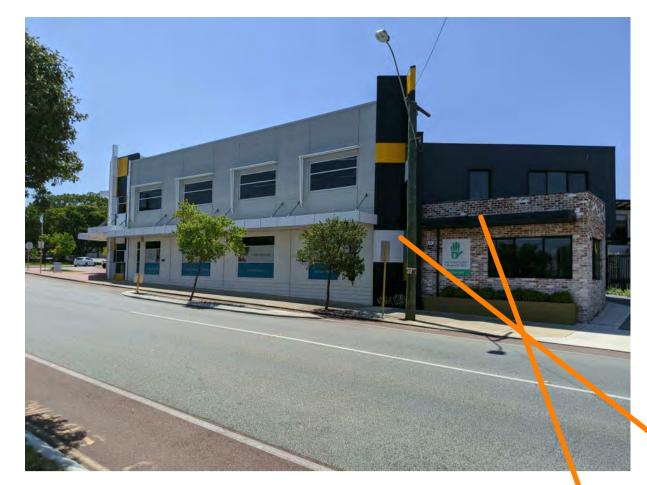
PERSPECTIVE 3- VIEW FROM PROPOSED CARPARKING



PERSPECTIVE 4- VIEW FROM IMBROS LANE

ARTIST'S IMPRESSIONS ONLY

| 3 | REISSUED FOR DA | | JK | NP | 23.03.2 | 2020 |
|---|---------------------|---|---------------|--------------------------|------------|----------------------|
| 2 | | | | NP | 12.03.2020 | |
| 1 | REISSUED FOR DA | | JK | NP | 17.02.2 | 2020 |
| revision/ issue | description | | drawn by | check by | date | |
| MT HAWTHORN CHILD CARE | | | drawn JK | description PERSPECTIVES | | |
| LOT 17 | & 456 SCARBOROUGH I | BEACH ROAD | checked NP | | | |
| Third Floor, 38 Richardson Street, West Perth, WA 6005 | | | scale | date 23.03.2020 | | |
| Hodge | Collard Preston | PO Box 743, West Perth, WA 6872 Ph: (08) 9322 5144 Fax: (08) 9322 5740 Email: admin@hcparch.com | | project no 43. | 19 | dwg no S05 rev |



REFERENCE PHOTO TAKEN CORNER OF EDINBORO ST AND SCARBOROUGH BEACH RD

AWNING STRUCTURE OVER FOOTPATH. COLOURED HIGHLIGHTS



REFERENCE PHOTO- CHINTA CAFE. CORNER HARDY ST AND SCARBOROUGH BEACH RD
DARK COLOURED AWNING STRUCTURE. RECYCLED BRICKWORK



VIEW FROM SCARBOROUGH BEACH RD



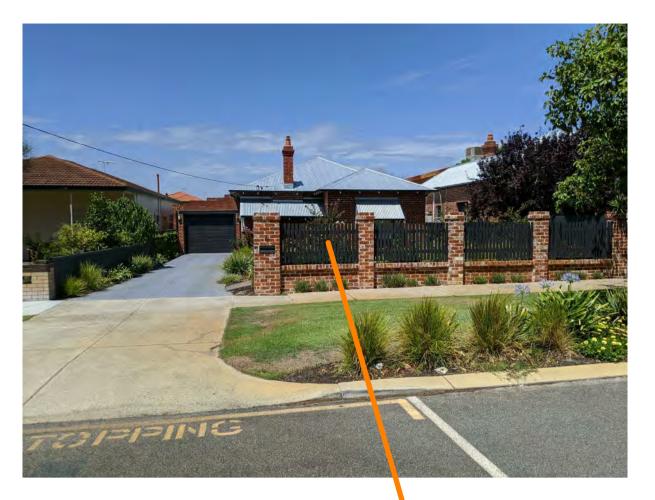
REFERENCE PHOTO 110 SCARBOROUGH BEACH RD
RECYCLED BRICK WITH DARK COLOURED CLADDING



REFERENCE PHOTO 98 SCARBOROUGH BEACH RD

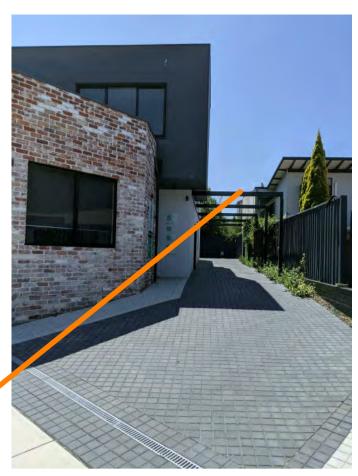
DARK COLOURED EXTERIOR/ WINDOW FRAMES

| 2 | REISSUED FOR DA | | JK | NP | 12.03.2020 |
|------------------------|-------------------|--|---------------|-------------|------------|
| 1 | REISSUED FOR DA | | JK | NP | 17.02.2020 |
| revision/ issue | description | | drawn by | check by | date |
| project | · | | drawn | description | |
| MT HAWTHORN CHILD CARE | | | JK | CONTEXT | IMAGES |
| LOT 17 | & 456 SCARBOROUGH | BEACH ROAD | checked NP | | |
| | | Third Floor, 38 Richardson Street, West Perth, WA 6005 | scale 1:1 | date 12.0 | 03.2020 |
| | | | 1 1 1 | | |
| Hadaa | Collard Preston | PO Box 743, West Perth, WA 6872 Ph: (08) 9322 5144 Fax: (08) 9322 5740 | 1 | project no | dwg no |



REFERENCE PHOTO TAKEN OF 4 FARADAY ST

DARK SLAT FENCE WITH RECYCLED BRICKWORK



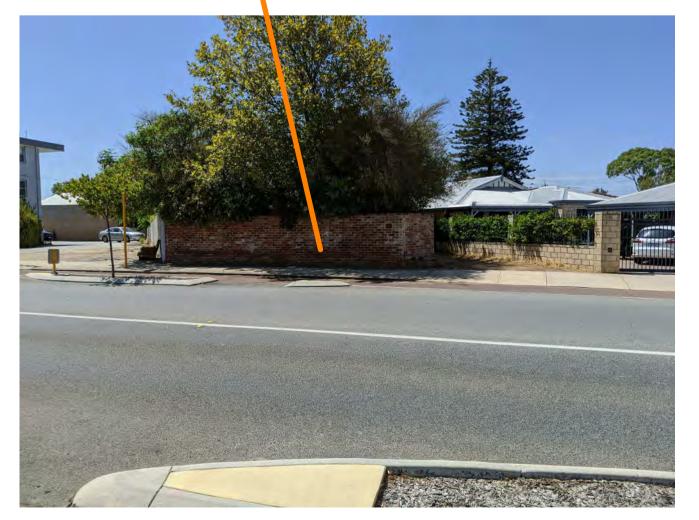
REFERENCE PHOTO 110 SCARBOROUGH BEACH RD
OPEN DARK STEEL STRUCTURE
WITH RECYCLED BRICKS



VIEW FROM FOOTPATH ALONG SCARBOROUGH BEACH RD



REFERENCE PHOTO- CHINTA CAFE. CORNER HARDY ST AND SCARBOROUGH BEACH RD RECYCLED BRICKWORK WITH DARK CLADDING



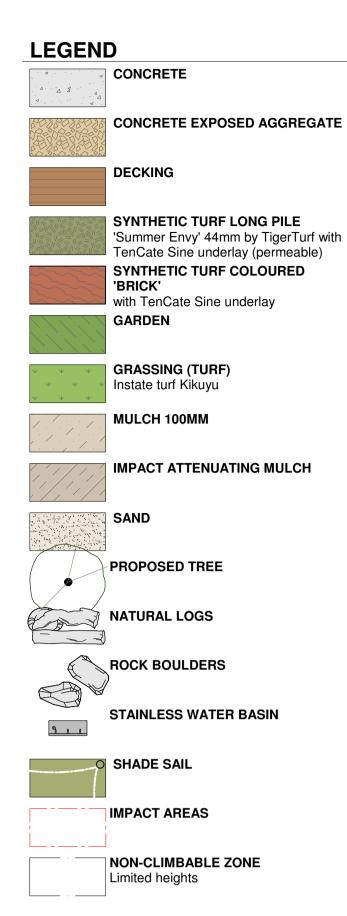
REFERENCE PHOTO- OPPOSITE PROPOSED SITE RECYCLED BRICKWORK

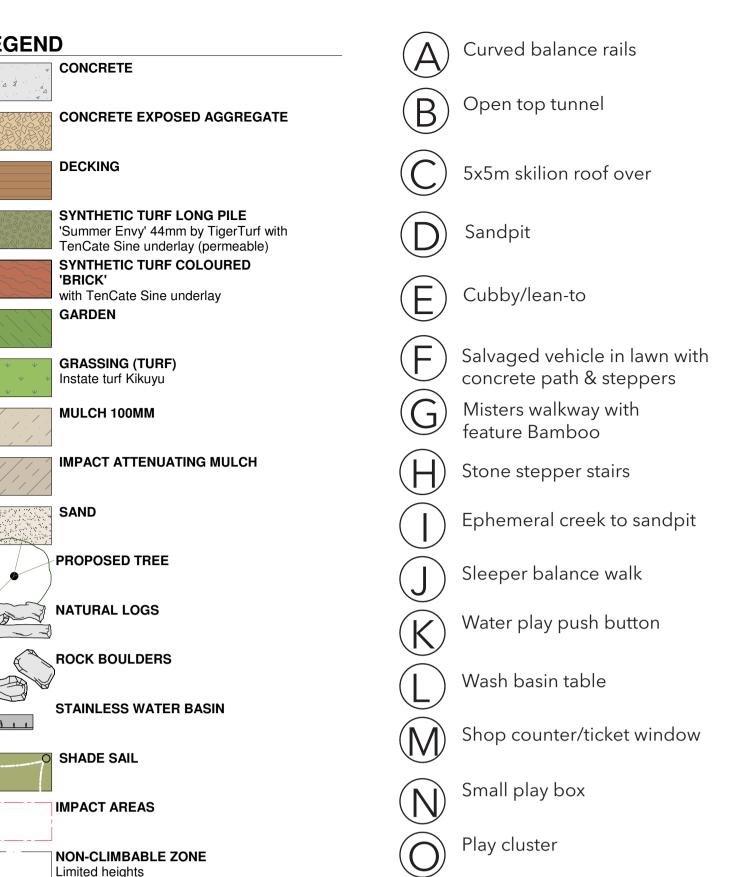
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|---|---------------------------------|---|------------------------|----------------------------|--------------------|----------------------|
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| MT HAWTHORN CHILD CARE | | | drawn JK checked | description CONTEXT IMAGES | | |
| LOT 17 | & 456 SCARBOROUGH I | BEACH ROAD | NP | | | |
| Third Floor, 38 Richardson Street, West Perth, WA 6005 | | | scale | date 12.03.2020 | | |
| Hodge | Collard Preston | West Perth, WA 6005 PO Box 743, West Perth, WA 6872 Ph: (08) 9322 5144 Fax: (08) 9322 5740 Email: admin@hcparch.com | 1:1 | project no 43. | 19 | dwg no S07 rev |



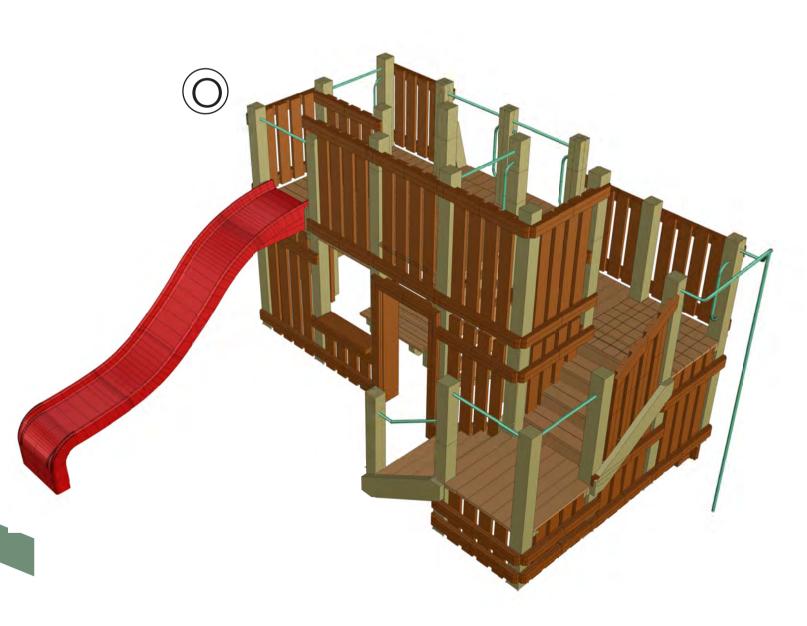
ATTACHMENT 3

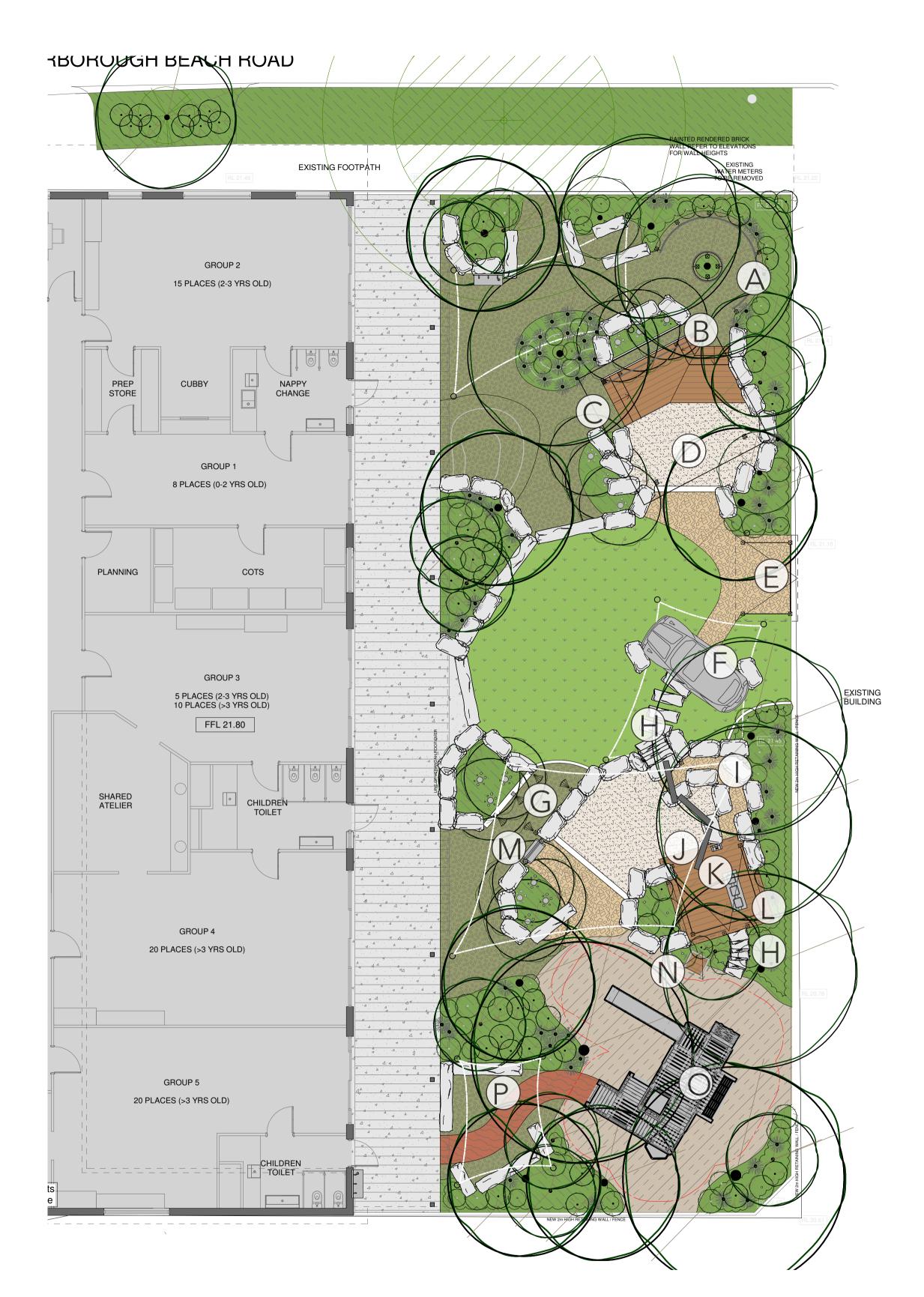
Landscape Plans





Outdoor classroom with log seats

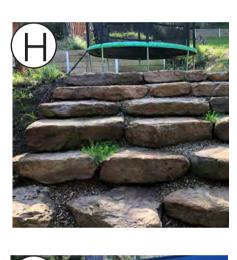


















Concept Plan - Mt. Hawthorn ELC

Think Childcare LTD

Project Address: Lot 17 & 456 Scarborough Beach Road, North Perth, WA 6006

Stratis Landscape Architects

Stratis Landscape Architects Pty Ltd

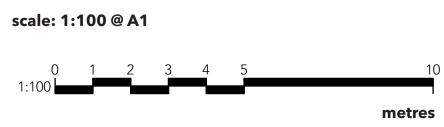
www.stratisla.com ABN 54 605 387 166 T 03 9482 7868 58 Bastings St, Northcote, 3070 // POBOX 662 Eltham 3095 Email:

Principal Designer: Rob Hamilton **Contact Number:** 0418 373 962

rob@polygonla.com.au Iris Fong / Gillian Ashley / Chelsea Yan **Assistants:**

Elliot Summers Checked by: 27/03/2020 (Revision F) Date:

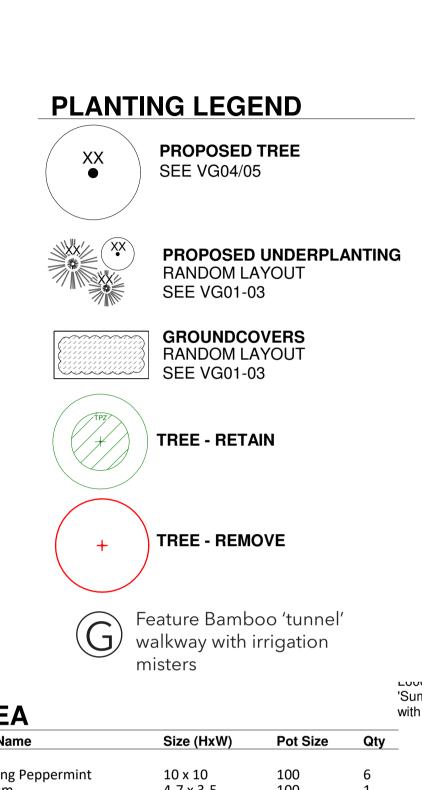




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Contractor to verify all dimensions on site and report all discrepancies to the superintendent prior to construction.

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PLANTING SCHEDULE - PLAY AREA Common Name 10 x 10 4-7 x 3-5 WA Weeping Peppermint Eucalyptus forrestiana Fuchsia Gum Eucalyptus macrocarpa Mottlecah 3 x 4 10 x 8 Jacaranda Tristaniopsis laurina 8-15 x 6-8 200 Water Gum Ulmus parvifolia Chinese Elm 10 x 8 14cm Drummond's dryandra .4 x .4 Banksia drummondii Cut-leaf Banksia 3-4 X 3 20cm Banksia praemorsa King's Park Special Bottlebrush Callistemon citrinus 'King's Park Special' 4 x 2 20cm Chorizema cordatum Heart Flame Pea 1 x 1 20cm Eutaxia obovata Egg and Bacon 1 x 1 0.45 x 1-2 20cm Hardenbergia comptoniana Native Wisteria **Coastal Teatree** 20cm Leptospermum laevigatum **FOLIAGE, GRASSES and STRAPPY** Adenanthos sericeus compact 1.5 x 1.5 2.5 x 1.5 20cm **Dwarf Woolly Bush** Gigantochloa marga Tiger Stripe Bamboo 0.7-1.0 x 0.8-1.0 14cm Themeda triandra **Kangaroo Grass** 35 Poa poiformis 'Kingsdale' Kingsdale Poa 57 1 x 1 14cm 19 Dietes grandiflora Fairy Iris **GROUNDCOVERS** 14cm Chrysocephalum apiculatum **Billy Buttons** 14cm Banksia blechnifolia Ground Cover Banksia .3 x 1.0 13 Kennedia nigricans Black Coral Pea .2 x spreading 14cm 12 Eremophila glabra prostrate Carramar Carpet 0.25 x 1.0 14cm **CONTAINER SIZE & HEIGHT OF PLANT:** 200L - Min height at time of planting: 3m 100L - Min height at time of planting: 2.5m 40/45L/40cm - Min height at time of planting: 1.8m

IGH BEACH ROAD EXISTING FOOTPATH 4 Ca 8 Bb 3 Kn GROUP 2 7 Em Chrysocephalum apiculatum 15 PLACES (2-3 YRS OLD) Kennedia nigricans GROUP 1 8 PLACES (0-2 YRS OLD) Themeda triandra Adenanthos Dietes grandiflora GROUP 3 EXISTING BUILDING 5 PLACES (2-3 YRS OLD) 10 PLACES (>3 YRS OLD) FFL 21.80 Tristaniopsis laurina 2 Kn 3 Em CHILDREN – 2 Kn GROUP 4 20 PLACES (>3 YRS OLD) Agonis flexuosa GROUP 5 20 PLACES (>3 YRS OLD) 5 Em TOILET 5 Ca 5 Em Eutaxia obovata **IMBROS LANE**

Planting Plan - Mt. Hawthorn ELC - Playspace

Client: Think Childcare LTD

Project Address: Lot 17 & 456 Scarborough Beach Road, North Perth, WA 6006

Stratis Landscape Architects

Stratis Landscape Architects Pty Ltd

www.stratisla.com ABN 54 605 387 166 T 03 9482 7868

58 Bastings St, Northcote, 3070 // POBOX 662 Eltham 3095

Principal Designer: Rob Hamilton

Contact Number: 0418 373 962

Email: rob@polygonla.com.au

Assistants: Iris Fong / Gillian Ashley / Chelsea Yan

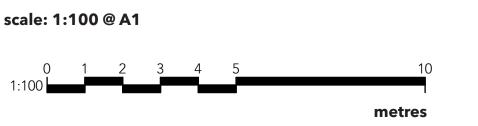
Checked by:

Date:

Elliot Summers

27/03/2020 (Revision F)





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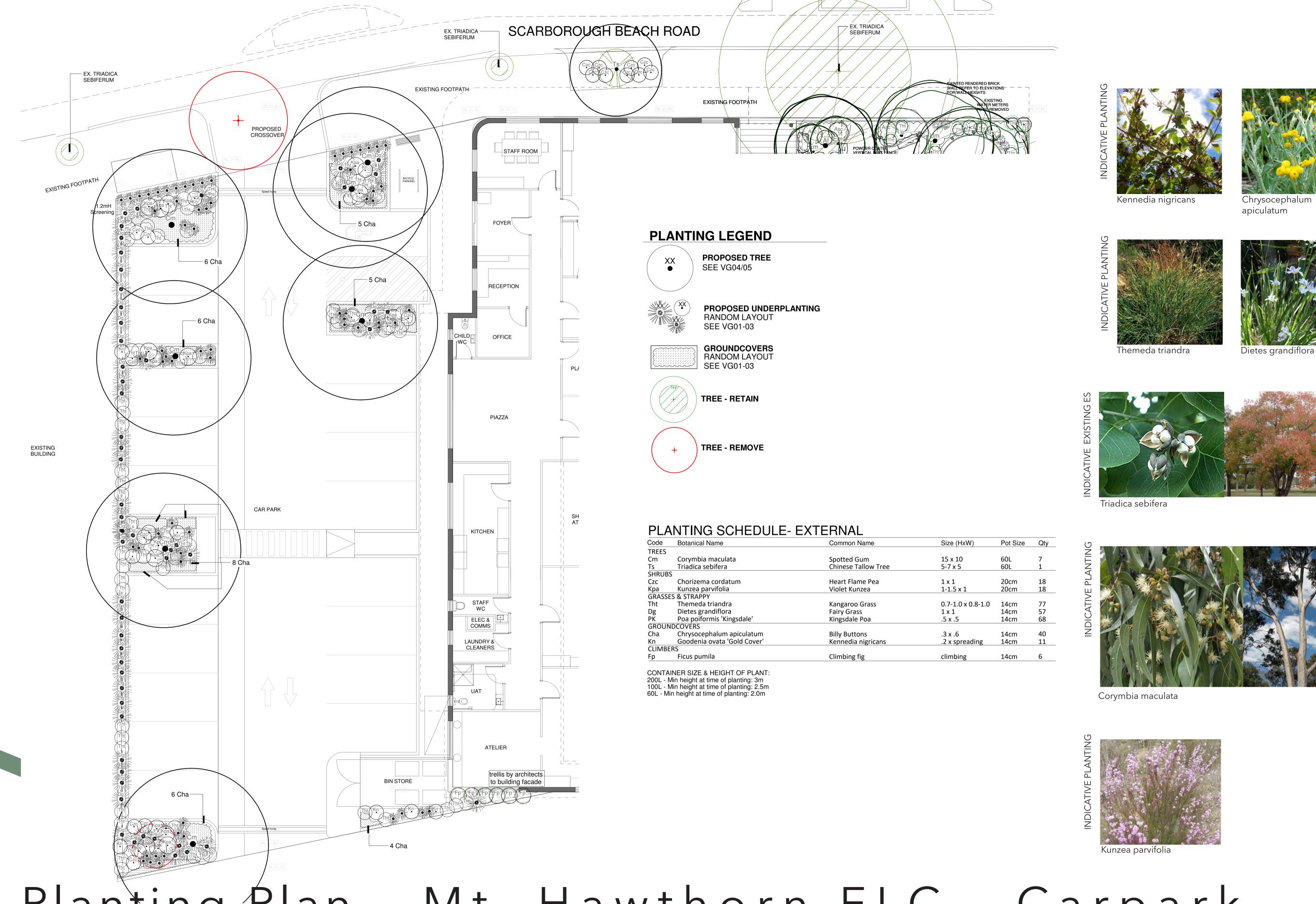
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Planting Plan - Mt. Hawthorn ELC - Carpark

Think Childcare LTD

Project Address: Lot 17 & 456 Scarborough Beach Road, North Perth, WA 6006

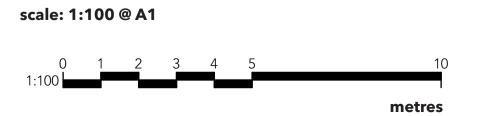
Stratis Landscape Architects

Stratis Landscape Architects Pty Ltd www.stratisla.com ABN 54 605 387 166 T 03 9482 7868 58 Bastings St, Northcote, 3070 // POBOX 662 Eltham 3095 **Principal Designer:** Rob Hamilton

Contact Number: 0418 373 962 Email: rob@polygonla.com.au

Iris Fong / Gillian Ashley / Chelsea Yan **Assistants:** Elliot Summers **Checked by:** 27/03/2020 (Revision F) Date:





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1. VEGETATION AND PLANTING

1.1 Immediately following collection from the nursery the contractor must ensure that at all times prior to planting all plants are stored upright in a protected location free of extremes of wind, temperature and sunlight and thoroughly watered at least early morning and late afternoon, ensuring that the entire root ball is completely saturated on each occasion. 1.2 Location of services (overhead and underground) to be checked prior to excavation for tree planting. Plant no species with an expected mature hedight of more than three metres under power lines. Where plants are have been specified under powerlines seek advice and direction from the landscape architect prior to proceeding.

1.3 All labels, wires, twine and other binding materials are to be removed from plants and root ball prior to backfilling.

1.4 Immediately after planting water well into saucer around crown of plant. Plants shall be thoroughly watered regardless of weather conditions. Water sufficiently to consolidate the backfill around the roots and saturate the root ball to its core.

1.5 Site to be left clean and tidy on completion of planting. 1.6 Remove weeds and building spoil from all planting beds.

1.7 All plants are to be true to species, healthy, free from pests disease and stress. 1.8 Ground levels within all landscape areas should drain away from buildings towards the paths, pits, kerbs etc. in accordance with all regulations. Ensure all drainage areas have

contingency overflow clear of buildings. 1.9 All dimensions are to be verified on site prior to construction commencing. Any

discrepancies are to be immediately reported to the Project Manager for further instruction. 1.10 Any variations to this detail are to be submitted for approval prior to any planting.

PLANTING DETAIL

SECTION SCALE 1:10 @ A1

2. IRRIGATION

2.1 The contractor shall design an irrigation system for the entire site. The contractor shall be responsible for determining and designing accordingly for water pressure and flow rates. The system must take into account soil types and hydro-zones or planting-zones with different water requirements and different operating pressures. Where necessary the contractor is to organise as part of their works any electrical and/or plumbing that is required for the irrigation

2.2 The irrigation system is to be of a sprinkler type construction, to comprise 1) 25mm dia. HDPE feedline 25x15x25mm metric poly compression tee, 2) 15mm dia. gal. riser pipe, and 3) 15mm sprinkler spray heads and/or 15mm BSP jet riser adapter with brass micro spray

2.3 Metric poly feedline to be situated min. 200mm below finished surface level. Ensure

sprinkler heads provide head to head coverage to all garden beds. 2.4 Each zone shall be fitted with all necessary flush and air-release/vacuum breaker valves protected by valve boxes. Valve boxes are to be placed in easily accessible yet out of the way locations.

2.5 Each element of the irrigation system should be positioned is so far as reasonably practical to avoid creating trip or other hazards, considering in particular that garden beds will be fully accessible to children once established. No element of the irrigation system may be exposed within the fallzone of playground equipment or obvious pedestrian traffic routes

or paths under any circumstance. 2.6 Sprinkler jets should be directed to avoid wetting footpaths.

2.7 The entire irrigation system is to operate automatically by means of a controller and solenoid valves. The system shall be fitted with all necessary safety check valves and backflow prevention devices to prevent any water contamination and also for ease of servicing the system. The contractor is to supply and install the irrigation system including its components to industry best practice.

2.8 All irrigation works carried out are to comply with all relevant Australian Standards,

including but not limited to:

AS 1159 Polyethylene Pipe for Pressure Applications AS 1432 Copper Tubes for plumbing, gas fittings and drainage applications

AS 1460 Fittings for use with Polyethylene Pipes AS 1462 Methods for testing UPVC pipe and fittings

AS 2032 Code of practice for installation of UPVC pipe and fittings

AS 2698.1 Polyethylene micro irrigation pipe As 3500.1 Section 4 and 7 National Plumbing and Drainage Code

2.9 Upon completion of works the contractor is to provide the client all manuals and warranties, as well as a minimum of two watering programs (eg. summer and winter) typed

2.10 Should the contractor require assistance designing the irrigation system they may engage an experienced licensed irrigation expert such as: Reece Irrigation, Ph: 03 9872 4533 Email: irrigationdesign@reece.com.au

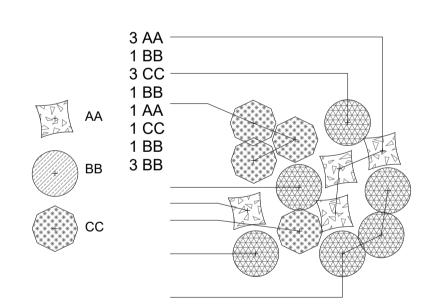
2.11 Brown dripper line shall not be used as it represents a trip hazard and is hard to maintain in a stable state when installed in active playspaces with gardens fully accessible to children.

Where opportunities arise install plants so that their root ball is offered some protected from accidential trampling, such as hard against landscape rocks and other structures

such as fencing

PROTECTION OF PLANT ROOT BALLS

SECTION SCALE 1:10 @ A1



Plants to be spaced at irregular angles from one another in semirandom arrangement in clumps of either one or three, avoiding Edges between planting groups should be blurred to ensure crossover between groups.

All plants to be healthy specimens free of pests

and disease and all stakes, labels, wires,

twine and other binding materials removed.

minimise contact, this minimises the risk of

the plant being exposed to fungal decay and

Place plant with top of root ball level with

manufacturer's recommendations.

the finished surface level.

improves water penetration during watering.

ground level. Back fill, firming progressively with

hands. Ensure no roots are protruding above

Add water storage crystals and a suitable nine-

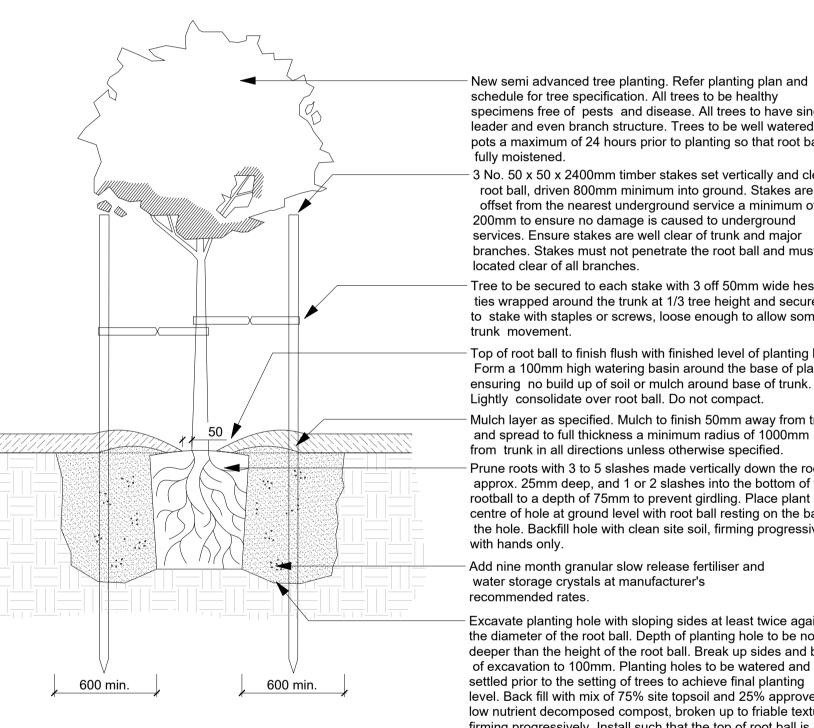
month slow release fertiliser in accordance with

Pull mulch away from base of plant to

MASS PLANTING - TYPICAL SETOUT SECTION SCALE 1:10 @ A1

3 off timber stakes arranged in triangle pattern Hessian ties Root ball

ADVANCED TREE PLANTING



schedule for tree specification. All trees to be healthy specimens free of pests and disease. All trees to have single leader and even branch structure. Trees to be well watered in pots a maximum of 24 hours prior to planting so that root ball is

- 3 No. 50 x 50 x 2400mm timber stakes set vertically and clear of root ball, driven 800mm minimum into ground. Stakes are to be offset from the nearest underground service a minimum of 200mm to ensure no damage is caused to underground services. Ensure stakes are well clear of trunk and major branches. Stakes must not penetrate the root ball and must be located clear of all branches.

Tree to be secured to each stake with 3 off 50mm wide hessian ties wrapped around the trunk at 1/3 tree height and secured to stake with staples or screws, loose enough to allow some

Top of root ball to finish flush with finished level of planting hole. Form a 100mm high watering basin around the base of plant ensuring no build up of soil or mulch around base of trunk. Lightly consolidate over root ball. Do not compact.

Mulch layer as specified. Mulch to finish 50mm away from trunk and spread to full thickness a minimum radius of 1000mm from trunk in all directions unless otherwise specified.

Prune roots with 3 to 5 slashes made vertically down the rootball approx. 25mm deep, and 1 or 2 slashes into the bottom of the rootball to a depth of 75mm to prevent girdling. Place plant in centre of hole at ground level with root ball resting on the base of the hole. Backfill hole with clean site soil, firming progressively

Add nine month granular slow release fertiliser and water storage crystals at manufacturer's recommended rates.

Excavate planting hole with sloping sides at least twice again the diameter of the root ball. Depth of planting hole to be no deeper than the height of the root ball. Break up sides and base of excavation to 100mm. Planting holes to be watered and settled prior to the setting of trees to achieve final planting level. Back fill with mix of 75% site topsoil and 25% approved low nutrient decomposed compost, broken up to friable texture. firming progressively. Install such that the top of root ball is flush with finished level of planting hole.

ADVANCED TREE PLANTING

SECTION SCALE 1:20 @ A1 02

3. GARDEN PREPARATION

3.1 Refer garden preparation detail (see paving and surfaces) for detail and specifications.

Planting Plan - Mt. Hawthorn ELC - Details

Think Childcare LTD

Project Address: Lot 17 & 456 Scarborough Beach Road, North Perth, WA 6006

Stratis Landscape Architects

Stratis Landscape Architects Pty Ltd

www.stratisla.com ABN 54 605 387 166 T 03 9482 7868

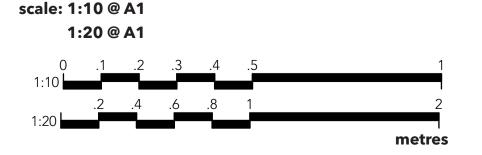
58 Bastings St, Northcote, 3070 // POBOX 662 Eltham 3095

Principal Designer: Rob Hamilton **Contact Number:** 0418 373 962 **Email:** rob@polygonla.com.au

Iris Fong / Gillian Ashley / Chelsea Yan **Assistants:**

Elliot Summers **Checked by:** 27/03/2020 (Revision F) Date:



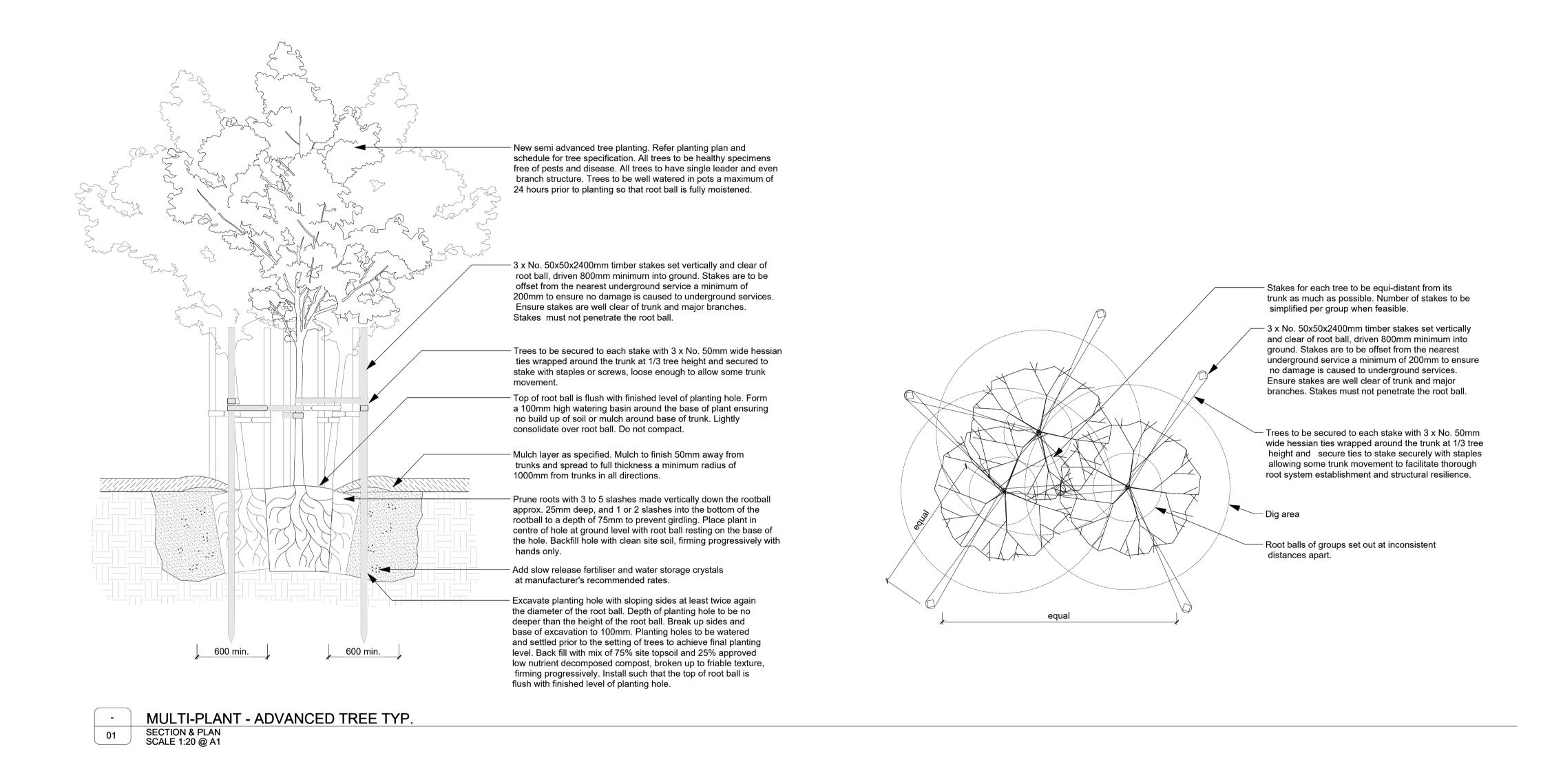


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Planting Plan - Mt. Hawthorn ELC - Details

Client: Think Childcare LTD

Project Address: Lot 17 & 456 Scarborough Beach Road, North Perth, WA 6006

Stratis Landscape Architects

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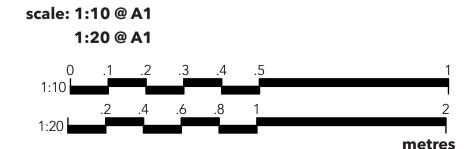
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Checked by: Elliot Summers

27/03/2020 (Revision F)





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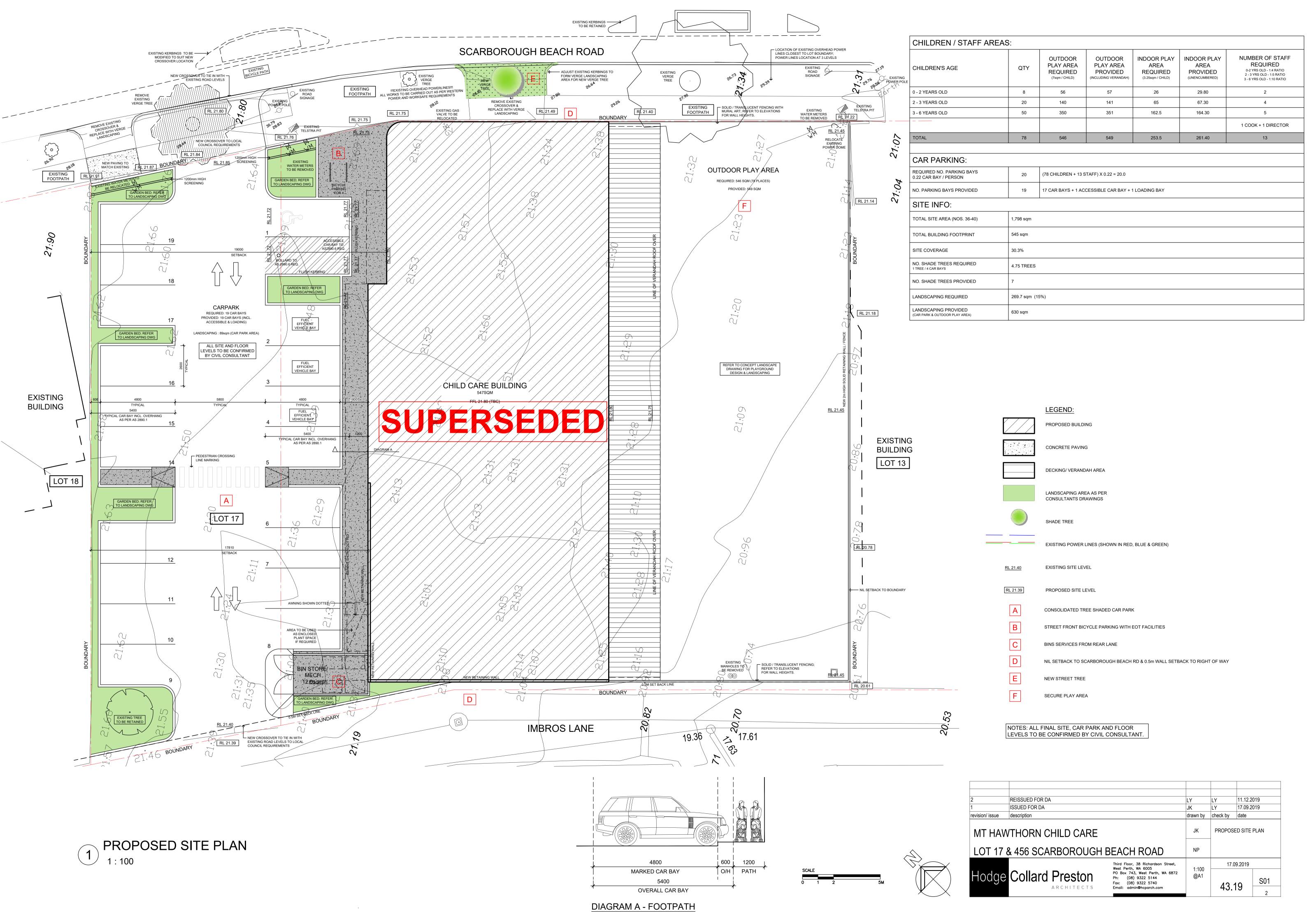
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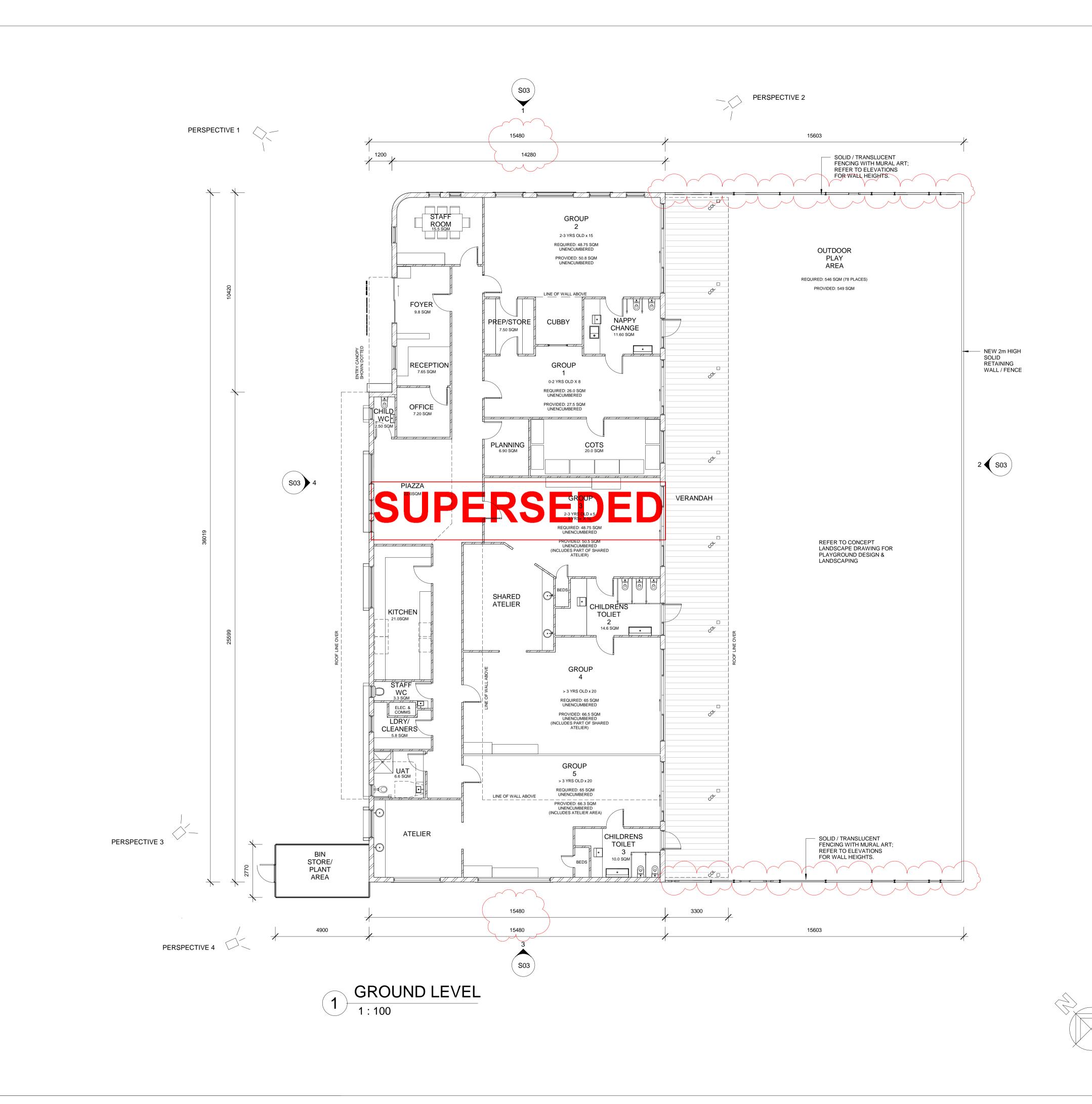
purpose for which it has been commissioned.



ATTACHMENT 4

JDAP Meeting Minutes 3 February 2020 and Previous Development Plans



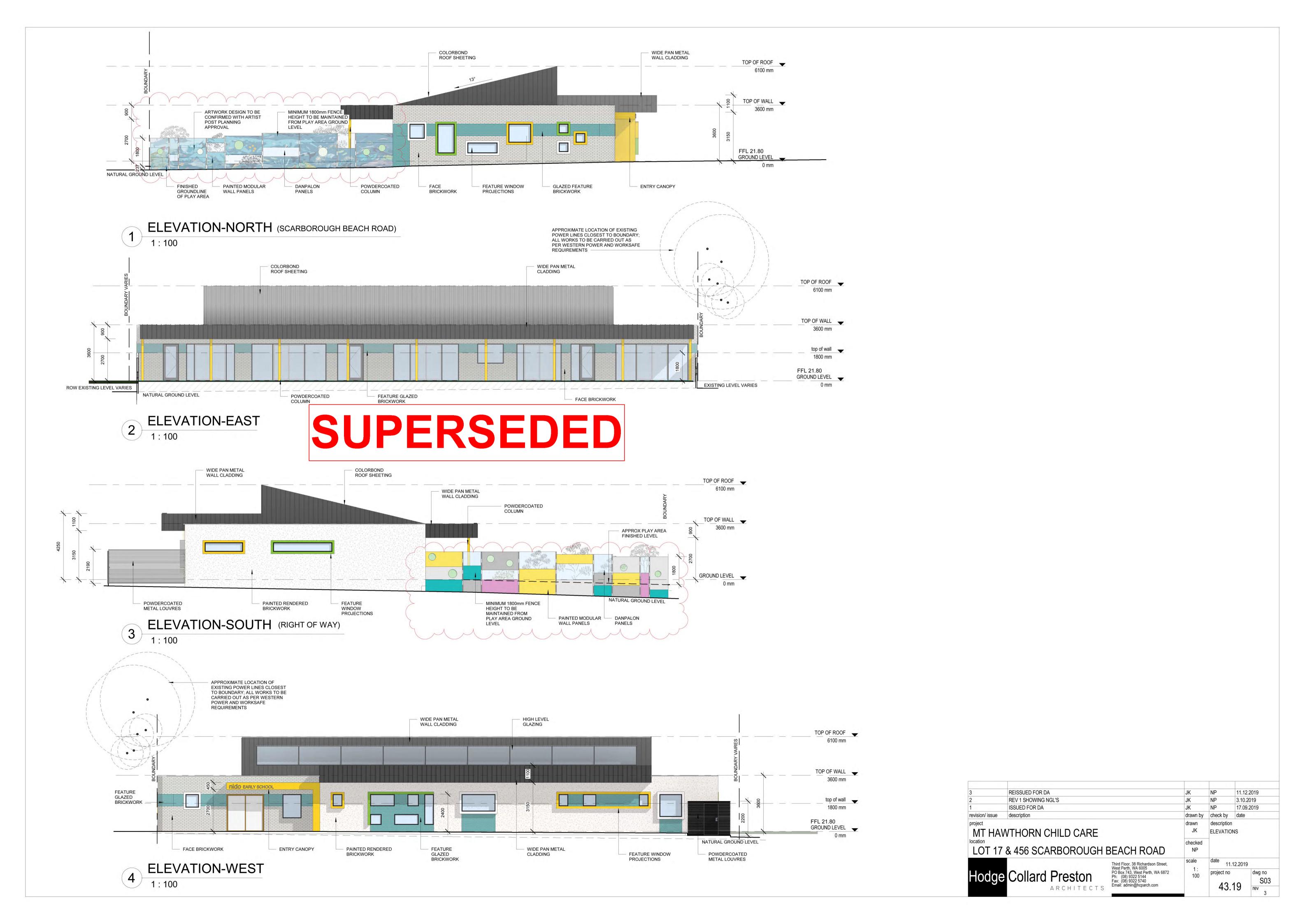






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PERSPECTIVE 1

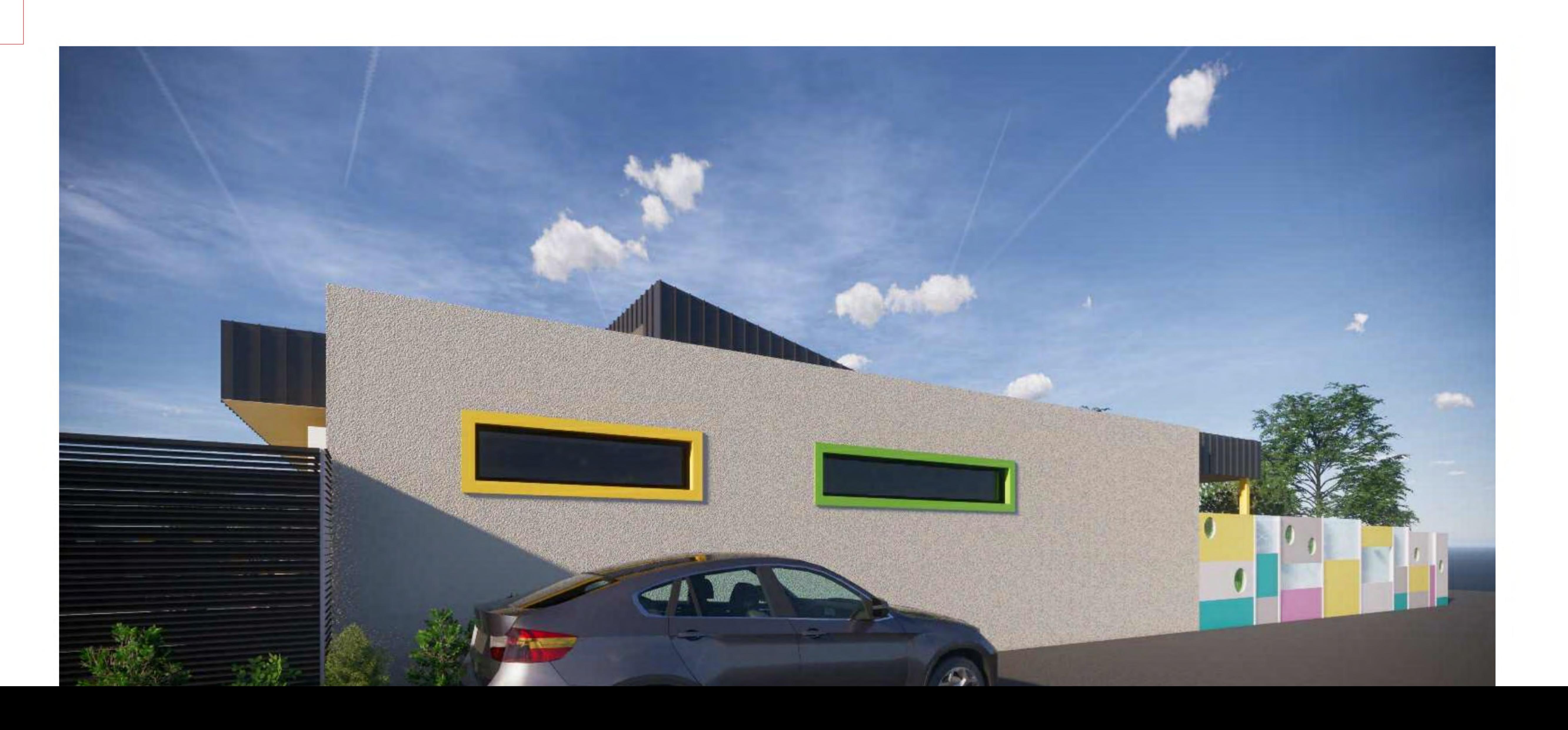


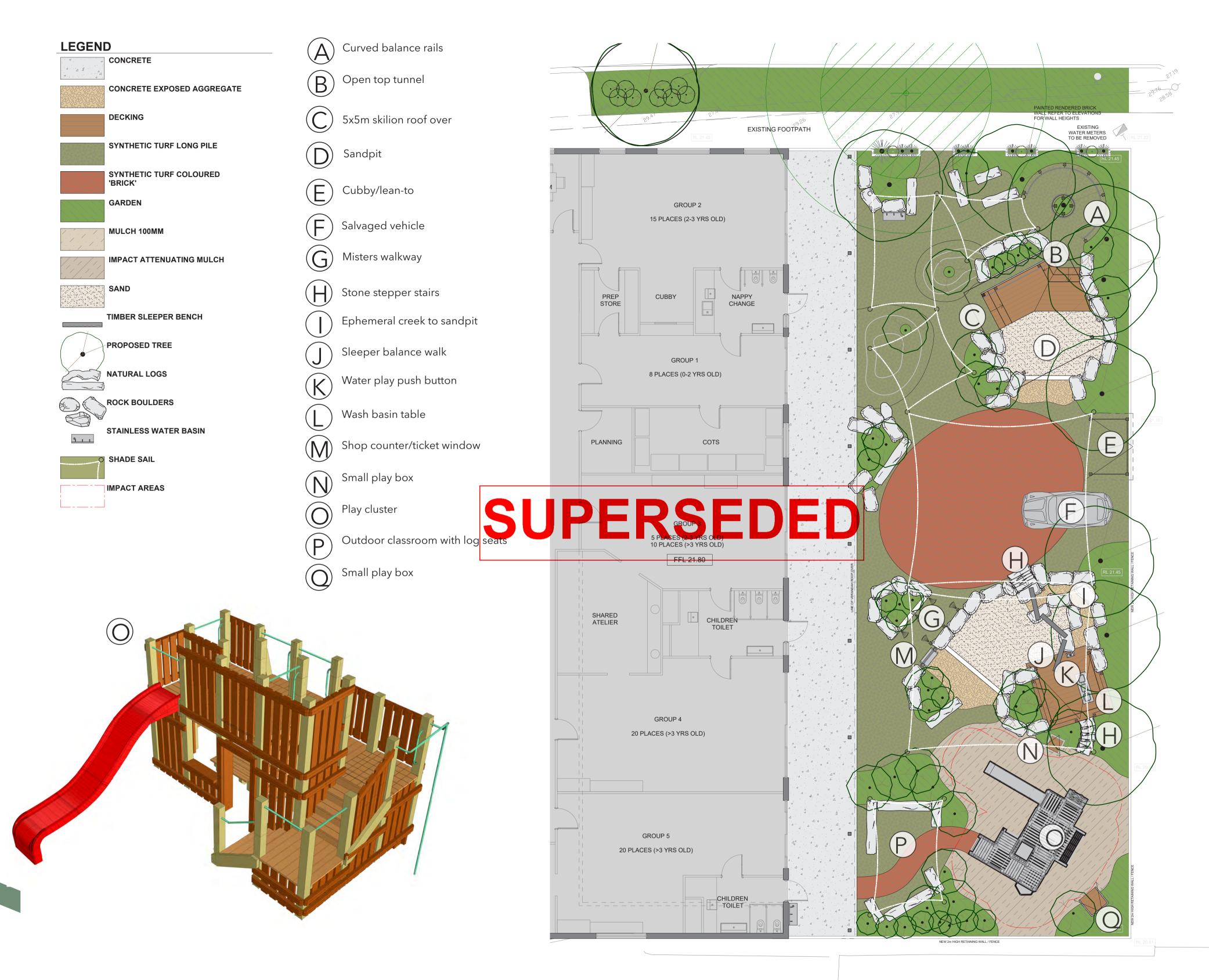


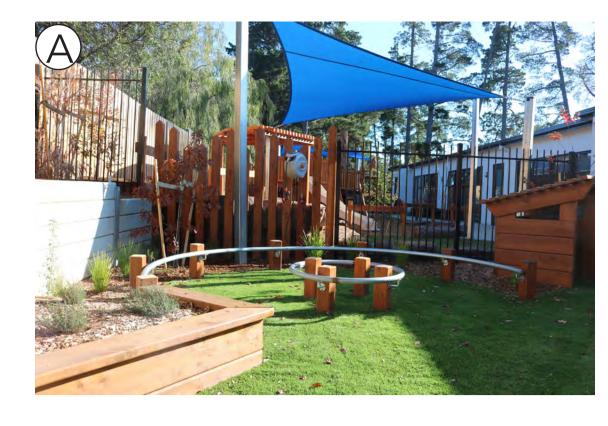


PERSPECTIVE 2

NOTE: MURAL ART SHOWN IS INDICATIVE ONLY. TO BE CONFIRMED BY ARTIST POST PLANNING APPROVAL STAG



















Concept Plan - Mt. Hawthorn ELC

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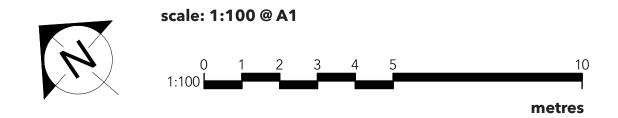
Principal Designer: Rob Hamilton

Contact Number: 0418 373 962

Fmail: rob@polygopla

Email: rob@polygonla.com.au **Assistants:** Iris Fong / Gillian Ashley / Chelsea Yan

Checked by: Rob Hamilton



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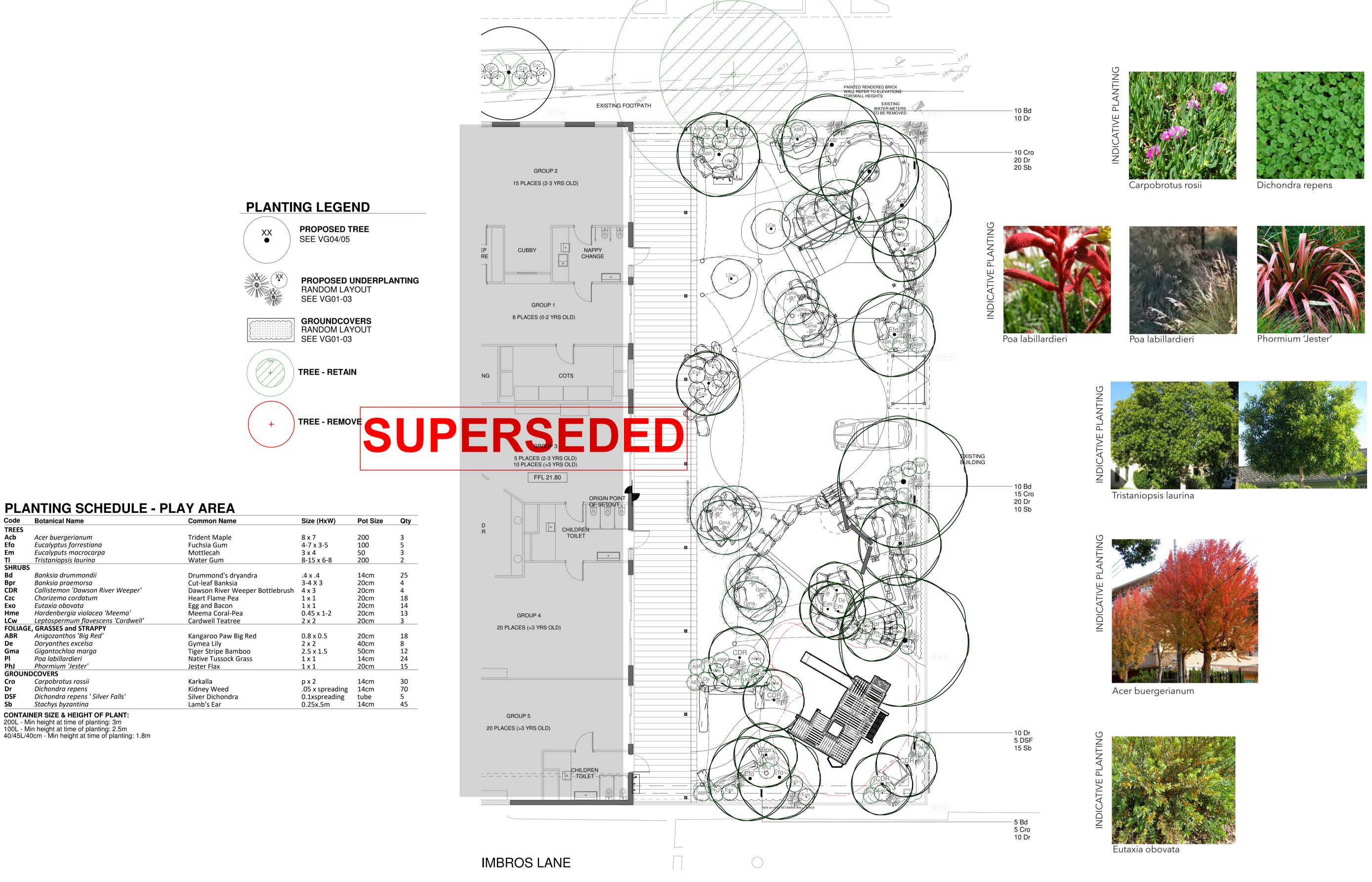
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Planting Plan - Mt. Hawthorn ELC - Playspace

Think Childcare LTD

Eucalyptus forrestiana

Eucalyputs macrocarpa

Banksia drummondii

Banksia praemorsa

Chorizema cordatum Eutaxia obovata

Anigozanthos 'Big Red'

Doryanthes excelsa

Phormium 'Jester'

Carpobrotus rossii

Dichondra repens

Stachys byzantina

GROUNDCOVERS

Gigantochloa marga Poa labillardieri

FOLIAGE, GRASSES and STRAPPY

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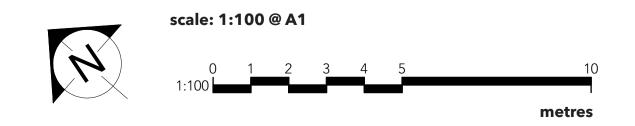
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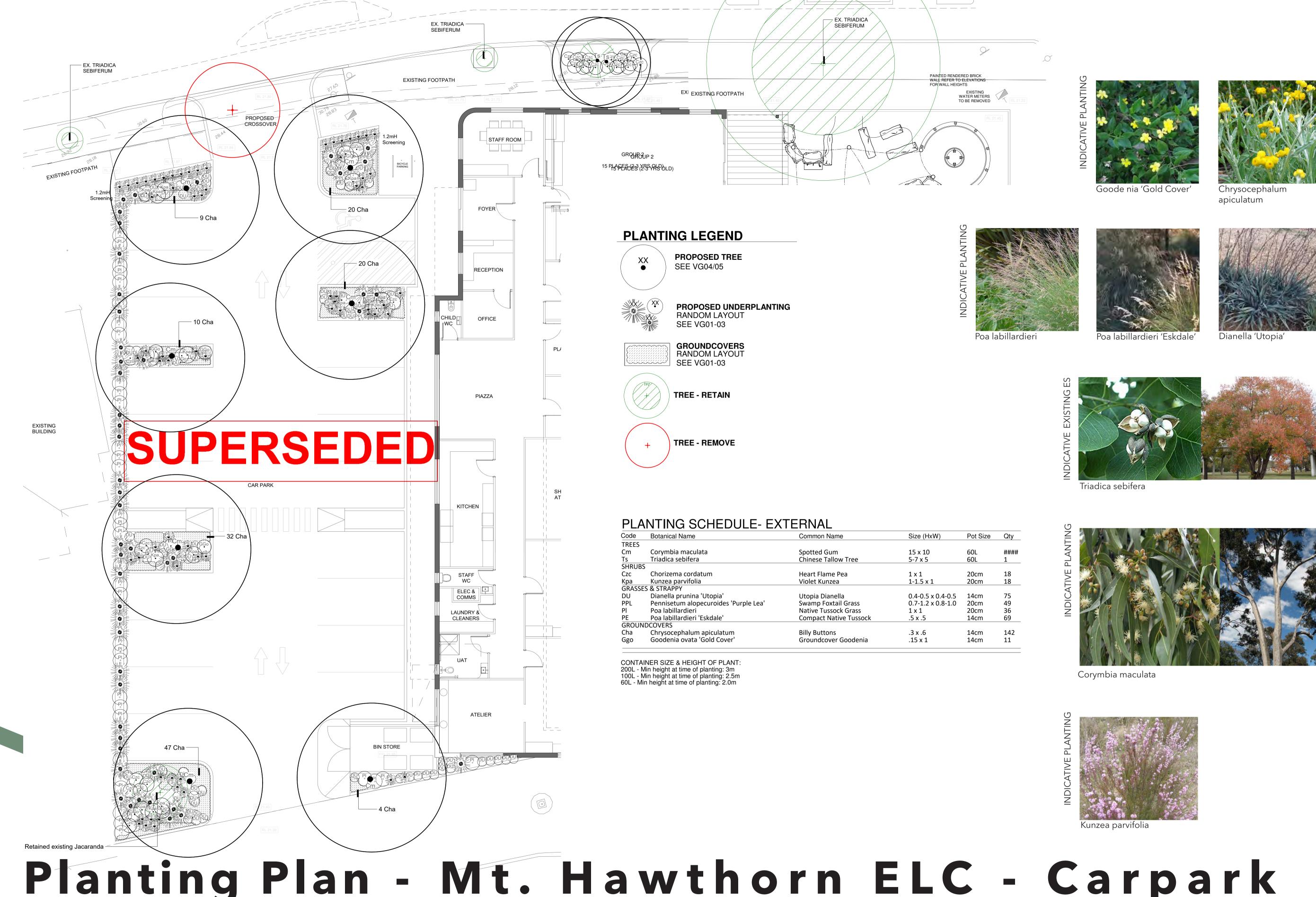
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Planting Plan - Mt. Hawthorn ELC - Carpark

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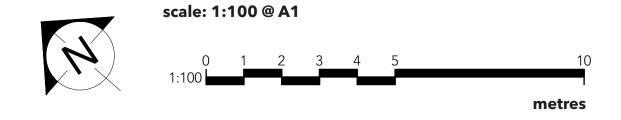
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Iris Fong / Gillian Ashley / Chelsea Yan Checked by: **Rob Hamilton**

Assistants:



NOTE: The location of services are indicative only and must be proven prior to the commencement of works. Contractor to verify all dimensions on site and report all discrepancies to the

superintendent prior to construction. Figured dimensions to be taken in preference to scaling from drawings. All dimensions are in millimeters unless otherwise noted.

This drawing is copyright and must not be retained, used or copied in whole or in part without Stratis Landscape Architects written approval other then for the express purpose for which it has been commissioned.



Metro West Joint Development Assessment Panel Minutes

Meeting Date and Time: 3 February 2020; 9:30 AM

Meeting Number: MWJDAP/257
Meeting Venue: City of Vincent
244 Vincent Street

Leederville

Attendance

DAP Members

Ms Francesca Lefante (Presiding Member) Mr Jarrod Ross (Deputy Presiding Member) Mr Jason Hick (Specialist Member)

Item 8.1

Cr Joshua Topelberg (Local Government Member, City of Vincent)

Item 9 1

Cr Derek Nash (Local Government Member, City of Subiaco)

Officers in attendance

Item 8.1

Mr Jay Naidoo (City of Vincent) Ms Joslin Colli (City of Vincent) Mr Max Bindon (City of Vincent)

Item 9.1

Mr Matthew Cain (City of Subiaco) Mr Alexander Petrovski (City of Subiaco)

Minute Secretary

Ms Kylie Tichelaar (City of Vincent)

Applicants and Submitters

Item 8.1

Ms Reegan Cake (Dynamic Planning)

Item 9.1

Mr Shayne Isbister (Blackburne)

Mr Ben Doyle (Planning Solutions)
Mr Matthew Chau (Blackburne)

Mr Tim Bookboorn (Homos Charley)

Mr Tim Boekhoorn (Hames Sharley)

Ms Ines Janca



Members of the Public / Media

There was 1 member of the public in attendance.

Mr Lloyd Gorman from The Post was in attendance.

Ms Victoria Rifici from Eastern Reporter was in attendance.

1. Declaration of Opening

The Presiding Member declared the meeting open at 9:31 am on 3 February 2020 and acknowledged the traditional owners and pay respect to Elders past and present of the land on which the meeting was being held.

The Presiding Member announced the meeting would be run in accordance with the DAP Standing Orders 2017 under the *Planning and Development (Development Assessment Panels) Regulations 2011.*

The Presiding Member advised that the meeting is being audio recorded in accordance with Section 5.16 of the DAP Standing Orders 2017 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

Cr Dan Loden (Local Government Member, City of Vincent)

3. Members on Leave of Absence

Nil

4. Noting of Minutes

DAP members noted that signed minutes of previous meetings are available on the <u>DAP website</u>.

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 Ines Janca presenting addressed the DAP against the application at Item No. 9.1.
- **7.2** Mr Ben Doyle (Planning Solutions) addressed the DAP in support of the application at Item No. 9.1 and responded to questions from the panel.
- **7.3** Mr Jay Naidoo (City of Vincent) responded to questions from the panel in relation to Item 9.1.

The presentations at items 7.1 to 7.3 were heard prior to application at Item 9.1

- **7.4** Mr Reegan Cake (Dynamic Planning and Developments) addressed the DAP in support of the application at Item No. 8.1 and responded to questions from the panel.
- **7.5** Mr Jay Naidoo (City of Vincent) responded to questions from the panel in relation to Item 9.1.

The presentations at items 7.4 to 7.5 was heard prior to application at Item 8.1

PROCEDURAL MOTION 1

Moved by: Ms Francesca Lefante Seconded by: Cr Joshua Topelberg

That the application at Item No. 9.1 be heard prior to the application at Item No. 8.1

The Procedural Motion was put and CARRIED UNANIMOUSLY

REASON: To facilitate the requirements of the members and time constraints relating to Item 9.1

PROCEDURAL MOTION 2

Moved by: Ms Francesca Lefante Seconded by: Mr Jarrod Ross

That the JDAP meeting be adjourned for a period of 5 minutes.

REASON: To allow panel members to change for Item 8.1 (City of Vincent).

The meeting was adjourned at 9:50 am The meeting was reconvened at 9:52 am.

The Procedural Motion was put and CARRIED UNANIMOUSLY



8. Form 1 – Responsible Authority Reports – DAP Application

8.1 Property Location: Nos. 77-83 (Lots 456 and 17) Scarborough

Beach Road, Mount Hawthorn

Development Description: Proposed Child care Premises

Applicant: Dynamic Planning and Developments

Owner: Colaust Pty Ltd
Responsible Authority: City of Vincent
DAP File No: DAP/19/01674

REPORT RECOMMENDATION

Moved by: Nil Seconded by: Nil

That the Metro West Joint Development Assessment Panel resolves to:

1. **Refuse** DAP Application reference DAP/19/01674 and accompanying plans referenced as drawings S01 rev2, S02 rev3, S03 rev3, S04 rev2 and landscaping plans in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the provisions of the City of Vincent Local Planning Scheme No. 2, for the following reasons:

Reasons

- 1. The proposed development is inconsistent with the City of Vincent's Local Planning Scheme No. 2 and the objectives of the Mixed Use zone as the development:
 - a) Has not been designed to provide for an active use and that contributes activity at street level to Scarborough Beach Road;
 - b) Has not been designed so that it achieves an appropriate built form response that is compatible with and complimentary to the surrounding properties, and that also provides passive surveillance of Imbros Lane;
 - c) Does not sufficiently incorporate sustainability principles relating to solar passive design and water conservation; and
 - d) Has not been demonstrated that the noise emitted would achieve compliance with the *Environmental Protection (Noise) Regulation 1997* and would not negatively impact on or cause nuisance to the adjoining properties.
- 2. Having regard to Clause 67(m) of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the design principles of Clauses 1.2 (Setbacks), 1.4 (Ground Floor Design), 1.5 (Awnings, Verandahs and Collonades) and 1.6 (Building Design) of the City's Policy No. 7.1.1 Built Form, the development has not been designed to be physically compatible with its setting. Further to reason 1(a) and (b), this is due to the development not incorporating design elements and building façade articulation that reduce the impact of building bulk, facilitate the provision of landscaping or address Imbros Lane. The resultant built form outcome would have a detrimental impact on the visual amenity of the area and does not appropriately address these street and laneway frontages.

- 3. The development does not satisfy the design principles of Clauses 1.5 (Awnings, Verandahs and Collonades) or 1.9 (Pedestrian Access) of the City's Policy No. 7.1.1 Built Form. Insufficient weather protection is provided for pedestrians at the building entrance and along Scarborough Beach Road. Entrance to the building is not legible and is not readily identifiable from Scarborough Beach Road. Legibility and way finding through the site and car park area for patrons is reduced due to the design and layout of the car park.
- 4. The proposed landscaping does not satisfy the design principles of Clause 1.7 (Landscaping) of the City's Policy No. 7.1.1 Built Form due to the limited provision of canopy coverage and deep soil areas across the site to provide amenity for patrons, reduce the impact of the development on the streetscape, increase urban air quality and reduce the impact of the urban heat island effect.
- 5. Having regard to Clause 67(s) of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the design principles of Clause 1.10 (Vehicle Access & Parking) of the City's Policy No. 7.1.1 Built Form, the car park has not been designed to adequately provide safe manoeuvring and parking of vehicles to car bay 19, resulting in a parking arrangement that is not convenient and functional and that would not prevent vehicle congestion within the site and queueing on Scarborough Beach Road. The lack of a functional car park layout results in reduced safety for patrons moving between the car park and child care premises entrance.
- 6. The development does not satisfy the design principles of Clause 1.8 (Environmentally Sustainable Design) of the City's Policy No. 7.1.1 Built Form as it does not incorporate environmental sustainable design features to reduce solar passive gain in summer to the north-eastern façade and does not demonstrate a capability for the recovery and re-use of water for non-potable applications.

The Report Recommendation LAPSED for want of a mover and a seconder

PROCEDURAL MOTION 3

Moved by: Ms Francesca Lefante Seconded by: Mr Jarrod Ross

That the Standing Orders be suspended in accordance with section 5.10.2h of the DAP Standing Orders 2017 to allow members to speak more than once on the same item and continue further debate on details.

The Procedural Motion was put and CARRIED UNANIMOUSLY

The standing orders was suspended at 10:07 am

PROCEDURAL MOTION 4

Moved by: Cr Joshua Topelberg Seconded by: Mr Jarrod Ross

To reinstate the Development Assessment Panel Standing Orders

The Procedural Motion was put and CARRIED UNANIMOUSLY

The standing order was reinstated at 10:37 am

Ms Francesca Lefante Presiding Member, Metro West JDAP Aan -

PROCEDURAL MOTION 5

Moved by: Mr Jarrod Ross Seconded by: Cr Joshua Topelberg

To defer consideration of the application for a period of no more than 90 days to allow the applicant to further consider the Officers' advice as outlined in the Responsible Authority Report of 3 Feb 2020 and undertake a review of the development proposal and submit any revised plans no later than 14 days from this decision.

Particular attention should be given to:

- The development interface with Scarborough Beach Road through the provision of awnings, major entry points, passive surveillance and activation of the streetscape.
- The development interface with Imbros Lane to provide passive surveillance of the laneway:
- The extent of onsite landscaping provided in the context of the relevant policy provisions;
- Ensuring the car park design is highly functional and provides for safety of pedestrian movement; and
- Further consideration of amenity impacts on surrounding properties.

The Procedural Motion was put and CARRIED UNANIMOUSLY

REASON: The matter was deferred to provide sufficient time for the applicant to provide further information relating to building streetscape, interface, surveillance and activation of Scarborough Beach Rd and Imbros Lane.

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

9.1 Property Location: Lot 22 (10) Rokeby Road and Lot 19 (375)

Roberts Road, Subiaco

Development Description: Demolition of existing buildings (Subiaco Pavilion

Market) and development of a 24 storey mixed

use building

Proposed Amendments: Minor Amendments to approved plans

Applicant: Planning Solutions

Owner: 10 Rockeby Road Subiaco Pty Ltd Matthew

Chan

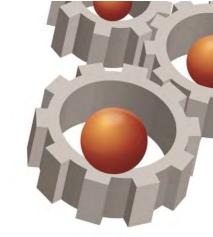
Responsible Authority: City of Subiaco DAP File No: DAP/18/01530



Attachment 5

Applicants Planning Report





Our Ref: 961

JDAP Ref: DAP/19/01674

17 February 2020

Chief Executive Officer City of Vincent PO Box 82 Leederville WA 6902

Attention: Mr. Max Bindon (via email – Max.Bindon@vincent.wa.gov.au)

Dear Sir,

CHILDCARE PREMISES LOTS 456 AND 17 (NO. 77-83) SCARBOROUGH BEACH ROAD, MOUNT HAWTHORN RESPONSE TO DEFERRAL CONDITIONS

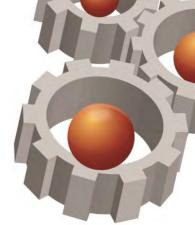
Dynamic Planning and Developments Pty Ltd acts on behalf of Colaust Pty Ltd, the registered proprietor of Lots 456 and 17 (No. 77-83) Scarborough Beach Road, Mount Hawthorn (herein referred to as the 'subject site') in support of a current JDAP application (DAP/19/01674) for a childcare premises.

The proposed development was considered at a recent JDAP meeting on the 3/2/20 where it was resolved to defer consideration of the application for a period of no more than 90 days to allow the applicant to further consider the Officers' advice as outlined in the Responsible Authority Report of 3 Feb 2020 and undertake a review of the development proposal and submit any revised plans no later than 14 days from this decision.

Particular attention should be given to:

- The development interface with Scarborough Beach Road through the provision of awnings, major entry points, passive surveillance and activation of the streetscape;
- The development interface with Imbros Lane to provide passive surveillance of the laneway;
- The extent of onsite landscaping provided in the context of the relevant policy provisions;
- Ensuring the car park design is highly function and provides for safety of pedestrian movement; and
- Further consideration of amenity impacts on surrounding properties.





We have since considered the above recommendation and have prepared revised plans and additional justification that responds to the reasons for deferral. The succeeding sections of this letter will address each reason individually, detailing the changes that have been made to the development plans (**Attachment 1**) as well as providing additional justification where required.

Development interface with Scarborough Beach Road

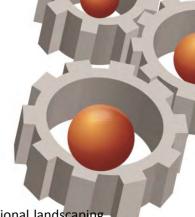
The revised development plans have proposed the following changes to improve the development interface with Scarborough Beach Road:

- 1. A modified internal floor plan to relocate the primary access point to the development from the car parking area to Scarborough Beach Road.
- 2. Providing a continuous awning that wraps around the corner of the building and extends the length of the Scarborough Beach Road frontage.
- 3. A modified outdoor play area fence to remove the solid wall and replace it with fencing that provides a solid face brick base up to approx. 600mm with powder coated vertical slats above to a total height of 2.3m.
- 4. Modified building materials and colours and a provision of design features that are consistent throughout the development.
- 5. Additional canopy cover along the Scarborough Beach Road frontage.
- 6. Increased landscaping along the Scarborough Beach Road frontage of the car park for the purposes of screening.
- 7. Providing a bench adjacent to the entry and Scarborough Beach Road for patrons to utilise and promote the opportunity for human activation in this location.

The benefits of the abovementioned modifications are considered to be:

- Increased passive surveillance of the Scarborough Beach Road frontage from within the outdoor play area and the building itself;
- Increased activation of the street frontage through the use of modified building materials and fencing;
- They encourage more pedestrian interaction with Scarborough Beach Road with patrons now
 entering from this frontage in what will present as a more 'shop' like entry point. In addition,
 the development now proposes bench seating in close proximity to the entry point to
 encourage patrons to interact whilst delivering and collecting their children;
- A reduction in the bulk and scale of the development through the increased visual permeability of the fencing, the increased glazing and the modified building materials that enables the development to present as more 'domestic' which is consistent with the surrounding development;
- Increased weather protection and a reduction in the passive solar gain through the provision of the awning and also the canopy cover along the Scarborough Beach Road frontage; and





• Increased screening of the car parking area through the provision of additional landscaping along the Scarborough Beach Road frontage.

It is acknowledged that the City encouraged a greater reconfiguration of the internal floor plan to also have the 'open area' (formally piazza) in close proximity to the entry point. However, it is considered that the entry point and group room along Scarborough Beach Road will provide a far greater level of activity along this frontage as the 'open area' is only really used intermittently during the delivery and collection times. The remainder of the day, the 'open area' will remain vacant. In contrast the group room will frequently have classes of children in this space performing various activities. As such this group room shall promote an 'active' use and outlook towards Scarborough Beach Road.

With respect to the above, it is considered that the proposed changes to address and improve the developments interface with Scarborough Beach Road have appropriately responded to the issues raised in the City's RAR report and the associated reason for deferral noted by the JDAP.

<u>Development interface with Imbros Lane</u>

The revised development plans have proposed the following changes to improve the development interface with Imbros lane:

- Modified the outdoor play area fence to remove the solid wall and replace it with fencing that
 provides a solid face brick base to approximately 1m in height (on average) with powder
 coated vertical slats above that are angled in a manner to provide privacy to residential
 premises on the opposite side of Imbros Lane.
- 2. Modified building materials and colours and a provision of design features that are consistent throughout the development.
- 3. Provision of additional canopy cover along the Imbros Lane frontage.

The benefits of the abovementioned modifications are considered to be:

- The bulk and scale of the building and outdoor play area fence has been reduced significantly through increased levels of visual permeability through the fence and the use of different building features and materials. This includes the provision of a minor awning, glazing and a mixture of red face brick and render.
- The passive surveillance of the laneway is improved significantly without compromising the privacy of the adjoining residents. The angled vertical slats in the fencing has provided a level of passive surveillance to the laneway when viewed on an angle, however when viewed straight, it will limit visibility to ensure privacy for the abovementioned residents.
- Reduced passive solar gain and an amelioration of the building bulk impacts through the provision of additional canopy cover along the outdoor play area fencing.

With respect to the above, it is considered that the proposed changes to address and improve the developments interface with Imbros Lane have appropriately responded to the issues raised in the City's previous RAR report and the associated reason for deferral noted by the JDAP.





Extent of onsite landscaping

The revised development plans have addressed the insufficient landscaping provision and now provide the following:

- A total of 172sqm of deep soil area which equates to 9.56% of the site.
- The eastern boundary canopy cover (outdoor play area) provides a canopy coverage of 93%
- The western boundary canopy cover (car park) provides a canopy coverage of 75%

In light of the above, landscaping variations still remain to the overall deep soil area requirement being 15% of the site area and also the western boundary canopy cover requirement as it doesn't meet the required 80%. These variations are considered justified for the following reasons:

- 1. Whilst the deep soil area doesn't comply with the required 15% of the site area, there is a considerable amount (446sqm) of hard and soft landscaping in the outdoor play area that is of a high quality. The quality of this landscaping is referenced in the below figures which is an example of another Nido Early Learning Centre in Hillarys (constructed in 2019).
- 2. Whilst the required deep soil areas haven't been provided, the necessary canopy coverage has been achieved along the eastern boundary and almost achieved within the car parking area (5% variation).



Figure 1 - Nido Early Learning Centre Landscaping





Figure 2 – Nido Early Learning Centre Landscaping



Figure 3 – Nido Early Learning Centre Landscaping





It is considered that whilst the revised landscaping doesn't completely comply with the applicable requirements, it represents a considerable improvement on what was proposed previously and as a result is considered to effectively respond to the concerns raised by the City and also the JDAP within the applicable deferral reasons.

Car park design

The revised development plans have made the following modifications to improve the layout and functionality of the car parking area:

- 1. Relocated bay 19 further south away from the Scarborough Beach Road entry point and designated it as a staff bay to ensure that there is no queuing onto Scarborough Beach Road. On this point, it is noted that staff arrive before patrons and leave at the end of the day when all patrons have collected their child/ren.
- 2. Provision of a pedestrian refuge between bay 14 and 15 which is aligned with a pedestrian crossing that has been widened and raised to provide separation for pedestrians and to slow vehicles down.
- 3. Provision of two speed bumps at the entry and exit points to the development to slow vehicles down
- 4. Provision of an alternative paving material to provide a clear designated pedestrian path of travel through the parking area. This won't exclude drivers from driving over this portion of the site but it will provide a basic visual cue to direct pedestrians. Traffic engineering advice from KCTT in relation to this change is noted below:

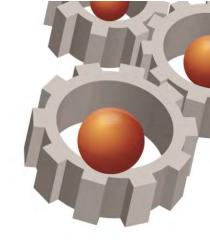
As far as the AS2890.01 is concerned – there is no explicit requirement for separation of pedestrian movement. From safety perspective it is a good idea.

The only thing that AS2890.01 refers to is that any feature which might be perceived as a "trip hazard" (anything not in the same level as parking area) should be of different colour or texture to paving. Render provided shows quite clearly that all of those requirements are satisfied with good aesthetic outcome.

5. Increased width of the awning to the western building elevation to increase sun protection for pedestrians and reduce passive solar gain to any glazing along this façade.

It is considered that the abovementioned modifications to the parking area layout will improve pedestrian and vehicle movements throughout the site and ensure a safe environment for parents and children alike. In this regard, the concerns of the City in the RAR report are considered to be appropriately addressed.





Amenity of surrounding properties

The amenity of the surrounding properties has been improved by virtue of a number of modifications that have been discussed previously. These include:

- A reduction in the bulk and scale impacts of the development, in particular the design modifications to the Imbros Lane elevation and increased canopy cover;
- The use of modified building materials will contribute to the development being more 'domestic' in nature and consequently achieving more harmony with the adjoining residential properties.
- The use of angled slats in the Imbros Lane fencing to ensure no overlooking and privacy concerns.

Further to the abovementioned design modifications, the revised acoustic report demonstrates clear compliance with the applicable *Environmental Protection (Noise) Regulations 1997* which suggest no negative noise amenity impacts will be felt by the development.

From a traffic perspective, the retention of access to both Scarborough Beach Road and Imbros Lane will act to reduce the traffic amenity impact on the properties adjoining the laneway as the majority of traffic will utilise the access and egress point on Scarborough Beach Road.

With regard to the above, the amenity of the adjoining properties has been carefully considered and any concerns have been appropriately managed and mitigated.

Other considerations

Environmentally Sustainable Design (ESD)

Further to the above, the City also raised concern with the ESD report that was submitted, in this regard we have prepared an updated report to address the concerns of the City which related to:

- Solar passive gain; and
- Reuse of potable water.

With respect to the above, the primary design modifications to address the above were:

- 1. Providing an awning to the north eastern façade (Scarborough Beach Road frontage);
- 2. Providing a larger awning to the south western façade (fronting the car park);
- 3. Increase canopy cover throughout the development; and
- 4. The provision of a water tank within the outdoor play area under the verandah to supplement the reticulation requirements of the development and demonstrate reuse of water.

In consideration of the above changes and the revised ESD report that was prepared, it is evident that the provisions relating to ESD have now been satisfied.





Design Review Panel (DRP)

The DRP comments from the 10 October 2019 as summarised in the City's RAR report have been considered through the revised design and the following responses have been provided to the respective comments:

| Design Review Panel Comments | |
|---|---|
| Comment | Applicants Response |
| More analysis of locality required to incorporate local features and domestic scale elements and materials. | A streetscape context analysis has been completed and alternative building materials have been utilised in the modified development plans – specifically face brick and render which is considered to be much more 'domestic'. |
| Site and building layout requires consideration to address Scarborough Beach Road, provide meaningful landscaping and integrate with car parking and outdoor areas. | The building layout has been modified to have the primary entry point on Scarborough Beach Road In additionh an awning and modified fencing has been provided to allow to the development to achieve more activation to Scarborough Beach Road. The proposed landscaping throughout the development is considered to be of a high quality and whilst the required deep soil areas aren't met, the quality of hard and soft landscaping throughout the development is considered to be appropriate. |
| Provide more interaction/activation to the street wall design along Scarborough Beach Road. Implement a greater degree of openness and increase the depth of wall recesses. | Street wall has been replaced with a face brick 600mm high base and vertical powder coated slats which provide a high degree of visual permeability between the street and the outdoor play area. |
| The proposal lacks meaningful landscaping. Greater deep soil area and canopy cover is necessary. Landscaping details are required for the outdoor play area; | Landscaping has been updated to provide considerably more deep soil areas and canopy cover throughout the development. |
| The proposal could utilise the height allowance to get a better functional outcome and relationship to surrounding context. | We have chosen to not utilise the height allowance as this would have negative impacts on the bulk, scale and domestic appearance of the development. Whilst tight, the revised design is considered to be functional. |
| The pedestrian path connection from the car park requires improvement for pedestrian and pram access and safety. | Significant modification to the parking area design has been proposed including: • Speed bumps; • Raised pedestrian crossing; • Allocation of parking bays for certain purposes; and • Modified paving materials to indicate a pedestrian path of travel through the parking area. |



| Parking is functionally very tight with limited landscaping provided. | Parking is tight but remains functional and compliant with the relevant Australian Standards. Canopy cover to the parking area is almost compliant and will screen the parking area from view from Scarborough Beach Road. |
|--|--|
| Look at creating more generous walkways and space for car parking bays. | The pedestrian travel throughout the development has been prioritised with the previously mentioned changes to the parking area. |
| A continuous and greater awning area is required for north and west shading during summer. | An awning has been provided to Scarborough Beach Road and the awning to the car parking area has been increased in width. |

In light of the above, the relevant additional concerns raised in relation to ESD and other comments made by the City's DRP are considered to have been appropriately addressed.

Conclusion

Since the JDAP meeting on the 3/2/20, the relevant deferral reasons have been appropriately addressed through a range of design modifications which have been discussed in detail above. The resultant design is one that represents a vast improvement on the previous design considered by JDAP and one that will be a positive contribution to the streetscape in the area for the next 10-15 years.

For reasons outlined in this letter the proposed development is considered to be appropriate for approval by the JDAP.

Should you have any queries or require any clarification in regard to the matters raised, please do not hesitate to contact the undersigned on 9275-4433.

Yours faithfully,

REEGAN CAKE SENIOR PLANNER



ATTACHMENT 6

City Officer Response to Summary of Submissions

Summary of Submissions:

Advertising Period – 15 November 2019 to 5 December 2019.

The tables below summarise the comments received during the advertising period of the proposal, together with the City's officer response to each comment.

| Comments Received in Support: | Officer Comment: |
|--|---|
| Issue: Vehicle access | |
| Vehicle access from Scarborough Beach Road should be accepted for the following reasons: Imbros Lane is unsuitable in width to facilitate two way traffic; To reduce vehicle congestion and delays for people entering or exiting properties accessed from the laneway during peak hour; and A number of existing driveways and car parks are accessed from Scarborough Beach Road. | The width of Imbros Lane is 5.0 metres and is currently capable of two way vehicle traffic. A road widening contribution of 0.5 metre in width is proposed along the subject site where it abuts Imbros Lane to improve vehicle safety and accessibility. Notwithstanding this, the City is supportive of the vehicle access arrangement as proposed on Scarborough Beach Road and Imbros Lane. |
| Issue: Drop off and pick up area | |
| This should not be required for child care premises because parents will take children inside. | Noted. The applicant has proposed that a number of the car bays be time restricted instead of a designated drop off and pick up area. Should the application be supported details will be provided in a Parking Management Plan as a condition of approval. |

| Comments Received in Objection: | Officer Comment: |
|--|--|
| Issue: Noise Noise from the play area will potentially disrupt the adjoining office use. The play area is requested to be setback from the western boundary with planter beds or alternatively provided with soundproofing. The Acoustic Report does not provide any evidence for its conclusions and doesn't address Planning Policy 7.5.21 – Sound Attenuation. A new and comprehensive report that demonstrates | An updated Acoustic Report dated 14 February 2020 demonstrates compliance with the City's Planning Policy 7.5.21 – Sound Attenuation and <i>Environmental Protection (Noise) Regulations</i> 1997. The noise received at the adjoining office use to the east of the site is 48 dB (A), which complies with the assigned noise level for commercial premises of 60 dB(A). |
| compliance with the policy should be obtained and additional consultation time provided for community review and comment. | Further justification is provided in the updated Acoustic Report for the assigned noise levels of children in the outdoor play area with the worst case scenario modelled. The City's Environmental Health team City has confirmed the justification and modelling provided is acceptable. |
| Issue: Setbacks | |
| A setback from the building to the laneway is required for meaningful landscaping. There is a direct line of sight to the rear of the site from the north-south laneway that starts at Anzac Road and | The development plans have been amended to provide an improved built form presentation and landscaping along Imbros Lane. The laneway vista has improved with an amended fence design which includes a |

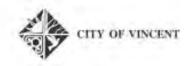
| Comments Received in Objection: | Officer Comment: |
|---|---|
| intersects with Imbros Lane. Quality landscaping or built form would help terminate the vista attractiveness. | 1.1m high exposed brick base and vertical metal slat fencing above. Additional tree canopy coverage is provided in the outdoor play area and a landscaping creeper on the building to improve the interface with Imbros Lane. |
| Issue: Building design The front fence creates a blank barrier to the street. Greater visual permeability is required with landscaping in an appropriate setback from the boundary. No sense of place made clear. A design rationale is required for aesthetic and character. | The development plans have been amended to provide vertical slat metal fencing which provides visual permeability between the outdoor play area and street frontages to both Scarborough Beach Road and Imbros Lane. |
| | Amended development plans have changed the aesthetic appearance of the development to include traditional and contemporary materials, such as exposed brick, light render and dark metal finishes, responding to the built form character of the local area. |
| Issue: Entrance awning The canopy depth of 1.3m is inadequate to protect people with prams and children at the entry. Investigate a landscaped north facing seating/welcome area for carers waiting for children. | The development plans have been amended to provide a minimum awning depth of 1.6m to the arrival area and a similar depth awning for the Scarborough Beach Road building frontage. |
| Tot official. | A 10m ² landscaped area is provided and a seat included at the arrival area near the building entrance off Scarborough Beach Road. |
| Issue: Landscaping Planting next to the street, laneway and other areas are poorly designed and insufficient. A landscape plan should incorporate the playground as well. | Amended landscape plans provide high quality landscaping and large canopy trees along the Scarborough Beach Road and Imbros Lane frontages encompassing the outdoor play area and car park. |
| Issue: Pedestrian access • Access from the western side of the carpark is obstructed by car bays and requires a clear path to the entrance. | Amended development plans provide a pedestrian path in the car park aisle which connects with a pedestrian crossing and 1.2m wide path through the mid-section of the car park for a legible and safe path to the building entrance. |
| Issue: External play area shade The proposal should include the required shade area of 163.8m² in lieu of 119.5m² | Amended landscape plans for the outdoor play area include an additional 95m ² as shade sails to complement the 119.5m ² of verandah. The total 215.5m ² of external play area shade now satisfies the required 163.8m ² of Clause 2.3.2 of the City's Education and Care Services Policy. |



ATTACHMENT 7

Design Review Panel Minutes





DESIGN REVIEW PANEL

Wednesday 4 March 2020 at 3.45pm
Venue: Function Room
City of Vincent
Administration and Civic Centre
244 Vincent Street Leederville

Attendees:

Design Review Panel Members

Simon Venturi Sid Thoo Ailsa Blackwood

City of Vincent Officers

Joslin Colli (Coordinator Planning Services) – Presiding Member Mitch Hoad (Senior Urban Planner)
Max Bindoon (Urban Planner)

Applicant – Item 3.1

Nicholas Preston
Lee Yaw
Hodge Collard Preston
Hodge Collard Preston
Carlos Coelho
Colaust AT Farro Trust

1. Welcome/Declaration of Opening

Joslin Colli declared the meeting open at 4.15pm

- 2. Apologies
- 3. Business

Applicant's Presentation -DA Lodged - 5.2019.359.1

3.1 Address: 77-83 (Lots 456 and 17) Scarborough Beach Road, Mount Hawthorn

Proposal: Single storey child care premises with associated car parking and outdoor

play area

Applicant: Dynamic Planning and Developments / Colaust Pty Ltd

Reason for Referral: For the DRP to consider the changes made by the applicant in response to the previous DRP comments and recommendations of 30 October 2019

| Design review comments from 4 March 2020 | | |
|--|-------|---|
| Design quality ev | aluat | tion |
| | | Supported |
| | | Pending further attention |
| | | Not supported |
| Design Principles | ; | |
| Principle 1 - | | <u>Principle</u> |
| Context and character | | Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place. |

A surrounding built form contextual analysis has been provided and the built form architectural language has improved Principle 2 -**Principle** Landscape Good design recognises that together landscape and buildings operate as an quality integrated and sustainable system, within a broader ecological context. Deep soil areas in the Outdoor Play Area do not comply with the City of Vincent's Built Form Policy for Deep Soil (1m wide dimension and 6m² area). This could easily be adjusted to comply and in doing so may achieve deep soil zone requirements for the site. See points below. Large areas of synthetic turf and floor finishes in the Outdoor Play Area increases sun absorption that makes for a heat compromised play space for children, and negatively impacts soil health. Consider replacing with a mix with grass, increased garden bed, and porous resin gravel for a cooler ground surface that will also aid deep soil zone calculations via healthy water penetration. (moved this comment up for context) Given the project is seeking a significant rear setback variation the Imbros Lane interface can be improved with soft landscaping to soften this interface. Consider narrow vertical species and vines. Incorporate front verge area as part of landscaping plan with similar species used in outdoor play area. Consider the use of rocks and/or wooden features in this landscaping area to provide a sense of safety and separation from vehicles as it is a busy road Ensure sight lines at the Scarborough Beach Road crossover are not compromised by large vegetation. 'KN' Kennedia nigricans can dominate landscape areas - consider a similar but less aggressive WA species Integrate landscaping with pathway at the arrival area Bin store landscaping shrubs will have trouble surviving - consider a creeper species Principle 3 - Built **Principle** form and scale Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area. The shift of the entry to Scarborough Beach Road is good from a streetscape activation perspective The addition of the canopy is supported however consider a solid canopy for winter weather protection and to facilitate a continuous awning network along Scarborough Beach Road in the section that has open slats only. The site planning appears to be over-developed on the ground plane. This has not changed from the first version presented to the DRP and has been identified in previous Minutes. The car parking functionality is very tight caused by reducing car bay lengths on both sides of the carpark, using cars overhanging the footpath as well as landscaping strip and placing the shared use brick paved pedestrian pathway within the carpark vehicle circulation aisle. Consider reducing the width of the building / outdoor play area or a mezzanine level to reduce the over-development on the ground plane, increase the level of functionality and safety in the carpark and provide a landscaping strip along the side boundary greater than 0.5m which is largely ineffectual. Principle 4 -**Functionality** Good design meets the needs of users efficiently and effectively, balancing and build quality functional requirements to perform well and deliver optimum benefit over the full Car park shared use pedestrian walkway is a good idea however placing this in the vehicle circulation aisle with reduced length carbays on both sides is not ideal. Look at a material which has less of a car park appearance to visually differentiate it from the vehicle zone. The shared Mechanical Services and Bin Store enclosure does not appear to show sufficient mechanical plant and bins for the size of the building. Consider relocating the AC plant in a screened or hidden area of the roof.

Principle 5 -Principle Sustainability Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes. The summer and winter sun angles shown on drawing S03 do not appear to account for the orientation of the building. These sun angles would be correct if Elevation 04 for the building were oriented towards due north - the proposed elevation is oriented approximately 45 degrees west of north. Recommend you review your winter and summer sun angles to ensure they are shown correctly. The inclusion of a 1000L slimline rainwater tank appears tokenistic for the scale and size of the proposed development. For example, the Australian average for nonresidential water use is around 150L per person per day. If approximately half of this is used for irrigation purposes in this context, a 1000L tank would be empty after only 14 days. This would be an insufficient volume of water over the summer period, and would have negligible impact on reducing potable water consumption as part of a drip feed irrigation system. If a rainwater catchment system is being proposed, please ensure it is designed and sized so that it will have a meaningful impact on reducing potable water consumption. There is opportunity with rain tanks and ecological garden design for educational play experiences for children. Design of a bigger tank within the outdoor play area that children could engage with is a positive design solution. It is noted that the proposed design still incorporates a dark coloured roof with a high solar absorbance, despite adverse comments already made by the previous two design review panels. A dark coloured roof will significantly increase the cooling load of the building over summer, and can lead to increased incidence of heat stress for building occupants. It will also significantly increase the operational costs for HVAC systems in the building. Consider a lighter but still contrasting colour, with a solar absorbance between 0.5 and 0.6. There is significant roof area for the inclusion of renewable energy systems such as solar PV as part of the proposed development. This can help to significantly reduce operational energy costs if included. Note a dark coloured roof will significantly reduce the efficiency of solar PV panels due to overheating. Unfortunately the ESD report has not been provided as part of this review, but would suggest the following (if not already included/recommended): ceiling fans to group areas operable windows to increase opportunities for natural and cross ventilation avoid awning windows as these provide minimal cross ventilation high level glazing could be operable to assist with stack ventilation Recommend adopting a performance-based approach to demonstrating energy efficiency compliance with the NCC (particularly if pursuing a dark coloured roof as part of the proposed design, which currently would not meet the deemed to satisfy requirements of NCC Section J). Also consider seeking Greenstar Certification. Principle 6 -**Principle** Amenity Good design behavior internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy. Nil Principle 7 -**Principle** Legibility Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around. Nil Principle 8 -**Principle** Safety Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use. Refer to comments in Functionality and build quality Principle Principle 9 -**Principle**

| Community | Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction. | |
|----------------|---|--|
| | • Nil | |
| Principle 10 - | <u>Principle</u> | |
| Aesthetics | Good design is the product of a skilled, judicious design process that results in | |
| | attractive and inviting buildings and places that engage the senses. | |
| | • Nil | |
| Other comme | nts provided by the DRP | |
| over-develo | from the previous minutes have not been addressed. In particular the basic site planning and opment of the ground plane is not allowing a level of functionality and safety in the carpark as ucing meaningful soft landscaping (including deep soil zones) in this area. | |
| Other general | comments provided by the City | |
| • Nil | | |

Conclusion

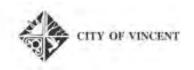
- As a result of the unchanged site planning a number of the concerns raised by the DRP in the previous meeting have not been resolved and are not able to be supported.
- The car park design functionality and safety of pedestrian movements remains a concern.
- The landscaping areas and tree selection requires further review.
- The interface to Imbros Lane has improved with the new fencing, could be improved with some further softening to the wall of the building perhaps with the use of landscaping.
- The interface with Scarborough Beach Road has improved to provide greater activation and passive surveillance.

4. Close/Next Meeting

The Chairperson closed the meeting at 5.30pm

The next meeting is scheduled to be held on Wednesday 18 March 2020





DESIGN REVIEW PANEL

Wednesday 30 October 2019 at 3.30pm

Venue: Function Room
City of Vincent
Administration and Civic Centre
244 Vincent Street Leederville

Attendees:

Design Review Panel Members
James Christou (Chairperson)
Ailsa Blackwood
Simon Venturi

City of Vincent Officers

Jay Naidoo (Manager Development & Design) Joslin Colli (Coordinator Planning Services) Max Bindon (Urban Planner) Karsen Reynolds (Urban Planner)

Applicant – Item 3.1

Lee Yaw HCP Architects
Ana Kovacevic HCP Architects
Carlos Coelho Carlos Pty Ltd

Applicant – Item 3.2

Bianca Sandri Urbanista Town Planning

Zac Evangalesti Zarq

Clement Lias Owner representative

1. Welcome/Declaration of Opening

The Chairperson, James Christou declared the meeting open at 4.00pm

- 2. Apologies
- 3. Business

4.00pm-4.30pm - Applicant's Presentation - DA Lodged 5.2019.359.1

3.1 **Address:** 77-83 (Lots 456 and 17) Scarborough Beach Road, Mount Hawthorn

Proposal: Single storey child care premises with associated car parking and outdoor

play area

Applicant: Dynamic Planning and Developments / Colaust Pty Ltd

Reason for Referral: For the DRP to consider the changes made by the applicant in response to the previous DRP comments and recommendations of 10 July 2019

Recommendations & Comments by DRP (using the Built Form Policy Design Principles):

Previous design review comments from 10 July 2019

| | ew comments from 10 July 2019 |
|---------------------------------------|---|
| Principle 1 – Context and Character | Consider incorporating more domestic/residential concept/design to the brick work fronting Scarborough Beach Road; |
| | Include elements of a domestic scale to the development, to be more child |
| | friendly, to lower/intimate scale, and welcoming; Softening of materials, design and colours can assist to provide a more |
| | domestic design outcome; |
| | • There is opportunity, in this context, to be more adventurous and playful with the ground floor façade, i.e. in regard to openings, treatment, |
| | materials and articulation; |
| | Consider utilising design elements to reduce the appearance and feel of a commercial or industrial building, in relation to for example, on the |
| | design elements of the roof, materials fronting the car park and external play area; |
| | Consider introducing a set-back and providing art, and/or landscaping etc. |
| | to create further privacy to the site and an interactive façade to the public realm; |
| Principle 2 – | Additional landscaping details need to be submitted; |
| Landscape quality | Look at including large canopy trees in the car park area to reduce the perception of the car parking area as a blank barren space, and to |
| Dringinla 2 | decrease urban heat; |
| Principle 3 – Built form and scale | Consider reducing the scale of the building to be more appropriate to children: |
| | Consider what the child would/might like to experience; Consider lowering roof levels; |
| | Consider child's visual and tactile language and how it could be incorporated into the design; |
| | Look at opportunities to make the design more domestic and intimate. |
| | The current concept is graphic (i.e. with black/white materials and design elements) and perceived as very commercial; |
| | Look at how to develop internal spaces to be child-friendly in scale and character; |
| Principle 4 – | Consider how to incorporate more poetry and play the built form and |
| Functionality and build | internal layout of the development; Look at how to provide the internal child-friendly spaces with more |
| quality | interaction with external play areas and landscape; |
| | • Look at opportunities for verandahs, or how to use existing roof forms incorporating awnings to provide shade and weather protection for users |
| | and/or present a domestic character to the design; demonstrating how |
| | sandpits and external play areas, shade and trees could be incorporated to inform the design. |
| | Consider amending and simplifying the roof design to further develop |
| | outdoor verandah spaces with a more domestic/child-friendly character. Look at the possibility to create more interaction, beyond glazing, between |
| | the internal staff/admin rooms, the car park, the public areas and the internal play areas; |
| Principle 5 – Sustainability | Look at opportunities for more overhang on eastern façade to soften and provide shading to the admin area; |
| Justamasinty | Look at opportunities to provide sun screening from summer sun and provide weather protection through use of awnings; |
| | Demonstrate how the north facing windows capture winter sun, through |
| | additional section diagram;Give consideration to the colour of the roof and insulation options to |
| | reduce heat gain into the building; |
| | Look at fencing options where appropriate to reduce the heat trapping of solid brick walls and to provide ventilation and articulation to the children outdoor play area, |
| | Look at maximizing natural sunlight to internal spaces in lieu of artificial lighting; |
| <u> </u> | |

| Principle 6 – | N/A |
|----------------------------|---|
| Amenity | |
| Principle 7 – | N/A |
| Legibility | |
| Principle 8 – | Look at car parking design, potentially one-way design and a pathway for |
| Safety | access from the car park area to the entrance to provide a safe environment for children; |
| Principle 9 – Community | Look at opportunities to provide more passive and active surveillance and visual integration/interaction with the street, i.e. articulated design, openings, artwork, landscaping etc.; |
| | • Look at opportunities to break up the walls and soften the impact of the car parking area on the street. |
| Principle 10 – | N/A |
| Aesthetics | |
| Comments | N/A |

| D | esign review comments from 30 October 2019 |
|---------------------------------------|---|
| Design quality e | evaluation |
| | Supported |
| | Pending further attention |
| | Not supported |
| Design Principle | es |
| Principle 1 - | <u>Principle</u> |
| Context and character | Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place. |
| | Surrounding Built Form Contextual Analysis is not provided, this would help to inform the architectural language and built form outcome |
| | More analysis of locality required to incorporate local features and domestic scale, elements and materials |
| | The site organisation is very basic creating a blocky design and layout which doesn't meaningfully integrate the carpark, building and outdoor areas |
| | Whilst visual privacy and security is understood the applicant needs to provide more interaction/activation to the street wall design along Scarborough Beach Road. Implement a greater degree of openness, potentially in side portions of recessed walls. Increase the depth of the wall recesses |
| | Opportunities for more permeable sections of fencing are encouraged |
| Principle 2 - Landscape quality | Principle Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context. |
| quanty | Landscaping needs to be integrated. |
| | Given the building typology high quality landscaping needs to be more of a priority |
| | Landscaping is well below City of Vincent expectations and policies. The outdoor play |
| | area needs to demonstrate deep soil zones and canopy cover; which are important for amenity, nature play, increasing micro-climate diversity and reducing urban heat on the site |
| | Removal of the verge tree not supported on such a large site when there are alternate opportunities to locate entry access |
| | Deep soil areas and permeable surfaces that allow water penetration are important Landscape architect should be engaged for whole site, instead of designing outdoor play and car park separately. Concern that the internal and external landscaping will be |

| disconnected by two separate designs, as there may be different typologies / plant species etc if prepared by two different landscape architects Species chosen for car park garden beds are prickly and unsuitable for children Car park needs greater canopy cover. Frangipani species is not sufficient canopy density because during significant periods of the year it provides no canopy coverage Better connection needed between landscape areas and internal areas. Consider an inbetween landscaped courtyard to blend spaces. Implement a continuous canopy along pedestrian path and entrance Proposal lacking meaningful landscaping. No plan for the outdoor play area as a significant portion and element of the site is a missed opportunity to demonstrate landscaping contribution. The COV will need to see entire landscape plan for consideration (See principle 6 - Amenity). |
|---|
| Principle Principle |
| Good design ensures that the massing and height of development is appropriate |
| to its setting and successfully negotiates between existing built form and the |
| intended future character of the local area. |
| The site is under-developed in terms of height but heavily developed on the ground plane. The proposal could utilise height allowance to get a better functional outcome and relationship to surrounding context If space is confined consider a design with a mezzanine |
| Consider opportunity to change the layout of the building. If the building became an L shape to Scarborough beach road, there may be further potential to design meaningful and safe landscaping |
| <u>Principle</u> |
| Good design meets the needs of users efficiently and effectively, balancing |
| functional requirements to perform well and deliver optimum benefit over the full |
| life-cycle. |
| The proposal does not display the correlation between internal 'domestic' scale and external façade. The carpark, building and outdoor area don't really speak to each other |
| Layout requires further consideration for greater integration |
| Pedestrian crossover from the car park to the pedestrian path adjoining the building is |
| required Parking is functionally very tight with limited landscaping provided. Look at creating more generous walkways and space for car parking bays which are all undersized |
| <u>Principle</u> |
| Good design optimises the sustainability of the built environment, delivering |
| positive environmental, social and economic outcomes. |
| Awning added but this does not shade all windows, and will not shade full length of window |
| Cross ventilation needs to be reconsidered |
| Ensure north west facing high window will get the required shading during summer from the recess proposed. Provide section drawings illustrating sun ingress throughout the year |
| Black roof is working against environmental sustainability |
| Principle 2 |
| Good design optimises internal and external amenity for occupants, visitors and |
| neighbours, providing environments that are comfortable, productive and healthy. |
| Outdoor play area landscaping plan required to strengthen the proposal. Outdoor play |
| area should be a significant focus of improvement. The size of the outdoor play area is |
| a strength of the proposal however no detail has currently been provided which is required a requirement at Planning Approval stage |
| Principle |
| Good design results in buildings and places that are legible, with clear |
| connections and easily identifiable elements to help people find their way around. |
| |

| | Further consideration to be given to driveway, building entry, pathway width and way finding as there is a potential conflict with all located at the same point; Need to consider the path access into the site to ensure it is coordinated. A greater focus is required to improve pedestrian and pram access and safety |
|-------------------------|---|
| Principle 8 - | <u>Principle</u> |
| Safety | Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use. |
| | Refer comments in Legibility, Context and character section above |
| Principle 9 - Community | Principle Good design responds to local community needs as well as the wider social |
| | context, providing environments that support a diverse range of people and facilitate social interaction. |
| | Refer comments in Context & Character section above |
| Principle 10 - | <u>Principle</u> |
| Aesthetics | Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses. |
| | Refer comments in Context & Character section above |

Other comments provided by the DRP

- Many previous comments still not addressed
- A more objective approach is required opposed to a compliance driven approach

Other general comments provided by the City

- How does this fit within the context? Further refinement is needed to reduce the commercial scale required. Further consideration needed for how the domestic scale translates from internal to external
- More detailed landscaping plan is required for the outdoor play area to address City's requirements –
 use the tree selection tool
- More consideration is needed between vehicle and building entry point; continuous canopy;
- Front wall improvements required to provide more activation to Scarborough Beach Road. Consider additional materials
- Overall layout should be improved to create better connections between outdoor play, internal spaces and car park area
- Pedestrian connection from the car park to the entrance needs improvement

Conclusion To be returned to the DRP

The current design is not supported by the DRP. The design needs to consider sequence of spaces – arrival, entry, internal (building) and external spaces integrated as one.

The Architecture needs to be more sympathetic with the end user.

Materials and detailing to reflect a space for young children and its impact on the street space as well as handling security and privacy.

4.30pm-4.40pm - Applicant Presentation - DA Lodged 5.2019.201.1

3.2 Address: 514 and 516 (Lots 14, 15 and 16) William Street Highgate

Proposal: Four Grouped Dwellings

Applicant: Urbanista Town Planning / Huirun Pty Ltd

Reason for Referral: For the DRP to consider the changes made by the applicant in response to the previous DRP comments and recommendations of 16 October 2019



ATTACHMENT 8

Acoustic Report



PROPOSED CHILD CARE CENTRE LOTS 17 & 456 SCARBOROUGH BEACH ROAD MT HAWTHORN

DEVELOPMENT APPLICATION ACOUSTIC REPORT

DECEMBER 2019

OUR REFERENCE: 24746-5-19220



Herring Storer Acoustics Our ref: 24746-1-19114

1

1

DOCUMENT CONTROL PAGE

DA ACOUSTIC REPORTMT HAWTHORN CHILD CARE CENTRE

Job No: 19220

Document Reference: 24746-5-19220

FOR

COLAUST PTY LTD

| | | DOCUMENT II | NFORMATION | | | |
|-----------------|-----------------|---|------------------|------|--------------|--------------------|
| Author: | Tim Reynolds | | Checked : | | George Watts | |
| Date of Issue : | 29 August 201 | 9 | | | | |
| | | REVISION | HISTORY | | | |
| Revision | Description | | | Date | Author | Checked |
| 1 | Final Plans | Final Plans | | | TR | GW |
| 2 | Update for Vir | Update for Vincent Planning Policy 7.5.21 | | | TR | GW |
| 3 | Additional info | Additional information | | | TR | - |
| 4 | Update for Co | Update for Council Comments 14 | | | TR | GW |
| Copy No. | Version No. | DOCUMENT D | | | Hard Copy | Electronic Copy |
| 1 | 1 | Colaust Pty Ltd Attn: Carlos Coelho Email: colaust@bigpond. | , | | | ✓ |
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APPENDICIES

- A Plans
- B Traffic Counts

Herring Storer Acoustics 2
Our ref: 24746-5-19220

1.0 INTRODUCTION

Herring Storer Acoustics was commissioned by the Colaust Pty Ltd to conduct an acoustic review of the proposed Child Care Centre to be located at Lot 17 & 456 Scarborough Beach Road, Mount Hawthorn, for the Development Application.

This report provides preliminary assessments with regards to:

- City of Vincent Policy 7.5.21;
- Environmental Protection (Noise) Regulations 1997; and
- State Planning Policy 5.4.

This report has been based on the drawing provided, as attached in Appendix A.

2.0 PROPOSED REDEVELOPMENT

The proposed Child Care Centre is to be located at Lot 17 and 456 Scarborough Beach Road, Mount Hawthorn.

The centre will cater for up to 78 children, with the following breakdown in age groups:

0 - 2 years 8 children 2 - 3 years 20 children 3 - 6 years 50 children

It is likely that the proposed child care centre would operate between 6:30am and 7:00pm, Monday to Friday (excluding Public Holidays). However, it is noted that although the proposed Child Care Centre would open before 7 am (ie during the night period), the outdoor play area would not be used until after 7am.

3.0 SUMMARY

3.1 OUTBOUND NOISE

We note that from information received from DWER, the bitumised area would be considered as a road, thus noise relating to the propulsion and breaking of motor vehicles is exempt from the *Environmental Protection (Noise) Regulations 1997*. We note that these noise sources are rarely critical in the determination of compliance. Thus, noise sources that need to comply with the requirements of the Environmental Protection (Noise) Regulations 1997, include:

- Children playing within the outside play areas of the child care centre;
- Mechanical services; and
- Car doors closing within the car park.

Given the location, (ie adjacent to Scarborough Beach Road) noise emission from these noise sources would, as shown in Section 6.0, with the proposed layout easily comply with regulatory requirements and the City of Vincent Policy 7.5.21. However, an assessment would be undertaken during the design stage to ensure compliance.

Herring Storer Acoustics
Our ref: 24746-5-19220

Note: Although, we believe that noise emissions from car movements and car starts are exempt from the Regulations and would therefore, would not be required to be assessed under the Regulations, for completeness, along with the source listed above, they would be included in the full assessment that would be undertaken during the design process

3

3.2 INBOUND NOISE

We note that although the Child Care Centre has a "cots" room, this room has been positioned away from Scarborough Beach Road. For this "cots" room the internal criteria would be 35 dB(A). For other rooms (ie playrooms, staff room), the internal acoustic criteria would be 40 dB(A).

Based on the noise level measurement recorded during peak hour, compliance with the requirements of the City of Vincent's Planning Policy 7.5.21 and State Planning Policy 5.4 would be easily achieved with the installation of 6.38mm laminated glass to the windows facing Scarborough Beach Road. Standard glazing could be used for all other windows.

With the proposed boundary fence to Scarborough Beach Road, compliance with the outdoor criteria would also be achieved.

Thus, compliance with the Town of Vincent's Sound Attenuation Policy would be achieved.

4.0 CRITERIA

4.1 TOWN OF VINCENT SOUND ATTENUATION POLICY 3.5.21

Outbound Noise

Noise emissions associated with a development are to comply with the Assigned Noise Levels in accordance with the *Environmental Protection (Noise) Regulations* 1997.

Inbound Noise Levels

The Town of Vincent Sound Attenuation Policy specifies that inbound noise to premises other than residential, AS2107 is to be utilised for guidance as to the acceptable internal noise levels. Thus for this development, internal sound levels should comply with the following:

It is noted that these internal design sound levels are congruent with other noise ingress policies (such as the WAPC State Planning Policy 5.4).

The L_{eq} noise level is not to be unduly biased toward the lower frequencies of the octave band spectrum (between 31.5Hz - 125Hz). If this is the case, the findings should be discussed with the Town of Vincent Environmental Health Officers.

Herring Storer Acoustics

Our ref: 24746-5-19220

4.2 **ENVIRONMENTAL PROTECTION (NOISE) REGULATIONS 1997**

The allowable noise level at the surrounding locales is prescribed by the Environmental Protection (Noise) Regulations 1997. Regulations 7 & 8 stipulate maximum allowable external noise levels. For noise sensitive premises this is determined by the calculation of an influencing factor, which is then added to the base levels shown below in Table 3.1. The influencing factor is calculated for the usage of land within two circles, having radii of 100m and 450m from the premises of concern. For commercial premises, the assigned noise levels are fixed throughout the day, as listed in Table 4.1.

TABLE 4.1 - ASSIGNED NOISE LEVELS

| Premises | Time of Day | Assigned Level (dB) | | | |
|---------------------------------|--|---------------------|-----------------|-------------------|--|
| Receiving Noise | Time of Day | L _{A10} | L _{A1} | L _{Amax} | |
| | 0700 - 1900 hours Monday to Saturday (Day) | 45 + IF | 55 + IF | 65 + IF | |
| Noise sensitive | 0900 - 1900 hours Sunday and Public Holidays (Sunday / Public Holiday Day) | 40 + IF | 50 + IF | 65 + IF | |
| premises: highly sensitive area | 1900 - 2200 hours all days (Evening) | 40 + IF | 50 + IF | 55 + IF | |
| | 2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays (Night) | 35 + IF | 45 + IF | 55 + IF | |

Note: The L_{A10} noise level is the noise that is exceeded for 10% of the time.

The L_{A1} noise level is the noise that is exceeded for 1% of the time.

The L_{Amax} noise level is the maximum noise level recorded.

The "Highly sensitive area" of a noise sensitive premises means:

that area (if any) of noise sensitive premises comprising —

- (a) a building, or a part of a building, on the premises that is used for a noise sensitive purpose; and
- (b) any other part of the premises within 15 m of that building or that part of the building;

It is a requirement that noise from the site be free of annoying characteristics (tonality, modulation and impulsiveness) at other premises, defined below as per Regulation 9.

"impulsiveness"

means a variation in the emission of a noise where the difference between L_{Apeak} and L_{Amax Slow} is more than 15dB when determined for a single representative event;

"modulation"

means a variation in the emission of noise that -

- (a) is more than 3dB $L_{A\,Fast}$ or is more than 3dB $L_{A\,Fast}$ in any one-third octave band;
- (b) is present for more at least 10% of the representative assessment period; and
- (c) is regular, cyclic and audible;

Herring Storer Acoustics Our ref: 24746-5-19220

"tonality"

means the presence in the noise emission of tonal characteristics where the difference between –

- (a) the A-weighted sound pressure level in any one-third octave band; and
- (b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands,

is greater than 3 dB when the sound pressure levels are determined as $L_{\text{Aeq,T}}$ levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as $L_{\text{A Slow}}$ levels.

Where the above characteristics are present and cannot be practicably removed, the following adjustments are made to the measured or predicted level at other premises.

TABLE 4.2 – ADJUSTMENTS FOR ANNOYING CHARACTERISTICS

| Where tonality is present | Where modulation is present | Where impulsiveness is present |
|---------------------------|-----------------------------|--------------------------------|
| + 5 dB | + 5 dB | + 10 dB |

From a review of the development, the influencing factor for the neighbouring residences has been determined to be +8 dB. Hence, the assigned noise levels would be as listed in Table 4.3.

TABLE 4.3 - ASSIGNED NOISE LEVELS

| Premises | Time of Day | Assigned Level (dB) | | | |
|---------------------------------|--|---------------------|-----------------|-------------------|--|
| Receiving Noise | Time of Day | | L _{A1} | L _{Amax} | |
| | 0700 - 1900 hours Monday to Saturday | | 63 | 73 | |
| Noise sensitive | 0900 - 1900 hours Sunday and Public Holidays | 48 | 58 | 73 | |
| premises: highly sensitive area | 1900 - 2200 hours all days | 48 | 58 | 63 | |
| | 2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays | 43 | 53 | 63 | |

Note: The L_{A10} noise level is the noise that is exceeded for 10% of the time.

The L_{A1} noise level is the noise that is exceeded for 1% of the time.

The L_{Amax} noise level is the maximum noise level recorded.

For this development, we believe that the neighbouring residence of concern are as shown below in Figure 4.1.

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FIGURE 4.1 – NEIGHBOURING RESIDENCES

4.3 STATE PLANNING POLICY 5.4

Under State Planning Policy 5.4 "Road and Rail Transport Noise and Freight Considerations in Land Use Planning", the external day period acoustic criteria are:

Target 55 dB(A) L_{Aeq}

For this development, under the policy, noise received at least one outdoor area should be design to within the margins (ie between the Target and Limit). Thus, noise received at an outdoor play area should comply with an $L_{Aeq(Day)}$ of 55 dB(A).

We also note that under the policy, there is an internal criteria that should be achieved. Under the Policy, for non-residential noise sensitive premises, internal noise levels should meet the design sound levels as listed in Table 1 of AS/NZ 2107:2000 "Acoustics – Recommended design sound levels and reverberation times for building interiors". Under AS 2017, the internal criteria would:

Note: The above criteria are for traffic 20 years in the future.

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Our ref: 24746-5-19220

5.0 NOISE SOURCE IDENTIFICATION

The area of the proposed development was examined to ascertain the applicable noise sources.

Ambient noise levels during the afternoon peak period was ascertained to be the most critical for the design of the development.

Residual breakout noise from lifestyle uses and entertainment venues was ascertained to not be applicable for this development as there are no noise sources within an acoustically significant distance to the proposed area (i.e. within 100m) and it is a day period only usage.

Street noise, such as pedestrian activity, people getting into and out of parked cars and occasional anti-social behaviour is not considered to be pertinent at this location.

The impact of traffic noise for the road network in the area is considered to be the most significant contributors to noise levels in this area.

Given the above noise source identification, it was determined from the Traffic flows along Scarborough Beach Road that ambient noise levels during the afternoon peak period were the most pertinent for the design of the development.

For information, the traffic flows for the weekday, as obtained from the MRWA Traffic Map are attached in Appendix B.

6.0 NOISE FROM DEVELOPMENT

Noise sources that need to comply with the requirements of the *Environmental Protection* (Noise) Regulations 1997, include:

- Children playing within the outside play areas of the Child Care Centre;
- Mechanical services; and
- Car doors closing within the car park.

Note: Although, we believe that noise emissions from car movements and car starts are exempt from the Regulations and would therefore, would not be required to be assessed under the Regulations, for completeness, along with the source listed above, they would be included in the full assessment that would be undertaken during the design process.

6.1 OUTDOOR PLAY

With regards to noise emissions from the outdoor play area, we believe that the neighbouring residences of concern, given the location of the outdoor play area, are those residences located to the south across Imbros Lane (ie 14 Harrow Street and 247 Loftus Street). With the proposed boundary fence, the distance to the neighbouring residences (ie across the laneway) and outdoor play being limited to the day period, noise received at all neighbouring residences would easily comply with the requirements of the *Environmental Protection (Noise) Regulations 1997*. However, to quantify this, noise modelling has been undertaken to all the residences, as shown on Figure 4.1, based on a sound power level of 60 children within the outdoor area, with a sound power level of 83 dB(A) per group of 10 children. The calculated noise level at the worst case location (247 Loftus Street) was calculated to be 44 dB(A).

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Noise emissions from children playing is a broadband noise and does not contain any annoying characteristics. Thus, the assessable noise level would be the calculated noise level of 44 dB(A). As the outdoor play area would only be used during the day period, compliance would be required with the assigned $L_{\rm A10}$ day period noise level of 53 dB(A). Thus, as stated above, noise received at the neighbouring residences would easily comply with the Regulatory criteria.

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For information, the noise received at the neighbouring commercial premises to the east has been calculated at 48 dB(A), which also complies with the assigned L_{A10} noise level for commercial premises of 60 dB(A).

Note: We understand that it is preferred that this boundary fence be open type fencing. However, to provide an acoustic barrier, this boundary fence needs to be solid. If views to and from Imbros Lane are required, then a clear material such as Perspex (as noted on the attached plans) could be used. We also note that due to the nature of the noise being controlled (ie children within the outdoor area) the material used to provide the barrier affect does need to be as dense as that required to control road traffic noise. In this case, a surface density of 7 kg/m² would be sufficient.

From feedback provided from council, we provide the following information regarding the sound power level used for the noise modelling for children within the outdoor play area. The sound power level of 83 dB(A) for 10 children has been used by Herring Storer Acoustics over many years for the assessment of outdoor play areas and is based on noise level measurements. The sound power level provides a representative noise level across the age groups, which ensures that the worst case scenario is modelled. Thus, with our extensive experience with the assessment of child care centres, we believe that the modelling / assessment undertaken would with the 6 groups of 10 children at 83 dB(A) would represent the worst case scenario. We note the council's reference to the AAAC guideline on child care centres, which lists different noise level for various age groups. The guideline provides a range of noise levels for each the various age groups. We note that the noise levels listed in the guideline are quite old and with the engagement of children during outdoor play and the managements now in place, noise associated with outdoor play are at the lower end of the range provided. It also does not account for passive play. Finally, we note that not all the children would be within the outdoor area at the same time and a percentage of children would be engaged in passive play, from which noise emissions would be minimal. Thus, using sound power level of 83 dB(A) per group provides an accurate assessment of the worst case noise emissions from the outdoor play area.

For information on how "compliant" noise emissions from the outdoor play would be, even if all the children were outdoors playing at once and emitting noise at the highest noise levels as listed in the AAAC guideline for each age group, which is unrealistic, noise received at all the neighbouring premises, would still comply with Regulations.

6.2 MECHANICAL SERVICES

At this stage of the development, the mechanical services have not been designed. However, given the assigned noise levels, the mechanical services would easily comply with the regulatory requirements.

To ensure compliance, an acoustic assessment of the mechanical services would be undertaken as part of the design process.

6.3 CARS

Once again, given the assigned noise levels, noise received at the neighbouring residences from car doors closing would comply with regulatory requirements.

We note that from information received from DWER, the bitumised area would be considered as a road, thus noise relating to motor vehicles, including engine noise from car movements and cars starting are exempt from the *Environmental Protection (Noise) Regulations 1997*. We note that from numerous assessments undertaken of vehicle noise associated with child care and other developments these noise sources are not the critical sources in the determination of compliance. Thus, it is the noise received at the neighbouring residences from car doors closing that would be critical noise source with regards to compliance with the Regulatory criteria.

For information it is noted that based on the definitions of tonality, noise emissions from car movements and car starts, being an L_{A1} and L_{AMax} respectively, being present for less than 10% of the time, would not be considered tonal. Thus, no penalties would be applicable to the noise that would be received at the neighbouring residences from car movements and cars starts. However, noise emissions from car doors closing could be impulsive, hence, to be conservative, the +10dB penalty would be included in the assessment.

As noise emissions from car doors closing would be the critical noise relating to compliance with Regulations, we have undertaken noise modelling to the residences as shown on Figure 4.1, based on a sound power level of 87 dB(A). The calculated noise level at the worst case location (85 Scarborough Beach Road) was determined to be 52 dB(A), with a standard 1.8 metre boundary fence to 85 Scarborough Beach Road. Applying the +10 dB(A) penalty for impulsiveness, the assessable noise level would be 62 dB(A). Thus, Table 6.1 summarise the applicable Assigned Noise Levels for noise from car doors closing.

TABLE 6.1 – ASSESSMENT OF L_{AMax} NOISE LEVEL EMISSIONS CAR DOOR CLOSING

| Assessable Noise Level, dB(A) | Time of Day | Applicable Assigned Noise Level (dB(A)) | Exceedance to Assigned Noise Level |
|----------------------------------|--|---|---------------------------------------|
| 62 | 0700 - 1900 hours Monday to Saturday | 73 | Complies |
| | 2200 hours on any day to 0700 hours Monday to Saturday | 63 | Complies |

From the above, noise emission from the development would be designed to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* and, hence also the requirements of the City's Sound Attenuation Policy 7.5.21. However, as part of the deign process a full acoustic assessment would be undertaken to ensure that noise emissions from the development would comply with the requirements of the Environmental Protection (Noise) Regulations 1997. It is also note, that although not required to be assessed, for completeness, noise emissions from car movements and car starts would, along with the source listed above, be included in the assessment.

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7.0 INBOUND NOISE

To determine the noise that would be received at the proposed Child Care Centre from vehicles travelling along Scarborough Beach Road, a noise level measurement was undertaken at 10 metres from the kerb. The measurement was carried out between 3:45 and 4:15 pm Tuesday 20th August 2019, which based on the road traffic counts available in the MRWA Traffic Map is the peak period. The noise level recorded during this time was an L_{Aeq} of 60.4 dB(A), which would be the worst case noise level for noise received at the child care centre.

For information the weekday traffic counts available in the area for Scarborough Beach Road and Loftus Street are attached in Appendix B. The octave band data is listed in Table 7.1.

TABLE 7.1 - TRAFFIC NOISE OCTAVE BAND DATA

| Octave Band Centre Frequency (Hz) / Noise Level dB | | | | | | | | | |
|--|-----|-----|-----|----|----|----|----|-------|--|
| 63 | 125 | 250 | 500 | 1K | 2K | 4K | 8K | dB(A) | |
| 69 | 64 | 61 | 55 | 57 | 53 | 46 | 41 | 60 | |

The noise levels recorded were typical of the area, being traffic on the nearby road network (ie Scarborough Beach Road).

Based on the above measurement, which would be conservative, compliance with the requirements of the City of Vincent's Planning Policy 7.5.21 and State Planning Policy 5.4 would be easily achieved with the installation of the following constructions.

7.1 <u>WALLS</u>

Standard wall constructions would achieve the compliance with the internal criteria, therefore no additional noise amelioration is required for the walls.

7.2 GLAZING

6.38mm laminated glass to the windows facing Scarborough Beach Road with standard glazing used for all other windows would achieve compliance with the internal criteria.

7.3 ROOF / CEILING

Standard roof / ceiling construction would achieve the compliance with the internal criteria, therefore no additional noise amelioration is required.

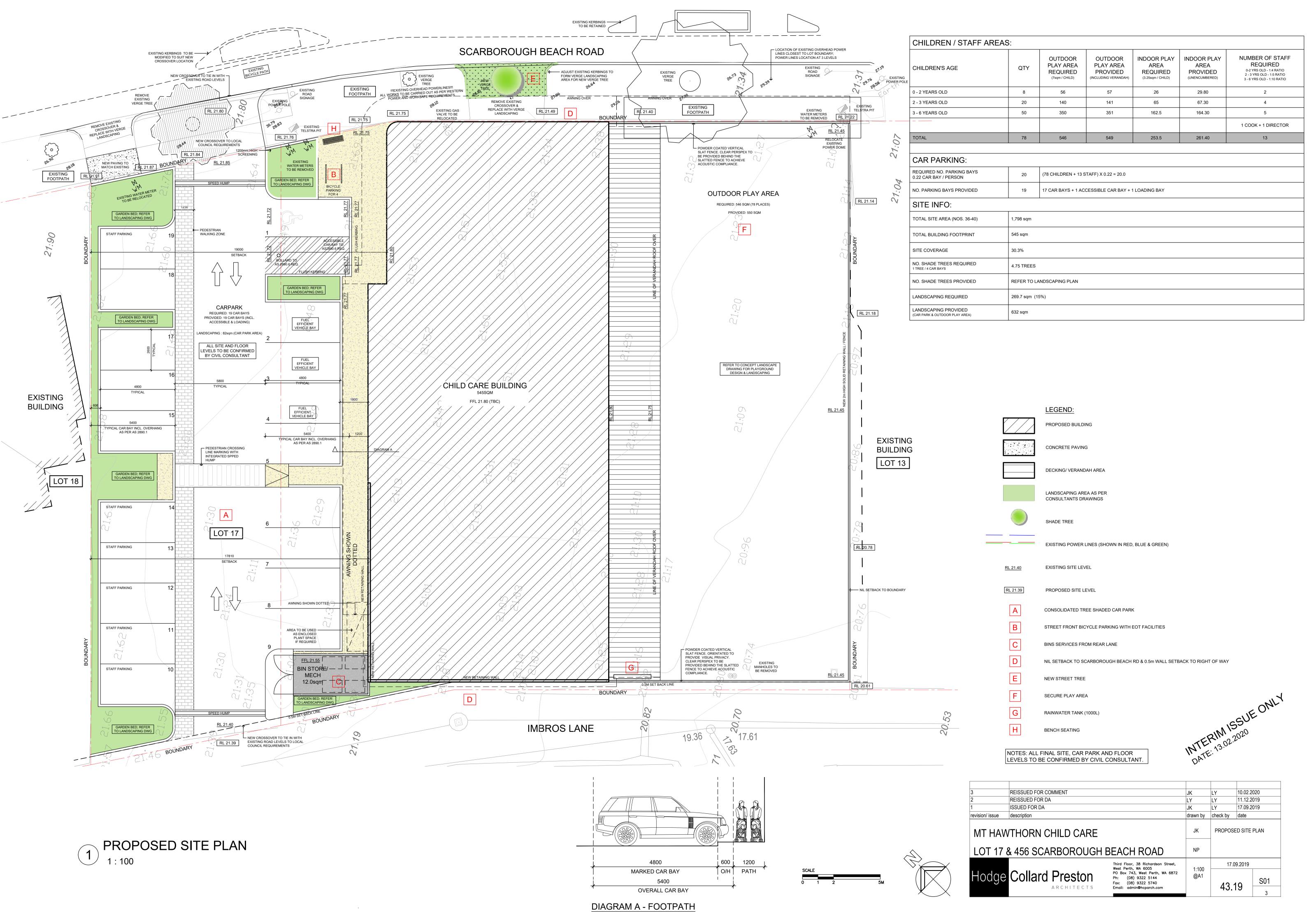
With the proposed boundary fence to Scarborough Beach Road, compliance with the outdoor criteria, as required under State Planning Policy 5.4 would also be achieved.

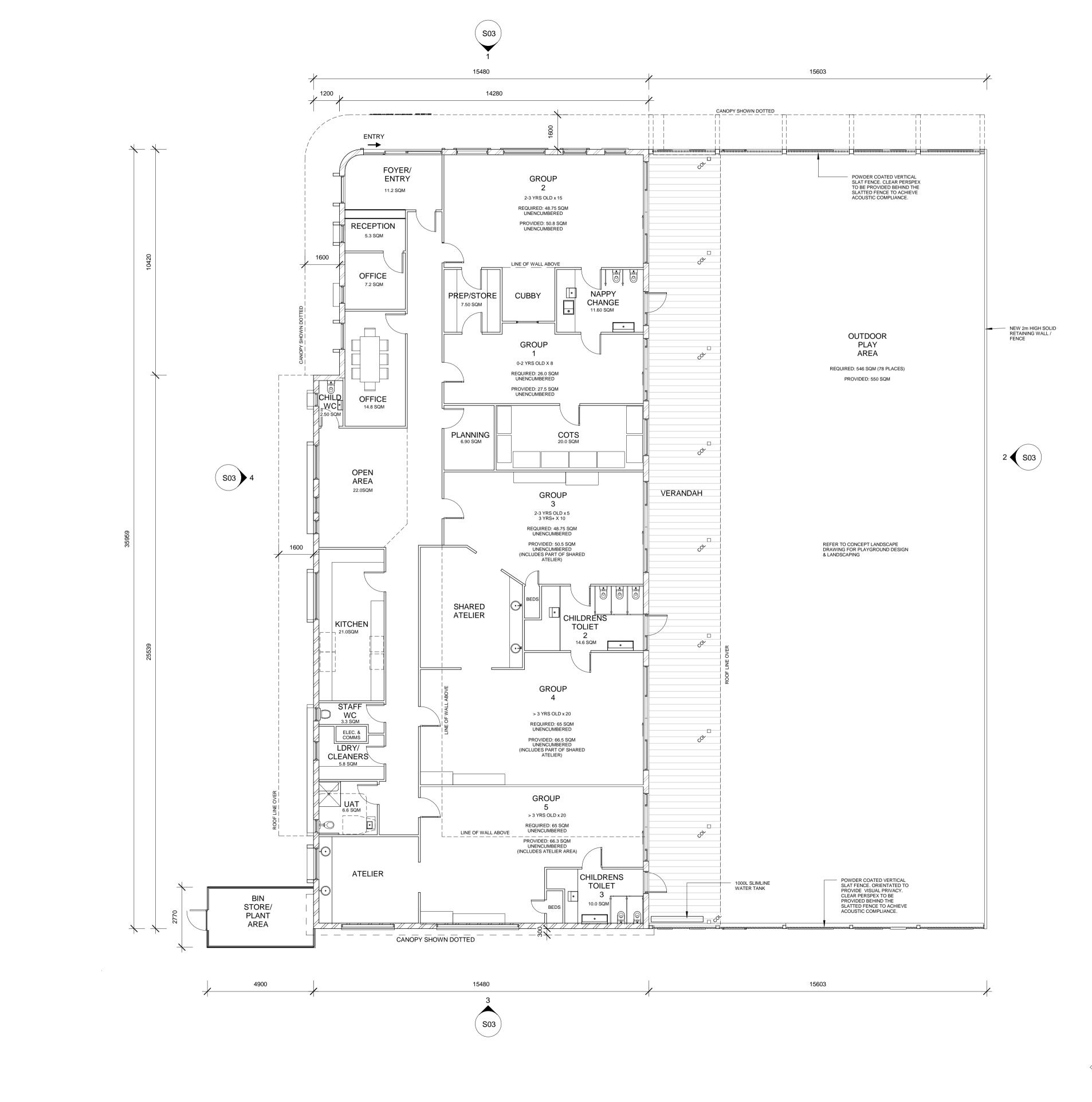
Note: With regards to the boundary fence to Scarborough Beach Road, we understand the an open type fencing is preferred. However, to provide an acoustic barrier, this boundary fence needs to be solid, with a minimum surface density of 15kg/m². If views to and from Scarborough beach road are required, then a clear material such as Perspex (as noted on the attached plans) could be used.

Thus, compliance with the Town of Vincent's Sound Attenuation Policy would be achieved.

APPENDIX A

PLANS







| 5 | | | JK | NP | | |
|------------------------|---------------------|--|----------|---------------|------------|--|
| 4 | ISSUED FOR REVIEW | | JK | NP | 10.02.2020 | |
| 3 | REISSUED FOR DA | | JK | NP | 12.12.2019 | |
| 2 | REV 1 SHOWING NGL'S | | JK | NP | 3.10.2019 | |
| revision/ issue | description | | drawn by | check by | date | |
| project | | | drawn | description | | |
| MT HAWTHORN CHILD CARE | | | | PROPOSED PLAN | | |
| location | | | checked | | | |
| LOT 17 8 | & 456 SCARBOROUGH | BEACH ROAD | NP | | | |
| | | Third Floor, 38 Richardson Street, West Perth, WA 6005 | scale | date | | |
| Hodao | Collard Preston | West Perth, WA 6005 PO Box 743, West Perth, WA 6872 Ph: (08) 9322 5144 | 1: | project no | dwg no | |
| nouge | Collaid F165toll | Fax: (08) 9322 5740 Email: admin@hcparch.com | | 12 | 10 S02 | |
| | ARCHITECTS | | | 43. | rev 5 | |





APPENDIX B

TRAFFIC COUNTS



Hourly Volume

Scarborough Beach Rd (1300288)

2016/17 Monday to Friday

| | | All V | /ehicles | |
|------|------|-------|----------|--------|
| | | \ \ | | Both |
| | | EB EB | W WB | |
| | 0:00 | 35 | 35 | 70 |
| | 1:00 | 13 | 19 | 32 |
| | 2:00 | 13 | 19 | 32 |
| | 3:00 | 21 | 23 | 44 |
| | 4:00 | 31 | 23 | 54 |
| | 5:00 | 108 | 76 | 184 |
| | 6:00 | 296 | 200 | 496 |
| | 7:00 | 651 | 467 | 1118 |
| | 8:00 | 888 | 732 | 1620 |
| | 9:00 | 725 | 719 | 1444 |
| | 0:00 | 723 | 842 | 1565 |
| | 1:00 | 765 | 943 | 1708 |
| | 2:00 | 838 | 941 | 1779 |
| | 3:00 | 779 | 906 | 1685 |
| | 4:00 | 806 | 917 | 1723 |
| | 5:00 | 854 | 964 | 1818 |
| | 6:00 | 931 | 886 | 1817 |
| | 7:00 | 866 | 959 | 1825 |
| | 8:00 | 664 | 666 | 1330 |
| 19 | 9:00 | 454 | 484 | 938 |
| 20 | 0:00 | 338 | 305 | 643 |
| 2 | 1:00 | 226 | 231 | 457 |
| 2: | 2:00 | 159 | 148 | 307 |
| 2: | 3:00 | 93 | 83 | 176 |
| TC | DTAL | 11277 | 11588 | 22865 |
| | | | \wedge | Peak S |
| M | TIME | 08:15 | 11:15 | 11:45 |
| | VOL | 890 | 960 | 1774 |
| М | TIME | 16:15 | 14:30 | 16:30 |
| | VOL | 935 | 983 | 1874 |
| | | | | |
| Volu | me | | | |
| | 1113 | | | |
| 2000 | | | | |
| | | | | |
| V | | | | / |
| 1500 | | | | |
| | | | | |
| | | | | |
| 1000 | | | | |
| | | | | |
| 500 | | | | |
| 500 | | | /// | |
| | | | | |
| | | | | |
| 0 | | 04.00 | 20.0 | |
| 00: | UU | 04:00 | 08:0 | U |

- Eastbound --- Westbound --- Both Directions



Hourly Volume

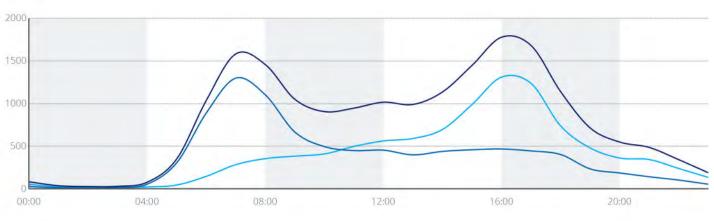
Loftus St (1300287)

2015/16 Monday to Friday

South of Scarborough Beach Rd (SLK 1.87)

| | | (E) | All Vehicles | | B | Heavy Vehi | icles | |
|----|------|------------|--------------|----------|----------|------------|-------|------------|
| | | NB NB | S SB | Both | NB NB | SB SB | Both | 3 % |
| 00 | :00 | 55 | 28 | 83 | 1 | 2 | 3 | 3.6 |
| 01 | :00 | 24 | 13 | 37 | 0 | 1 | 1 | 2.7 |
| 02 | ::00 | 20 | 7 | 27 | 0 | 0 | 0 | 0.0 |
| 03 | 3:00 | 15 | 15 | 30 | 0 | 0 | 0 | 0.0 |
| 04 | :00 | 23 | 55 | 78 | 3 | 5 | 8 | 10.3 |
| 05 | :00 | 45 | 306 | 351 | 3 | 17 | 20 | 5.7 |
| 06 | 5:00 | 147 | 889 | 1036 | 13 | 66 | 79 | 7.6 |
| 07 | ':00 | 284 | 1299 | 1583 | 16 | 56 | 72 | 4.5 |
| 08 | 3:00 | 355 | 1103 | 1458 | 22 | 40 | 62 | 4.3 |
| 09 | :00 | 384 | 667 | 1051 | 27 | 34 | 61 | 5.8 |
| 10 | :00 | 410 | 496 | 906 | 24 | 26 | 50 | 5.5 |
| 11 | :00 | 498 | 449 | 947 | 26 | 26 | 52 | 5.5 |
| 12 | ::00 | 563 | 454 | 1017 | 22 | 31 | 53 | 5.2 |
| 13 | 3:00 | 591 | 399 | 990 | 27 | 19 | 46 | 4.6 |
| 14 | :00 | 697 | 440 | 1137 | 37 | 32 | 69 | 6.1 |
| 15 | :00 | 990 | 459 | 1449 | 42 | 30 | 72 | 5.0 |
| 16 | :00 | 1311 | 468 | 1779 | 32 | 24 | 56 | 3.1 |
| 17 | ':00 | 1236 | 445 | 1681 | 28 | 19 | 47 | 2.8 |
| 18 | 3:00 | 737 | 403 | 1140 | 19 | 14 | 33 | 2.9 |
| 19 | :00 | 480 | 234 | 714 | 12 | 12 | 24 | 3.4 |
| 20 | :00 | 362 | 187 | 549 | 7 | 6 | 13 | 2.4 |
| 21 | :00 | 344 | 142 | 486 | 4 | 5 | 9 | 1.9 |
| 22 | ::00 | 239 | 103 | 342 | 5 | 5 | 10 | 2.9 |
| 23 | 3:00 | 134 | 55 | 189 | 2 | 6 | 8 | 4.2 |
| TO | TAL | 9944 | 9116 | 19060 | 372 | 476 | 848 | 4.4 |
| | | | \wedge | Peak Sta | atistics | | | |
| AM | TIME | 11:45 | 07:15 | 07:15 | 08:45 | 06:30 | 06:30 | |
| | VOL | 553 | 1321 | 1635 | 27 | 74 | 93 | |
| PM | TIME | 16:15 | 16:30 | 16:30 | 15:15 | 14:00 | 15:15 | |
| | VOL | 1322 | 473 | 1788 | 42 | 32 | 72 | |





Southbound — Both Directions



ATTACHMENT 9

ESD Report

Address: 71 Allnutt Street Mandurah WA 6210 Postal: PO Box 4160 Mandurah North WA 6210



<u>Sustainable Design Assessment Report – DA Approval Stage</u>

Date: 23rd March 2020

Our Reference: 20-2037

Project Address: Lot 456 (#77-81) & Lot 17 (#83)

Scarborough Beach Road, Mount

Hawthorn

BCA Climate Zone: 5
Building Class: 9b

Report Commissioned By: Colaust Pty Ltd

| Report Details | | | | | |
|------------------------------|----------------------|---------------------------------|--|--|--|
| Report Author: Nathan Peart | GBCA Acc. No.: 49264 | Signature: | | | |
| Revision Date: 23 March 2020 | Reason for Revision | PV system in lieu of Water Tank | | | |





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| | Compliance Summary | |
| 4. | Conclusion | <u>c</u> |
| 5 | Appendices | 10 |



1. Project Information

This report has been commissioned to assess the proposal at Lot 456 (#77-81) & Lot 17 (#83) Scarborough Beach Road, Mount Hawthorn against Planning Policy 7.1.1 Built Form, Part 2, Section 1, Clause 1.8. No other clauses of PP7.1.1 have been assessed by this report and where required it has been assumed that this development will comply with all other clauses.

The proposal is on a vacant site and has been designated Activity Corridor under PP7.1.1. The lot has a land area of approximately 1798m² between the two lots. The proposed development is for a day care centre of approximately 547m² with associated play areas and carparking.

This report uses the Green Building Council of Australia (GBCA) design and as built tool to guide the sustainable design of this project and set the environmentally sustainable design objectives. The key objective is to obtain as a minimum, an assessment which is equivalent to five stars using the GBCA Designed and as built calculator.



Figure 1: Site Location (Courtesy Intramaps)



2. Environmental Clauses

Clause P1.8.1 calls for the development to maximise passive solar heating and cooling. The development demonstrates compliance with this objective through:

- The use of northern glazing to aid with solar passive heating. These windows have shading over in the form of a continuous canopy, which will restrict undesirable heat gain in summer.
- Passive cooling through the use of a verandah giving shade to the south eastern
 windows. All other glazing has a combination of external projections for shading
 and a canopy. Operable windows are used throughout the childcare to allow for
 natural ventilation.
- Living areas are well lit and have high levels of visual comfort when calculated using the Green Star Daylight and Views Hand Calculation Guide.

Clause P1.8.2 – A water tank is not included in this development. It is proposed that a solar PV system be installed in place of the water tanks. The PV Panels should allow for 10% of annual energy use providing for significant Green House Gas Emission reductions.

Climate moderation devises are required by Clause P1.8.3. This is satisfied with the verandah on the eastern side of the building and individual shading devices to western windows. Additionally, a canopy, approximately one meter wide, runs around the northern and western perimeters adding further shading to these windows.

Finally, Clause P1.8.4 has been considered through the completion of a preliminary Green Star As Built Assessment that achieves a minimum of 5 stars. As plans are in a preliminary stage, compliance is required to be re-assessed at building license stage to ensure targets have been reached. The attached Green Star report is a summary only and further investigation and liaison by the building design team will be required to ensure a full understating of all items shown in Table 1.

3. Compliance Summary

This report uses the Green Building Council of Australia (GBCA) design and as built tool to guide the sustainable design of this project and set the environmentally sustainable design objectives. The GBCA design and as built tool uses points to classify the development into a star rating using the following:

Table 1: Green Star Rating Scale

| % of available points | Rating | Outcome |
|-----------------------|------------|--------------------------|
| Less than 10 | Zero Star | Assessed |
| 10-19 | One Star | Minimum Practice |
| 20-29 | Two Star | Average Practice |
| 30-44 | Three Star | Good Practice |
| 45-59 | Four Star | Australian Best Practice |
| 60-74 | Five Star | Australian Excellence |
| 75+ | Six Star | World Leadership |

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Source: Green Star – Design & As Built v1.2 Submission Guidelines

The key objective is to satisfy the sustainable building categories shown in section 2 and obtain as a minimum, an assessment which is equivalent to five stars, or minimum of 60 points using the GBCA design and as built calculator.

When the recommendations of this report are included, the minimum target of 60 points or five-star equivalency rating can be achieved.

Table 2 summarises the items required to comply with the Green Star requirements of this report. Further information on each of these requirements is available from GBCA submission guidelines or by contacting the author.

The nominated systems have been defined as:

- HVAC System
- Lighting
- Other mechanical items, such as shading

Nominated areas have been defined as:

Primary Spaces:

- Group Areas
- Ateliers
- Piazza
- Office Foyer

Secondary Spaces:

- Kitchen
- Cot areas
- Staff Room

Tertiary Spaces:

Wet Areas

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Table 2: Actions required to obtain a five-star equivalent green star rating

| GBCA Design and as Built | Action Required | Comments on point viability. |
|-----------------------------|--|--|
| Clause 1.0 | Accredited Professional | Suctainability WA contracted for Croon Star roviow |
| 2.0 | Environmental Performance Targets | Sustainability WA contracted for Green Star review. Environmental Performance Targets to be set by the design team including functions, operations and maintenance of the building systems, setting of target for energy and water consumption, description and diagram of energy and water metering. |
| 2.1 | Services and Maintainability Review | Services and Maintainability Review and report by the head contractor during design stage and prior to construction to review commission ability, controllability, maintainability, operability and safety on nominated systems. |
| 2.2 | Building Commissioning | Building Commissioning to be performed as per approved standards and guidelines. |
| 2.3 | Building Systems Tuning | Building systems will required to be tuned by lead contractor for electrical and hydraulic systems. |
| 2.4 | Independent Commissioning Agent | Not viable for this size project. |
| 3.1 | Implementation of a Climate Adaptation Plan | Not viable for this size project. |
| 4.1 | Building Information | Building Information – Comprehensive operations and maintenance information to be developed and made available to the facilities management team; and Relevant and current building user information to be developed and made available to all relevant stakeholders. |
| 5.1 | Environmental Building Performance | No metering compliant system will be installed – therefore this point is not available. |
| 5.2 | End of Life Waste Performance | End of Life Waste Performance – Leases to include 'make good' clause that follows industry recognized standards or guidelines (such as Greening Make Gooc RICS Oceania, and Better Buildings Partnership). See: Better Buildings Partnership Green Lease Toolkit. |
| 6.1 | Monitoring Systems – Incorporate an automated monitoring system for Electricity, Gas and Water that shows where the resources are being used and estimated energy consumption. | No Monitoring system included – not viable for this size project. |
| 7.0 | Environmental Management Plan | Pre-requisite – not required |
| 7.1 | Formalised Environmental Management System | No metering system will be installed – therefore this point is not available. |
| 8.0 | Operational Waste – Nomination of waste area on architectural plans that includes General Waste, General Recycling and one other recycling component prepared by waste management consultant | To be completed by waste consultant. |
| 9.1 | Ventilation System Attributes – Verification that the system has been designed to ensure, entry of outdoor pollutants is mitigated; system is designed for ease of maintenance and cleaning; and specification states system to be cleaned prior to occupation and use | Ventilation system to comply with GBCA requirement |
| 9.2 | Provision of Outdoor Air at a rate 50% to 100% greater than the minimum required by AS 1668.2:2012 | Naturally ventilated space – to comply. |
| 9.3 | Exhaust or Elimination of Pollutants- Ensure kitchens and photocopy/print rooms are exhausted separately to AS1668.2:2012. | Ventilation system to comply with GBCA requirement |
| 10.1 | Internal Noise Levels | Internal Noise Levels – Acoustic consultant to be engaged to ensure maximum levels as per GBCA are met. |
| 10.2 | Reverberation | Reverberation – Acoustic consultant to be engaged to ensure maximum levels as per GBCA are met. |

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| 10.3 | Acoustic Separation – Internal partitions between offices, meeting rooms etc. to have a sound reduction of Rw45 for partitions without a door or Rw35 for partitions with a door. | Acoustic Separation – Internal partitions to have a sound reduction. Acoustic consultant to be engaged to ensure maximum levels as per GBCA are met. |
|-------|--|--|
| 11.0 | Minimum Lighting Comfort – All lights to primary and secondary nominated spaces to have light sources must have flicker free lighting and a minimum Colour Rendering Index (CRI) of 80 | Electrician/Lighting contractor to ensure compliance |
| 11.1 | General Illuminance and Glare Reduction – Lighting to comply with relevant table of AS/NZS1680.2 demonstrating best practice. All bare light sources must be fitted with baffles, louvers, translucent diffusers, or other means that obscures the direct light source from all viewing angles of occupants. | Electrician/Lighting contractor to ensure compliance |
| 11.2 | Surface Illuminance - surface reflectance for ceilings of at least 0.75(0.75 = matte white), ceiling area to have an average surface illuminance of at least 30% of the lighting levels on the working plane. | Electrician/Lighting contractor to ensure compliance |
| 11.3 | Localised Lighting Control – occupants must have the ability to turn the lights on and off and adjust light levels in their immediate environment. | Electrician/Lighting contractor to ensure compliance |
| 12.0 | Glare Reduction – Glazing in all primary spaces to have blinds, screens, fixed devices to reduce glare | To be added to working drawings/specification. |
| 12.1 | Daylight – Calculator to be completed by Sustainability WA | N/A |
| 12.2 | Views - Calculator to be completed by Sustainability WA | N/A |
| 13.1 | Paints, Adhesives, Sealants and Carpets - At least 95% of all internally applied paints, adhesives, sealants (by volume) or carpets (by area) meet the total VOC limits (See appendix B and C) | Specification to be updated to ensure compliance. (See 30c) |
| 13.2 | Engineered Wood Products at least 95% (by area) of all engineered wood products meet the formaldehyde emission limits specified by in Appendix D. | Specification to be updated to ensure compliance |
| 14.1 | Thermal Comfort | Not viable for this size project |
| 14.2 | Advanced Thermal Comfort | Not viable for this size project |
| 15E.1 | Reference building to be modelled and demonstrating a 15% reduction in Energy Use and 40% reduction in Greenhouse Gas Emissions. | Energy consultant to be engaged to conduct assessment. Note this will require upgrades to all insulation and glazing. |
| 15A.4 | Ventilation and Air-conditioning – 15% reduction in maximum fan motor power, thermal efficiency of water heater to be 15% more and minimum energy efficiency ratio for packaged air conditioning equipment and refrigerant chillers is at least 15% higher than relevant clauses in Section J/MEPS. | Air conditioning system to be advised. Mechanical consultant to ensure compliance. |
| 15A.5 | Domestic Hot Water Systems – HWS to be gas, Heat pump or solar. (Confirmation of HWS and applicability of this item required) | Specification to be updated. |
| 15A.6 | Accredited GreenPower | Not included at this time |
| 16A | Prescriptive Pathway – On-site Energy Generation – On-site renewable energy or on-site generation sources reduces the peak electricity demand by at least 15%. Alternatively, Accredited Green power option can be used. See Table 2 15.6A option 1. | PV array to be included in building contract. (Also see 30B) |
| 17B.1 | Access by Public Transport – Calculator by Sustainability WA | Transit Score = 55 |
| 17B.2 | Reduced Car Parking Provision | Not viable |
| 17B.3 | Low Emission Vehicle Infrastructure – Motorcycle bays and Dedicated fuel-efficient vehicle bays to be provided. | 3 Parking Bays to be marked as dedicated for fuelefficient vehicles. |
| 17B.4 | Active Transport Facilities – Expected regular occupancy to be advised – 7.5% secure bicycle parking required | Allow for secure bicycle parking bays – expected occupancy TBA |
| 17B.5 | Walkable Neighbourhoods – Calculator by Sustainability WA | Walk Score = 76 |
| 18B.1 | Sanitary Fixture Efficiency – Water efficiency fixtures to be specified as per 18B.1 in Table 4 | Fixtures as per Appendix E |
| 18B.2 | Rainwater Reuse. Water to be reused in garden or other on | None. |

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| | site use. | |
|-------|---|---|
| 18B.3 | Heat Rejection – Confirm HVAC system specified does not use water for heat rejection | No Water will be used in HVAC systems |
| 18B.4 | Landscape Irrigation - either drip irrigation with moisture sensor override specified, or where no potable water is used for irrigation. | Landscape design to include requirements. |
| 18B.5 | Fire System Test Water – Specify fire protection system does not expel water for testing or includes temporary storage and shut off valves for each floor. | Not Applicable - No fire system installed |
| 19B.1 | Concrete | Specify the use of Hansons Green Concrete or similar to allow for two points |
| 19B.2 | Steel | Not viable |
| 19B.3 | Building Reuse | Not applicable – new site |
| 19B.4 | Structural Timber | Not applicable – No structural timber in walls. |
| 20.1 | Structural and Reinforcing Steel | Specify steel to be sourced from a Responsible Steel Maker (RSI) and 60% is produced using energy reducing processes |
| 20.2 | Timber Products | Likely not viable |
| 20.3 | Permanent Formwork, Pipes, Flooring, Blinds and Cables – Specify no PVC to be used or PVC used meets the GBCA Best Practice Guidelines for PVC | PVC products to be registered at: http://www.vinyl.org.au/in-greenstar/best-practice- pvc-product-register |
| 21.1 | Product Transparency and Sustainability | |
| 22A | Waste - Construction | Cleanaway or similar to be contracted to dispose of construction waste in a manner that complies with Green Star requirements. (NOTE: See 30c) |
| 23.0 | Endangered, Threatened or Vulnerable Species | None on site |
| 23.1 | Ecological Value | Calculator by Sustainability WA – All landscaping to be native vegetation. |
| 24.0 | Conditional Requirement | Complies |
| 24.1 | Reuse of Land | Not Applicable – virgin site |
| 24.2 | Contamination and Hazardous Materials | Not Applicable – virgin site |
| 25.0 | Heat Island Effect Reduction | Not Applicabe. |
| 26.1 | Stormwater Peak Discharge. Confirm post-development peak Average Recurrence Interval (ARI) event discharge from the site does not exceed the pre-development peak ARI event discharge | Design by hydraulics consultant to include allowance. |
| 26.2 | Stormwater Pollution Targets. | Gross pollutant trap required to comply with Appendix F |
| 27.0 | Light Pollution to Neighbouring Bodies – | Electrical consultant/contractor to ensure that outdoo light of project complies with \$ 4282:1997 Control of the obtrusive effects of outdoor lighting |
| 27.1 | Light Pollution to Night Sky | Electrical consultant/contractor to ensure no external luminaire on the project has a ULOR that exceeds 5%, relative to its actual mounted orientation |
| 28.0 | Legionella Impacts from Cooling Systems - Cooling system to have waterless heat-rejection systems or a water-based heat rejection systems that includes measures for Legionella control and Risk Management | No water to be used in cooling system |
| 29.0 | Refrigerants Impacts – HVAC system to comply with TSDEI targets or, meet ODP and GWP targets or, have no refrigerants used. | Split systems should comply with this requirement. Require size of systems to be used and refrigerant charge to perform calculations. |
| 30A | Innovative Technology or Process | Services and maintainability review to cover all fit out items in addition to base building systems. |
| 30B | Market Transformation | PV Panels to allow for 10% of annual energy use. Individual Comfort control in each space. |
| 30C | Improving on Green Star Benchmarks | Maximum of 5KG of waste per square metre of GFA. 50% of internal paints (by volume) specified in the building have a maximum TVOC content of 5g/L. |
| 30D | Innovation Challenge | Not used |
| 30E | Global Sustainability | Not used |

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4. Conclusion

It is the view of Sustainability WA that this project can meet the requirements of Policy 7.1.1 Built Form, Part 2, Section 1, Clause 1.8 as detailed in section 2. This view is based on the Development approval drawings. If the 'as-built' development is to comply with the aims of this policy, consideration will need to be given to this report during the progression of this project toward Working Drawings stage.

Additionally, the builder and all consultants involved with the project would need to incorporate the requirements and recommendations of this report into their documentation, seek clarification from the author where required, and ensure the building is constructed in accordance with the Green Building Council of Australia requirements.

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5. Appendices

Appendix A: Green Star Design and As Built Scorecard (Following Pages)

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Appendix B: Table 13.1.1: Maximum TVOC Limits for Paints, Adhesives and Sealants

| Product Category | Max TVOC content in grams per litre (g/L) of |
|---|--|
| | ready to use product. |
| General purpose adhesives and sealants | 50 |
| Interior wall and ceiling paint, all sheen levels | 16 |
| Trim, varnishes and wood stains | 75 |
| Primers, sealers and prep coats | 65 |
| One and two pack performance coatings for floors | 140 |
| Acoustic sealants, architectural sealant, waterproofing | 250 |
| membranes and sealant, fire retardant sealants and | |
| adhesives | |
| Structural glazing adhesive, wood flooring and | 100 |
| laminate adhesives and sealants | |

Appendix C: Carpet Test Standards and TVOC Emissions Limits

| Appendix c. carpet rest standard | 3 dilu i voc Lilissions Lilins | |
|----------------------------------|--------------------------------|-------------------|
| Compliance option | Test Protocol | Limit |
| ASTM D5116 | ASTM D5116 - Total VOC limit* | 0.5mg/m2 per hour |
| | ASTM D5116 - 4-PC | 0.5mg/m2 per hour |
| | (4-Phenylcyclohexene)* | |
| ISO 16000 / EN 13419 | ISO 16000 / EN 13419 - TVOC at | 0.5mg/m2 per hour |
| | three days | |
| ISO 10580 / ISO/TC 219 | ISO 10580 / ISO/TC 219 | 0.5mg/m2 per hour |
| (Document N238) | (Document N238) - TVOC at 24 | |
| | hours | |

^{*}Both limits should be met when testing against ASTM D5116



Appendix D: Table 13.2B: Formaldehyde Emission Limit Values for Engineered Wood Products

| for Engineered Wood Products |
|------------------------------------|
| Emmision Limit/Unit of Measurement |
| ≤1mg/ L |
| |
| ≤1.5 mg/L |
| |
| ≤1mg/ L |
| |
| ≤1mg/ L |
| ≤1mg/ L |
| |
| |
| ≤1mg/ L |
| |
| ≤1mg/ L |
| ≤0.1 mg/m²hr |
| |
| |
| ≤0.1 mg/m²hr |
| |
| ≤0.1 mg/m²hr (at 3 days) |
| |
| ≤0.12mg/m³** |
| ≤0.12mg/m³*** |
| ≤0.12mg/m³ |
| ≤0.12mg/m³ |
| |

^{*}mg/m²hr may also be represented as mg/m²/hr.

^{**}The test report must confirm that the conditions of Table 3 comply for the particular wood product type, the final results must be presented in EN 717-1 equivalent (as presented in the table) using the correlation ratio of 0.98.

^{***}The final results must be presented in EN 717-1 equivalent (as presented in the table), using the correlation ratio of 0.98.



Appendix E: Water Fixtures

All fixtures are within one star of the WELS rating stated below:

| All lixtures are within one star of the Wels fathing s | tated below. |
|--|-----------------------------|
| Fixture/Equipment Type | WELS Rating |
| Taps | 6 Star |
| Urinals | 6 Star |
| Toilet | 5 Star |
| Showers | 3 Star (> 4.5 but <= 6.0)** |
| Clothes Washing Machines | 5 Star |
| Dishwashers | 6 Star |

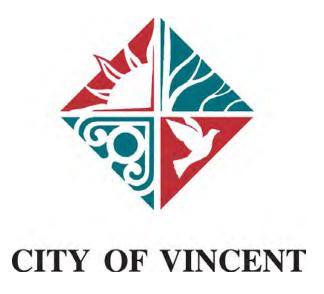
^{**} The 3 star (>4.5 but <=6.0) requirement relates to Range F which is specified for both High Pressure and Low Pressure Showers as per Table 3.1 and Table 3.2 respectively of the AS NZS 6400-2016 Water Efficient Products standard. For showers, within one star of this Category F WELS rating means showers must be either 3 star (6.0 but <=7.5), 3 Star (> 4.5 but <= 6.0), 4 Star (>6.0 but <=7.5) or 4 Star (> 4.5 but <= 6.0).

Appendix F: Table 26.2 Pollution Reduction Targets

| Pollutant | Reduction Target (% of the typical urban annual load) | | |
|-------------------------------|---|-----|-----|
| | А | В | С |
| Total Suspended Solids (TSS)1 | 80% | 80% | 90% |
| Gross Pollutants | 85% | 90% | 95% |
| Total Nitrogen (TN)2 | 30% | 45% | 60% |
| Total Phosphorus (TP)2 | 30% | 60% | 70% |
| Total Petroleum Hydrocarbons3 | 60% | 90% | 90% |
| Free Oils3 | 90% | 90% | 98% |

Notes:

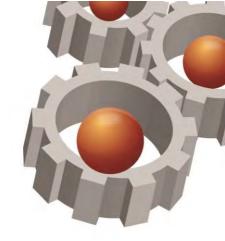
- 1. Load based on the following particulate size distribution (by mass): $20\% < 20 \mu m$; $20\% 60-150 \mu m$; $20\% 150-400 \mu m$; $20\% 400-2000 \mu m$.
- 2. Load includes particulate and dissolved fraction.
- 3. This requirement is not applicable where the site contains less than a total of 200m2 of uncovered areas where vehicles are likely to transit and/or park e.g. roads, loading docks, refuelling bays, car parking etc.



ATTACHMENT 10

Waste Management Plan





WASTE MANAGEMENT PLAN

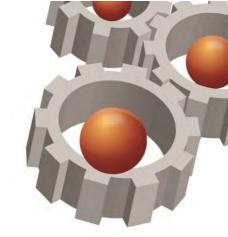
For

Lots 456 (No. 77-81) and 17 (No. 83) Scarborough Beach Road Mount Hawthorn, Bassendean

Proposed Child Care Premises

September 2019





INTRODUCTION

This waste management plan pertains to the following:

Development: Proposed Child Care Premises

Address: Lots 456 (No.77-81) & 17 (No. 83) Scarborough Beach Road, Mount Hawthorn

This waste management plan is to address the operational phases of the development and has been developed having reference to the City of Melbourne's *Waste Generation Rates 2016*.

Once approved by the City of Vincent, waste collection and disposal is to be undertaken in accordance with this Waste Management Plan, subject to any additional conditions of planning approval.

The development consists of:

□ Residential

If yes, how many dwellings? N/A

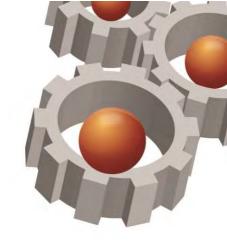
✓ Non-Residential Tenancies

If yes, complete the table below:

| Land Use | No. of Tenancies | Waste Generating Area |
|---------------------|------------------|-----------------------|
| Child Care Premises | 1 | 564sqm |

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WASTE AND RECYCLABLES CAPACITY

In the absence of the City of Vincent and WALGA having applicable waste generation rates, the rate used in the below table is based on the City of Melbourne's *Waste Generation Rates 2016*.

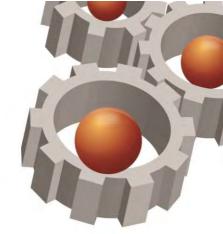
| Land Use | Total Waste Requirement | Total Recycling Requirement |
|--|--|---|
| Generation | | |
| Proposed Child Care Premises (564sqm) | 350L / 100m² floor area / week | 350L / 100m² floor area / week |
| Total Non-Residential (litres): | 1,974L per week | 1,974L per week |
| Capacity | | |
| Proposed Commercial Development | 2 x 660L bins on a twice a week pick up. | 2 x 660L bins on a twice a week pick up |
| Total Residential (litres): | n/a | n/a |
| Total Non-Residential (litres): | 2,640L per week | 2,640L per week |

Other Waste Requirements

| iquid or hazardous waste generated on-site? NO f yes, please detail collection arrangements: |
|---|
| - yes, please detail collection arrangements. |
| |
| |
| Medical waste products controlled by the Environmental Protection (Controlled Waste) Regulations |
| 2004 generated on-site? NO |
| f yes, please detail collection arrangements: |
| |
| |

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| Will processing, retail and/or wholesale of animal products occur on-site? NO | |
|---|--|
| If yes, please detail collection arrangements: | |
| | |
| | |
| | |

BIN SELECTION

Type of bins to service the development:

Non-Residential

Please circle selected bin size:

| Bin Capacity | 80L | 120L | 140L | 240L | 360L |
|------------------------|------|------|------|------|------|
| Height (mm) | 870 | 940 | 1065 | 1080 | 1100 |
| Depth (mm) | 530 | 560 | 540 | 735 | 885 |
| Width (mm) | 450 | 485 | 500 | 580 | 600 |
| Approx. footprint (m²) | 0.24 | 0.27 | 0.27 | 0.43 | 0.53 |

| Bin Capacity | 660L | 770L | 1100L | 1300L | 1700L |
|------------------------|------|------|-------|-------|-------|
| Height (mm) | 1250 | 1425 | 1470 | 1408 | 1470 |
| Depth (mm) | 580 | 1100 | 1245 | 1250 | 1250 |
| Width (mm) | 1370 | 1370 | 1370 | 1770 | 1770 |
| Approx. footprint (m²) | 1.16 | 1.5 | 1.7 | 1.21 | 1.27 |

<u>Total number of bins required</u>: 2 x general waste. 2 x recycle waste.

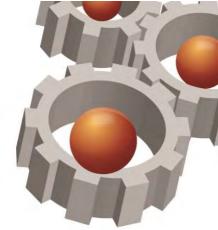
Collection Method: Collection will occur via a private contractor twice weekly.

Waste collection will occur on site with the applicable waste contractor servicing the site during off peak periods for the proposed childcare centre. It is envisaged that the waste contractor has a number of options relating to collection which include:

1. Accessing the site from Scarborough Beach Road, parking alongside the bin store whilst the bins are collected and exiting the site via Imbros Lane;

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- 2. Accessing the site from Imbros Lane, parking alongside the bin store whilst the bins are being collected and exiting onto Scarborough Beach Road;
- 3. Accessing the site from Imbros Lane, parking alongside the bins store whilst the bins are being collected and reversing back onto Imbros Lane to exit the site

Collection will occur outside of the proposed operating hours of the Child Care Premises to reduce vehicular conflict with patrons visiting the childcare premises.

BIN COMPOUNDS

The applicable bin storage area is illustrated on the attached development plans which have been submitted for planning approval – refer below for excerpt displaying the relevant bin storage locations.

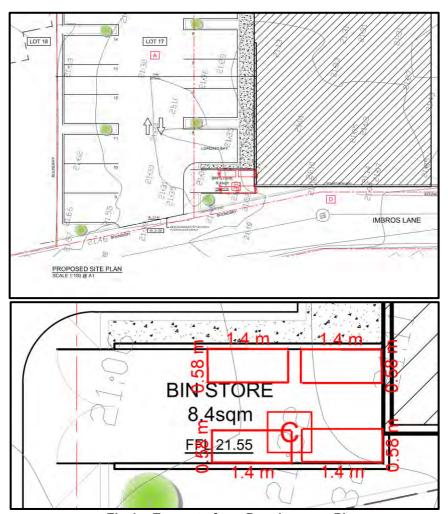
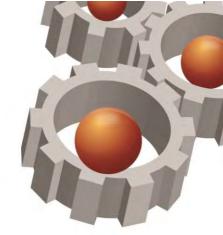


Fig 1 – Excerpts from Development Plans

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This compound will be secured and screened from view from the parking area and adjacent Imbros Lane via a compound wall and landscaping. As noted in the above excerpts, the proposed $4 \times 660L$ bins are easily able to be accommodated in the proposed bin store with sufficient room for the manoeuvring of bins.



ATTACHMENT 11

Traffic Impact Statement

TRANSPORT IMPACT STATEMENT

77 Scarborough Beach Road
Mount Hawthorn

September 2019

Rev A



HISTORY AND STATUS OF THE DOCUMENT

| Revision | Date issued | Reviewed by | Approved by | Date approved | Revision type |
|----------|-------------|-------------|-------------|---------------|-------------------|
| Rev A | 2.09.2019 | M Kleyweg | M Kleyweg | 2.09.2019 | Issued for Review |
| | | | | | |
| | | | | | |

DISTRIBUTION OF COPIES

| Revision | Date of issue | Quantity | Issued to |
|----------|---------------|----------|--|
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| | | | |

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| Author of the Report | Nemanja Marijanovic |
| Project Team | Ana Nikolic |
| Project Director / Project Manager | Marina Kleyweg |
| Name of Project | 77 Scarborough Beach Road, Mount Hawthorn |
| Name of the Document | 77 Scarborough Beach Road, Mount Hawthorn - Transport Impact Statement |
| Document Version | KC00981.000_R01_ Rev A |

Prepared by: KCTT (Trading as KC Traffic and Transport Pty Ltd)

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Appendices

Appendix 1 - The layout of the proposed development

Appendix 2 - Transport Planning and Traffic Plans

Appendix 3 - Vehicle Turning Circle Plans

1. Executive Summary

Site Context

- The project location is 77-81 and 83 Scarborough Beach Road, Mount Hawthorn.
- The two subject lots are vacant since august 2017 (according to the aerial imagery).
- The proposed development is a childcare centre with a capacity for 78 children and 13 staff members.
- The proposed development is located in a mostly residential area.

Technical Findings

- It is expected that the proposed development will generate up to 338 vehicle trips per day; 37 vehicle trips in the AM peak hour and 33 Vehicle trips in the PM peak hour.
- KCTT believe that the surrounding network will successfully absorb the additional traffic from the proposed development.
- Five main routes are expected to be utilised for accessing / egressing the development:
 - o From / to the northwest via Scarborough Beach Road
 - o From / to the southeast via Scarborough Beach Road
 - o From / to the south via Harrow Street
 - o From / to the south via Loftus Street
 - o From / to the north via London Street

Relationship with Policies

- City of Vincent Policy No. 7.7.1 stipulates that the proposed development requires 20 parking bays while the plans show a provision of 19 bays, thereby leading to a shortfall of 1 parking bay. However, given the nature of the proposed land use and site context, the following points inform KCTT's opinion that the proposed parking can meet the development requirements:
 - o A High Frequency Bus Route 990 has a bus stop approximately 50m from the proposed development.
 - o The development is located within a large residential area. Parents and / or staff members could walk to the development.
 - o Childcare centres, in general, rarely work at full capacity.
 - o The proposed development will provide 4 bicycle parking bays with the End-of-trip facilities.
- With all the above in mind, KCTT believe that the calculated shortfall of 1 parking bay will not impact the development's performance. All parking requirements will be catered for.
- Building Code of Australia ACROD Provision The proposed development meets the requirement with one ACROD bay proposed.

2. Transport Impact Statement

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2.1 Location

Lot and Street Number Lot 456 (No 77-81) and Lot 17 (No 83)

Road Name Scarborough Beach Road

Suburb Mount Hawthorn

Description of Site The two subject lots are vacant since august 2017 (according to the aerial imagery). The

proposed development is a childcare centre with a capacity for 78 children and 13 staff

members.

2.2 Technical Literature Used

Local Government Authority City of Vincent

Type of Development Child Care Centre

Are the R-Codes referenced? NO
Is the NSW RTA Guide to Traffic Generating YES
Developments Version 2.2 October 2002 (referenced to determine trip generation/attraction rates for various

land uses) referenced?

Which WAPC Transport Impact Assessment Guideline Volume 4 - Individual Developments

should be referenced?

Are there applicable LGA schemes for this type of YES

development?

If YES, Nominate:

Name and Number of Scheme City of Vincent Town Planning Scheme No. 2

Are Austroads documents referenced? YES

Are there applicable DAP schemes for this type of NO

development?

Is the Perth Transport Plan for 3.5 million and Beyond NC

referenced?

Transport Impact Statement

KC00981.000 77 Scarborough Beach Road, Mount Hawthorn

2.3 Land Uses

Are there any existing Land Uses NO

If YES, Nominate:

Proposed Land Uses

How many types of land uses are proposed?

One (1)

Nominate land use type and yield Child Care Centre - 78 children and 13 staff members

Are the proposed land uses complimentary with the YES surrounding land-uses?

2.4 Local Road Network Information

How many roads front the subject site? Two (2)

Name of Roads Fronting Subject Site / Road Classification and Description:

Road 1

Road Name Scarborough Beach Road

Number of Lanes two way, one lane each direction, undivided

Road Reservation Width Approximately 20m

Road Pavement Width Approximately 9.5.5m (including 2x1.5m cycle lanes)

Classification Significant Urban Local Road / Distributor A

Speed Limit 60kph
Bus Route YES
If YES Nominate Bus Routes 402; 990
On-street parking NO

Road 2

Road Name R.O.W. 134

Number of Lanes two way, one lane (no linemarking), undivided

Road Reservation Width 5m Road Pavement Width 5m

Classification Urban Local Road / Access Road (Laneway)

Speed Limit 50kph or State Limit

Bus Route NO

If YES Nominate Bus Routes

On-street parking NO

2.5 Traffic Volumes

| | | | Vehicles per P | eak Hour (VPH) | Heavy Vehicle % | | |
|---------------------------|---------------------------------------|------------------------------|----------------------------------|----------------------------------|--|-----------------------------|--|
| Road Name | Location of Traffic Count | Vehicles Per Day (VPD) | AM AM Peak - Peak Time VPH | PM PM Peak - Peak Time VPH | If HV count is Not Available, are HV likely to be in higher volumes than generally expected? | Date of Traffic Count | If older than 3 years multiply with a growth rate |
| Loftus Street | South of Scarborough Beach Road | 19,060 | 07:15 – 1,635 | 16:30 – 1,788 | 4.4% | 2015/ 2016 | 21,452 (3% annual growth rate to 2019) |
| London Street | North of Scarborough Beach Road | 17,615 | 07:15 – 1,564 | 16:45 – 1,619 | 3.0% | 2015/ 2016 | 19,826 (3% annual growth rate to 2019) |
| Scarborough Beach Road | West of Oxford Street | 22,865 | 11:45 – 1,774 | 16:30 – 1,874 | N/A | 2016/ 2017 | 24,985 (3% annual growth rate to 2019) |

Note* - These traffic counts have been obtained from MRWA Traffic Map.

2.6 Vehicular Crash Information

| ls | Crash | Data | Available | on | Main | Roads | WA | website? |
|----|-------|------|-----------|----|------|-------|----|----------|
|----|-------|------|-----------|----|------|-------|----|----------|

If YES, nominate important survey locations:

Location 1

Location 2

Location 3

Period of crash data collection

Comments

NO

Harrow Street / R.O.W. 134

Scarborough Beach Road / Harrow Street

Loftus Street / R.O.W. 134

01/01/2014 - 31/12/2018

KCTT have checked the Main Roads WA crash reporting centre on 13.08.2019 and no crash data was reported for the above locations and period of data collection.

Transport Impact Statement

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2.7 Vehicular Parking

Local Government City of Vincent

Local Government Document Utilised City of Vincent Planning and Building Policy Manual:

Policy No: 7.7.1 Non-residential Development Parking

Requirements.

Description of Parking Requirements in accordance with the relevant document:

Child Care Premises: Residential Built Form Area: 0.22 spaces per person

Calculation of Parking

| Land Use | Requirements | Yield | Total Parking |
|-------------------|------------------------|---------------------------|--|
| Child Care Centre | 0.22 spaces per person | 78 children | 17.16 |
| | | 13 staff members | 2.86 |
| | | Total: | 20 |
| | Total Volume of Park | ing Provided by Proponent | 19 parking bays (inclusive of 1 ACROD bay and 1 Loading bay) |

Justification

City of Vincent Policy No. 7.7.1 stipulates that the proposed development requires 20 parking bays while the plans show a provision of 19 bays, thereby leading to a shortfall of 1 parking bay. However, given the nature of the proposed land use and site context, the following points inform KCTT's opinion that the proposed parking can meet the development requirements:

- A High Frequency Bus Route 990 has a bus stop approximately 50m from the proposed development.
- The development is located within a large residential area. Parents and / or staff members could walk to the development.
- Childcare centres, in general, rarely work at full capacity.
- The proposed development will provide 4 bicycle parking bays with the End-of-trip facilities.

With all the above in mind, KCTT believe that the calculated shortfall of 1 parking bay will not impact the development's performance. All parking requirements will be catered for.

Have Vehicle Swept Paths been checked for Parking? YES

If YES, provide description of performance:

KCTT have checked the navigability of the parking area with a Passenger Vehicle B99 (5.2m) As shown on drawings in Appendix 3, no issued have been presented.

Transport Impact Statement

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2.8 Bicycle Parking

Local Government City of Vincent

Reference Document Utilised City of Vincent Planning and Building Policy Manual:

Policy No: 7.7.1 Non-residential Development Parking

Requirements.

Description of Parking Requirements in accordance with Scheme:

Child Care Premises:

- Short term 0.019 spaces per person
- Long term 0.042 spaces per person

Parking Requirement in accordance with regulatory documents

| Land Use | Requirements | Yield | Total Parking |
|-------------------|--|--|-------------------------------|
| Child Care Centre | ST - 0.019 spaces per person LT - 0.042 spaces per person | Short term - 78 children (for parents) Long term - 13 staff members | 1.482 ST + 0.546 LT= 2.028 |
| | Total Volume of Pa | rking Provided by Proponent | 2 4 |

Justification

The proposed development offers 4 bicycle parking bays, therefore exceeded the requirements set out in the City of Vincent Policy thus promoting the usage of alternative transport modes and reducing the need for car parking on site.

2.9 ACROD Parking

Class of Building Class 1b

Does this building class require specific YES

provision of ACROD Parking?

Reference Document Utilised Building Code of Australia

Description of Parking Requirements:

Class 1b — 1 space for every 100 carparking spaces or part thereof.

Parking Requirement in accordance with regulatory documents

| Land Use | Requirements | Yield | Total Parking |
|------------------|---|-------------|---------------|
| Childcare Centre | 1 space for every 100 carparking spaces or part thereof | 19 | 1 |
| | Total Volume of ACROD Parki | ng Required | 1 |
| | Total Volume of ACROD Parking Provided b | y Proponent | 1 |

Justification

The proposed development meets the requirement for ACROD bays.

2.10 Delivery and Service Vehicles

Guideline Document used as reference City of Vincent Planning and Building Policy Manual:

Policy No: 7.7.1 Non-residential Development Parking

1

1

Requirements.

Requirements

Policy 7.7.1 states that 'Where parking is required in accordance with Table 1 of this policy, a service bay is to be provided in addition to the minimum number of car parking bays required under Table 1 unless it can be demonstrated that a service bay may be located off site, through a Parking Management Plan'.

| Total Volume of Service and Delivery Parking Required | |
|---|--|
|---|--|

Total Volume of Service and Delivery Parking Provided by Proponent

Justification

There will be a loading bay provided in the internal parking area. It is expected that this bay will be utilised for loading outside the development's peak hours, so it can be used for standard parking for parents in drop off / pick up hours.

2.11 Calculation of Development Generated / Attracted Trips

What are the likely hours of operation? Child Care Centre – 07:00-19:00

What are the likely peak hours of operation? AM peak: 07:00 – 08:00 PM peak: 17:00 – 18:00

Do the development generated peaks coincide with YES

existing road network peaks?

If YES, Which: Partially both AM and PM peak

Guideline Document Used

NSW RTA Guide to Traffic Generating Developments

Rates from above document: Child Day Care - 0.8 trips in AM Peak and 0.7 trips in

PM Peak per child

The RTA use a 2-hour peak period. For the purposed of this report, KCTT assumes that no more than 60% of the two-hour traffic volume will be attracted to the

development in the peak hour.

Childcare centres vehicular daily trips can be assumed to be 4 VPD per child and 2 VPD per employee. Each parent generates 2 vehicular trips when dropping off the child to the day care centre and 2 vehicular trips when picking the child up. Employees generate 1 vehicular trip arriving at work, and another vehicular trip when leaving work. It is a conservative assumption based on the idea that every child in the centre is driven to the premises and that there are no siblings in the centre.

| Land Use | Туре | Rate above | Yield | Daily Traffic | Peak Hour Traffic Generation | |
|-----------------|------|---|-------------------------------------|---------------|---------------------------------|--------|
| | | | | Generation | AM | PM |
| Child Centre | Care | Daily - 4 VPD per child and 2 VPD per staff member 0.48 VPH AM Peak per child* 0.42 VPH PM Peak per child* (*60% of the 2-hour peak rate) | 78 children; 13 staff members | 338 VPD | 37 VPH | 33 VPH |
| | | | Total: | 338 VPD | 37 VPH | 33 VPH |

Does the site have existing trip generation / attraction?

NO

What is the total impact of the new proposed development?

The total impact of the proposed development is 340 VPD; 37 VPH in the AM peak and 33 VPH in the PM

peak.

2.12 Traffic Flow Distribution

How many routes are available for access / egress to the site?

Route 1

| Provide details for Route No 1 | From / to the northwest via Scarborough Beach Road | |
|--|--|--|
| Percentage of Vehicular Movements via Route No 1 | 20% [68 VPD; AM 7 VPH; PM 7 VPH] | |
| Route 2 | | |
| Provide details for Route No 2 | From / to the southeast via Scarborough Beach Road | |
| Percentage of Vehicular Movements via Route No 2 | 30% [101 VPD; AM 11 VPH; PM 9 VPH] | |
| Route 3 | | |
| Provide details for Route No 3 | From / to the south via Harrow Street | |
| Percentage of Vehicular Movements via Route No 3 | 15% [51 VPD; AM 6 VPH; PM 5 VPH] | |
| Route 4 | | |
| Provide details for Route No 4 | From / to the south via Loftus Street | |
| Percentage of Vehicular Movements via Route No 4 | 15% [51 VPD; AM 6 VPH; PM 5 VPH] | |
| Route 5 | | |
| Provide details for Route No 5 | From / to the north via London Street | |
| Percentage of Vehicular Movements via Route No 5 | 20% [67 VPD; AM 7 VPH; PM 7 VPH] | |

Note - For a more detailed plans of the estimated vehicular traffic volumes and distribution please refer to the plans provided in Appendix 2.

2.13 Vehicle Crossover Requirements

Are vehicle crossovers required onto existing road YES

networks?

How many existing crossovers? Two (2)
How many proposed crossovers? Two (2)

One full movement on Scarborough Beach Road; One full movement crossover on R.O.W. 134

How close are proposed crossovers to existing intersections?

The closest is the crossover on R.O.W. 134, which is approximately 15m from the intersection with Harrow

Street.

Does this meet existing standards? YES

Justification

According to the AS2890.1:2004, the crossover location is forbidden in the first 6m from an intersection tangent point.

Are the sight distances adequate? YES

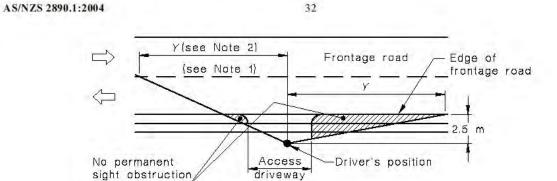
Justification

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(see Note 3)-

According to the AS2890.1:2004, the required distance along frontage road for Access driveways other than domestic should be 83m (desirable) and 65m (minimum). Refer to the screenshot below.



| Frontage road speed (Note 4) km/h | Dista | nce (Y) along m | frontage road | |
|---|---|--------------------|--|--|
| | Access driveways other than domestic (Note 5) | | Domestic property | |
| | Desirable 5 s gap | Minimum SSD | access (Note 6) | |
| 40 | 55 | 35 | 30 | |
| 50 | 69 | 45 | 40 | |
| 60 | 83 | 65 | 55 | |
| 70 | 97 | 85 | 70 | |
| 80 | 111 | 105 | 95 | |
| 90 | 125 | 130 | | |
| 100 | 139 | 160 | Use values from 2 nd and 3 rd columns | |
| 110 | 153 | 190 | and 5 columns | |

The below screenshot shows the required distances on the latest aerial imagery from the proposed crossover location on Scarborough Beach Road. The distance to the right is equal to the minimum required distance. However, it should be noted that there is a signalised intersection at the end of this 65m, which will provide sufficient gaps in traffic flow for the development's vehicles. The desirable 83m requirement is met to the left from the proposed crossover.



Below are photos from KCTT's site visit on 28/08/2019.



The view to the west from the proposed crossover is clear.



The view to the east and the signalised intersection from the proposed crossover will be clear once the Sale sign is removed.

2.14 Public Transport Accessibility

| How many b | How many bus routes are within 400 metres of the subject site? Three (3) | | | | |
|--|---|-----------------|--------------------|--|--|
| How many r | ail routes are within 800 metres of the subject site? | | None | | |
| Bus Route | Description | Peak Frequency | Off-Peak Frequency | | |
| 402 | Perth - Stirling Station via Main Street and Loftus Street | 10 minutes | 60 minutes | | |
| 403 | Perth - Stirling Station via Royal Street and Loftus Street | 10 minutes | 60 minutes | | |
| 404 | Perth - Osborne Park via Swan Street and Loftus Street | 20 - 30 minutes | 60 minutes | | |
| Perth - Scarborough Beach Bus Station via Glendalough Station 5 minutes 30 minutes | | | 30 minutes | | |
| Walk Score Rating for Accessibility to Public Transport | | | | | |
| Good Transit. Many nearby public transportation options. | | | | | |
| Is the develo | Is the development in a Greenfields area? | | | | |

2.15 Pedestrian Infrastructure

Describe existing local pedestrian infrastructure within a 400m radius of the site:

There are no PBN classified shared paths in the 400m area. However, pedestrian paths are available on almost all surrounding roads leading to the proposed development.

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Does the site have existing pedestrian facilities YES Does the site propose to improve pedestrian facilities? NO What is the Walk Score Rating?

77 Very Walkable. Most errands can be accomplished on foot.

2.16 **Cyclist Infrastructure**

Are there any PBN Routes within an 800m radius of the subject site?

YES

| If YES, describe: | | | | |
|--|---|--|--|--|
| Classification | Road Name | | | |
| " Good Road Riding Environment" | Eton Street; Haynes Street; Salisbury Street; Chamberlain Street; Britannia Road; Pennant Street; Flinders Street; Mabel Street | | | |
| " Perth Bicycle Network - Continuous Signed Routes" | NE9 - Shakespeare Street | | | |
| " Bicycle Boulevard" | Shakespeare Street | | | |
| " Bicycle Lanes or Sealed Shoulder Either Side" | Scarborough Beach Road; Oxford Street | | | |
| Are there any PBN Routes within a 400m radius of the s | subject site? YES | | | |
| If YES, describe: | | | | |
| Classification | Road Name | | | |
| " Good Road Riding Environment" | Eton Street; Haynes Street; Salisbury Street | | | |
| " Perth Bicycle Network - Continuous Signed Routes" | NE9 - Shakespeare Street | | | |
| " Bicycle Boulevard" | Shakespeare Street | | | |
| " Bicycle Lanes or Sealed Shoulder Either Side" | Scarborough Beach Road | | | |
| Does the site have existing cyclist facilities? | YES | | | |
| Does the site propose to improve cyclist facilities? | NO | | | |

2.17 Site-Specific Issues and Proposed Remedial Measures

How many site-specific issues need to be discussed?

Site-Specific Issue No 1

Remedial Measure / Response

One (1)

Parking Shortfall

City of Vincent Policy No. 7.7.1 stipulates that the proposed development requires 20 parking bays while the plans show a provision of 19 bays, thereby leading to a shortfall of 1 parking bay. However, given the nature of the proposed land use and site context, the following points inform KCTT's opinion that the proposed parking can meet the development requirements:

- A High Frequency Bus Route 990 has a bus stop approximately 50m from the proposed development on Scarborough Beach Road.
- The development is located within a large residential area. Parents and / or staff members could walk to the development.
- Childcare centres, in general, rarely work at full capacity.
- The proposed development will provide 4 bicycle parking bays with the End-oftrip facilities.

With all the above in mind, KCTT believe that the calculated shortfall of 1 parking bay will not impact the development's performance. All parking requirements will be catered for.

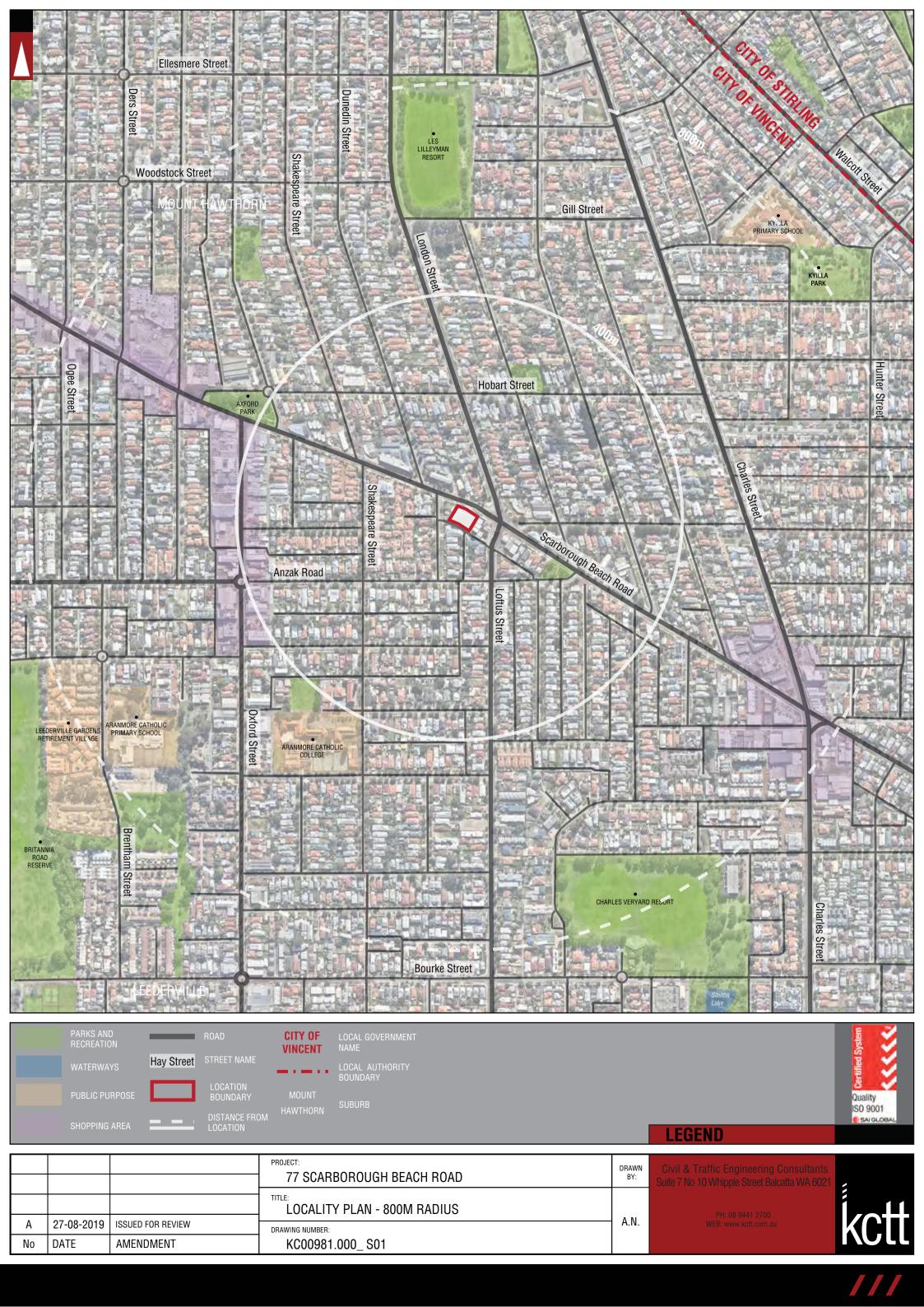
Appendix 1

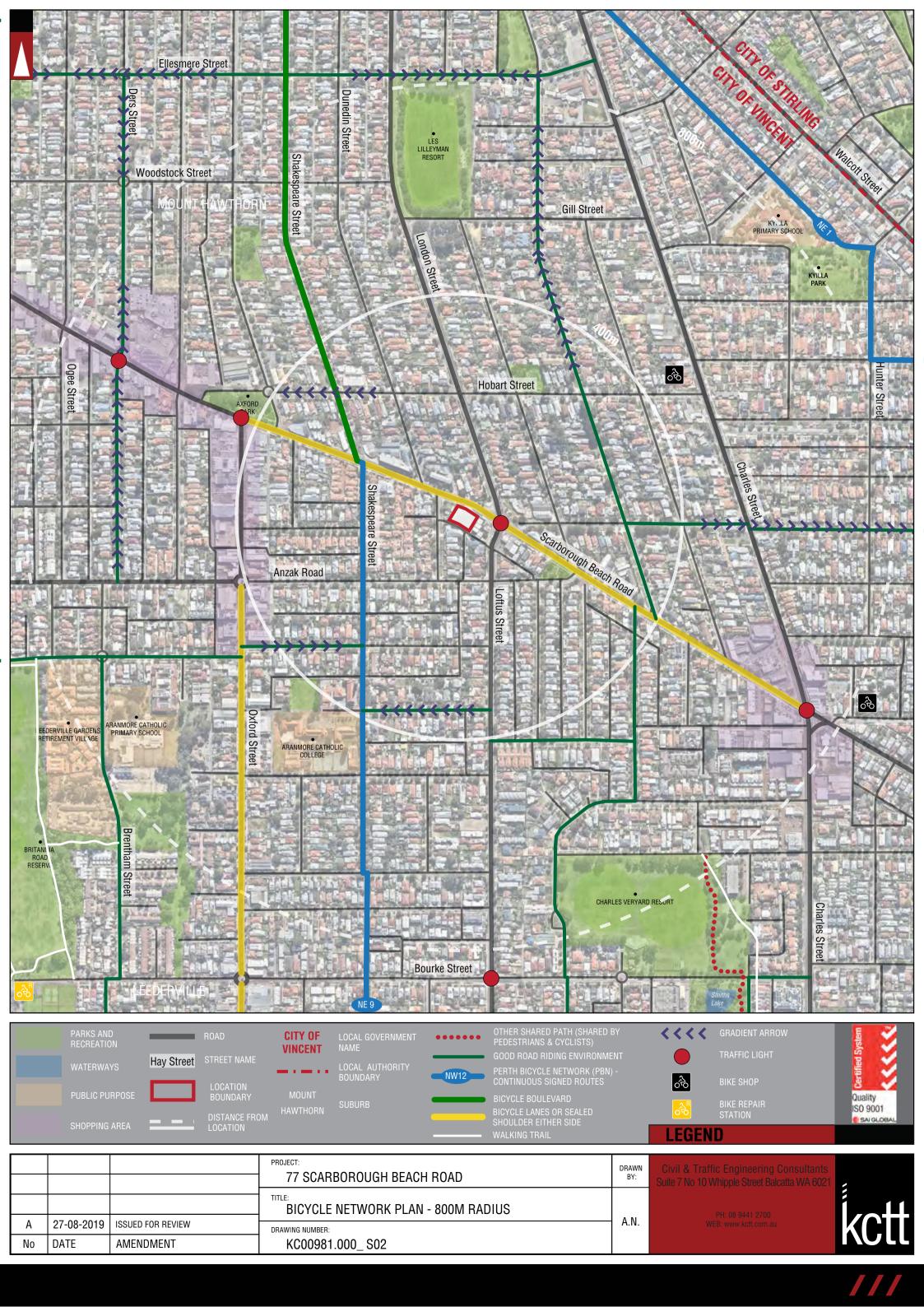
The Layout of the Proposed Development

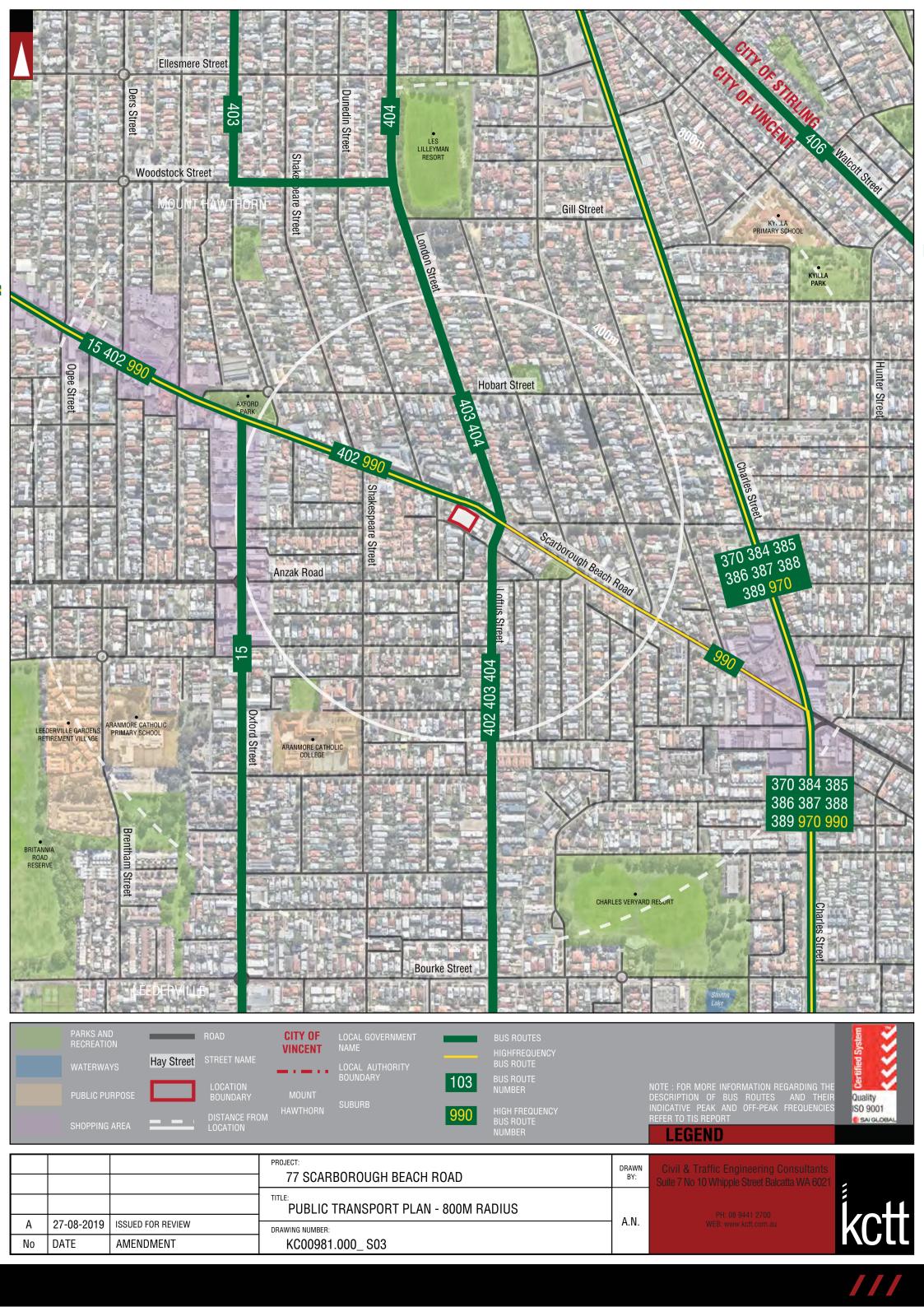


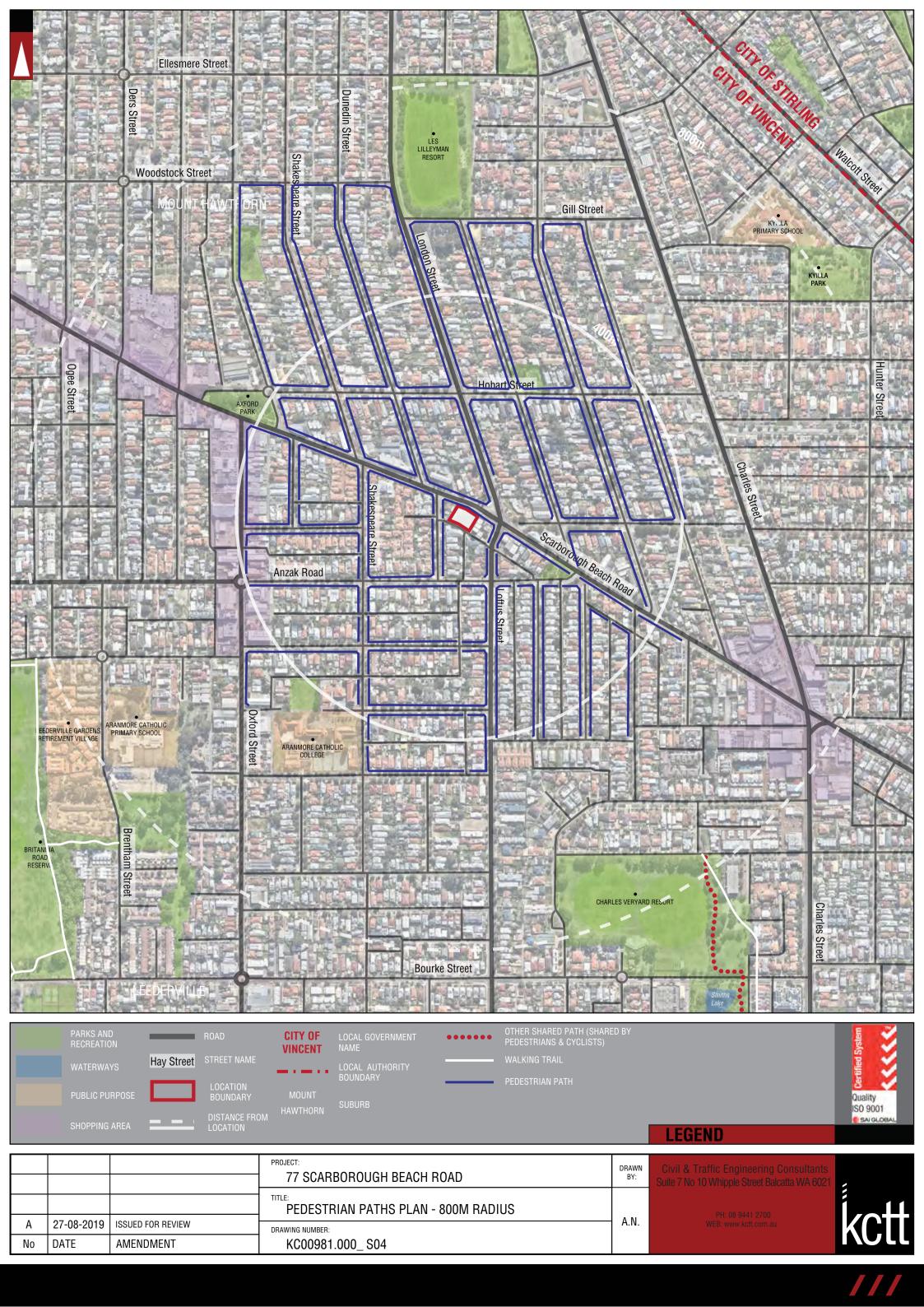
Appendix 2

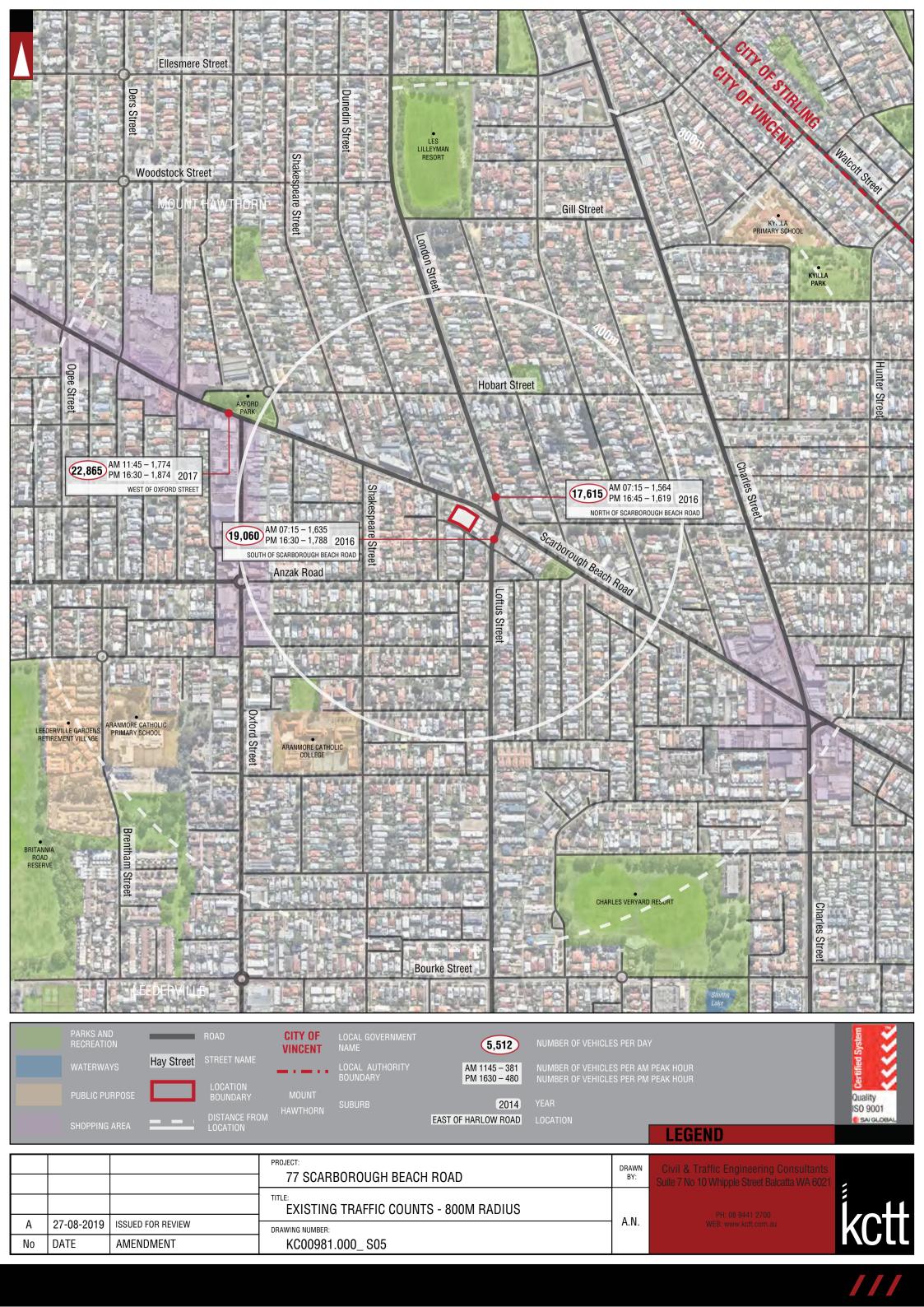
Transport Planning and Traffic Plans

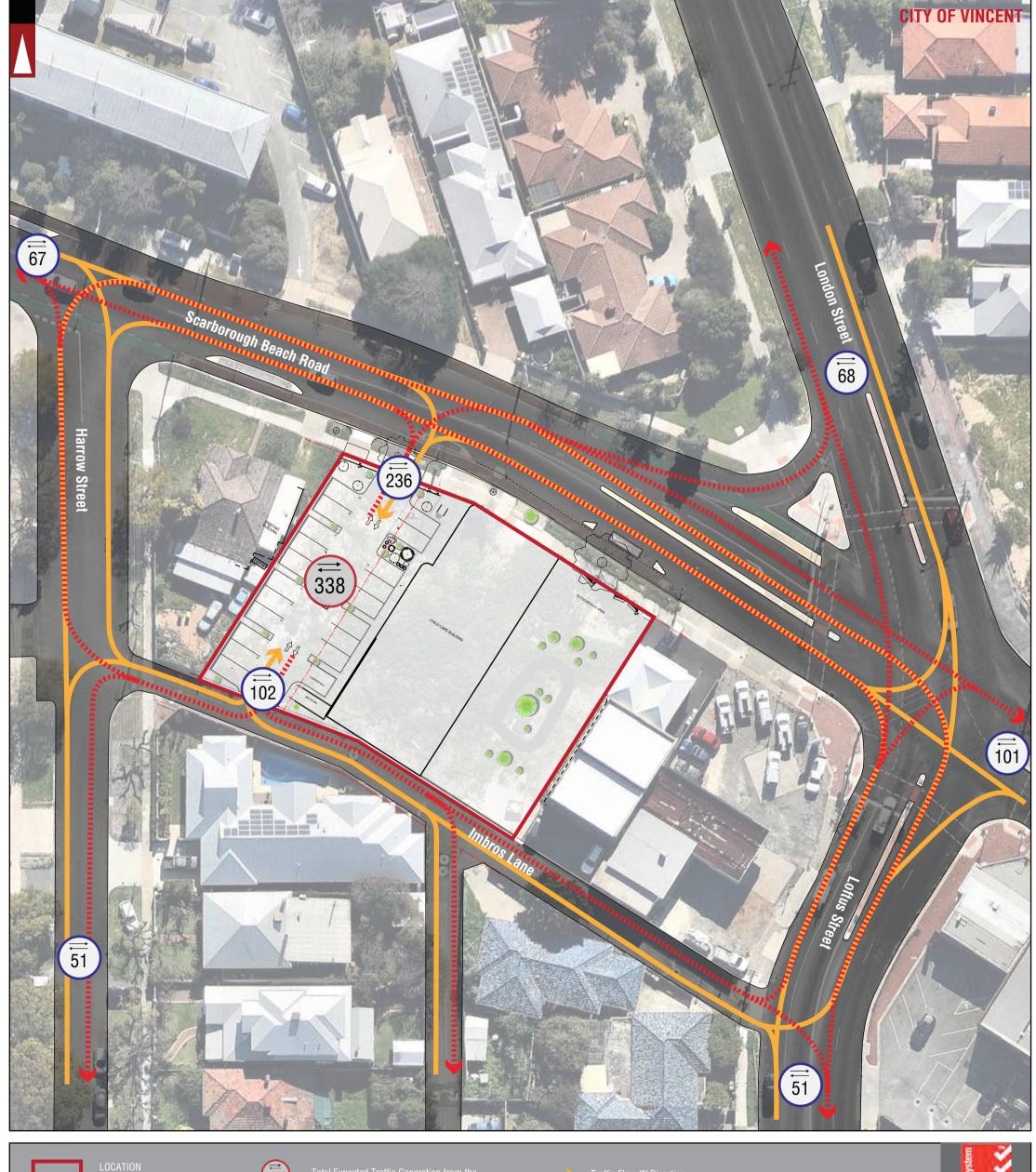














LOCATION BOUNDARY

1,389



Total Expected Traffic Generation from the proposed development



Traffic Flow OUT Direction

Lewis Road ROAD NAME

Total Expected Traffic Generation from Subject Site on the specific section of road - IN and OUT direction

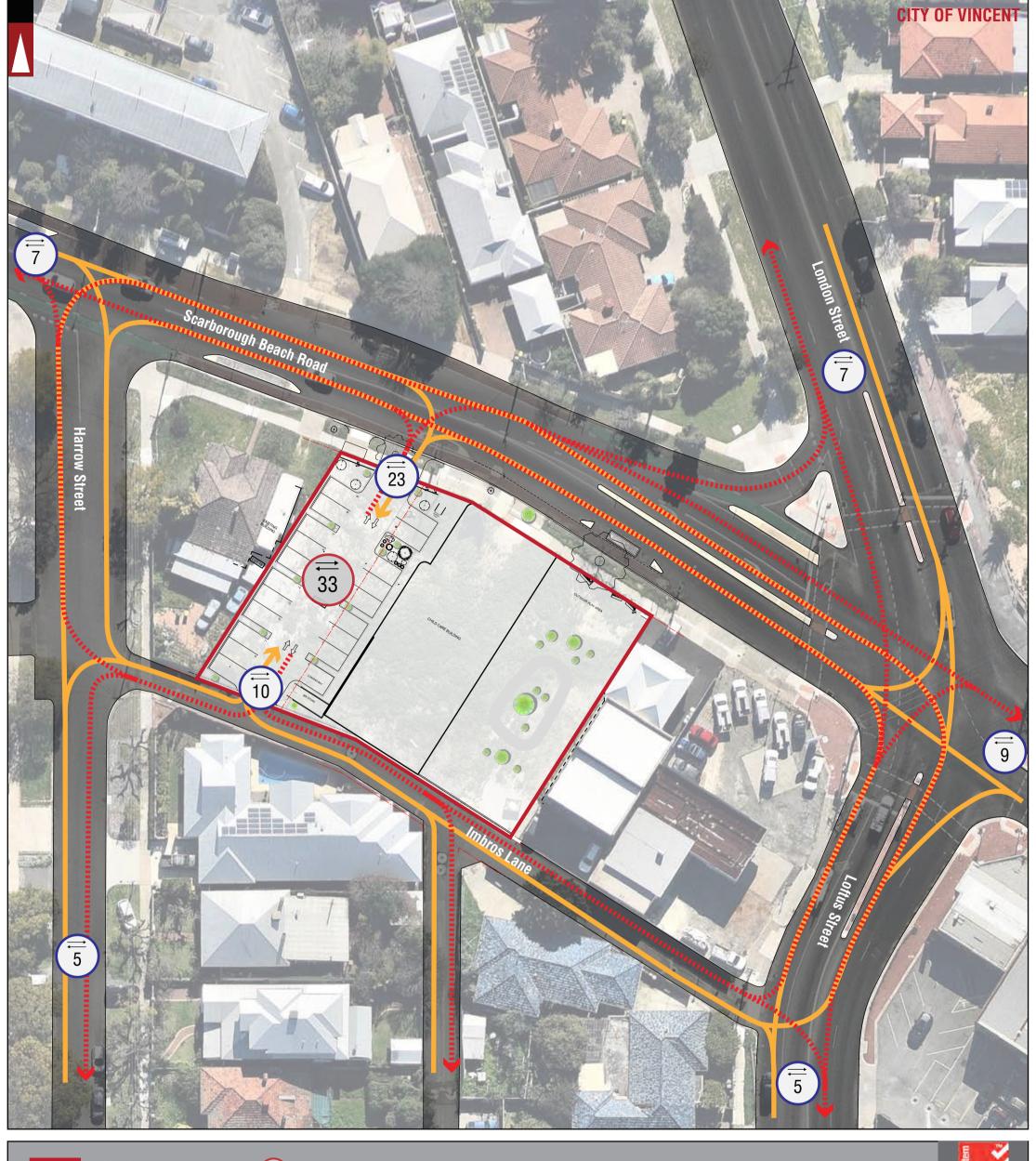
NOTE: THE PLAN IS COURTEOUSY OF HODGE COLLARD PRESTON ARCHITECTS



| | | | _ | |
|--|---|---|---|--|
| | | | | |
| | _ | | _ | |
| | | _ | | |

| | | | PROJECT: 77 SCARBOROUGH BEACH ROAD, MOUNT HAWTHORN | DRAWN BY: |
|----|------------|-------------------|--|--------------|
| | | | TITLE: TRAFFIC FLOW DIAGRAM | A N |
| Α | 02-09-2019 | ISSUED FOR REVIEW | DRAWING NUMBER: | A.N. |
| No | DATE | AMENDMENT | KC00981.000_ S06 | |







LOCATION BOUNDARY

Lewis Road ROAD NAME



Total Expected Traffic Generation from the proposed development - PM peak



Total Expected Traffic Generation from Subject Site on the specific section of road - IN and OUT direction - PM peak



Traffic Flow OUT Direction

NOTE: THE PLAN IS COURTEOUSY OF HODGE COLLARD PRESTON ARCHITECTS

LEGEND

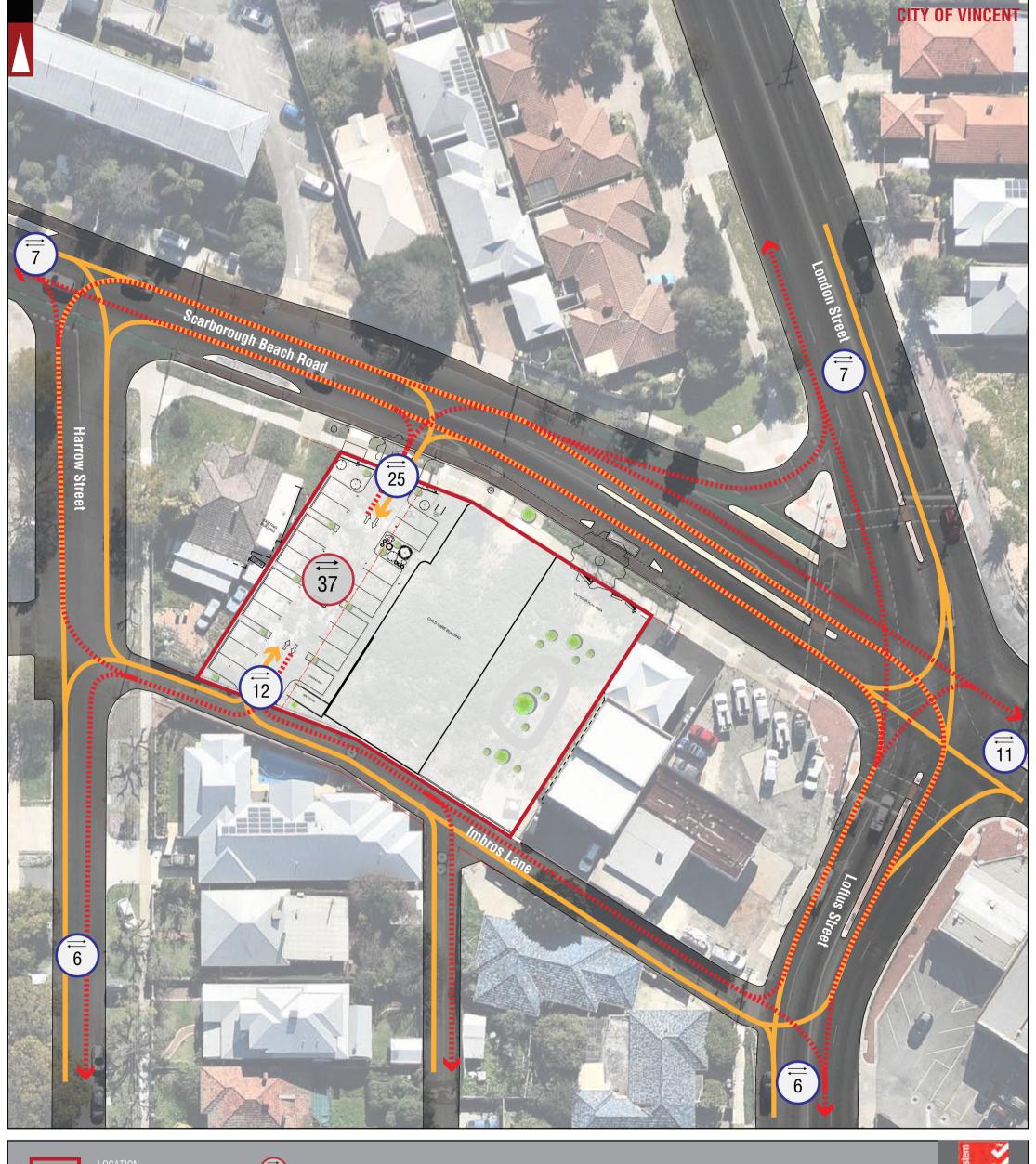
PROJECT: DRAWN 77 SCARBOROUGH BEACH ROAD, MOUNT HAWTHORN BY: TRAFFIC FLOW DIAGRAM - PM PEAK A.N. Α 02-09-2019 ISSUED FOR REVIEW DRAWING NUMBER: No DATE **AMENDMENT** KC00981.000_ S07



Quality

ISO 9001





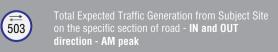


LOCATION BOUNDARY

Lewis Road ROAD NAME



Total Expected Traffic Generation from the proposed development - AM peak





Traffic Flow OUT Direction

NOTE: THE PLAN IS COURTEOUSY OF HODGE COLLARD PRESTON ARCHITECTS

LEGEND

| | | | PROJECT: 77 SCARBOROUGH BEACH ROAD, MOUNT HAWTHORN | DRAWN BY: |
|----|------------|-------------------|--|--------------|
| | | | TITLE: TRAFFIC FLOW DIAGRAM - AM PEAK | |
| Α | 02-09-2019 | ISSUED FOR REVIEW | DRAWING NUMBER: | A.N. |
| No | DATE | AMENDMENT | KC00981.000_ S08 | |



Quality

ISO 9001



Appendix 3

Vehicle Turning Circle Plan





PARKING MANAGEMENT PLAN FRAMEWORK

| Owner/Applicant | t Details | |
|-------------------------|-----------------------------------|--|
| Name: | Dynamic Planning and Developments | |
| Address: | PO Box 688, Inglewood, WA, 6932 | |
| Phone: | 92754433 | |
| Email: | admin@dynamicplanning.net.au | |
| Applicant Signature: | | |

| Property Details | | | |
|------------------|---|--|--|
| Lot Number: | 456 & 17 | | |
| Address: | 77-81 & 83 Scarborough Beach Road, Mount Hawthorn | | |

| Parking Allocation | |
|---|-----------------------|
| Total Number Car Parking Spaces: | 18 |
| Total Number Short Term Bicycle Parking Spaces: | 4 |
| Total Number Long Term Bicycle Parking Spaces: | 0 |
| Total Number Other Bays: | 1 loading/service bay |

| Development Type | Development Users | Parking Allocation | | | |
|-----------------------|----------------------|--------------------|-------------------|--------------------------|---------------------|
| 1 3 pc | 00010 | Type / Duration | No. Car spaces | No. Bicycle Spaces | No. Other Spaces |
| Childcare Premises | Staff | Long term | 3 | 2 | 0 |
| | Patrons | Short term | 15 | 2 | 0 |

Alternative Transport:

| Transport Option | Type & Level of Service | | | |
|------------------------|---|--|--|--|
| Public Transport | | | | |
| Train | The closes train station is the Leederville train station which is 2.2km away from the site. | | | |
| Bus | There is one high frequency bus route (990) that runs along Scarborough Beach Road with a stop 50m away from the proposed development | | | |
| Pedestrian | | | | |
| Paths | There are footpaths running along both sides of Scarborough Beach Road which provide a reasonably level of pedestrian infrastructure. | | | |
| Facilities | All patrons and staff will have access to on site end of trip facilities. | | | |
| Cycling | | | | |
| Paths | A designated cycle path is provided along Scarborough Beach Road. | | | |
| Facilities | Four bicycle parking bays has been provided on site which will permit users to lock their bikes up for security. | | | |
| Secure Bicycle Parking | | | | |
| Lockers | No lockers are provided for staff, however it is envisaged that belongings can be stored in secure staff rooms within the building. | | | |
| Showers/Change Room | Access to end of trip facilities are available for staff and patrons. | | | |

Public Parking:

| | No. Marked Spaces | Location | Parking Restrictions |
|-----------------------|-------------------------|--|-------------------------|
| On Street Parking | 0 | No on street parking exists within close proximity to the site. | N/A |
| Off Street Parking | 0 | No public parking facilities exist within close proximity to the site. | N/A. |

Appendix 4

SIDRA Intersection Analysis

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1. Introduction

This short report provides details on the SIDRA Analysis conducted to support the findings of the report KC00981.000_R01_Rev A. The following intersections have been modelled in AM and PM peak hours for the assessment years of 2020 and 2030:

- Scarborough Beach Road / Loftus Street / London Street
- Scarborough Beach Road / Crossover

The dimensions of the existing intersection elements have been scaled from aerial imagery which was obtained through our commercial arrangement with Nearmap and through publicly available Intramaps. These images are suitable for use in concept drafting applications with a level of accuracy to within +/- 10 centimetres.

2. Traffic Generation and Distribution Analysis

| What are the likely peak hours of operation? | AM 07:00 - 08:00 | PM 17:00 - 18:00 | | | | | |
|--|--|------------------------|--|--|--|--|--|
| Peak times traffic impact of the proposed | AM peak | PM peak | | | | | |
| development: | 37 | 33 | | | | | |
| How many routes are available for access / egress to the site? | Five (5) | | | | | | |
| Route 1 | | | | | | | |
| Provide details for Route No 1 | From / to the northwest via | Scarborough Beach Road | | | | | |
| Percentage of Vehicular Movements via Route No 1 | 20% [AM 7 VPH; PM 7 VPH | l] | | | | | |
| Route 2 | | | | | | | |
| Provide details for Route No 2 | From / to the southeast via Scarborough Beach Road | | | | | | |
| Percentage of Vehicular Movements via Route No 2 | 30% [AM 11 VPH; PM 9 VPH] | | | | | | |
| Route 3 | | | | | | | |
| Provide details for Route No 3 | From / to the south via Harrow Street | | | | | | |
| Percentage of Vehicular Movements via Route No 3 | 15% [AM 6 VPH; PM 5 VPH] | | | | | | |
| Route 4 | | | | | | | |
| Provide details for Route No 4 | From / to the south via Loft | us Street | | | | | |
| Percentage of Vehicular Movements via Route No 4 | 15% [AM 6 VPH; PM 5 VPH] | | | | | | |
| Route 5 | | | | | | | |
| Provide details for Route No 5 | From / to the north via Lond | don Street | | | | | |
| Percentage of Vehicular Movements via Route No 5 | 20% [AM 7 VPH; PM 7 VPH | 1] | | | | | |
| | | | | | | | |

3. Traffic Volumes

| Nominate the source(s) for obtaining the traffic data | MRWA Traffic Map - SCATS Data |
|---|---|
| Nominate the assessment year(s) | 2020 - expected year of completion |
| | 2030 - ten years after completion |
| Annual traffic growth rate used for analysis | 2% - the surrounding area is mostly built out. No significant land uses changes are generally expected. KCTT believe that the assumed 2% will cater for passing traffic growth. |

| | | | | per Peak (VPH) | Year | | | | | | |
|---------------------------|---|------------------------------|------------------------|------------------------|-------------|--|------------|------------|------------|--|--|
| Road Name | Location of Traffic Count | Vehicles Per Day (VPD) | | analysis Times | Date of | Estimate Peak Traffic Volumes in the Assessment Year(s) using the nominated annual traffic growth rate | | | | | |
| | | (•.5) | | | Traffic | 20 | 20 | 20 | 030 | | |
| | | | AM | PM | Count | AM Peak | PM Peak | AM Peak | PM Peak | | |
| | West of Loftus Street* | 10,136 | 793 | 910 | Aug 2019 | 809 | 928 | 986 | 1,131 | | |
| Scarborough Beach Road | East of Loftus Street* | 9,041 | 633 | 757 | Aug 2019 | 646 | 772 | 787 | 941 | | |
| | Between Dunedin Street and Shakespeare Street** | 10,828 (70 bicycles) | 894 (9 bicycles) | 955 (8 bicycles) | May 2016 | 968 | 1034 | 1,180 | 1,260 | | |
| Loftus Street | South of Scarborough Beach Road* | 16,332 | 1,437 | 1,509 | Aug 2019 | 1,466 | 1,539 | 1,787 | 1,876 | | |
| London Street | North of Scarborough Beach Road* | 16,642 | 1,447 | 1,529 | Aug 2019 | 1,476 | 1,560 | 1,799 | 1,901 | | |

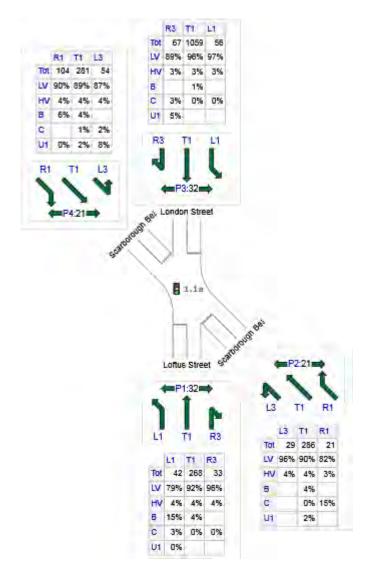
^{*}Note - SCATS Data - Obtained from MRWA Traffic Map. SCATS traffic counts should be taken with caution, since at the subject intersection there are 5 mixed-movement lanes (through-left and through-right lanes).

^{**}Note - These traffic counts have been received from the City of Vincent.

4. Demand Flows

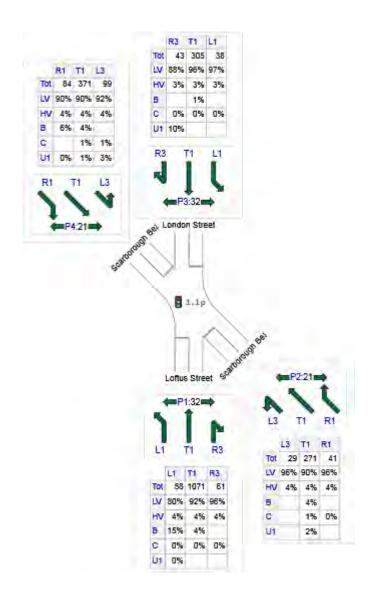
Below are extracts from KCTT SIDRA models, showing demand flows for the subject intersections.

U1 - Development generated traffic.



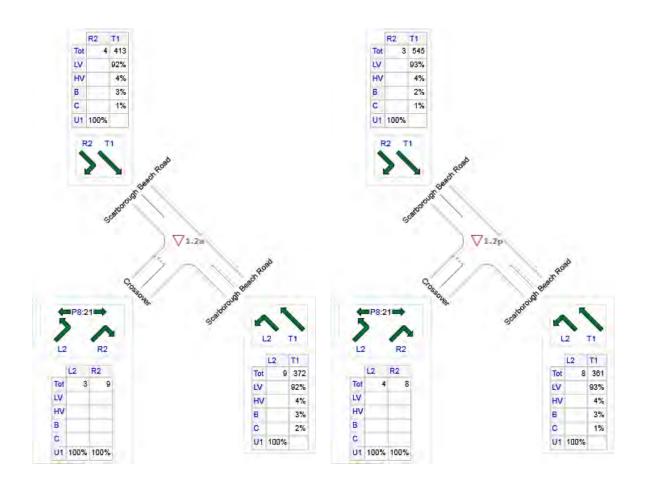
AM Peak

Figure 1 – Scarborough Beach Road / Loftus Street / London Street - Demand Flows - 2020



PM Peak

Figure 2 – Scarborough Beach Road / Loftus Street / London Street - Demand Flows - 2020



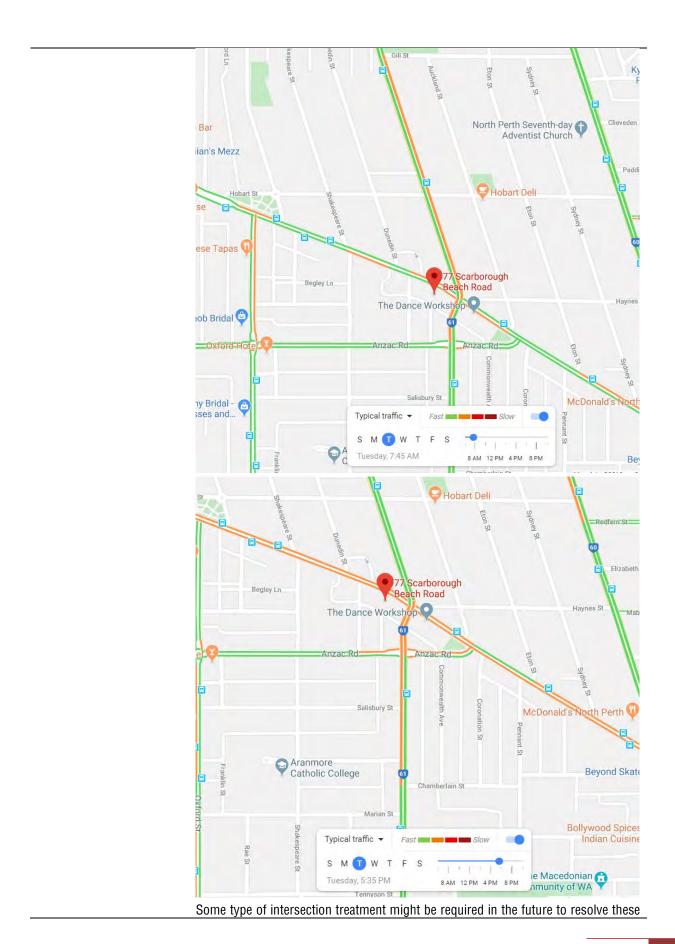
AM Peak PM Peak

Figure 3 – Scarborough Beach Road / Crossover - 2020

5. **Summary of Results**

| Nominate the analysed intersections and intersection controls | M01. Scarborough Beach Road / Loftus Street / London Street - Signalised M02. Scarborough Beach Road / Crossover - Giveway | | | | | | | | | | |
|---|--|--|--|--|--|--|--|--|--|--|--|
| Describe the models analysed in SIDRA | The intersections were modelled to reflect the current configuration and geometry a seen on the latest aerial imagery (M01) and the proposed layout plans (M02). | | | | | | | | | | |
| Describe the Level of | Year 2020 | | | | | | | | | | |
| Service and Delay results | M01 - No development scenario - The intersection is expected to operate at LOS I with average delays from 42.2 - 44.8s in both peak times. | | | | | | | | | | |
| | M01 - With development included scenario - The intersection is expected to operate at LOS D with average delays from 42.5 - 45.1s in both peak times. | | | | | | | | | | |
| | M02 - With development included scenario - The intersection is expected to operat at LOS A with an average delay of 0.2s in both peak times. | | | | | | | | | | |
| | Year 2030 | | | | | | | | | | |
| | M01 - No development scenario - The intersection is expected to operate at LOS I with an average delay of 0.2s in both peak times. | | | | | | | | | | |
| | M01 - With development included scenario - The intersection is expected to operat at LOS F with average delays from 87.4 - 87.5s in both peak times. | | | | | | | | | | |
| | M02 - With development included scenario - The intersection is expected to operate at LOS A with average delays of 0.2s in both peak times | | | | | | | | | | |
| Comments | The results of the analysis have shown that the M01 intersection will operate with LOS F in both peak times in 2030. This is expected to occur due to the passing traffic growth on Scarborough Beach Road. However, for a signalised intersection this should not pose as a significant issue, given the highest delays on any approach will be between 115s - 130s; which is lower than the cycle time of 150s. In cit centres, it is common on signalised intersections for vehicles to have to wait at least 2 cycles to clear the intersection in peak hours. | | | | | | | | | | |
| | However, some concerning queues are expected in both 2020 and 2030 on Loftu | | | | | | | | | | |

Street and London Street approaches. Findings are consistent with Google Traffic information (see below), suggesting this is a current problem therefore the proposed development is not causing any unacceptable delays on the network.



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| | issues (most likely addition of turning lanes on Loftus Street and London Street). |
|------------|---|
| Conclusion | However, as seen from the above, the proposed development will not have a significant impact on the intersection of Scarborough Beach Road / Loftus Street / London Street. There will be no significant changes in LOS and delays. |

A summary of the results of the SIDRA analysis are shown on the following pages. For purposes of clarity we will provide intersection summaries below. The full SIDRA output report can be provided on request.

Note* - SIDRA graphic is not an accurate representation of the intersection geometry. It is a simplified tool and its main purpose is to roughly illustrate main intersection elements. The graphic might show median breaks where there are none in reality, oversized splitter islands and central islands for roundabouts etc. The graphic representation does not influence the calculations nor any other output.

6. SIDRA Intersection Analysis – Network Level of Service

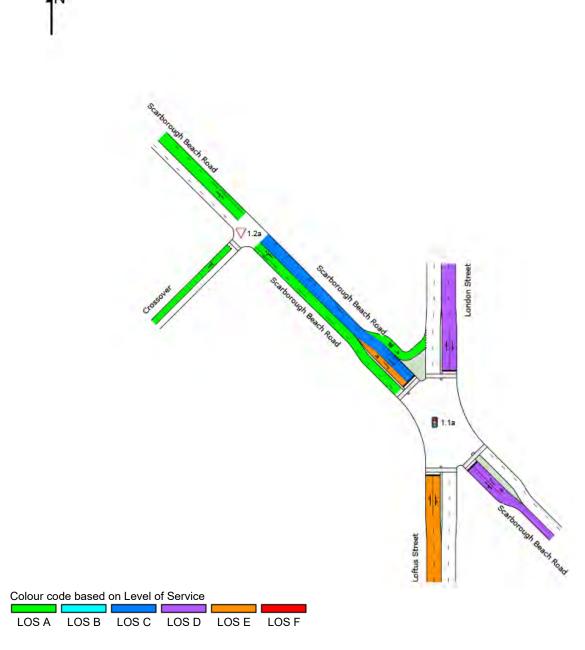


Figure 4 – Network LOS - 2020 AM - With development Traffic

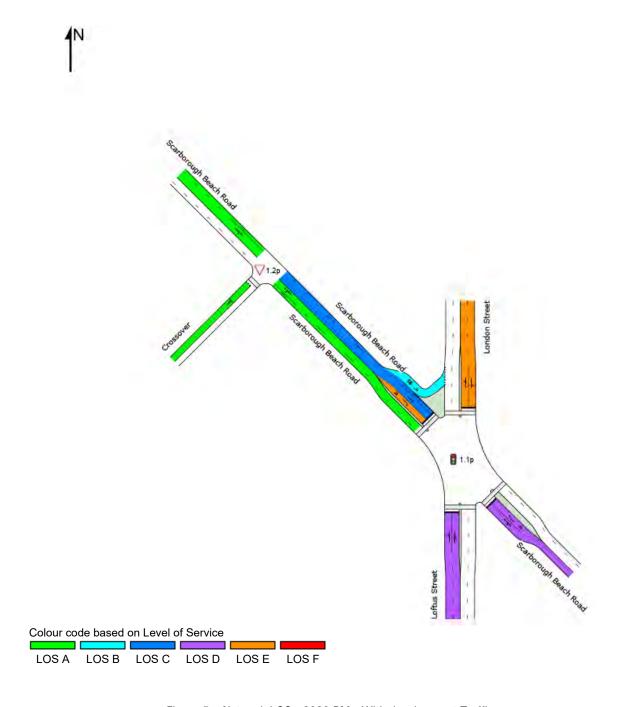


Figure 5 – Network LOS - 2020 PM - With development Traffic

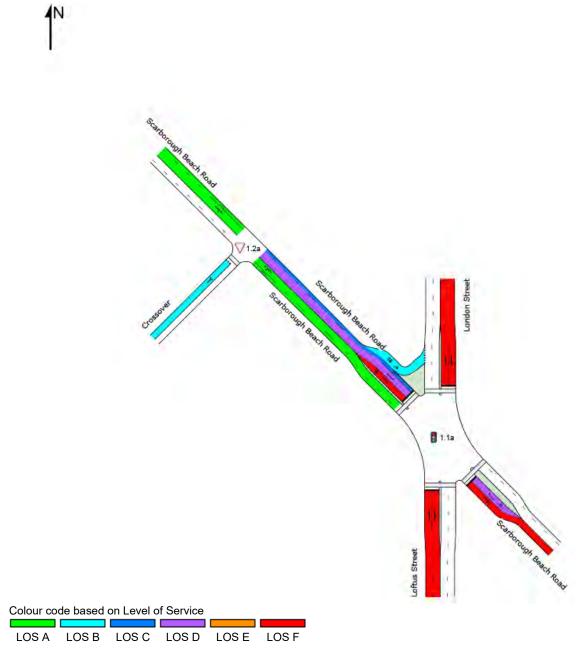


Figure 6 – Network LOS - 2030 AM - With development Traffic

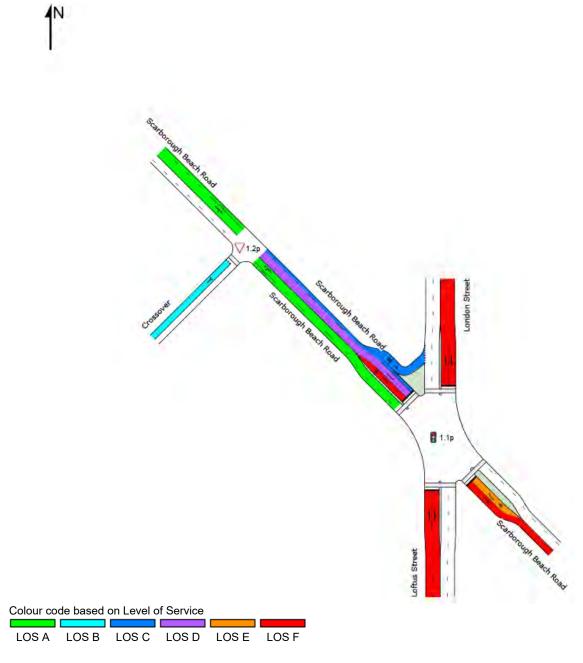


Figure 7 – Network LOS - 2030 PM - With development Traffic

6.1 M01 Scarborough Beach Road / Loftus Street / Loftus Street

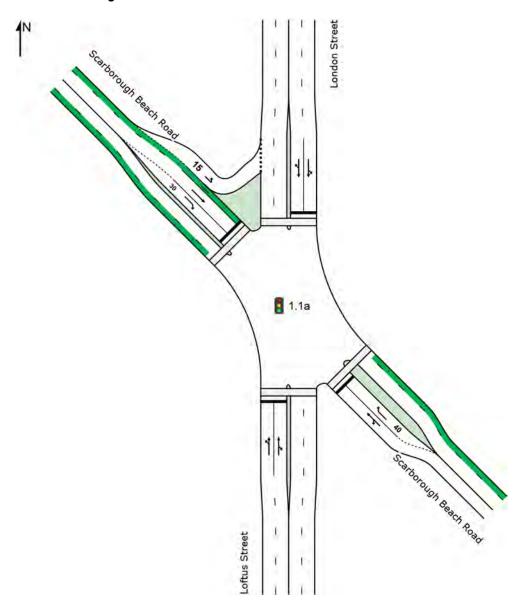


Figure 8 – Scarborough Beach Road / Loftus Street / Loftus Street – SIDRA Schematic Geometry

6.1.1 1.1a Scarborough Beach Road / Loftus Street / Loftus Street – 2020 AM - No development

| | | | | | | · | | | | | • | | |
|-----------------------------------|-----------------|--------|------------------|-------|-------|-------|-------|-----------------|-------|----------------|--------|------|-------------------|
| Lane Use a | nd Perfo | rmanc | е | | | | | | | | | | |
| | Demand Total | HV | Cap. | Satn | Util. | Delay | | 95% Back Veh | Dist | Lane Config | Length | Adj. | |
| South: Loftus | veh/h | 70 | veh/h | v/c | % | sec | | | m | | m | % | % |
| | | 40.5 | 040 | 0.000 | 400 | A | 100 5 | 0.5 | 70.5 | | 400 | 0.0 | 0.0 |
| Lane 1 | 176 | 10.5 | 210 | 0.838 | 100 | 55.4 | LOS E | 9.5 | 73.5 | Full | 100 | 0.0 | 0.0 |
| Lane 2 | 167 | 7.3 | 199 | 0.838 | 100 | 56.1 | LOS E | 9.0 | 68.2 | Full | 100 | 0.0 | 0.0 |
| Approach | 343 | 9.0 | | 0.838 | | 55.8 | LOS E | 9.5 | 73.5 | | | | |
| SouthEast: Scarborough Beach Road | | | | | | | | | | | | | |
| Lane 1 | 309 | 7.3 | 372 1 | 0.833 | 100 | 48.0 | LOS D | 16.1 | 121.2 | Full | 130 | 0.0 | 0.0 |
| Lane 2 | 21 | 3.4 | 262 | 0.080 | 100 | 38.6 | LOS D | 8.0 | 5.6 | Short | 40 | 0.0 | NA |
| Approach | 331 | 7.0 | | 0.833 | | 47.4 | LOS D | 16.1 | 121.2 | | | | |
| North: Londo | on Street | | | | | | | | | | | | |
| Lane 1 | 594 | 4.0 | 689 | 0.862 | 100 | 40.4 | LOS D | 30.7 | 224.5 | Full | 230 | 0.0 | <mark>2.8</mark> |
| Lane 2 | 585 | 3.9 | 679 | 0.862 | 100 | 40.8 | LOS D | 30.3 | 221.2 | Full | 230 | 0.0 | <mark>1.5</mark> |
| Approach | 1179 | 4.0 | | 0.862 | | 40.6 | LOS D | 30.7 | 224.5 | | | | |
| NorthWest: S | Scarborou | gh Bea | ch Roa | ıd | | | | | | | | | |
| Lane 1 | 49 | - | 1028 | 0.048 | 100 | 8.9 | LOS A | 0.5 | 3.7 | Short | 15 | 0.0 | NA |
| Lane 2 (B) | 3 | 0.0 | 2169 | 0.001 | 100 | 21.6 | LOS C | 0.1 | 0.3 | Full | 60 | 0.0 | 0.0 |
| Lane 3 | 273 | 7.9 | 511 ₁ | 0.534 | 100 | 26.6 | LOS C | 10.1 | 76.7 | Full | 60 | 0.0 | <mark>27.3</mark> |
| Lane 4 | 104 | 9.8 | 141 | 0.740 | 100 | 57.0 | LOS E | 5.5 | 42.0 | Short | 30 | 0.0 | NA |
| Approach | 429 | 7.8 | | 0.740 | | 31.9 | LOS C | 10.1 | 76.7 | | | | |
| Intersection | 2282 | 5.9 | | 0.862 | | 42.2 | LOS D | 30.7 | 224.5 | | | | |
| | | | | | | | | | | | | | |

Figure 9 – LOS Table (Model 1.1a Scarborough Beach Road / Loftus Street / Loftus Street – 2020 AM - ND)

6.1.2 1.1a+ Scarborough Beach Road / Loftus Street / Loftus Street – 2020 AM - With development

| | | | - 3 | | | | | , | | | | | | | |
|--------------|----------|---------------------|-------|------------------------|-------|--------------|---------------|------------------|------------------------|-----------------------|------------------------|----------------|------------------|-----|-------------------|
| Lane Use a | ınd Per | form | ance | | | | | | | | | | | | |
| | | mand Flows HV | | arrival Flows HV | Сар. | Deg. Satn | Lane Util. | Average Delay | Level of Service | Aver. E Que Veh | Back of eue Dist | Lane Config | Lane (Length | | Prob. Block. |
| | veh/h | % | veh/h | % | veh/h | v/c | % | sec | | | m | | m | % | % |
| South: Loftu | s Street | | | | | | | | | | | | | | |
| Lane 1 | 176 | 10.5 | 176 | 10.5 | 210 | 0.838 | 100 | 55.4 | LOS E | 5.8 | 45.1 | Full | 100 | 0.0 | 0.0 |
| Lane 2 | 167 | 7.3 | 167 | 7.3 | 199 | 0.838 | 100 | 56.1 | LOS E | 5.5 | 41.8 | Full | 100 | 0.0 | 0.0 |
| Approach | 343 | 9.0 | 343 | 9.0 | | 0.838 | | 55.8 | LOS E | 5.8 | 45.1 | | | | |
| SouthEast: 8 | Scarbor | ough l | Beach | Road | | | | | | | | | | | |
| Lane 1 | 316 | 7.1 | 316 | 7.1 | 372 | 0.850 | 100 | 49.5 | LOS D | 10.3 | 77.2 | Full | 130 | 0.0 | 2.1 |
| Lane 2 | 21 | 3.4 | 21 | 3.4 | 261 | 0.081 | 100 | 38.6 | LOS D | 0.5 | 3.4 | Short | 40 | 0.0 | NA |
| Approach | 337 | 6.9 | 337 | 6.9 | | 0.850 | | 48.8 | LOS D | 10.3 | 77.2 | | | | |
| North: Londo | on Stree | et | | | | | | | | | | | | | |
| Lane 1 | 596 | 4.0 | 596 | 4.0 | 689 | 0.865 | 100 | 40.7 | LOS D | 19.0 | 138.7 | Full | 230 | 0.0 | <mark>3.6</mark> |
| Lane 2 | 587 | 3.9 | 587 | 3.9 | 678 | 0.865 | 100 | 41.2 | LOS D | 18.7 | 136.6 | Full | 230 | 0.0 | <mark>2.2</mark> |
| Approach | 1182 | 3.9 | 1182 | 3.9 | | 0.865 | | 41.0 | LOS D | 19.0 | 138.7 | | | | |
| NorthWest: | Scarbor | ough | Beach | Road | | | | | | | | | | | |
| Lane 1 | 54 | 3.6 | 54 | 3.6 | 1031 | 0.052 | 100 | 8.9 | LOS A | 0.3 | 2.5 | Short | 15 | 0.0 | NA |
| Lane 2 (B) | 3 | 0.0 | 3 | 0.0 | 2169 | 0.001 | 100 | 21.6 | LOS C | 0.1 | 0.2 | Full | 60 | 0.0 | 0.0 |
| Lane 3 | 278 | 7.7 | 278 | 7.7 | 510 | 0.544 | 100 | 26.7 | LOS C | 6.3 | 48.0 | Full | 60 | 0.0 | <mark>29.2</mark> |
| Lane 4 | 104 | 9.8 | 104 | 9.8 | 141 | 0.740 | 100 | 57.0 | LOS E | 3.4 | 25.8 | Short | 30 | 0.0 | NA |
| Approach | 439 | 7.7 | 439 | 7.7 | | 0.740 | | 31.7 | LOS C | 6.3 | 48.0 | | | | |
| Intersection | 2301 | 5.8 | 2301 | 5.8 | | 0.865 | | 42.5 | LOS D | 19.0 | 138.7 | | | | |

Figure 10 – LOS Table (Model 1.1a+ Scarborough Beach Road / Loftus Street / Loftus Street – 2020 AM - WD)

6.1.4 1.1p Scarborough Beach Road / Loftus Street / Loftus Street – 2020 PM - No development

| | | - 3 | | | | | | | | | | | |
|-----------------------------------|-----------|--------|--------|-------|-------|---------|-----------|----------|----------|-------|------|-----|-------------------|
| Lane Use a | ınd Perfo | rmanc | е | | | | | | | | | | |
| | Demand | Flows | | Dea | Lana | Average | l evel of | 95% Back | of Queue | Lane | Lane | Can | Prob. |
| | Total | HV | Сар. | Satn | Util. | Delay | | Veh | Dist | | | | Block. |
| | veh/h | | veh/h | v/c | % | sec | | | m | | m | % | % |
| South: Loftu | s Street | | | | | | | | | | | | |
| Lane 1 | 598 | 9.3 | 693 | 0.863 | 100 | 42.3 | LOS D | 33.5 | 257.0 | Full | 100 | 0.0 | 93.9 |
| Lane 2 | 591 | 7.8 | 685 | 0.863 | 100 | 43.0 | LOS D | 33.2 | 251.5 | Full | 100 | 0.0 | 91.8 |
| Approach | 1189 | 8.5 | | 0.863 | | 42.7 | LOS D | 33.5 | 257.0 | | | | |
| SouthEast: Scarborough Beach Road | | | | | | | | | | | | | |
| Lane 1 | 296 | 7.4 | 3521 | 0.841 | 100 | 52.6 | LOS D | 16.8 | 126.3 | Full | 130 | 0.0 | <mark>2.4</mark> |
| Lane 2 | 41 | 4.0 | 213 | 0.192 | 100 | 45.8 | LOS D | 1.9 | 14.0 | Short | 40 | 0.0 | NA |
| Approach | 337 | 6.9 | | 0.841 | | 51.8 | LOS D | 16.8 | 126.3 | | | | |
| North: Londo | on Street | | | | | | | | | | | | |
| Lane 1 | 193 | 3.9 | 224 | 0.865 | 100 | 61.8 | LOS E | 11.6 | 84.9 | Full | 230 | 0.0 | 0.0 |
| Lane 2 | 189 | 3.9 | 218 | 0.865 | 100 | 62.4 | LOS E | 11.4 | 83.0 | Full | 230 | 0.0 | 0.0 |
| Approach | 382 | 3.9 | | 0.865 | | 62.1 | LOS E | 11.6 | 84.9 | | | | |
| NorthWest: | Scarborou | gh Bea | ch Roa | ad | | | | | | | | | |
| Lane 1 | 96 | 4.0 | 626 | 0.153 | 100 | 16.2 | LOS B | 2.0 | 14.3 | Short | 15 | 0.0 | NA |
| Lane 2 (B) | 5 | 0.0 | 2140 | 0.002 | 100 | 24.1 | LOS C | 0.2 | 0.4 | Full | 60 | 0.0 | 0.0 |
| Lane 3 | 361 | 7.9 | 544 1 | 0.663 | 100 | 31.4 | LOS C | 15.7 | 118.8 | Full | 60 | 0.0 | <mark>68.4</mark> |
| Lane 4 | 84 | 10.1 | 144 | 0.585 | 100 | 59.0 | LOS E | 4.6 | 35.7 | Short | 30 | 0.0 | NA |
| Approach | 545 | 7.5 | | 0.663 | | 32.9 | LOS C | 15.7 | 118.8 | | | | |
| Intersection | 2454 | 7.4 | | 0.865 | | 44.8 | LOS D | 33.5 | 257.0 | | | | |

Figure 11 – LOS Table (Model 1.1p Scarborough Beach Road / Loftus Street / Loftus Street – 2020 PM - ND)

6.1.5 1.1p+ Scarborough Beach Road / Loftus Street / Loftus Street – 2020 PM - With development

| | 10 | | - J | | | | | | | | | | | | |
|------------------|------------|---------------------|------------|----------------------|------------|----------------|---------------|------------------|------------------------|--------------|-------------------------|----------------|------------------|-----|-------------------|
| Lane Use a | and Pe | rtorm | nance | | | | | | | | | | | | |
| | | mand Flows HV | | rrival lows HV | Сар. | | Lane Util. | Average Delay | Level of Service | | Back of leue Dist | Lane Config | Lane (Length | | Prob. Block. |
| | veh/h | % | veh/h | % | veh/h | v/c | % | sec | | | m | | m | % | % |
| South: Loftu | s Stree | t | | | | | | | | | | | | | |
| Lane 1 Lane 2 | 598 591 | 9.3 7.8 | 598 591 | 9.3 7.8 | 693 685 | 0.863 0.863 | 100 100 | 42.3 43.0 | LOS D | 20.5 20.3 | 157.4 154.1 | Full Full | 100 100 | 0.0 | 93.9 91.8 |
| Approach | 1189 | 8.5 | | 8.5 | | 0.863 | | 42.7 | LOS D | 20.5 | 157.4 | | | | |
| SouthEast: \$ | Scarbor | rough | Beach | Road | t | | | | | | | | | | |
| Lane 1 | 300 | 7.3 | 300 | 7.3 | 351 | 0.854 | 100 | 53.9 | LOS D | 10.6 | 79.7 | Full | 130 | 0.0 | 5.0 |
| Lane 2 | 41 | 4.0 | 41 | 4.0 | 210 | 0.195 | 100 | 45.9 | LOS D | 1.2 | 8.6 | Short | 40 | 0.0 | NA |
| Approach | 341 | 6.9 | 341 | 6.9 | | 0.854 | | 52.9 | LOS D | 10.6 | 79.7 | | | | |
| North: Londo | on Stre | et | | | | | | | | | | | | | |
| Lane 1 | 196 | 3.9 | 196 | 3.9 | 224 | 0.876 | 100 | 62.8 | LOS E | 7.3 | 53.2 | Full | 230 | 0.0 | 0.0 |
| Lane 2 | 190 | 3.8 | 190 | 3.8 | 217 | 0.876 | 100 | 63.6 | LOS E | 7.1 | 51.9 | Full | 230 | 0.0 | 0.0 |
| Approach | 386 | 3.8 | 386 | 3.8 | | 0.876 | | 63.2 | LOS E | 7.3 | 53.2 | | | | |
| NorthWest: | Scarbo | rough | Beach | Roa | b | | | | | | | | | | |
| Lane 1 | 99 | 3.8 | 99 | 3.8 | 626 | 0.158 | 100 | 16.3 | LOS B | 1.2 | 9.1 | Short | 15 | 0.0 | NA |
| Lane 2 (B) | 5 | 0.0 | 5 | 0.0 | 2140 | 0.002 | 100 | 24.1 | LOS C | 0.1 | 0.3 | Full | 60 | 0.0 | 0.0 |
| Lane 3 | 366 | 7.8 | 366 | 7.8 | 546 | 0.670 | 100 | 31.5 | LOS C | 7.9 N4 | 60.0 N4 | Full | 60 | 0.0 | <mark>50.0</mark> |
| Lane 4 | 84 | 10.1 | 84 | 10.1 | 144 | 0.585 | 100 | 59.0 | LOS E | 2.8 | 21.9 | Short | 30 | 0.0 | NA |
| Approach | 554 | 7.3 | 554 | 7.3 | | 0.670 | | 32.9 | LOS C | 7.9 | 60.0 | | | | |
| Intersection | 2471 | 7.3 | 2471 | 7.3 | | 0.876 | | 45.1 | LOS D | 20.5 | 157.4 | | | | |

Figure 12 – LOS Table (Model 1.1p+ Scarborough Beach Road / Loftus Street / Loftus Street – 2020 PM - WD)

6.1.6 2.1a Scarborough Beach Road / Loftus Street / Loftus Street – 2030 AM - No development

| Lane Use | and Perfor | mano | ce | | | | | | | | | | |
|--------------|----------------------------|-------|--------|---------------------|--------------------|-------|---------------------|--------------------|-------|----------------|--------|-----|----------------------|
| | Demand F Total veh/h | HV | Cap. | Deg. Satn v/c | Lane Util. % | | Level of Service | 95% Back of Veh | Dist | Lane Config | Length | | Prob. Block. % |
| South: Loftu | | 70 | ven/n | V/C | 70 | sec | | | m | | m | 70 | 70 |
| | | 0.5 | 040 | 0.000 | 400 | 445.0 | LOC E 44 | 00.5 | 450.0 | F | 400 | 0.0 | 40.0 |
| Lane 1 | 210 | 9.5 | 212 | 0.993 | 100 | 115.2 | LOS F 11 | 20.5 | 156.8 | Full | 100 | 0.0 | 46.3 |
| Lane 2 | 205 | 6.8 | 206 | 0.993 | 100 | 115.0 | LOS F 11 | 19.9 | 149.3 | Full | 100 | 0.0 | <mark>41.7</mark> |
| Approach | 415 | 8.2 | | 0.993 | | 115.1 | LOS F11 | 20.5 | 156.8 | | | | |
| SouthEast: | Scarboroug | h Bea | ch Ro | ad | | | | | | | | | |
| Lane 1 | 375 | 6.7 | 387 1 | 0.968 | 100 | 96.3 | LOS F 11 | 34.7 | 259.9 | Full | 130 | 0.0 | <mark>69.3</mark> |
| Lane 2 | 26 | 3.4 | 246 | 0.104 | 100 | 53.6 | LOS D | 1.5 | 10.0 | Short | 40 | 0.0 | NA |
| Approach | 401 | 6.5 | | 0.968 | | 93.5 | LOS F11 | 34.7 | 259.9 | | | | |
| North: Lond | on Street | | | | | | | | | | | | |
| Lane 1 | 722 | 3.8 | 740 | 0.976 | 100 | 85.9 | LOS F 11 | 68.5 | 500.0 | Full | 230 | 0.0 | <mark>77.4</mark> |
| Lane 2 | 713 | 3.8 | 730 | 0.976 | 100 | 86.5 | LOS F 11 | 67.7 | 493.3 | Full | 230 | 0.0 | <mark>76.1</mark> |
| Approach | 1435 | 3.8 | | 0.976 | | 86.2 | LOS F11 | 68.5 | 500.0 | | | | |
| NorthWest: | Scarboroug | h Bea | ach Ro | ad | | | | | | | | | |
| Lane 1 | 60 | 3.9 | 1005 | 0.060 | 100 | 10.4 | LOS B | 0.9 | 6.7 | Short | 15 | 0.0 | NA |
| Lane 2 (B) | 4 | 0.0 | 2354 | 0.002 | 100 | 29.4 | LOS C | 0.2 | 0.4 | Full | 60 | 0.0 | 0.0 |
| Lane 3 | 330 | 7.2 | 540 1 | 0.611 | 100 | 37.1 | LOS D | 17.9 | 135.0 | Full | 60 | 0.0 | 80.8 |
| Lane 4 | 126 | 8.8 | 125 1 | 1.005 | 100 | 128.6 | LOS F 11 | 12.8 | 97.5 | Short | 30 | 0.0 | NA |
| Approach | 520 | 7.2 | | 1.005 | | 56.1 | LOS E11 | 17.9 | 135.0 | | | | |
| Intersection | 2770 | 5.5 | | 1.005 | | 85.9 | LOS F ₁₁ | 68.5 | 500.0 | | | | |

Figure 13 – LOS Table (Model 2.1a Scarborough Beach Road / Loftus Street / Loftus Street – 2030 AM - ND)

6.1.7 2.1a+ Scarborough Beach Road / Loftus Street / Loftus Street – 2030 AM - No development

| | | | | | | | | | | | | | <u> </u> | | |
|---------------|--------------------|-------|---------|------|-------|-------|---------------|------------------|------------------------|---------|-------------------------|----------------|------------------|-----|---------------------|
| Lane Use a | and Pe | rforr | nance | | | | | | | | | | | | |
| | Dem Fl Total | ows | | | Сар. | | Lane Util. | Average Delay | Level of Service | | Back of leue Dist | Lane Config | Lane (Length | | Prob. Block. |
| | veh/h | % | veh/h | % | veh/h | v/c | % | sec | | | m | | m | % | % |
| South: Loftu | s Stree | t | | | | | | | | | | | | | |
| Lane 1 | 210 | 9.5 | 210 | 9.5 | 212 | 0.993 | 100 | 115.2 | LOS F 11 | 12.6 | 96.1 | Full | 100 | 0.0 | <mark>46.3</mark> |
| Lane 2 | 205 | 6.8 | 205 | 6.8 | 206 | 0.993 | 100 | 115.0 | LOS F 11 | 12.2 | 91.5 | Full | 100 | 0.0 | <mark>41.7</mark> |
| Approach | 415 | 8.2 | 415 | 8.2 | | 0.993 | | 115.1 | LOS F | 12.6 | 96.1 | | | | |
| SouthEast: \$ | Scarbor | ough | n Beacl | h Ro | ad | | | | | | | | | | |
| Lane 1 | 381 | 6.6 | 381 | 6.6 | 388 | 0.983 | 100 | 103.5 | LOS F 11 | 22.5 | 167.9 | Full | 130 | 0.0 | <mark>74.4</mark> |
| Lane 2 | 26 | 3.4 | 26 | 3.4 | 245 | 0.105 | 100 | 53.6 | LOS D | 0.9 | 6.1 | Short | 40 | 0.0 | NA |
| Approach | 407 | 6.4 | 407 | 6.4 | | 0.983 | | 100.4 | LOS F ₁₁ | 22.5 | 167.9 | | | | |
| North: Londo | on Stree | et | | | | | | | | | | | | | |
| Lane 1 | 724 | 3.8 | 724 | 3.8 | 740 | 0.979 | 100 | 87.2 | LOS F 11 | 42.4 | 309.5 | Full | 230 | 0.0 | <mark>78.4</mark> |
| Lane 2 | 714 | 3.8 | 714 | 3.8 | 729 | 0.979 | 100 | 87.8 | LOS F 11 | 41.9 | 305.1 | Full | 230 | 0.0 | <mark>77.0</mark> |
| Approach | 1438 | 3.8 | 1438 | 3.8 | | 0.979 | | 87.5 | LOS F ₁₁ | 42.4 | 309.5 | | | | |
| NorthWest: | Scarbor | rougl | n Beac | h Ro | ad | | | | | | | | | | |
| Lane 1 | 65 | 3.7 | 65 | 3.7 | 1007 | 0.064 | 100 | 10.5 | LOS B | 0.6 | 4.4 | Short | 15 | 0.0 | NA |
| Lane 2 (B) | 4 | 0.0 | 4 | 0.0 | 2354 | 0.002 | 100 | 29.4 | LOS C | 0.1 | 0.3 | Full | 60 | 0.0 | 0.0 |
| Lane 3 | 335 | 7.1 | 335 | 7.1 | 541 | 0.620 | 100 | 37.2 | LOS D | 8.0 N4 | 60.0 N4 | Full | 60 | 0.0 | <mark>50.0</mark> 8 |
| Lane 4 | 126 | 8.8 | 126 | 8.8 | 125 | 1.007 | 100 | 129.9 | LOS F 11 | 7.9 N4 | 60.0 N4 | Short | 30 | 0.0 | NA |
| Approach | 529 | 7.1 | 529 | 7.1 | | 1.007 | | 55.9 | LOS E | 8.0 | 60.0 | | | | |
| Intersection | 2789 | 5.4 | 2789 | 5.4 | | 1.007 | | 87.5 | LOS F | 42.4 | 309.5 | | | | |

Figure 14 – LOS Table (Model 2.1a+ Scarborough Beach Road / Loftus Street / Loftus Street – 2030 AM - WD)

6.1.9 2.1p Scarborough Beach Road / Loftus Street / Loftus Street – 2030 PM - No development

| | • | | | | | | | | | | <u> </u> | | |
|--------------|------------|--------|--------|-------|-------|---------|---------------------|------------|---------|-------|----------|-----|-------------------|
| Lane Use a | and Perfo | rmano | се | | | | | | | | | | |
| | Demand l | Flows | | Dea | Lana | Average | Level of | 95% Back o | f Queue | Lane | Lane (| Can | Proh |
| | Total | HV | Сар. | Satn | Util. | | Service | Veh | | | Length | | |
| | veh/h | | veh/h | v/c | % | sec | | | m | | m | % | % |
| South: Loftu | | | | | | | | | | | | | |
| Lane 1 | 723 | 8.5 | 733 | 0.987 | 100 | 91.7 | LOS F 11 | 71.2 | 542.9 | Full | 100 | 0.0 | 100.0 |
| Lane 2 | 716 | 7.2 | 725 | 0.987 | 100 | 92.3 | LOS F 11 | 70.5 | 531.6 | Full | 100 | | 100.0 |
| Approach | 1439 | 7.8 | | 0.987 | | 92.0 | LOS F | 71.2 | 542.9 | | | | |
| SouthEast: | Scarboroug | gh Bea | ch Ro | ad | | | | | | | | | |
| Lane 1 | 358 | 6.8 | 368 | 0.973 | 100 | 98.3 | LOS F 11 | 33.3 | 249.1 | Full | 130 | 0.0 | <mark>65.2</mark> |
| Lane 2 | 50 | 4.0 | 168 | 0.298 | 100 | 65.2 | LOS E 11 | 3.3 | 24.4 | Short | 40 | 0.0 | NA |
| Approach | 408 | 6.5 | | 0.973 | | 94.3 | LOS F11 | 33.3 | 249.1 | | | | |
| North: Lond | on Street | | | | | | | | | | | | |
| Lane 1 | 234 | 3.7 | 238 | 0.986 | 100 | 110.2 | LOS F 11 | 22.4 | 163.5 | Full | 230 | 0.0 | 0.0 |
| Lane 2 | 231 | 3.7 | 234 | 0.986 | 100 | 110.9 | LOS F 11 | 22.1 | 161.4 | Full | 230 | 0.0 | 0.0 |
| Approach | 465 | 3.7 | | 0.986 | | 110.6 | LOS F | 22.4 | 163.5 | | | | |
| NorthWest: | Scarborou | gh Bea | ach Ro | ad | | | | | | | | | |
| Lane 1 | 117 | 4.0 | 507 | 0.230 | 100 | 26.6 | LOS C | 4.0 | 29.0 | Short | 15 | 0.0 | NA |
| Lane 2 (B) | 6 | 0.0 | 2230 | 0.002 | 100 | 31.4 | LOS C | 0.2 | 0.7 | Full | 60 | 0.0 | 0.0 |
| Lane 3 | 437 | 7.2 | 562 | 0.777 | 100 | 43.8 | LOS D | 26.8 | 202.2 | Full | 60 | 0.0 | 100.0 |
| Lane 4 | 102 | 9.1 | 106 | 0.959 | 100 | 105.1 | LOS F 11 | 9.0 | 69.0 | Short | 30 | 0.0 | NA |
| Approach | 661 | 6.9 | | 0.959 | | 50.1 | LOS D | 26.8 | 202.2 | | | | |
| Intersection | 2973 | 6.8 | | 0.987 | | 85.9 | LOS F ₁₁ | 71.2 | 542.9 | | | | |

Figure 15 – LOS Table (Model 2.1p Scarborough Beach Road / Loftus Street / Loftus Street – 2030 PM - ND)

6.1.10 2.1p+ Scarborough Beach Road / Loftus Street / Loftus Street – 2030 PM - No development

| Lane Use a | nd Pei | rforn | nance | | | | | | | | | | | | |
|---------------|--------------------|-------|---------|-------|-------|-------|---------------|------------------|------------------------|--------|-------------------------|----------------|------------------|-----|-------------------|
| | Dem Fl Total | ows | | | Сар. | | Lane Util. | Average Delay | Level of Service | | Back of leue Dist | Lane Config | Lane (Length | | |
| | veh/h | % | veh/h | % | veh/h | v/c | % | sec | | | m | | m | % | % |
| South: Loftus | s Street | t | | | | | | | | | | | | | |
| Lane 1 | 723 | 8.5 | 723 | 8.5 | 733 | 0.987 | 100 | 91.7 | LOS F 11 | 43.7 | 332.6 | Full | 100 | 0.0 | 100.0 |
| Lane 2 | 716 | 7.2 | 716 | 7.2 | 725 | 0.987 | 100 | 92.3 | LOS F 11 | 43.2 | 325.8 | Full | 100 | 0.0 | 100.0 |
| Approach | 1439 | 7.8 | 1439 | 7.8 | | 0.987 | | 92.0 | LOS F | 43.7 | 332.6 | | | | |
| SouthEast: S | Scarbor | ough | Beach | n Roa | ad | | | | | | | | | | |
| Lane 1 | 363 | 6.7 | 363 | 6.7 | 368 | 0.985 | 100 | 104.1 | LOS F 11 | 21.3 | 158.9 | Full | 130 | 0.0 | <mark>69.1</mark> |
| Lane 2 | 50 | 4.0 | 50 | 4.0 | 165 | 0.303 | 100 | 65.3 | LOS E 11 | 2.0 | 15.0 | Short | 40 | 0.0 | NA |
| Approach | 413 | 6.4 | 413 | 6.4 | | 0.985 | | 99.4 | LOS F ₁₁ | 21.3 | 158.9 | | | | |
| North: Londo | on Stree | et | | | | | | | | | | | | | |
| Lane 1 | 237 | 3.7 | 237 | 3.7 | 238 | 0.996 | 100 | 115.3 | LOS F 11 | 14.2 | 103.6 | Full | 230 | 0.0 | 0.0 |
| Lane 2 | 233 | 3.7 | 233 | 3.7 | 233 | 0.996 | 100 | 116.1 | LOS F 11 | 14.0 | 101.9 | Full | 230 | 0.0 | 0.0 |
| Approach | 469 | 3.7 | 469 | 3.7 | | 0.996 | | 115.7 | LOS F ₁₁ | 14.2 | 103.6 | | | | |
| NorthWest: 8 | Scarbor | ough | n Beacl | n Ro | ad | | | | | | | | | | |
| Lane 1 | 120 | | 120 | | | 0.237 | 100 | 26.6 | LOS C | 2.5 | 18.3 | Short | 15 | 0.0 | NA |
| Lane 2 (B) | 6 | 0.0 | 6 | 0.0 | 2230 | 0.002 | 100 | 31.4 | LOS C | 0.2 | 0.4 | Full | 60 | 0.0 | 0.0 |
| Lane 3 | 442 | 7.1 | 442 | 7.1 | 563 | 0.784 | 100 | 44.3 | LOS D | 8.0 N4 | 60.0 N4 | Full | 60 | 0.0 | 50.0 |
| Lane 4 | 102 | 9.1 | 102 | 9.1 | 106 | 0.960 | 100 | 105.5 | LOS F 11 | 5.5 | 42.4 | Short | 30 | 0.0 | NA |
| Approach | 669 | 6.8 | 669 | 6.8 | | 0.960 | | 50.3 | LOS D | 8.0 | 60.0 | | | | |
| Intersection | 2990 | 6.8 | 2990 | 6.8 | | 0.996 | | 87.4 | LOS F11 | 43.7 | 332.6 | | | | |

Figure 16 – LOS Table (Model 2.1p+ Scarborough Beach Road / Loftus Street / Loftus Street – 2030 PM - WD)

6.2 M01 Scarborough Beach Road / Crossover

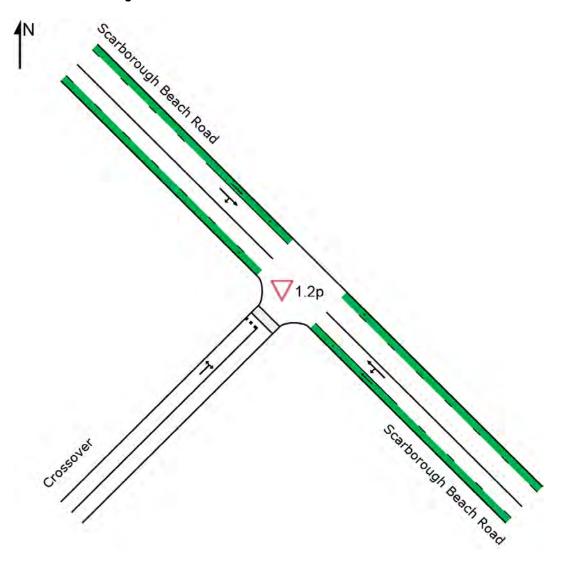


Figure 17 - Scarborough Beach Road / Crossover - SIDRA Schematic Geometry

6.2.1 1.2a+ Scarborough Beach Road / Crossover – 2020 AM - With development

| Lane Use a | ınd Per | form | ance | | | | | | | | | | | | |
|--------------|--------------------|------|-------|-----|-------|-------|---------------|------------------|------------------------|-----------------------|-----|----------------|----------------|--------|-----------------|
| | Dem Fl Total | ows | | | Сар. | | Lane Util. | Average Delay | Level of Service | Aver. B Que Veh | | Lane Config | Lane Length | | Prob. Block. |
| | veh/h | | veh/h | | veh/h | v/c | % | sec | | V 011 | m | | m | % | % - |
| SouthEast: S | Scarboro | ough | Beach | Roa | d | | | | | | | | | | |
| Lane 1 (B) | 6 | 0.0 | 6 | 0.0 | 6196 | 0.001 | 1 5 | 0.0 | LOS A | 0.0 | 0.0 | Full | 60 | 0.0 | 0.0 |
| Lane 2 | 375 | 6.5 | 375 | 6.5 | 1849 | 0.203 | 100 | 0.1 | LOS A | 0.0 | 0.0 | Full | 60 | 0.0 | 0.0 |
| Approach | 381 | 6.4 | 381 | 6.4 | | 0.203 | | 0.1 | NA | 0.0 | 0.0 | | | | |
| NorthWest: | Scarboro | ough | Beach | Roa | ıd | | | | | | | | | | |
| Lane 1 (B) | 4 | 0.0 | 4 | 0.0 | 6196 | 0.001 | 100 | 0.0 | LOS A | 0.0 | 0.0 | Full | 35 | _ | 0.0 |
| Lane 2 | 413 | 6.5 | 413 | 6.5 | 1376 | 0.300 | 100 | 0.1 | LOS A | 0.0 | 0.2 | Full | 35 | 29.0 N | 3 0.0 |
| Approach | 417 | 6.5 | 417 | 6.5 | | 0.300 | | 0.1 | NA | 0.0 | 0.2 | | | | |
| SouthWest: | Crossov | er | | | | | | | | | | | | | |
| Lane 1 | 13 | 0.0 | 13 | 0.0 | 365 | 0.035 | 100 | 8.0 | LOS A | 0.0 | 0.3 | Full | 20 | 23.7 N | 3 0.0 |
| Approach | 13 | 0.0 | 13 | 0.0 | | 0.035 | | 8.0 | LOS A | 0.0 | 0.3 | | | | |
| Intersection | 811 | 6.3 | 811 | 6.3 | | 0.300 | | 0.2 | NA | 0.0 | 0.3 | | | | |

Figure 18 – LOS Table (Model 1.2a+ Scarborough Beach Road / Crossover – 2020 AM - WD)

6.2.2 1.2p+ Scarborough Beach Road / Crossover – 2020 PM - With development

| Lane Use a | and Per | form | ance | | | | | | | | | | | | |
|---------------|-----------------------------|-------|-------------|-----|------|---------------------|-----|-------------------------|------------------------|-----------------------|------|----------------|---------------------|------|----------------------|
| | Dem Fl Total veh/h | ows | FI Total | HV | Сар. | Deg. Satn v/c | | Average Delay sec | Level of Service | Aver. E Que Veh | | Lane Config | Lane Length m | | Prob. Block. % |
| SouthEast: \$ | Scarbord | ough | Beach | Roa | ıd | | | | | | | | | | |
| Lane 1 (B) | 2 | 0.0 | 2 | 0.0 | 6196 | 0.000 | 0 5 | 0.0 | LOS A | 0.0 | 0.0 | Full | 60 | 0.0 | 0.0 |
| Lane 2 | 367 | 6.8 | 367 | 6.8 | 1846 | 0.199 | 100 | 0.1 | LOS A | 0.0 | 0.0 | Full | 60 | 0.0 | 0.0 |
| Approach | 369 | 6.7 | 369 | 6.7 | | 0.199 | | 0.1 | NA | 0.0 | 0.0 | | | | |
| NorthWest: | Scarbor | ough | Beach | Roa | ad | | | | | | | | | | |
| Lane 1 (B) | 5 | 0.0 | 5 | 0.0 | 6196 | 0.001 | 100 | 0.0 | LOS A | 0.0 | 0.0 | Full | 35 | 0.0 | 0.0 |
| Lane 2 | 543 | 5.9 | 543 | 5.9 | 1955 | 0.278 | 100 | 0.1 | LOS A | 1.8 | 13.6 | Full | 35 | 0.0 | <mark>7.2</mark> |
| Approach | 548 | 5.9 | 548 | 5.9 | | 0.278 | | 0.1 | NA | 1.8 | 13.6 | | | | |
| SouthWest: | Crossov | er er | | | | | | | | | | | | | |
| Lane 1 | 13 | 0.0 | 13 | 0.0 | 247 | 0.051 | 100 | 9.4 | LOS A | 0.0 | 0.3 | Full | 20 | 40.0 | 3 0.0 |
| Approach | 13 | 0.0 | 13 | 0.0 | | 0.051 | | 9.4 | LOS A | 0.0 | 0.3 | | | | |
| Intersection | 931 | 6.1 | 931 | 6.1 | | 0.278 | | 0.2 | NA | 1.8 | 13.6 | | | | |

Figure 19 – LOS Table (Model 1.2p+ Scarborough Beach Road / Crossover – 2020 PM - WD)

6.2.4 2.2a+ Scarborough Beach Road / Crossover – 2030 AM - With development

| Lane Use a | ınd Per | form | ance | | | | | | | | | | | | |
|---------------|-----------------------------|-----------|-------|-----|------|-------|-------|------------------|------------------------|-----------------------|-------|----------------|----------------|------------------------|----------------------|
| | Dem Fl Total veh/h | ows HV | FI | HV | Сар. | | Util. | Average Delay | Level of Service | Aver. E Que Veh | | Lane Config | Lane Length | | Prob. Block. % |
| SouthEast: S | | | | | | ۷/С | /0 | 360 | | | - ''' | | m | /0 | /0 |
| Lane 1 (B) | 8 | 0.0 | 8 | 0.0 | 6196 | 0.001 | 15 | | LOS A | 0.0 | 0.0 | Full | 60 | 0.0 | 0.0 |
| Lane 2 | 452 | 6.1 | 452 | 6.1 | 1854 | 0.244 | 100 | 0.1 | LOS A | 0.0 | 0.0 | Full | 60 | 0.0 | 0.0 |
| Approach | 460 | 6.0 | 460 | 6.0 | | 0.244 | | 0.1 | NA | 0.0 | 0.0 | | | | |
| NorthWest: \$ | Scarbor | ough | Beach | Roa | ad | | | | | | | | | | |
| Lane 1 (B) | 5 | 0.0 | 5 | 0.0 | 6196 | 0.001 | 100 | 0.0 | LOS A | 0.0 | 0.0 | Full | 35 | 0.0 | 0.0 |
| Lane 2 | 500 | 6.1 | 500 | 6.1 | 1945 | 0.257 | 100 | 0.1 | LOS A | 3.2 | 23.6 | Full | 35 | 0.0 | <mark>13.5</mark> |
| Approach | 505 | 6.0 | 505 | 6.0 | | 0.257 | | 0.1 | NA | 3.2 | 23.6 | | | | |
| SouthWest: | Crossov | er er | | | | | | | | | | | | | |
| Lane 1 | 13 | 0.0 | 13 | 0.0 | 214 | 0.059 | 100 | 10.4 | LOS B | 0.0 | 0.3 | Full | 20 | <mark>-</mark> 42.9 | 0.0 |
| Approach | 13 | 0.0 | 13 | 0.0 | | 0.059 | | 10.4 | LOS B | 0.0 | 0.3 | | | | |
| Intersection | 978 | 5.9 | 978 | 5.9 | | 0.257 | | 0.2 | NA | 3.2 | 23.6 | | | | |

Figure 20 – LOS Table (Model 2.2a+ Scarborough Beach Road / Crossover – 2030 AM - WD)

6.2.5 2.2p+ Scarborough Beach Road / Crossover – 2030 PM - With development

| Lane Use a | nd Per | form | ance | | | | | | | | | | | | |
|---------------|----------|-----------|-------|-----|------|-------|--------------------|-------------------------|------------------------|-----------------------|------|----------------|---------------------|------------------------|----------------------|
| | | ows HV | | HV | Сар. | | Lane Util. % | Average Delay sec | Level of Service | Aver. E Que Veh | | Lane Config | Lane Length m | | Prob. Block. % |
| SouthEast: S | Scarboro | ough | Beach | Roa | d | | | | | | | | | | |
| Lane 1 (B) | 3 | 0.0 | 3 | 0.0 | 6196 | 0.000 | 0 5 | 0.0 | LOS A | 0.0 | 0.0 | Full | 60 | 0.0 | 0.0 |
| Lane 2 | 444 | 6.3 | 444 | 6.3 | 1852 | 0.240 | 100 | 0.1 | LOS A | 0.0 | 0.0 | Full | 60 | 0.0 | 0.0 |
| Approach | 446 | 6.3 | 446 | 6.3 | | 0.240 | | 0.1 | NA | 0.0 | 0.0 | | | | |
| NorthWest: \$ | Scarbor | ough | Beach | Roa | ıd | | | | | | | | | | |
| Lane 1 (B) | 6 | 0.0 | 6 | 0.0 | 6196 | 0.001 | 100 | 0.0 | LOS A | 0.0 | 0.0 | Full | 35 | 0.0 | 0.0 |
| Lane 2 | 659 | 5.6 | 659 | 5.6 | 1959 | 0.336 | 100 | 0.1 | LOS A | 8.7 | 64.8 | Full | 35 | 0.0 | <mark>100.0</mark> |
| Approach | 666 | 5.5 | 666 | 5.5 | | 0.336 | | 0.1 | NA | 8.7 | 64.8 | | | | |
| SouthWest: | Crossov | /er | | | | | | | | | | | | | |
| Lane 1 | 13 | 0.0 | 13 | 0.0 | 178 | 0.071 | 100 | 13.1 | LOS B | 0.1 | 0.4 | Full | 20 | - <mark>40.0</mark> | 3 0.0 |
| Approach | 13 | 0.0 | 13 | 0.0 | | 0.071 | | 13.1 | LOS B | 0.1 | 0.4 | | | | |
| Intersection | 1124 | 5.8 | 1124 | 5.8 | | 0.336 | | 0.2 | NA | 8.7 | 64.8 | | | | |

Figure 21 – LOS Table (Model 2.2p+ Scarborough Beach Road / Crossover – 2030 PM - WD)

Form 2 - Responsible Authority Report

(Regulation 17)

| Property Location: | Lot 800 (No. 12) Salvado Road, Subiaco |
|----------------------------|--|
| Development Description: | Extension to Term of Development Approval - |
| | Proposed Expansion of Existing Hospital Car Park |
| | (Amendment to DAP/17/01242) |
| Proposed Amendments: | Two Year Extension to Term of Development |
| | Approval |
| DAP Name: | Metro West JDAP |
| Applicant: | Planning Solutions |
| Owner: | St John of God Health Care Inc. |
| Value of Development: | \$27 Million |
| LG Reference: | DA20/0016 |
| Responsible Authority: | Town of Cambridge |
| Authorising Officer: | Jennifer Heyes – Manager Statutory Planning |
| DAP File No: | DAP/17/01242 |
| Report Due Date: | 9 April 2020 |
| Application Received Date: | 20 January 2020 |
| Application Process Days: | 90 Days |
| Attachment(s): | Aerial Locality Plan |
| | Applicant's request for extension of time |
| | Metro West JDAP approval letter and stamped |
| | plans (dated 17 January 2018) |
| | 4. RAR dated 29 December 2017 |

Officer Recommendation:

That the Metro West JDAP resolves to:

- 1. **Accept** that the DAP Application reference DAP/17/01242 as detailed on the DAP Form 2 dated 22 January 2020 is appropriate for consideration in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011;*
- Refuse the DAP Application reference DAP/17/01242 as detailed on the DAP Form 2 dated 22 January 2020 and accompanying plans SDA00.02, SDA02.10, SDA02.11, SDA02.21, SDA02.23, SDA02.25, SDA02.27, SDA02.29, SDA02.31, SDA02.33, SDA03.02 and SDA04.00 in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the Planning and Development (Local Planning Schemes) Regulations 2015 and the provisions of the Town of Cambridge Local Planning Scheme No. 1 for the proposed minor amendment to the approved hospital car park extension at Lot 800 (No.12) Salvado Road, Subiaco for the following reasons:

Reasons:

1. The proposal does not satisfy Town of Cambridge Local Planning Policy 1.4 (LPP 1.4), nor the relevant considerations set out in the *Planning and Development* (*Development Assessment Panels*) Regulations 2011, r.17 Practice Note 4 for the following reasons: due to the following:

a. The planning framework has changed since the development application was approved. The Town of Cambridge Local Planning Strategy (LPS) has been advertised for public comment, the City of Subiaco Local Planning Scheme No.5 (LPS No.5) has been gazetted and the requirement for a Local Development Plan (LDP) for the site has now been in place for over two years.

In addition, the carpark in this form and location is not part of the current draft master plan for the site and as such until such time as the master planning and LDP are completed for the site, it cannot be demonstrated how the carpark development fits with the overall redevelopment of the site and does not adversely impact on the surrounding road network and compatibility with new development on surrounding sites as outlined in the draft Town of Cambridge LPS and the City of Subiaco LPS No.5.

- b. Pursuant to r.17(2)(a) of the *Planning and Development (Development Assessment Panels) Regulations 2011*, an application for an extension of time for the carpark can be made at any time after the expiry of an application. For this reason, an application for the extension of time for the carpark is premature given the status of the planning framework, including the current master planning for the site.
- c. The changes to the planning framework, together with the uncertainty with the current draft of the master plan, and without an approved LDP, it would likely result in the application not being approved if it was to be considered now.
- d. The applicant has not actively and relatively conscientiously pursued implementation of the car park as it was approved i.e in the form and location approved. In over two years since the approval of the carpark, only master planning for the site has been pursued and this master planning has resulted in an expected change to the location and form of the car park.

Background

| Zoning | MRS: | Urban |
|---------------------|------|--|
| | TPS: | Medical |
| Use Class: | | Hospital - D |
| | | Car park development is ancillary to the primary |
| | | hospital use. |
| Development Scheme: | | Town of Cambridge Local Planning Scheme No. 1 |
| Lot Size: | | 49,827m ² |
| Existing Land Use: | | At-Grade and Multi-Level Car Park for existing |
| _ | | 'Hospital' Use |

Site Context

The proposed development is located on the corner of Station Street and Salvado Road, and within the street block bound by Station Street, McCourt Street, Cambridge Street and Salvado Road, of No. 12 Salvado Road, Subiaco (the site). The development forms part of the St John of God Hospital (SJOGH).

Land uses surrounding the site are predominantly medical with the exception of multiple dwellings to the north and opposite the site to the south. Land immediately to the south of the site is within the City of Subiaco.

Station Street is classified as an Access Road in accordance with Main Roads Road Hierarchy for Western Australia and contains 24 on-street paid car parking bays.

D'Arcy Lane is a public right of way (owned and maintained by the Town of Cambridge), accessed from Station Street. D'Arcy Lane provides vehicle access from Station Street for the site, Lot 5 (No. 187) Cambridge Street and Lot 1 (No. 181) Cambridge Street.

Site History

In January 2018, the Metro West JDAP resolved to conditionally approve a development application for the proposed redevelopment of a hospital car park at the subject property. Subsequently the development has not substantially commenced therefore the applicant is applying for an extension to the term of the development approval for an additional 2 years.

The development approval was granted in January 2018 following a deferral of the application in September 2017 for a period of 3 months to enable the applicant to finalise the St John of God Hospital Master Plan and resolve other issues.

When approving the application in January 2018, the JDAP felt the applicant had met the requirements to satisfy the planning outcomes for the expansion of the carpark at that time. However, the JDAP also indicated that a holistic planning approach to the site would be beneficial, but at that time felt the requirement of the LDP had come well after the application for the carpark was made and as such it was not necessary for the current development to be determined.

Development Description

This applicant proposes to extend the term of development approval for an additional 2 years. The following is a summary of the application previously approved by the Metro West JDAP:

- The construction of a six storey development with an additional 787 car parking bays, which would bring the total number of bays within the car park to 1,560 (1090 for staff and 470 for visitors) with access from Station Street;
- New façade treatments using pre-cast concrete and perforated aluminium panels;
- End of Trip facilities including shower, locker and change rooms facilities;
- Landscaping on the northern and southern side of the development facing Salvado Road.

No changes are proposed to be made to the approved plans as part of the current application.

Legislation and Policy

Legislation

- Planning and Development Act (Development Assessment Panels) Regulations 2011;
- Planning and Development Act 2005
- Planning and Development (Local Planning Schemes) Regulations 2015;
- The Metropolitan Region Scheme;
- Town of Cambridge Town Planning Scheme No. 1

Local Policies

- Local Planning Policy 1.2: Public Notification of Planning Proposals (LPP1.2)
- Local Planning Policy 1.4: Amendment and Extension to the Term of Development Approval (LPP1.4)

Consultation

The application was formally advertised for a period of 21 days commencing on 17 February 2020. The following communication mechanisms were employed:

- Letters were sent to all landowners and occupiers within a 100 metre radius of the site;
- Signs containing details of the application and how to provide comment were placed on both street frontages of the site; and
- Copies of the plans and application documentation were made available on the Town's website and at its administration building.

No public submissions were received over this period.

Consultation with other Agencies or Consultants

One submission was received during this period from the City of Subiaco which provided the following advice for consideration:

"Since the original development approval was granted, the City has adopted its Local Planning Scheme No.5, which was gazetted on 21 February 2020. The properties to the south of Salvado Road, opposite the subject site, have changed in zoning from 'Commercial Residential' to 'R-AC0 Centro', which involves an increase in density from when this proposal was approved.

The Town of Cambridge is encouraged to liaise with the City of Subiaco's Transport and Infrastructure Development branch in relation to any proposed modifications to the Salvado Road and Station Street intersection."

Planning Assessment

Regulation 17(1)(a) – to amend the approval so as to extend the period within which any development approved must be substantially commenced

"The DAP's Practice Note 4, Form 2, r.17, Minor amendments" provides guidance on the relevant considerations for applications under r.17(1)(a). These include:

- Whether the planning framework has changed substantially since the development approval was granted;
- Whether the development would likely receive approval now; and
- Whether the holder of the development has actively and relatively conscientiously pursued the implementation of the development approval.

Local Planning Policy 1.4: Amendment and Extension to the Term of Development Approval

In accordance with LPP1.4 when considering an application to extend the term of a development approval the decision maker is to have regard to the following factors:

- Whether or not the planning framework has changed substantially since the development approval to which the extension application was granted; and
- Whether in granting the planning approval, a discretion was exercised in relation to the Scheme or policy requirements; and
- Whether the applicant has actively and relatively conscientiously pursued implementation of the approved development; and
- Whether a material change has occurred to either the site to which the development approval relates or the surrounding locality since the development approval was granted.

Each of these factors are discussed under the following sub-headings:

Whether or not the planning framework has changed substantially since the development approval to which the extension application was granted.

Since the original approval was granted in January 2018 the main changes to the planning framework is the progression of the Town's draft Local Planning Strategy (LPS) and the City of Subiaco has also advised that they have gazetted the Local Planning Scheme No.5 which increases the density in this area from 'Commercial Residential' to 'R-AC0 Centro', potentially significantly increasing density in the area.

Town of Cambridge Local Planning Strategy - LPS

The Town prepared the draft LPS in order to provide strategic direction for future town planning and development. At the time of the DAP's original approval (8 January 2018) it was a working document however, it has recently been advertised for public comment and although discussed at the time of the original application is now required to be taken into account as part of the planning framework.

It is a strategic direction of the draft LPS that the urban corridor of Cambridge Street links significant commercial centres and employment hubs, with particular focus on the SJOGH site and surrounding medical facilities which provide more than half of all jobs.

It is a key action of the draft LPS that in the short term (1 to 3 years) detailed planning of the SJOGH site and the surrounding medical precinct be undertaken to facilitate the growth and the redevelopment of health related industries.

It is an objective of the draft LPS to reduce traffic congestion to increase the efficiency and safety of movement. Traffic congestion was raised as a concern by the Town previously due mainly to the oversupply of car parking bays being proposed and the concerns with traffic safety and movement on the adjoining road network.

City of Subiaco Local Planning Scheme No.5

The City of Subiaco Local Planning Scheme No.5 was gazetted on 21 February 2020, and the Town has been advised via submission on this application that there has been an increase in density to the south of the carpark location as a result of the site being rezoned from 'Commercial Residential' to 'R-AC0 Centro'.

The submission notes that any increases in traffic in this area and especially around the intersection of Station Street and Salvado Road would require consultation with the City. Given the significant concerns the Town had (refer attachment 4 for RAR dated 29 December 2017), and still has, in regard to the surrounding road network and in particular the intersections, this change in the planning framework could have significant implications for the surrounding road network and should be considered in the comprehensive planning for the site before the application for the extension of time is determined.

Master Plan and Local Development Plan (LDP)

The Western Australian Planning Commission (WAPC) decided that a Local Development Plan (LDP) is required for the St John of God Hospital in Subiaco for the 'purposes of orderly and proper planning' on 12 December 2017.

The approval for the car park was granted in on 8 January 2018. In making the decision the JDAP noted:

"It was also agreed by the Panel that a Local Development Plan (LDP) for this site would be beneficial for the future holistic development of the hospital site: however the requirement for an LDP came well after this application was lodged and was not grounds to refuse this application."

The comments of the JDAP are acknowledged in this regard, however, the JDAP did accept that the LDP would be beneficial for the holistic development of the site.

With the lack of progress to begin construction of the carpark (over two years), it is considered the need for the LDP to be in place prior to this development, should be revisited. The LDP requirement is now clearly part of the planning framework.

The carpark has not begun construction and there is no indication that the carpark is going to begin construction any time soon. There has been no building permit application. And two years later there is still no LDP. The applicant has been working on a master plan, which is likely to inform an LDP. However, the master plan has not been completed and there is no LDP.

Given the substantial time lapsed since the requirement for the LDP, it is considered the requirement for an LDP is now part of the framework and as such for the purposes of orderly and proper planning, the LDP should be completed before the carpark is constructed.

Given that the masterplan and LDP have not been completed, there is significant uncertainty about what changes to the master plan have been made which affect the location of the carpark.

Information relating to the master plan have been provided to the Town but at the request of the applicant remains confidential due to commercial confidentially. For this reason, a confidential memorandum has been provided to the Panel members which outlines the current status of the master plan. The current status of this plan is significant in relation the consideration of this application. There is uncertainty that the carpark even forms part of the current draft masterplan, and if it does, whether it is in the same location and form.

Considering the above, it is recommended that the request to extend the term of development approval be refused. The application can be considered at a later date once detailed planning of the SJOGH site and the surrounding medical precinct has been undertaken taking into account the draft Town of Cambridge LPS, the City of Subiaco Local Planning Scheme No. 5 zoning change which have increased density nearby, and the future completion of an LDP which will provide certainty for the future location of the carpark, or if the carpark (as was approved) continues to form part of the redevelopment at all.

In accordance with the Regulations an application can be made for an extension of time at any time after the expiry of the development approval. Given the future planning for the site and surrounding area has not yet been finalised, there does not seem a need for the extension of time to be granted at this time. An application can be made at any time in the future and would serve orderly and proper planning to do so once the future planning for the site and surrounds has been completed.

Whether the development would likely receive approval now; Whether in granting the planning approval, a discretion was exercised in relation to the Scheme or policy requirements.

When the original application was considered by the JDAP in January 2018 the Town raised concerns regarding the following:

- a) The oversupply of car parking not satisfying LPP3.13 for the following reasons:
 - The Town had previously been advised that the applicant intends to submit a development application for the use of No. 177 Cambridge Street as a temporary car park. The use of this space would accommodate for the loss of car parking at Kitchener Park, however this

- application has not been submitted and given that it does not form part of this application, it should not factor into this car parking count; and
- The Town undertook preliminary calculations whilst assessing the original application based on this draft preliminary master plan, which suggested that should the site be fully developed, the proposed car park would be close to satisfying the demands. However, given that this plan is subject to change, these calculations were not relied on. It was recommended that the parking be revisited through the preparation of a LDP.
- b) The proposed crossover not satisfying Clause 5.2(v) of LPP2.5 for the following reasons:
 - The proposed access point does not allow for efficient traffic movement as the vehicles parked within the on-street parking on the western side of Station Street, will restrict through traffic from passing vehicles approaching from Salvado Road, queued to turn right;
 - There is a reduced distance for following motorists to be aware of a stopping/stopped right turning vehicle;
 - The proximity of the new crossover adjacent to D'Arcy Lane will lead to traffic conflicts from two entrances/exits close together;
 - The impact of queuing at the entrance gates will adversely impact the traffic flow along Station Street; and
 - The loss of 7 on-street car parking bays on the eastern side of Station Street is not an acceptable outcome for the Town;

Discretion was exercised by the JDAP in relation to the LPP2.5 and LPP3.13 requirements. The above concerns raised by the Town at the time have not been addressed and therefore still remain a concern. These concerns are exacerbated by the newly gazetted City of Subiaco Local Planning Scheme No.5 which increases density in the area and the City of Subiaco would be concerned with any impacts and changes in relation to Salvado Road and Station streets. These potential impacts have not been addressed as part of this application.

In addition, as outlined in the confidential memorandum, the master plan for the site which was a significant consideration of the JDAP in determining the application, has changed significantly, especially in relation to the form and location of this car park.

Given the changes to the framework outlined above, together with the uncertainty with current draft of the master plan, it is considered without an approved LDP, this application would not be approved if being considered now.

Whether the applicant has actively and relatively conscientiously pursued implementation of the approved development.

The applicant states that the amount of time taken to prepare the master plan has resulted in the approved car park redevelopment not being able to be substantially commenced.

At the request of the applicant, the master planning submitted to-date will not be made public as the information is commercially confidential. However, the current draft of the masterplan has changed and it is no longer clear whether the current form and location of the carpark development is part of the master plan. It is therefore, considered that the applicant has not actively pursued the implementation of the <u>approved</u> development, that being, the carpark in the approved form and location.

In addition, the RAR that accompanied the final decision outlined significant concerns the Town had regarding traffic and safety issues and in particular authorisation under the Local Government Act 1995 to carry out works relating to the road reserve and crossing and verge works.

In making its decision the JDAP included advice notes as follows:

- 6. The applicant is advised that in accordance with section 3.50 of the Local Government Act 1995, the Town of Cambridge will need to determine whether thoroughfares will be closed to facilitate any intersection modifications.
- 7. The applicant is advised that in accordance with the Local Government (Uniform Local Provisions) Regulations 1996 the Town of Cambridge is the determining authority for crossover applications.

These matters have not been addressed any further in order to progress the implementation of the commencement of the carpark and as such the development will not be able to be constructed in accordance with the plans until such time as these matters have been addressed.

It is of concern that if Council and/or Main Roads do not agree to the proposed modifications and works then the development cannot proceed. It is also noted that under the Town's delegation register where private works are required on the public reserve, the written approval (or legal agreement entered into) of the adjoining or adjacent owners is required before the works can be approved. These written approvals have not been provided and may not be able to be provided. The finalisation of the master plan and creation of an LDP which is approved by Council will address these requirements and provide certainty to the implementation of any further works on the SJOGH site.

For these reasons, the application for the extension should be refused until such time as an LDP is completed, and then approved by Council.

Whether a material change has occurred to either the site to which the development approval relates or the surrounding locality since the development approval was granted.

There have been no material changes to either the site to which the development approval relates or to the nearby area since the development approval was granted in January 2018, with the exception of the zone changes mentioned above under the City of Subiaco Local Planning Scheme No.5. These changes will result in an increase in density which will materially change the surrounding road network and the potential for impact of the development on the new development which will occur as a result of the increased density.

Conclusion

The car park is a significant development. However, in the two years past since the development approval was granted, the applicants have not actively pursued the construction of the car park as it was approved.

Instead, the applicants have pursued further master planning which has resulted in the current draft master plan amending the location and form of the car park and as such it would be inappropriate to grant an extension to the term of development approval for the car park at this time.

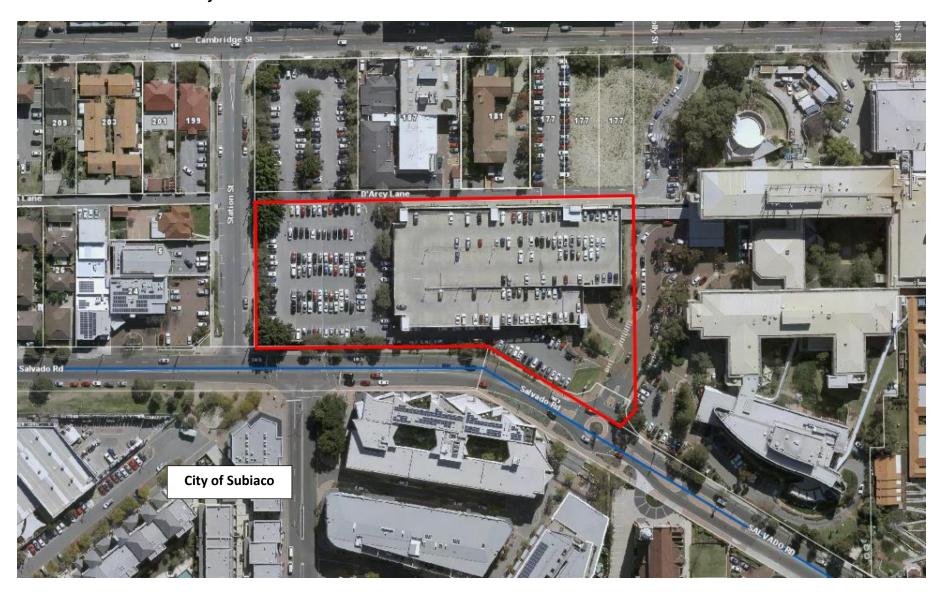
It is noted that under the Regulations, an application can be made at any time to extend the period within which an approved development is to be substantially commenced (i.e. not just within the two year approval period). If an LDP is prepared and approved that includes the approved car park in this form and location, then an application can be made at that point for the extension of time to facilitate the carpark. This approach would be consistent with the principles of orderly and proper planning.

Alternative Recommendation

That the Metro West JDAP resolves to:

- 1. Approve the DAP Application reference DAP/17/01242 as detailed on the DAP Form 2 dated 22 January 2020 and development plans SDA00.02, SDA02.10, SDA02.11, SDA02.21, SDA02.23, SDA02.25, SDA02.27, SDA02.29, SDA02.31, SDA02.33, SDA03.02 and SDA04.00 in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the Planning and Development (Local Planning Schemes) Regulations 2015 and the provisions of the Town of Cambridge Local Planning Scheme No. 1 for the proposed minor amendment to the approved hospital car park extension at Lot 800 (No.12) Salvado Road, Subiaco, subject to the following:
 - a. The previous development approval (DAP/17/01242, dated 17 January 2018) and its conditions remain in effect (including the plans stamped as part of the previous approval).
 - b. The term of development approval is extended for a further **2 years** from the date of this approval notice.

Attachment 1 – Aerial Locality Plan



Level 1, 251 St Georges Tce, Perth WA

ToC Ref: 0165DA-2017 DAP Ref: DAP/17/01242

17 January 2020

Town of Cambridge PO Box 15 Floreat WA 6014

Attention: Planning Services

Dear Sir/Madam,

LOT 800 (12) SALVADO ROAD, SUBIACO APPLICATION FOR AMENDMENT TO DEVELOPMENT APPROVAL REDEVELOPMENT OF HOSPITAL CAR PARK

Planning Solutions acts on behalf of Saint John of God Health Care Inc (**SJOGHC**) the registered proprietor of Lot 800 (12) Salvado Road, Subiaco.

Development approval was originally granted by the Metro West Joint Development Authority (**DAP**) on 17 January 2018. In accordance with regulation 17(1)(a) of the *Planning and Development* (*Development Assessment Panels*) Regulations 2011 (**DAP Regulations**), approval is sought to extend the approval period of the approved development.

With regard to the above, please find enclosed:

- The Town's Application for Development Approval form, signed by the owner / applicant;
- DAP Form 2 application for amendment or cancellation of a Development Assessment Panel determination, signed by the owner / applicant.
- A copy of the Certificate of Title Applicable to the subject site;
- A copy of the development approval (including plans) granted by the DAP on 17 January 2018.

We understand the application attracts an application fee of \$536 comprising the Town's application fee of \$295 and the DAP application fee of \$241. In this respect, please contact Planning Solutions at 9227 7970 to make payment over the phone.

The following submission provides an assessment of the relevant planning considerations relating to the proposed amendment to the development approval. It discusses various matters pertaining to the proposal, including:

- Background;
- Proposal; and
- Town planning considerations.

1 BACKGROUND

At its meeting held on 8 January 2018, the DAP granted development approval for the redevelopment of the hospital car park on the subject site. The approval, which was issued on 17 January 2018, expires on 17 January 2020.

Refer Attachment 1 for a copy of the approval and plans.

2 PROPOSAL

The application proposes to amend the original approval to extend the approval period by an additional two years.

No other changes to the approved development are sought.

3 TOWN PLANNING CONSIDERATIONS

This application to extend the approval period is made pursuant to regulation 17(1)(a) of the DAP Regulations.

Regulation 17(2)(a) of the DAP Regulations provides that an application can be made at any time, including *"after the period within which the development must be substantially commenced."*

The DAP's *Practice Note 4, Form 2, Regulation 17, Minor Amendments* states the relevant planning considerations for an application to extend an approval period should include:

- Whether the planning framework has changed substantially since the development approval was granted;
- Whether the development would likely receive approval now; and
- Whether the holder of the development has actively and relatively conscientiously pursued the implementation of the development approval.

In Georgiou Property 2 Pty Ltd and Presiding Member of the Metro West Joint Development Assessment Panel [2017] WASAT 138 at [59] and [60], the State Administrative Tribunal stated the above range of considerations was not closed, and that it is not necessary for all three relevant considerations to be satisfied before and extension of time may be given.

In addition to the above, the Town's Local Planning Policy 1.4: Amendment and Extension to the Term of Development Approval (LPP1.4) states in considering an application to extend the term of a development approval, the decision maker will have regard to the following factors:

- a) Whether or not the planning framework has changed substantially since the development approval to which the extension application was granted; and
- b) Whether in granting the planning approval, a discretion was exercised in relation to the Scheme or policy requirements; and
- c) Whether the applicant has actively and relatively conscientiously pursued implementation of the approved development; and
- d) Whether a material change has occurred to either the site to which the development approval relates or the surrounding locality since the development approval was granted.

LPP1.4 further states:

Notwithstanding [the above], an application to extend the term of a development approval will be considered against the relevant requirements of Parts 8 and 9 of the Deemed Provisions, as required by clause 77(2) of the Deemed Provisions.

This provision, however, has no effect for the current application. It is inconsistent with the *Planning and Development (Development Assessment Panels) Regulations 2011* which does not require an application made under regulation 17(1) to be considered against Parts 8 and 9 of the Deemed Provisions. Secondly, even if clause 77(2) were applicable, clause 77(2) does not require consideration against Part 9 of the Deemed Provisions. For the purpose of this assessment, no regard can be given to Parts 8 and 9 of the Deemed Provisions.

An assessment against the relevant considerations follows.

3.1 Whether the planning framework has changed substantially since the development approval was granted

The planning framework applicable to the approved development at the time of the original approval can be summarised below:

- Town of Cambridge Planning Scheme No.1 and the Deemed Provisions in Schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015.
- Town of Cambridge Draft Local Planning Strategy (LPS) (working document 2010).
- Town of Cambridge Access and Parking Study 2011.
- Policy 2.7: Design Review Panel.
- Policy 4.1: Design of Non-Residential Development.
- Policy 5.1: Parking (now numbered as Policy 3.13).
- Policy 5.2: Advertising Signs.
- Policy 5.3: Landscaping and Water Sensitive Urban Design.
- Policy 5.6: Percent for Public Art.
- Policy 5.7: Construction Management Plans.
- Policy 6.5: Precinct P5: West Leederville.

The DAP made its original decision on 8 January 2018, which is the date from which changes to the planning framework are to be considered. Over this time, the planning framework has undergone minimal changes. Some of the changes worth noting include the addition of the Draft Local Planning Strategy which is close to adoption, and minor amendments to Policy 5.1: Parking, both of which are expanded upon below.

Draft Local Planning Strategy

The Town of Cambridge has prepared a draft LPS to provide strategic direction for future town planning and development. At the time of the DAP's original approval (8 January 2018) it was a working document, having already undergone initial community engagement. Further preliminary consultation occurred in August 2018. On 18 December 2018 Council resolved to adopt the draft LPS for the purpose of formal advertising, and the LPS was referred to the WAPC for consent to advertise. On 26 November 2019, after receiving feedback from the Department of Planning Lands and Heritage, the Council resolved to make changes to the draft LPS to be resubmitted to the WAPC for consent to advertise. At the time of making this application, the LPS had not been formally advertised for public comment.

On page 5 of the Responsible Authority Report (RAR) considered by the DAP on 8 January 2018, the Town provided a information on the working copy of the draft LPS, identifying parking issues at centres and major destinations as a relevant theme. The LPS has since been updated. The theme of "parking issues at centres" and major destinations" no longer forms part of the draft LPS, but one of the actions is to manage public and private car parking to reduce opportunities for long-term parking within centres.

On review, the current actions of the draft LPS reflect the same considerations that were identified in the RAR at the time the original development was approved. There has therefore not been a substantial change in the planning framework in respect of the LPS.

Parking Policy

On 26 November 2019, Council resolved to adopt a number of amendments to the Town's Local Planning Policy 3.13: Parking (LPP3.13) (formally Policy 5.1: Parking). The amendments focused on minor updates and refinements that assist to improve the day-to-day application of the policy. The most significant changes as described by council were the formatting and organisation of provisions and the method for considering variations to parking standards (concessions). The applicable modifications are summarised in the table below.

Table 1 – comparison of changes to the Parking Policy

Policy 5.1: Parking (superseded)

Aims:

- 1. To promote a choice of transport options by ensuring the provision of a mix of car, bicycle and vehicle parking.
- 2. To ensure that the supply of parking also encourages alternative, more sustainable modes of transport.
- To facilitate the development of adequate, safe and convenient parking.
- To promote a high standard of design for parking areas.
- To ensure adequate provision for service vehicles.

LPP3.13 (current)

Objectives:

- To facilitate the development of sufficient parking facilities:
- 2. To promote a choice of transport options by ensuring the provisions of a mix of car, biocycle and vehicle parking;
- To ensure that the supply of parking also encourages alternative, more sustainable modes of transport;
- To facilitate the development of adequate, safe and convenient parking and access for pedestrians, cyclists and motorists.
- To promote a high standard of design for parking areas: and
- To ensure adequate provisions for service vehicles.

Additional Provision 7

Car parking provision exceeding the requirements specified in Table 1 will generally not be supported, in order to limit traffic congestion and encourage more sustainable modes of transport. The Responsible Authority may determine that the provision of bays exceeding the required number under the Policy provisions is not justified or required and will impose an adverse impact on amenity, safety and traffic management in the surrounding locality. In some circumstances, the Responsible Authority may require there to be fewer parking bays than required under the Policy if the number of bays proposed is likely to present an adverse impact on amenity, safety and/or traffic management.

Provision 1.7

Car parking provision exceeding the requirements specified in Table 1 will generally not be supported, in order to limit traffic congestion and encourage more sustainable modes of transport. Where car parking is proposed in excess of the number of car parking bays required under Table 1 of this Policy, those car parking bays must be provided as underground car parking and/or undercroft car parking, screened from view of a street.

There were no changes to the parking ratio for a hospital under LPP3.13.

The changes to LPP3.13 are minor only and do not substantially change the applicable planning requirements. In fact, additional provision 7 has been relaxed to remove the policy provisions which provide that the responsible authority may require there to be fewer car parking bays. The amendments to the Parking Policy can be considered minor and not substantial.

The amendments demonstrated above do not constitute a substantial change to the planning framework.

3.2 Whether a material change has occurred to either the site to which the development approval relates or the surrounding locality since the development approval was granted

There have been no developments or other changes to the subject site or its immediate locality since 8 January 2018.

3.3 Whether the development would likely receive approval now; and whether in granting the planning approval, a discretion was exercised in relation to the Scheme or policy requirements

Importantly, when the DAP resolved to grant development approval on 8 January 2018 it had regard to the RAR which comprehensively addressed the requirements of the planning framework, which included detail discussion on whether discretion should be exercised in granting of the development approval. The DAP, giving careful consideration to the RAR, granted development approval.

In circumstances where the planning framework is the same and the circumstances have not changed in any substantial way, it is in the interests of orderly and proper planning that planning decisions in relation to a site are made in a consistent way. It is not open to a planning authority simply to change its mind about the merits of a particular application and withdraw a consent or approval previously made and communicated, even if the consent or approval has not been acted upon by the applicant. Chief Justice Malcolm stated in **Dilatte & Anor v MacTiernan** [2002] WASCA 100 at [61]:

Inconsistency has the potential of bringing the decision making process into disrepute because it suggests that the decision is arbitrary, rather than one made in accordance with a disciplined approach reflecting the application of sound town planning principles and consistent with commonly accepted notions of justice.

In the exercise of discretion, having regard to the previous decision that was made by the DAP in circumstances which were substantially similar – if not identical – to the current application, the development would likely be approved today.

3.4 Whether the proponent has actively and conscientiously pursed the implementation of the approval

Since obtaining development approval, SJOGHC has been working closely with the Town and other planning authorities to progress a masterplan for the hospital site. The operational and site complexities of the hospital have resulted in considerable effort and care being taken with the preparation and testing of various design iterations to meet the functional requirements of the hospital as well as the applicable the planning principles and requirements.

The length of time taken with the masterplan has caused the construction of the approved carpark to be delayed while potential alternatives have been explored.

SJOGHC remains committed to redeveloping and improving the hospital. It will be necessary to provide additional car parking for the construction works to occur. Accordingly, an extension of the approval period is sought to allow additional time for the carpark to be constructed.

4 CONCLUSION

LPP1.4 states "where an application to extend the term of development approval is approved, a period of up to a further two years will be granted, unless otherwise determined by the decision maker." In the circumstances of the application, the proposal seeks an extension of time in circumstances where there has not been a significant change to the planning framework or the site and surrounding locality since the original approval was granted in 8 January 2018. Further, SJOGHC has been working over the last two years towards finalising its redevelopment plan with the Town and other authorities. In the circumstances, the proposal to extend the approval period by two years warrants approval.

Should you have any queries or require further clarification in regard to the above matter please do not hesitate to contact the writer.

Yours sincerely,

ROSS UNDERWOOD ASSOCIATE

Encl. (refer page 1)

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LG Ref: 0165DA-2017 DAP Ref: DAP/17/01242 Enquiries: (08) 6551 9919

Mr Ross Underwood Planning Solutions GPO Box 2709 Cloisters Square PO WA 6850

Dear Mr Underwood

METRO WEST JDAP - TOWN OF CAMBRIDGE - DAP APPLICATION - 0165DA-2017 - DETERMINATION

| Property Location: | Lot 800 (12) Salvado Road, Subiaco |
|----------------------|------------------------------------|
| Application Details: | Redevelopment of Hospital Car Park |

Thank you for your Form 1 Development Assessment Panel (DAP) application and plans submitted to the Town of Cambridge on 21 June 2017 for the above-mentioned development.

This application was considered by the Metro West JDAP at its meeting held on 8 January 2018, where in accordance with the provisions of the Town of Cambridge Town Planning Scheme No.1, it was resolved to **approve** the application as per the attached notice of determination.

Should the applicant not be satisfied by this decision, an application may be made to amend or cancel this planning approval in accordance with regulation 17 and 17A of the *Planning and Development (Development Assessment Panels) Regulations 2011.*

Please also be advised that there is a right of review by the State Administrative Tribunal in accordance with Part 14 of the *Planning and Development Act 2005*. Such an application must be made within 28 days of the determination, in accordance with the *State Administrative Tribunal Act 2004*.

Should you have any queries with respect to the conditions of approval, please contact Mr Simon Shub on behalf of the Town of Cambridge on 9347 6045.

Yours sincerely,

DAP Secretariat

17 January 2018

Encl. DAP Determination Notice

Approved plans

Cc: Mr Simon Shub

Town of Cambridge





Planning and Development Act 2005

Town of Cambridge Town Planning Scheme No.1

Metro West Joint Development Assessment Panel

Determination on Development Assessment Panel Application for Planning Approval

Property Location: Lot 800 (12) Salvado Road, Subiaco **Application Details:** Redevelopment of Hospital Car Park

In accordance with regulation 8 of the *Planning and Development (Development Assessment Panels) Regulations 2011*, the above application for planning approval was **granted** on 8 January 2018, subject to the following:

Approve DAP application reference DAP/17/01242 and accompanying plans dated 9 September 2017 (Drawing No. SDA00.02G-2, SDA 02.10F-2, SDA 02.11E-1, SDA 02.21H-1, SDA 02.23G-2, SDA 02.25G-2, SDA 02.27G-1, SDA 02.29G-1, SDA 02.31G-1, SDA 02.33G-1, SDA 03.02H-2 and SDA 04.00A) in accordance with Clause 68 of the Planning and Development (Local Planning schemes) Regulations 2015 subject to the following conditions:

Conditions

Intersection Modification

 The use of the car park development shall not commence until the applicant or owner enters into a legal agreement to pay the Town of Cambridge a monetary contribution of an agreed percentage between the Applicant and the Town of Cambridge for the cost of upgrading the intersection of Cambridge Street and Station Street, generally as per plan T16.047 SK03 dated 6 November 2017.

Vehicle Manoeuvrability

- 2. All car parking dimensions, manoeuvring areas, ramps to basements, circulation areas, crossovers and driveways shall be constructed in accordance with Australian Standard AS2890.1 (as amended);
- 3. The car bays specifically indicated on the approved plans for the use of people with a disability shall be constructed and appropriately marked, in accordance with AS2890.6 2009 Off-street parking for people with disabilities.

Construction Management Plan

- 4. Prior to the submission of an application for a Building Permit or a Demolition Permit, or the commencement of development, whichever is earlier, a Construction Management Plan must be submitted to, and approved by, the Town. The Construction Management Plan must address the following issues, where applicable:
 - a. Public safety and amenity
 - b. Site plan and security
 - c. contact details of essential site personnel, construction period and operating hours
 - d. community information, consultation and complaints management Plan;
 - e. noise, vibration, air and dust management
 - f. dilapidation reports of nearby properties;
 - g. traffic, access and parking management;
 - h. waste management and materials re-use;



- i. earthworks, excavation, land retention/piling methods and associated matters;
- j. stormwater and sediment control:
- k. street tree management and protection;
- I. asbestos removal management Plan;
- m. any other matter deemed relevant by the Town.

The construction management plan as approved by the Town must be complied with at all times during the development.

Materials and Finishes

 The materials and finishes used in the development shall be consistent with the schedule of materials and finishes submitted to the Town as part of this application, dated 21 June 2017.

Building Design and Landscaping

- 6. The building shall incorporate the design treatment to the corner of Station Street and Salvado Road (south-western corner) as shown on the approved plans, to the satisfaction of the Town.
- 7. Prior to the issue of an occupancy permit, the applicant shall:
 - a. Submit additional information regarding the irrigation of the landscaping plan dated 21 June 2017, to the Town.

The landscaping and irrigated areas as shown on the approved plan shall be installed prior to the issue of an Occupancy Permit, and thereafter maintained to the satisfaction of the Town.

End of Trip Facilities

8. A minimum of 35 lockers and 5 showers shall be provided within the end of trip facilities for the long-stay bicycle parking spaces contained within the north-west corner of the development. The lockers shall be of suitable volume and dimensions to allow storage of clothing, towels, cycling helmet and footwear, well ventilated, secure and lockable.

Public Art

- 9. Prior to the issue of an occupancy permit, in accordance with Local Planning Policy 5.6 'Percent for Public Art', the applicant shall:
 - a. prepare a Public Art Report for consideration and approval by the Town's Public Art Committee, prior to the issue of a building permit; and
 - b. Install the approved public art scheme on the subject site, in accordance with the Local Planning Policy 5.6 'Percent for Public Art'.
- 10. A cash in lieu of public art contribution to the value of no less than 1% of the construction value of the development to be paid to the Town prior to the issue of an Occupancy Permit should the Town determine the applicant cannot provide a piece of art on site

Car Park Lighting

11. Lighting shall be provided to pathways and car parking areas within the development to the satisfaction of the Town. Details shall be provided at Building Permit stage.

Advice Notes

 The applicant is advised that a development application should be submitted for any signage that does not satisfy the requirements of Local Planning Policy 5.2 'Advertising Signs'



- The applicant is advised that the car park is to comply with the Health Act (Carbon monoxide) Regulations 1975.
- 3. Obtrusive or spill lighting from the development must not cause a 'nuisance' and shall comply with the Town of Cambridge Private Property Local Law 2016 and AS 4282.1997 'Control of obtrusive effects of outdoor lighting'.
- 4. In relation to the landscaping plan and the provision of advanced growth trees, the applicant is advised that the landscaping shall incorporate Corymbia Ficifolia, as per the Town's Streetscape Plan. The landscaping details are to be provided to satisfaction of the Town prior to the issue of a building permit.
- 5. An owner or the occupier of land must ensure that artificial light does not create or cause nuisance to the occupier of any other premises or to a person lawfully using the thoroughfare. The applicant and owner are advised to consult the Town's Private Property Local Law 2016 in relation to the specific illuminance permitted on neighbouring properties in particular circumstances.
- 6. The applicant is advised that in accordance with Section 3.50 of the Local Government Act 1995, the Town of Cambridge will need to determine whether thoroughfares will be closed to facilitate any intersection modifications.
- 7. The applicant is advised that in accordance with the Local Government (Uniform Local Provisions) Regulations 1996 the Town of Cambridge is the determining authority for crossover applications.

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 *Planning and Development (Development Assessment Panels) Regulations* 2011.

| AREA SCHEDULE | | |
|---------------|---------|--------------|
| Level | Area | Name |
| | | |
| Level 1 | 4538 m² | L1 EXISTING |
| Level 1 | 3248 m² | L1 EXTENSION |

| Level 2 | 5273 m ² | L2 EXISTING |
|---------|---------------------|--------------|
| Level 2 | 3248 m² | L2 EXTENSION |

| Level 3 | 5254 m² | L3 EXISTING |
|---------|---------|--------------|
| Level 3 | 3248 m² | L4 EXTENSION |
| | | |
| Level 4 | 5257 m² | L4 EXISTING |
| Level 4 | 3248 m² | L4 EXTENSION |

| 18 m² | L4 EXTENSION |
|-------|--------------|
| 27 m² | L5 EXTENSION |
| | |

L6 EXTENSION

| PARKING_TOTAL | | |
|---------------|-------|--|
| Level | Count | |

Level 6 8428 m²

| Level | Count | | |
|---------|-------|----------|------------|
| | | Existing | Additional |
| Level 1 | 188 | 242 | -54 |
| Level 2 | 253 | 160 | 93 |
| Level 3 | 284 | 184 | 100 |
| Level 4 | 284 | 187 | 97 |
| Level 5 | 284 | 0 | 284 |
| Level 6 | 267 | 0 | 267 |
| | 1560 | 773 | 787 |

| PARKING ALLOCATION | | |
|---------------------|--|--|
| Level Staff Visitor | | |

| Level 1 | 188 | 0 |
|---------|------|-----|
| Level 2 | 137 | 116 |
| Level 3 | 107 | 177 |
| Level 4 | 107 | 177 |
| Level 5 | 284 | 0 |
| Level 6 | 267 | 0 |
| | 1090 | 470 |

| PARKING_ | STANDARD BAYS |
|----------|---------------|
| Level | Proposed |

| Level 1 | 178 |
|---------|------|
| Level 2 | 207 |
| Level 3 | 278 |
| Level 4 | 268 |
| Level 5 | 268 |
| Level 6 | 251 |
| | 1450 |

| PARKING_SMALL CAR BAYS | | |
|------------------------|-------|--|
| Level | Count | |
| | | |
| Level 1 | 8 | |
| Level 2 | 12 | |

| Level 1 | 8 | |
|---------|----|--|
| Level 2 | 12 | |
| Level 3 | 16 | |
| Level 4 | 16 | |
| Level 5 | 16 | |
| Level 6 | 16 | |
| | 84 | |

| PARKING_A | _ACCESSIBLE BAYS | | |
|-----------|------------------|--|--|
| Level | Count | | |

| Level 1 | 2 | |
|---------|----|--|
| Level 2 | 24 | |
| | 26 | |

DEVELOPMENT ASSESSMENT PANEL

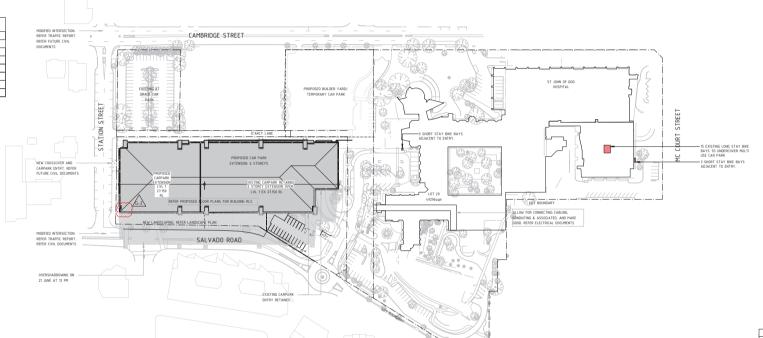
APPROVED

08-Jan-2018

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SCHEMATIC DESIGN

PRELIMINARY



| G-2 | 08.09.17 | ISSUED FOR DEVELOPMENT APPLICATION CLARIFICAT |
|-----|----------|---|
| G-1 | 01.08.17 | ISSUED FOR DEVELOPMENT APPLICATION CLARIFICAT |
| G | 20.06.17 | ISSUED FOR DEVELOPMENT APPLICATION |
| F | 06.06.17 | ISSUED FOR INFORMATION |
| E | 01.06.17 | ISSUED FOR INFORMATION |
| D | 08.05.17 | ISSUED FOR INFORMATION |
| C | 04.05.17 | ISSUED FOR INFORMATION |
| В | 27.04.17 | ISSUED FOR INFORMATION |
| A | 24.04.17 | ISSUED FOR REVIEW |
| REV | DATE | DESCRIPTION |
| | | |

DOCUMENTATION BY:



architects and urban designers 2 / 234 Pier St, Perth Western Australia Tel (08) 9481 1477 I Fax (08) 9324 1816 Web www.jcy.net. Alan 74 728 756 240 I ACN 008 210 744



SJGSH CAR PARK EXTENSION SALVADO ROAD SUBIACO

SITE PLAN_PROPOSED

| DRAWN CP | DESIGNED CP | REDUCTION |
|------------------|------------------|-----------------|
| CHECKED | PRINCIPAL | 0 25 |
| APPROVED AR | | |
| SCALE 1:1000 | DATE 07.06.17 | DRAWING No. G-2 |
| PROJ No. 1604 | FILE No. | SDA 00.02 |





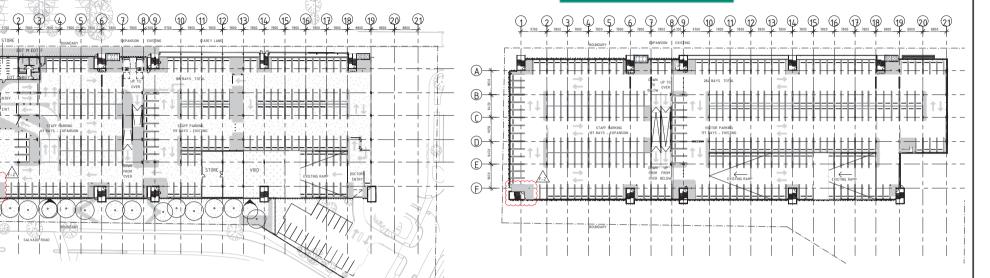
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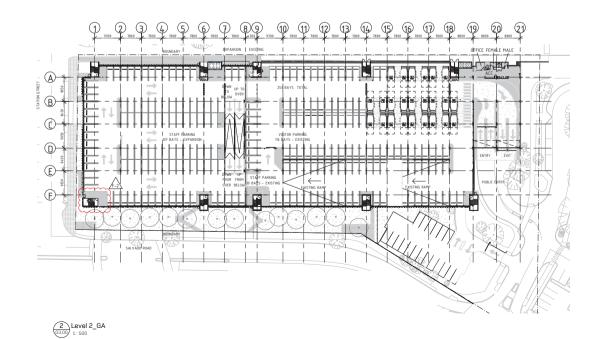
SCHEMATIC DESIGN

PRELIMINARY



1 Level 1_GA 1:500

3 Level 3_GA 03.00 1:500



| F-2 | 08.09.17 | ISSUED FOR DEVELOPMENT APPLICATION CLARIFICATION |
|-----|----------|--|
| F-1 | 01.08.17 | ISSUED FOR DEVELOPMENT APPLICATION CLARIFICATION |
| F | 20.06.17 | ISSUED FOR DEVELOPMENT APPLICATION |
| E | 06.06.17 | ISSUED FOR INFORMATION |
| D | 01.06.17 | ISSUED FOR INFORMATION |
| C | 25.05.17 | ISSUED FOR DRP |
| В | 17.05.17 | ISSUED FOR INFORMATION |
| A | 08.05.17 | ISSUED FOR INFORMATION |
| REV | DATE | DESCRIPTION |
| | | |

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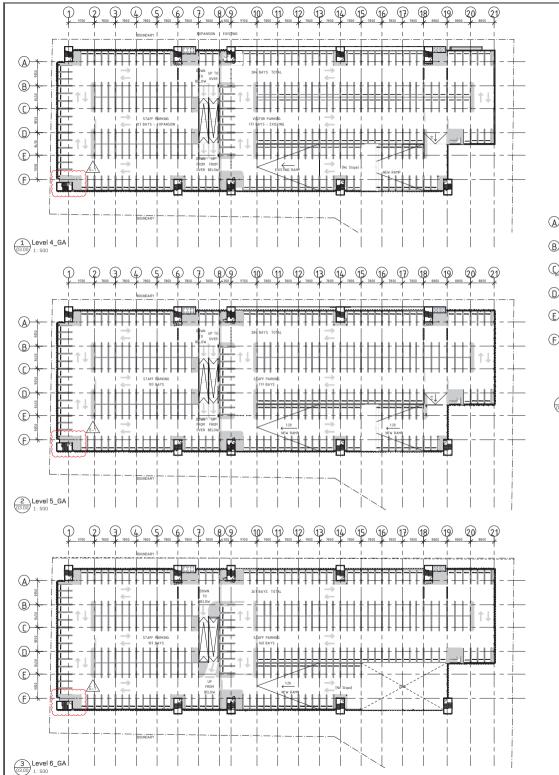


SJGSH CAR PARK EXTENSION SALVADO ROAD SUBIACO

LEVEL 1, 2, 3_GENERAL ARRANGEMENT PLANS

| DRAWN | DESIGNED | REDUCTION |
|----------------|-----------|-----------------|
| CHECKED | PRINCIPAL | 0 25 |
| APPROVED AR | | |
| SCALE | DATE | DRAWING No. F-2 |
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| PROJ No. | FILE No. | 2D A05.10 |



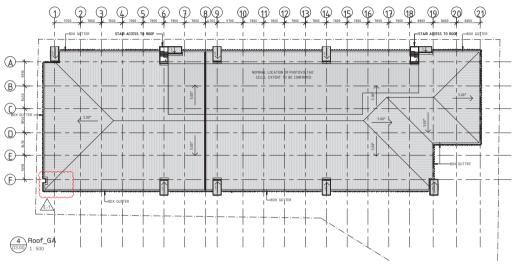


DEVELOPMENT ASSESSMENT PANEL

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PRELIMINARY



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| E | 20.06.17 | ISSUED FOR DEVELOPMENT APPLICATION |
| D | 06.06.17 | ISSUED FOR INFORMATION |
| С | 01.06.17 | ISSUED FOR INFORMATION |
| В | 25.05.17 | ISSUED FOR DRP |
| A | 27.04.17 | ISSUED FOR INFORMATION |
| REV | DATE | DESCRIPTION |
| | | |

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SJGSH CAR PARK EXTENSION SALVADO ROAD SUBIACO

LEVEL 4,5,6 & ROOF_GENERAL ARRANGEMENT

| DRAWN | CP CP | | DESIGNED CP | REDUCTION | |
|-------------------|-------|---|----------------------|-------------|------|
| CHECKED | СВ | | PRINCIPAL | 0 | 25 |
| APPROVED | AR . | | | | _ |
| SCALE | | | DATE | DRAWING No. | E-1 |
| 1:500 PROJ No. | | _ | 07.06.17 FILE No. | SDA 0 | 2 11 |
| 1604 | | | | | |



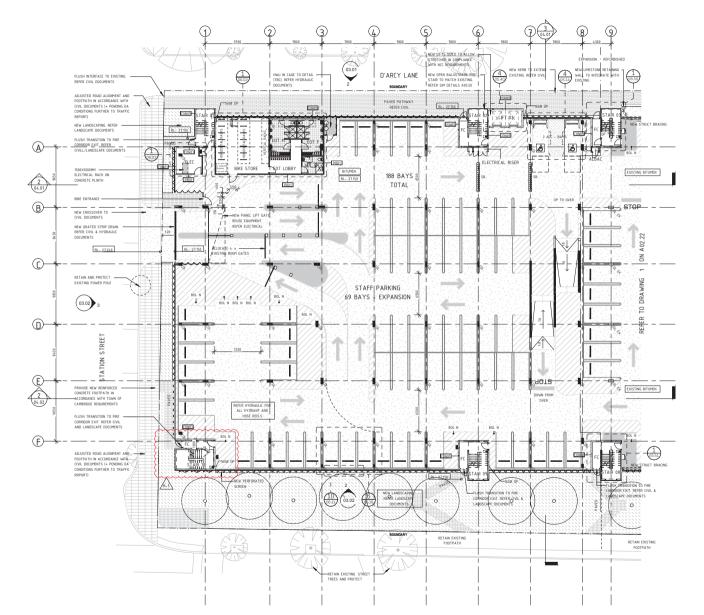


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SCHEMATIC DESIGN

PRELIMINARY

1 - NEW CRASH BARRER TO PREMETER OF NEW CARPARK TO MATCH EASTING.
2 - RISE RATED PROTECTION TO SELECTED STRUCTURAL MEMBERS THE REFER FREE EMBRIERING REPORT
3 - ALIDM WHISTISTORS TO ALL INWA MAN PRODUCED.
PUBLIC CAR BAYS AND NEW PERMETER STAFF BAYS ONLY.
4 - ALL CARPARK SUMPREME AND MONTORING BY
DITHERS REFER ELECTRICAL DOCUMENTS FOR INTERFACE.



| H-1 | 08.09.17 | ISSUED FOR DEVELOPMENT APPLICATION CLARIFICATI |
|-----|----------|--|
| Н | 20.06.17 | ISSUED FOR DEVELOPMENT APPLICATION |
| G | 06.06.17 | ISSUED FOR INFORMATION |
| F | 01.06.17 | ISSUED FOR INFORMATION |
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| A | 24.04.17 | ISSUED FOR REVIEW |
| REV | DATE | DESCRIPTION |

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SJGSH CAR PARK EXTENSION SALVADO ROAD SUBIACO

LEVEL 1 (GROUND)_EXPANSION

| DRAWN | CP | DESIGNED CP | REDUCTION | |
|------------------|----|------------------|-------------|------|
| CHECKED | СВ | PRINCIPAL | 0 2 | 25 |
| APPROVED | AR | 1 | | _ |
| SCALE 1:200 | | DATE 07.06.17 | DRAWING No. | H-1 |
| PROJ No. 1604 | | FILE No. | SDA 02 | 2.21 |

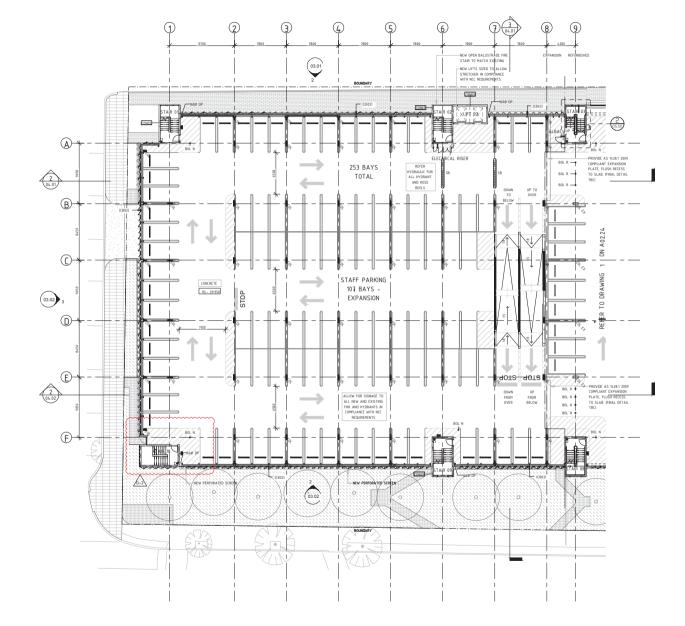






PRELIMINARY

1 - NEW CRASH BARRIER TO PERMETER OF NEW CARPARX TO MATCH EXISTING
2 - FIRE RATED PROTECTION TO SELECTED STRUCTURAL NEMBERS TICK, REFER FREE ENGNEEMEN REPORT
3 - ALLOW WRITESTORS TO ALL MAY AND MODIFIED
PUBLIC CAR BAYS AND NEW PERMETER STAFF BAYS ONLY.
6 - ALL CLAPPARK GOODPRENT AND MONTORIORS BY
OTHERS, REFER ELECTRICAL DOCUMENTS FOR INTERFACE,
SCOPE TICK.



| G-2 | 08.09.17 | ISSUED FOR DEVELOPMENT APPLICATION CLARIFICATIO |
|-----|----------|---|
| G-1 | 01.08.17 | ISSUED FOR DEVELOPMENT APPLICATION CLARIFICATIO |
| G | 20.06.17 | ISSUED FOR DEVELOPMENT APPLICATION |
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| REV | DATE | DESCRIPTION |

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SJGSH CAR PARK EXTENSION SALVADO ROAD SUBIACO

LEVEL 2_EXPANSION

| DRAWN CP | DESIGNED CP | REDUCTION |
|------------------|------------------|-----------------|
| CHECKED | PRINCIPAL | 0 25 |
| APPROVED AR | | |
| SCALE 1:200 | DATE 07.06.17 | DRAWING No. G-2 |
| PROJ No. 1604 | FILE No. | ─ SDA 02.23 |



2

CONCRETE RL- 32.850

CON03

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E)-

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3

03.01

(5)

284 BAYS

TOTAL

STAFF PARKING 107 BAYS -

EXPANSION

ALL NEW AND EXISTING

HR AND HYDRANTS IN COMPLIANCE WITH NCC

REFER HYDRAULIC FOR ALL HYDRANT AND HOSE REELS

NEW OPEN BALUSTRADE FIRE STAIR TO MATCH EXISTING NEW LIFTS SIZED TO ALLOW STRETCHER IN COMPLIANCE WITH NCC REQUIREMENTS.

COVER PLATE, FLUSH RECESS TO SLAB. (FINAL DETAIL TBC)

PROVIDE EXPANSION
COVER PLATE, FLUSH
RECESS TO SLAB. (FINAL
DETAIL TBC)

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BOL R →

_4018 | 4018 |

DOWN FROM OVER

CON03 X IFT box



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SCHEMATIC DESIGN

PRELIMINARY

1 - NEW CRASH BARRIER TO PERMETER OF NEW CARPARK TO MATCH EXISTING.
2 - RIER RATED PROTECTION TO SELECTED STRUCTURAL PERMERS TIEL. REFER FREE EMEMBERING REPORT
3 - ALLION WHIERSTORS TO ALL LINK WAND PRODUCED.
PUREL CAR BAYS AND NEW PREMETER STAFF BAYS ONLY.
4 - ALLIC ARPARKA COMPRENT AND MONOROME BY
OTHERS REFER ELECTRICAL DOCUMENTS FOR INTERFACE,
SCOPE TIEL.



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SJGSH CAR PARK EXTENSION

SALVADO ROAD SUBIACO LEVEL 3 EXPANSION

| DRAWN CP | DESIGNED CP | REDUCTION |
|----------------|----------------|-----------------|
| CHECKED | PRINCIPAL | 0 25 |
| APPROVED AR | | |
| SCALE | DATE | DRAWING No. G-2 |
| 1:200 | 07.06.17 | |
| PROJ No. | FILE No. | ─ SDA 02.25 |



DEVELOPMENT ASSESSMENT PANEL **APPROVED** 08-Jan-2018

19

BOL R -

BOL R

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COVER PLATE, FLUSH
RECESS TO SLAB. (FINAL
DETAIL TBC)

PROVIDE EXPANSION
COVER PLATE, FLUSH
RECESS TO SLAB. (FINAL
DETAIL TBC)

BOL R

BOL R

NEW LIFTS SIZED TO ALLOW STRETCHER IN COMPLIANCE WITH NCC REQUIREMENTS. CON03

îxir 🐼 🔓

(5)

284 BAYS

TOTAL

STAFF PARKING 107 BAYS -

EXPANSION

ALL NEW AND EXISTING FHR AND HYDRANTS IN COMPLIANCE WITH NCC

03.02

STAIR 02

REFER IYDRAULIC FOR ALL HYDRANT AND HOSE REELS

ELECARICAL RISER

03.01

CON03

CONCRETE RL- 35.550

(A)

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E)-

(F)-

03.02



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SCHEMATIC DESIGN

PRELIMINARY

I - NEW GRASH BARBIER TO PERMETTER OF NEW CARPARK TO MATOR LESSTING.

2 - FREE RATIO PROTECTION TO SELECTED STRUCTURAL HENDERS TEC. REFER FIRE ENUMERISMS REPORT 1

- ALLOW MERISCHOST TO ALL IN WAN HOODERD PRIBLE CAR BAY'S AND NEW REFRIETER STAFF BAY'S ONLY.

- ALLICA PARKA GUOMPHATI AND HONTORNOM BY OTHERS. REFER ELECTRICAL DOCUMENTS FOR INTERFACE, SCOPE TBY.





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SJGSH CAR PARK EXTENSION SALVADO ROAD SUBIACO

LEVEL 4_EXPANSION

| DRAWN CP | DESIGNED CP | REDUCTION |
|------------------|------------------|-----------------|
| CHECKED | PRINCIPAL | 0 25 |
| APPROVED AR | | |
| SCALE 1:200 | DATE 07.06.17 | DRAWING No. G-1 |
| PROJ No. 1604 | FILE No. | SDA02.27 |





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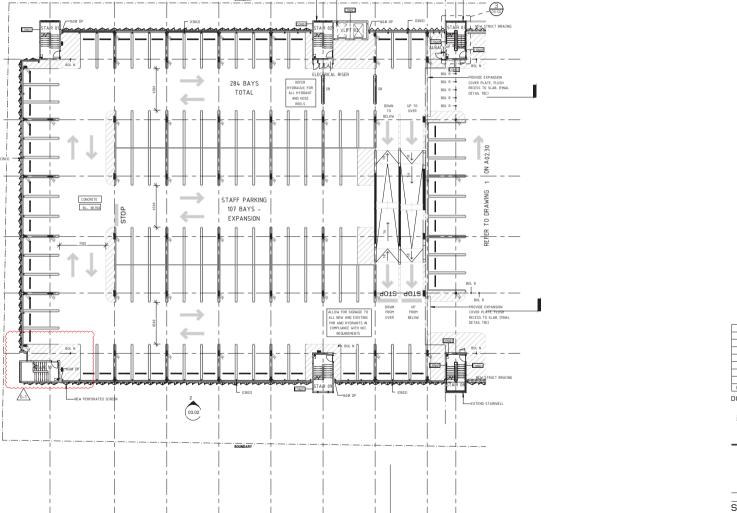
PRELIMINARY

I - NEW (BASH BABRIER TO PERMETER OF NEW CARPARK TO MATOR LESSTING.

2 - FEE RATID PROTECTION TO SELECTED STRUCTURAL HEMBERS TEE, REFEE PREE ENUMETERMS REPORT 1

- ALLOW WHELESTOSS TO ALL NEW AND HODIFED PRIBLE CAR BAY'S AND NEW PERMETER STAFF BAY'S ONLY.

- ALLO APPRIES COMPRETA AND HOMOROMS BY OTHERS. REFEE ELECTRICAL DOCUMENTS FOR INTERFACE, SCOPE TBY.



NEW LIFTS SIZED TO ALLOW STRETCHER IN COMPLIANCE WITH NCC REQUIREMENTS

19

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03.02



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SJGSH CAR PARK EXTENSION

SALVADO ROAD SUBIACO

LEVEL 5_EXPANSION

| DRAWN CP | DESIGNED | REDUCTION | |
|------------------|------------------|------------|-------|
| CHECKED | PRINCIPAL | 0 | 25 |
| APPROVED AR | | | |
| SCALE 1:200 | DATE 07.06.17 | DRAWING No | G-1 |
| PROJ No. 1604 | FILE No. | — SDA | 02.29 |





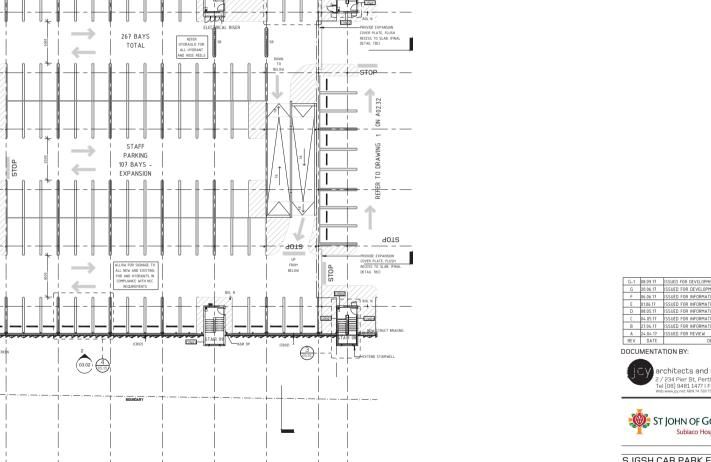


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SCHEMATIC DESIGN

PRELIMINARY

1 - NEW CRASH BARRIER TO PERMETER OF NEW CARPARK TO MATCH EXISTING.
2 - RIER RATED PROTECTION TO SELECTED STRUCTURAL PERMERS TIEL. REFER FREE EMEMBERING REPORT
3 - ALLION WHIERSTORS TO ALL LINK WAND PRODUCED.
PUREL CAR BAYS AND NEW PREMETER STAFF BAYS ONLY.
4 - ALLIC ARPARKA COMPRENT AND MONOROME BY
OTHERS REFER ELECTRICAL DOCUMENTS FOR INTERFACE,
SCOPE TIEL.



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STAIR 02

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CON03

CONCRETE RL- 41.150

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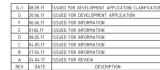
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(F)-

03.02



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SJGSH CAR PARK EXTENSION

SALVADO ROAD SUBIACO

LEVEL 6_EXPANSION

| DRAWN CP | DESIGNED CP | REDUCTION |
|------------------|------------------|-----------------|
| CHECKED | PRINCIPAL | 0 25 |
| APPROVED AR | | |
| SCALE 1:200 | DATE 07.06.17 | DRAWING No. G-1 |
| PROJ No. 1604 | FILE No. | SDA 02.31 |

DEVELOPMENT ASSESSMENT PANEL **APPROVED** 08-Jan-2018

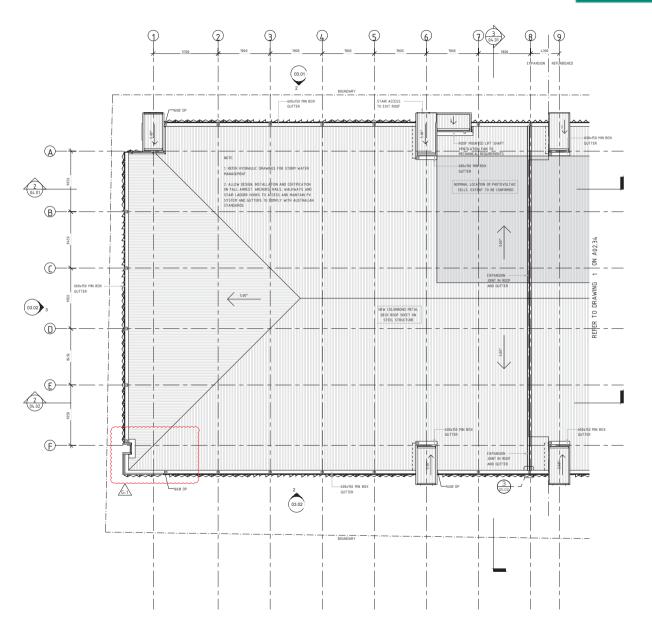
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SCHEMATIC DESIGN

PRELIMINARY



| G-1 | 08.09.17 | ISSUED FOR DEVELOPMENT APPLICATION CLARIFICATION |
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| G | 20.06.17 | ISSUED FOR DEVELOPMENT APPLICATION |
| F | 06.06.17 | ISSUED FOR INFORMATION |
| Е | 01.06.17 | ISSUED FOR INFORMATION |
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| С | 04.05.17 | ISSUED FOR INFORMATION |
| В | 27.04.17 | ISSUED FOR INFORMATION |
| Α | 24.04.17 | ISSUED FOR REVIEW |
| REV | DATE | DESCRIPTION |

DOCUMENTATION BY:



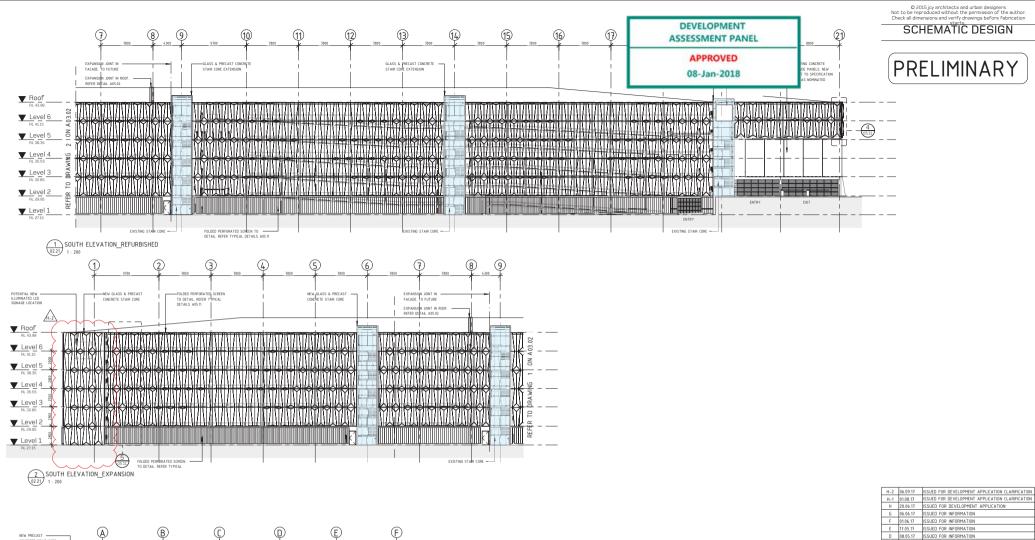
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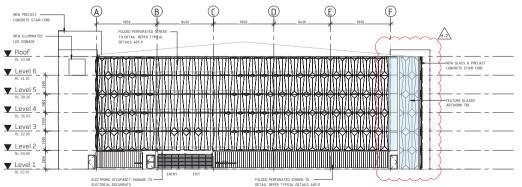


SJGSH CAR PARK EXTENSION SALVADO ROAD SUBIACO

LEVEL ROOF_EXPANSION

| DRAWN CP | DESIGNED CP | REDUCTION |
|------------------|------------------|-----------------|
| CHECKED | PRINCIPAL | 0 25 |
| APPROVED AR | | |
| SCALE 1:200 | DATE 07.06.17 | DRAWING No. G-1 |
| PROJ No. 1604 | FILE No. | SDA 02.33 |





3 02.21 1: 200

| H-2 | 06.09.17 | ISSUED FOR DEVELOPMENT APPLICATION CLARIFICATION | |
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| H-1 | 01.08.17 | ISSUED FOR DEVELOPMENT APPLICATION CLARIFICATION | |
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| REV | DATE | DESCRIPTION | |

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SJGSH CAR PARK EXTENSION SALVADO ROAD SUBIACO

FLEVATIONS SOLITH & WEST

| | | • |
|-------------|----------------|-------|
| DRAWN CP | DESIGNED CF | |
| | | |

| CP | CP | |
|------------------|------------------|-----------------|
| CHECKED | PRINCIPAL | 0 25 |
| APPROVED AR | | |
| SCALE 1:200 | DATE 07.06.17 | DRAWING No. H-2 |
| PROJ No. 1604 | FILE No. | SDA03.02 |

DEVELOPMENT ASSESSMENT PANEL

APPROVED

08-Jan-2018

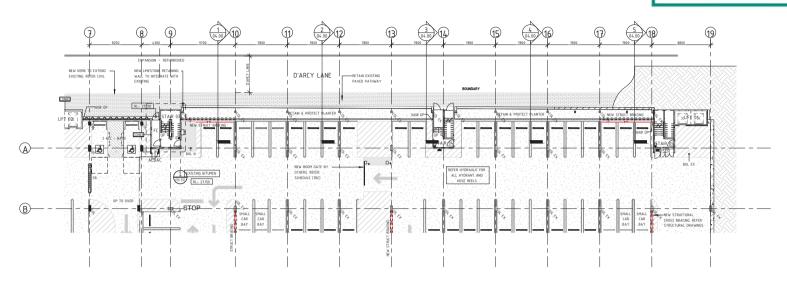
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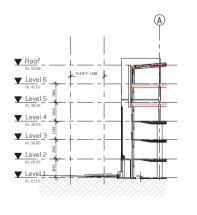
SCHEMATIC DESIGN

PRELIMINARY



6 LEVEL 1 (GROUND)_REFURBISHED

1 D'ARCY LANE_1

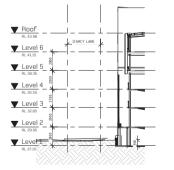




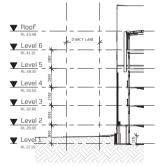
2 04.00 D'ARCY LANE_2 1: 200



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4 04.00 D'ARCY LANE_4







architects and urban designers 2 / 234 Pier St, Perth Western Australia Tel (08) 9481 1477 | Fax (08) 9324 1816 Web week part 481 14 787 187 2411 474 101 217 244



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SJGSH CAR PARK EXTENSION SALVADO ROAD SUBIACO

D'ARCY LANE SECTIONS

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| SCALE 1:200 | | DATE 07.06.17 | DRAWING No. A |
| PROJ No. 1604 | | FILE No. | SDA04.00 |

5 04.00 D'ARCY LANE_5 1: 200

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Form 1 - Responsible Authority Report

(Regulation 12)

| Property Location: | Lot 800 (No. 12) Salvado Road, Subiaco | | |
|----------------------------|--|--|--|
| Development Description: | Proposed Expansion of Existing Hospital Car Park | | |
| DAP Name: | Metro-West Joint Development Assessment Panel | | |
| Applicant: | JCY Architects and Urban Designers | | |
| Owner: | St John of God Health Care Inc. | | |
| Value of Development: | \$27 Million | | |
| LG Reference: | 0165DA-2017 | | |
| Responsible Authority: | Town of Cambridge | | |
| Authorising Officer: | Marlaine Lavery - Director Planning and | | |
| | Development | | |
| | Petar Mrdja - Manager Development Assessment | | |
| DAP File No: | DAP/17/01242 | | |
| Report Due Date: | 29 December 2017 | | |
| Application Received Date: | 21 June 2017 | | |
| Application Process Days: | 90 Days | | |
| Attachment(s): | Site Plan, Floor Plan and Elevations dated 9 | | |
| | September 2017; | | |
| | 2. Applicants justification dated: | | |
| | a. 4 December 2017; | | |
| | b. 16 November 2017 | | |
| | c. 15 November 2017; and | | |
| | d. 1 August 2017. | | |
| | 3. Advice from Main Roads WA | | |
| | 4. Submission - City of Subiaco - 8 August 2017 | | |
| | 5. D'Arcy Lane Information | | |
| | 6. Design Review Panel Advice | | |
| | 7. RAR and Minutes of 29 September 2017 | | |
| | Development Assessment Panel Meeting | | |
| | 8. Porter Consulting Engineers Advice dated 12 December 2017 | | |
| | | | |
| | Developer Contact Register | | |

Officer Recommendation:

That the Metro-West JDAP resolves to:

Refuse DAP Application reference DAP/17/01242 and accompanying plans dated 9 September 2017 (Drawing No. SDA00.02G-2, SDA 02.10F-2, SDA 02.11E-1, SDA 02.21H-1, SDA 02.23G-2, SDA 02.25G-2, SDA 02.27G-1, SDA 02.29G-1, SDA 02.31G-1, SDA 02.33G-1, SDA 03.02H-2 and SDA 04.00A) in accordance with Clause 68 of the *Planning and Development (Local Planning Schemes) Regulations* 2015, for the following reasons:

Reasons:

1. The proposal does not satisfy Schedule 2, Part 6, Clause 56(2) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, as the development conflicts with the principles of orderly and proper planning, as:

- a. The intersection of Cambridge Street and Station Street is fundamental to the function of the development and vehicle movement in the area and should the development proceed without suitable arrangements being put in place for the treatment of the intersection through a Local Development Plan, there is potential for traffic safety issues to arise which will have an adverse impact on the traffic network in this area; and
- b. The proposed development prejudices the overall development potential of the St John of God Hospital site by not having any approved detailed planning for the site (a Local Development Plan), as required by the Western Australian Planning Commission.
- 2. The proposal does not satisfy Schedule 2, Part 9, Clause 67(t) of the *Planning and Development (Local Planning Schemes) Regulations 2015* as the development:
 - a. Provides traffic solutions and vehicle management treatments at the intersection of Cambridge Street and Station Street to address the increase in traffic and vehicle movements which are not supported; and
 - b. Impacts the movement and safety of pedestrians through the increase in vehicle movements, which are not supported.
- 3. The proposal does not satisfy Schedule 2, Part 9, Clause 67(v) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, as the development proposes the loss of 18 on-street car bays, which are frequently used by the local community and are a benefit to surrounding businesses in the locality;
- 4. The proposal does not satisfy Schedule 2, Part 9, Clause 67(g) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, as:
 - a. The proposed intersection does not satisfy Clause 1.1 'Safety' of Local Planning Policy 4.1 'Design of Non-Residential Development' as the proposed development increases conflict between vehicles, pedestrians and cyclists by proposing a vehicle entry point off Station Street.; and
 - b. The number of car bays proposed within the development provides for an oversupply of car parking required by the hospital under Local Planning Policy 5.1 'Parking' by a total of 787 car bays.

Details: outline of development application

| Zoning | MRS: | Urban |
|---------------------|------|--|
| | TPS: | Medical |
| Use Class: | | Hospital - D |
| | | Car park development is ancillary to the primary |
| | | hospital use. |
| Development Scheme: | | Town of Cambridge Town Planning Scheme No. 1 |
| Lot Size: | | 49827m ² |
| Existing Land Use: | | At -Grade and Multi-Level Car Park for existing |
| | | 'Hospital' Use |

The proposed development is located on the corner of Station Street and Salvado Road, and within the street block bound by Station Street, Mccourt Street, Cambridge Street and Salvado Road, of No. 12 Salvado Road, Subiaco (the site). The development forms part of the St John of God Hospital (SJOGH).

The hospital is considered to be the focal point of the medical zone/precinct. Land uses surrounding the site are predominantly medical with the exception of multiple dwellings to the north and opposite the site to the south. Land immediately to the south of the site is within the municipality of the City of Subiaco, which is separated by Salvado Road. These properties have street frontages to Cambridge Street, Salvado Road and Station Street.

Station Street is classified as an Access Road in accordance with Main Roads Road Hierarchy for Western Australia, and contains 24 on-street paid car parking bays. Access Roads typically receive a maximum desirable volume of 3000 vehicles per day, while Salvado Road and Cambridge Street are classified as Distributor A roads, which have a desirable range of between 15,000 to 35,000 vehicles per day under the Western Australian Planning Commission's (WAPC) Draft Liveable Neighbourhoods and Main Roads WA describe the volumes exceeding 8000 vehicles per day. Access to Station Street is achieved from an uncontrolled 4-way intersection to the north (Cambridge and Station Street) and another intersection to the south at Salvado Road.

D'Arcy Lane is a public right of way (owned and maintained by the Town of Cambridge), accessed from Station Street. D'Arcy Lane provides vehicle access from Station Street for the site, Lot 5 (No. 187) Cambridge Street and Lot 1 (No. 181) Cambridge Street, which runs east-west to the middle of the site. There is a 0.3m difference in levels between Station Street and D'Arcy Lane and a sewer line located 2.9m below the lane (refer to attachment 5).

Background:

On 29 September 2017, the Metro-West JDAP considered this application and resolved as follows:

That the Metro West Joint Development Assessment Panel resolves to defer DAP Application reference DAP/17/01242 for a period of three months (29 December 2017) to enable the applicant to: -

- 1. Finalise and advise the Town on the St John of God Hospital Master Plan; and
- Obtain an agreement in association with the Town, to resolve the optimum traffic management treatments for the adjacent streets and intersections and determine the cost sharing arrangements for their construction and implementation.

Meetings between the applicant and representatives of the town subsequently occurred on 20 October 2017, 7 November and 20 November 2017, at which the Town sought additional information on:

- Master planning for the future redevelopment of the site;
- Possible intersection treatments and associated modelling; and
- Vehicle Access options.

On 15 November 2017 and 4 December 2017, the applicant submitted justification (refer to attachment 2) addressing the:

- Access from D'Arcy Lane;
- · Co-ordinated and integrated planning approval;
- · Oversupply of car parking spaces;
- Traffic and intersection upgrades;
- · Crossover to Station Street;
- Cash-in-lieu of on-street car parking spaces; and

Conditions of approval.

These matters will be discussed under the 'reasons for deferral' heading, and where relevant, incorporated into the assessment.

Issues prior to deferral

Prior to the DAP's decision to defer the application, the Town received indicative plans from the applicant showing basic detail with respect to the location of future development within the medical precinct area. Written advice regarding existing and proposed floor areas and bed numbers was also provided.

Additional information was submitted in support of the access point on Station Street, including a traffic impact assessment. The following issues were identified with this report (for further information, please refer to attachment 7):

- It did not account for future redevelopment of the site;
- The proposed remedial actions (listed below), were not supported by the Town:
 - design changes to the Station Street and Cambridge Street intersection by expanding the median;
 - o incorporating traffic management pavement markings; and
 - the conversion of the Salvado Road and Station Street intersection into a staggered arrangement was not supported due to feedback received from the City of Subiaco, Main Roads WA and the lack of any detailed designs.
- Discrepancies contained within the traffic data; and
- A lack of justification for not having vehicle access from D'Arcy Lane.

Concerns were also raised regarding the compensation for the loss of income as a result of the loss of on-street car parking bays, the costing for a signalised intersection and cost sharing arrangements required further investigation.

Previous Redevelopments

Prior to this development application, notable approvals and studies were undertaken between 2002 and 2004, as follows:

- A Master Plan was previously adopted over the hospital precinct area. This
 plan provided an overview of envisaged hospital expansions including new
 car parking, expanded hospital facilities and a new comprehensive cancer
 centre. A timeline of development was also provided.
- A Parking and Access Study was prepared for the site by SJOGH and a traffic consultant to facilitate future development proposals, including extensions to the existing hospital and car park area. The study was presented to the Town of Cambridge and endorsed by Council on 22 July 2003. The study contained a number of recommendations regarding the management of parking and traffic in the area such as the installation of median islands on Cambridge Street and Salvado Road and modifications to existing road geometry to account for increased vehicle movements.
- On 23 September 2003, Council approved a proposal for various additions and alterations to the existing hospital, an ambulatory care facility, as well as a multi-level car park (which currently exists on the subject site).
- On 27 April 2004, Council approved an application for the second phase of the above-mentioned Master Plan, being a comprehensive cancer centre for the hospital. This building is now an established feature of the hospital

precinct. The information contained within this report with respect to car parking is utilised within the following report.

Local Strategies

Access and Parking Strategy 2011

The Town's Access and Parking Strategy (the Strategy), was endorsed by Council in 2011 and updated in 2016. This two-part document maps out key strategic parking directions for the Town in considering the parking and alternative transport demands in four key commercial precincts, one of which is the Medical precinct where the subject site is located.

The Strategy also informed the development of the Town's current car parking policy (Local Planning Policy 5.1: Parking). SJOGH was considered a key stakeholder during the preparation of this strategy and provided important feedback to the consultants. The strategy is not a statutory document however is referenced in the following report as it provides useful background to the assessment of this application and recommended conditions.

Whilst the Strategy was prepared in 2011, it acknowledges a high demand for parking within the Medical precinct, and within SJOGH. More broadly, the strategy also acknowledges the importance of on-street parking within the Medical Precinct.

Local Planning Strategy Working Document 2010

The Town prepared a working document for a future Local Planning Strategy in 2010, the Local Planning Strategy Working Document (2010) (the working document). Whilst the working document is not a statutory document, it provides useful strategic information in consideration of this proposal. One of the aims of the document was to confirm the future role and function of the Medical Centre Zone. The other relevant themes from this document include:

- Parking issues at centres and major destinations: Parking can generate problems at the Town's commercial precincts and at major activity generators, particularly around traditional strip centres whereby their layout and development over time is not conducive to supplying additional parking. Additional parking would otherwise deter from the valued traditional character of these precincts. Development in the Medical Zone along Cambridge Street is a similarly problematic area for parking. Council has recently introduced paid parking in these areas as a demand management tool and to encourage the use of alternative transport modes. In cases, parking management plans are often needed to address major parking problems (real or perceived).
- Commercial, Employment and Economic Development Profile: St John of God Medical Centre and surrounds functions as an increasingly major (and regionally significant) employment and medical service destination. St John of God Medical Centre in Subiaco forms a key destination along Cambridge Street. Over time, medical facilities have clustered around the hospital to form a node of medical services and West Leederville has become a nationally highly sought after location for medical services (usually specialist in nature).

Detail

This application proposes to expand an existing car parking facility at the SJOGH, Subiaco for the use of hospital staff

A brief summary of the proposal is provided below:

- The construction of a six storey development with an additional 787 car parking bays, which would bring the total number of bays within the car park to 1,560 (1090 for staff and 470 for visitors) with access from Station Street;
- New façade treatments using pre-cast concrete and perforated aluminium panels;
- End of Trip facilities including shower, locker and change rooms facilities;
- Landscaping on the northern and southern side of the development facing Salvado Road.

Legislation & policy:

Legislation

- Planning and Development Act (Development Assessment Panels)
 Regulations 2011;
- Planning and Development Act 2005
- Planning and Development (Local Planning Schemes) Regulations 2015;
- The Metropolitan Region Scheme;
- State Planning Policy 3.6 'Development Contributions for Infrastructure'
- Town of Cambridge Town Planning Scheme No. 1

Local Policies

- Policy 2.7: Design Review Panel
- Policy 4.1: Design of Non-Residential Development
- Policy 5.1: Parking
- Policy 5.2: Advertising Signs
- Policy 5.3: Landscaping and Water Sensitive Urban Design
- Policy 5.6: Percent for Public Art
- Policy 5.7: Construction Management Plans
- Policy 6.5: Precinct P5: West Leederville

Consultation:

Pursuant to Clause 64(3) of the Deemed Provisions, the application was formally advertised for a period of 14 days commencing on 20 July 2017. The following communication mechanisms were employed:

- Letters were sent to all landowners and occupiers within a 100 metre radius of the site:
- Copies of the plans and application documentation were made available on the Town's website; and
- Elected Members were informed of the application when it was received.

No public submissions were received over this period.

Consultation with other Agencies or Consultants

City of Subiaco

Due to the proximity of the development to the Municipality of the City of Subiaco (the city), the application was referred to the city for comment. The city's response (dated 8 August 2017) raised a number of matters, including:

- the scale and nature of the envisaged redevelopment within the hospital; and
- how this may impact traffic volumes.

The City also queried some of the technical recommendations and limitations contained within the applicant's traffic assessment provided with the application (attached to this report). The City's comments are further referred to later in this report, and are also provided as an attachment (refer to attachment 4).

Main Roads WA

The Town has consulted with Main Roads WA (Main Roads) on four occasions (two meetings and two requests for information that were actioned) regarding the proposed development. The advice received on 5 September 2017 is included as an attachment (refer to attachment 3)-. The Town has subsequently met with Main Roads regarding:

- The intersection treatment of Station Street and Cambridge Street;
- The possibility of receiving in-principle support for a signalised intersection;
- · The indicative timeframe for the signalisation process; and
- Whether there was any preference for entry from D'Arcy Lane.

In response, the following feedback was provided:

- Main Roads does not provide in principle agreements to signals
- Full access should be from D'Arcy Lane; and
- It is difficult to provide a timeframe as it depends on how many changes/amendments are required. The expedited process may be staged as follows:
 - Stage 1: LinSig Model for Main Roads review and endorsement; and
 - Stage 2: Concurrent review and formal approval of Lines/Signs and LinSig Model
- Main Roads also advised that works required to signalise the intersection should be funded by the applicant;
- Regarding the intersection treatment and the preliminary plan (refer to discussion of Optimum Traffic Management for Adjacent Streets and Intersections):
 - Main Roads does not support this leg as being un-signalised, the modelling states that if signalised it would have a LOS of E which is also not supported. Furthermore, there appears to be insufficient land to design the left out in accordance with standards. Therefore it is suggested that this movement be removed (partial closure). This would result in improved traffic efficiency and improves safety for pedestrian connectivity across Station St and Cambridge St.
 - There were questions regarding where the banned movements are going and whether other intersections could cope with the redistribution of traffic. Consideration should be given to peak time right turn ban for Cambridge Street to Station Street north bound, which would allow for improved access for businesses.
 - Consideration should be given to relocating the bus stop, allowing for improved sight distance to pedestrian crossing at the signalised intersection; and
 - Consider two lanes, which would allow for improved traffic flow efficiency.
- Additional information outlining the turning movements of vehicles, information of staff start and leave times and a copy of the development application should be submitted.

This advice will be discussed in more detail under the Optimum Traffic Management for Adjacent Streets and Intersections heading.

Internal Referrals

The proposed development was referred to relevant departments within the Town and the Design Review Panel (DRP) prior to lodgement and again when the formal development application was lodged. These comments are incorporated into the relevant sections of the assessment and included as an attachment (refer to attachment 6).

Planning assessment:

The proposal has been assessed against the requirements of:

- Schedule 2, Part 6, Clause 56(2) of the Planning and Development (Local Planning Schemes) 2015 (the Deemed Provisions);
- Schedule 2, Part 9, Clause 67 of the Deemed Provisions;
- Town Planning Scheme No.1 (the Scheme);
- The Town of Cambridge Access and Parking Study 2011;
- Local Planning Strategy Working Document 2010; and
- Relevant Local Planning Policies identified above

The proposal complies with all the requirements of the Deemed Provisions, Scheme and provisions of the aforementioned policies with the exception of the matters discussed under the headings 'Reasons for deferral' and 'deemed provisions'.

Reasons for Deferral

The reasons for deferral identify three matters that require further attention, these matters are discussed below.

1. Master Plan

The subject application forms part of a proposed future development scheme for the SJOGH site. SJOGH have advised that the car park development will enable the existing hospital building to be redeveloped to a height of nine or more storeys to potentially accommodate the following:

- The expansion of the existing hospital building towards Cambridge Street to increase current services and for the provision of new hospital functions;
- Additional inpatient wards and refurbishment of existing wards:
- Additional intensive care beds and coronary care beds;
- Expansion of chemotherapy treatment areas;
- Consulting suites;
- Dedicated research, education and training facilities; and
- Upgraded public amenities and circulation areas.

Furthermore, SJOGH have advised that:

- It is committed to reserve the south western end of its site and campus for high density car parking for its staff and visitors and in so doing the use of that space will remain unchanged for the foreseeable life of those facilities;
- The main entry, and its accessibility from Salvado Road is valuable for branding, placemaking and wayfinding, and will only be enhanced in the future;
- The main hospital functions will remain centrally within the precinct and SJOGH will plan and encourage supporting medical, health and healing facilities to surround our central hospital; and

 Any developments into the future will build upon a 'campus' style of development that is already established at the place and hence contemporary quality architecture can be encouraged to both enhance St John of God's brand and amenities, but also to regularly make a positive contribution to our urban environment.

Given the significance of the proposed development and extensive redevelopment of the site, on 11 October 2017 the Town requested that the Western Australian Planning Commission (WAPC) consider a requirement for a Local Development Plan (LDP) be prepared for the site. A LDP is a plan that sets out specific and detailed guidance for future development including one or more of the following -

- a) site and development standards that are to apply to the development;
- b) specifying exemptions from the requirement to obtain development approval for development in the area to which the plan relates.

Part 6 of the deemed provisions sets out the requirements for a LDP, including when a LDP can be prepared, how this should occur (advertising, approval and review of decisions) as well as the effect of a LDP. Clause 56(1) of the deemed provisions states that the local government must give due regard to, but is not bound by, a LDP when determining an application.

In consideration of this application, clause 56(2) of the deemed provisions is important as it states that a decision maker for an application for development approval in an area referred to in clause 47 as being an area for which a LDP may be prepared, but for which no LDP has been approved by the local government, may approve the application if the decision-maker is satisfied that: -

- a) The proposed development does not conflict with the principles of orderly and proper planning; and
- b) The proposed development would not prejudice the overall development potential of the area.

Following the resolution of the JDAP on 29 September 2017, the information identified above was developed in more detail and on 8 November 2017, the Town received a preliminary draft Masterplan for the site. At the request of the applicant, the master planning submitted to-date will not be made public or included as an attachment to the report as the information is commercially confidential. However, the information has been made available to Development Assessment Panel members for their reference.

On 12 December 2017, the WAPC agreed that a LDP should be prepared for any future redevelopment of the site. The applicant contends that the proposed development does not conflict with the principles of orderly and proper planning and that the proposed development would not prejudice the overall development potential for the area, for the following reasons:

- The mere fact that the development provides car parking in excess of the minimum required under the Parking Policy does not cause the application to fall foul of orderly and proper planning process. The DAP should consider the merits of the application before it in the usual manner;
- The development is self-contained and does not prejudice the redevelopment
 of other areas on the subject site or on adjoining properties. In fact, the
 provision of additional parking aids the future development potential on the
 subject site by ensuring sufficient parking is available into the future; and

 It is considered a Master Plan/LDP is not a prerequisite to approval of the proposed carpark.

The justification provided above is acknowledged, however the proposed development is considered to conflict with principles of orderly and proper planning and would prejudice the overall development of the area for the following reasons;

- As will be discussed in more detail under the 'Optimum Traffic Management for Adjacent Streets and Intersections' heading, the intersection is fundamental to the acceptability of the proposed development. Should the development proceed without suitable arrangements being put in place for the intersection treatment, there is potential for external effects, specifically traffic safety issues to arise;
- The requirement of the car park is, in turn, dependent on the SJOGH redevelopment, which at the time of writing this report, did not include any public detailed planning at state or local government level;
- The WAPC and the Town consider that a LDP is required for the purposes of orderly and proper planning. For reasons stated in the previous Responsible Authority Report dated 29 September 2017, further detailed planning would be complementary to the assessment of the application;
- The applicant has advised that the site could be redeveloped to include an
 expansion of the existing hospital building to a height of 12 storeys and given
 the relative size of the SJOGH site within the West Leederville Precinct, it is
 considered necessary that a comprehensive and coordinated approach to
 address key planning matters such as:
 - o built form;
 - land uses:
 - o vehicle movement; and
 - the integration of this site with the surrounding properties and public streets

Under the current planning framework the most appropriate mechanism to achieve a coordinated and integrated outcome is by preparing and adopting an LDP for the area;

- The lack of a master plan was a reason for deferral and the material submitted to-date is not considered to satisfy this requirement; and
- The applicant has acknowledged that the master planning documents submitted are subject to ongoing resolution and amendment.

2. Optimum Traffic Management for Adjacent Streets and Intersections

In considering the traffic management treatments for the adjacent streets (Station Street) and intersections (Station Street and Cambridge Street), assessments of the source of the traffic and the impact associated with the traffic should be undertaken.

Clauses 67(g) and (t) of the Deemed Provisions requires Local Planning Policies for the scheme area and the consideration of the capacity of the road system and probable effect on traffic flow and safety to be given 'due regard' in consideration of this application. Accordingly, the following Local Planning Policy's include relevant criteria that will inform the discussion of this reason for deferral:

- · 4.1 'Design of Non-residential development';
- 5.1 'Parking'; and
- 6.5 'West Leederville Precinct' (Vehicle Access).
- i. Local Planning Policy 5.1 'Parking'

Table 1 of Local Planning Policy 5.1 'Parking' (LPP5.1) outlines the car parking requirements by land use categories, the assessment as it relates to a hospital is shown below:

| Requirement | Existing | Proposed | Difference |
|---------------------------------|----------|----------|------------|
| Hospital: 1 space per | 1377 | 2164 | + 787 |
| 30m ² administration | | | |
| area and 1 space per | | | |
| 3 licensed beds | | | |
| (Existing | | | |
| Requirement: 1377) | | | |

The proposed development will result in an oversupply of carparking for the subject site. Clause 1.7 of LPP5.1 provides the following guidance for this situation:

Car Parking provision <u>exceeding</u> the requirements specified in Table 1 will generally not be supported, in order to limit traffic congestion and encourage more sustainable modes of transport. The Responsible Authority may determine that the provision of bays exceeding the required number under the Policy provisions is not justified or required and will impose an adverse impact on amenity, safety and traffic management in the surrounding locality. In some circumstances, the Responsible Authority may require there to be fewer parking bays than required under the Policy if the number of bays proposed is likely to present an adverse impact on amenity, safety and/or traffic management.

The applicant contends that the oversupply of car parking should be considered positively, for the following reasons:

- St. John of God currently leases parking at Kitchener Park (105 bays) and this lease is due to expire.
- St. John of God has aspirations to expand the hospital in the future (refer to discussion of Master Plan above).
- The applicant states that staff shift work extends beyond normal business hours and is not effective for staff to find alternative modes of transport with comparative travel times to driving outside of peak times. Despite the subject sites proximity to the Subiaco Train Station and associated buses, this argument is acknowledged. Further, hospital patients are often not well enough to travel to the hospital via alternative modes of transport and accordingly, it is necessary to provide on-site car parking for staff and customers/patients/visitors; and
- The Department of Health's (DoH) Private Hospital Guidelines stipulates parking requirements which are more onerous that the requirements of LPP5.1, a comparison is shown in the table below. Accordingly, a surplus of parking may be necessary to meet the DoH requirements.

| Local Planning Policy 5.1 'Parking' | Department of Health's Private Hospital Guidelines |
|--|--|
| 1 space per 30m ² | i say por matoring sou |
| administration area and 1 | 1 bay per 2 beds for other patients |
| space per 3 licensed beds | 1 bay per 2 additional beds proposed |

| 4 bays per day procedure room |
|--|
| 4 bays per day procedure room added |
| 1 bay per employee on largest shift |
| 1 bay per maximum number of doctors on shift (X1.3) |
| 2UA spaces per first 30 beds, 1 bay per 30 beds thereafter |
| Bicycles as per UA bays |
| Motorcycles as per UA bays |
| Outpatient parking - suit expected throughout |

With the above in mind, the oversupply of car parking does not satisfy LPP5.1 for the following reasons:

- The Town has been advised that the applicant intends to submit a development application for the use of No. 177 Cambridge Street as a temporary car park. The use of this space would accommodate for the loss of car parking at Kitchener Park, however this application has not been submitted and given that it does not form part of this application, it should not factor into this car parking count;
- The Town has undertaken preliminary calculations based on this draft preliminary master plan, which suggest that should the site be fully developed, the proposed car park would be close to satisfying the demands. However, given that this plan is subject to change, these calculations cannot be relied on. It is recommended that the parking be revisited through the preparation of a LDP; and
- It is noted that the majority of bays proposed in the development are dedicated for staff and should the application be approved, these will assist in alleviating the parking requirements.
- ii. Local Planning Policy 6.5 'West Leederville Precinct' Clause 5.2.2(v) 'Vehicular access' and Local Planning Policy 4.1 Clause 1.1 (Safety) 'Design of Non-residential Development'

The proposed development requires consideration against *Clause 5.2(v)* 'vehicle access' of the LPP6.5 as well as the rationale for not utilising D'Arcy Lane for access, an assessment is provided below.

| Proposed | Required | Complies |
|--------------------------|---------------------------------------|----------|
| New crossover on Station | Vehicular access to Cambridge | No |
| Street | Street and Salvado Road is to be | |
| | limited. Access shall be obtained via | |
| | an existing crossovers or rights of | |
| | way, and/or side streets | |

Given that the existing site has a 5.0m sealed laneway adjacent to it and LPP 6.5 clause 5.2(v) requires access from a right of way, D'Arcy Lane is the Town's preferred location for vehicle access.

Following the deferral of the application, the applicant prepared a number of design schemes for D'Arcy Lane and identified that the transition along D'Arcy Lane requires

a minimum 500m level difference from the existing levels. The applicants' justification for a crossover on Station Street and rationale for why entry from D'Arcy Lane cannot be accommodated is outlined below:

- The transition level at D'Arcy lane is defined by the down-hill transition level, which must also be at a level to mitigate downhill stormwater ingress into the carpark;
- The new carpark has been designed to extend existing levels and structure to ensure the carpark functions efficiently and effectively as a single development, and one that can be articulated as a coherent whole from the street:
- Transition ramping must be in compliance with AS2890.1 2004. The greatest compliant ramping reduction has been identified in each scheme;
- A clearance of 2200mm minimum is required by Building Code 10 and the best design scheme provided achievable clearance of 2068mm (not allowing any tolerance for construction, subsidence or slab deflection). Further, internal ramp adjustments to transition back to existing levels would only result in a clearance of 2100mm (with no tolerance). Floor to floor romping would also be compromised; and
- Pedestrian egress and controls to suit vehicular crossover from D'Arcy Lane would require further consideration.

With the above in mind, the proposed crossover does not satisfy Clause 5.2(v) of LPP6.5 for the following reasons:

- The proposed access point does not allow for efficient traffic movement as the vehicles parked within the on-street parking on the western side of Station Street, will restrict through traffic from passing vehicles approaching from Salvado Road, queued to turn right;
- There is a reduced distance for following motorists to be aware of a stopping/stopped right turning vehicle;
- The proximity of the new crossover adjacent to D'Arcy Lane will lead to traffic conflicts from two entrances/exits close together;
- The impact of queuing at the entrance gates will adversely impact the traffic flow along Station Street. Further analysis needs to be taken to consider the bunching of vehicles arriving from the proposed signalisation of the Station Street and Cambridge Street Intersection to the north as well as random arrival of bunched vehicles to the south where they are held up in the queue before the Station Street (south) signals;
- The loss of 7 on-street car parking bays on the eastern side of Station Street is not an acceptable outcome for the Town;
- Main Roads have indicated that full access should be from D'Arcy Lane rather than an additional crossover; and
- There is adequate depth between D'Arcy Lane and the sewerage line (2.9 metres) and the Town would be supportive of a reduction to facilitate this.
 D'Arcy Lane would need to be widened by 1.0m to accommodate two-way traffic. Whether or not this could occur was not explored by the applicant.

Local Government Act 1995

Schedule 9.1 Clause 7 of the *Local Government Act* 1995 provides that Regulations may be made about crossings from public thoroughfares to private land or to private thoroughfares. Regulation 12(2) of the *Local Government (Uniform Local Provisions) Regulations* 1996 states that:

A person is not to construct a crossing for vehicles from a public thoroughfare that is a Government Road to -

- a) land on which premises have been or are about to be constructed; or
- b) a private thoroughfare serving land

Unless the construction of the crossing has been approved by the local government under sub regulation (1) and the crossing is constructed in accordance with the approval.

Should the application be approved, it is recommended that an advice note be included to advise the applicant that a crossover application is required for the application and that the Town of Cambridge is the responsible authority for the determination of this application.

Local Planning Policy 4.1 'Non-Residential Zones and Development'

The proposed development requires consideration against the development criteria 1.1 (Safety), which states:

The need for safe movement of vehicular traffic and minimisation of conflicts between vehicles, pedestrians and cyclists, with reference to factors such as the volume of traffic (both pedestrian and vehicle) likely to be generated by the proposed development, location of vehicular access points, the design and location of crossovers, public transport stops and the provision and location of segregated pedestrian walkways and sightlines.

Following the resolution of 29 September 2017, officers of the Town have met with the applicant to discuss a number of options to resolve the traffic impacts associated with the development. It is important to acknowledge the role of Main Roads WA in this process, particularly given that they are the determining authority for roads. Notwithstanding, the Town is not required to build or commit money to any intersection treatment.

As part of these discussions, Transcore (on behalf of the applicant) prepared three treatment scenarios for the intersection of Cambridge and Station Streets. Of the three options, the Town agreed that SIDRA modelling (an intersection modelling tool commonly used by traffic engineers for all types of intersections) be prepared for option 3, in order to demonstrate that this option could work effectively. This is particularly important as the Town is not the decision maker regarding the installation of traffic signals. The intersection comprises:

- Left-out from Station Street north to Cambridge Street east. This left out will be controlled with a STOP sign without signalisation;
- No right turn permitted from Cambridge Street east to Station Street north.
 This is enforced through signage and painted road pavement arrows. The
 right turn restriction can either be in place during peak periods only or for the
 entire day, subject to the preference of Town of Cambridge and Main Roads
 WA.
- Increases capacity of the signalised intersection by operating as a 3-way signal.
- Increases the green time available for busy intersection approaches.
- Investigates Main Roads WA suggestion of having a left-in/left-out on the northern side road approach.

- Requires only minor alteration to the geometry of the intersection.
- Requires only minimal impact on car parking.

Once completed, this modelling was discussed with Main Roads and as stated in the 'referrals' heading, further information was required. In particular:

- LinSig modelling is required for the post development incorporating +5 years and +10 years scenarios;
- The geometry associated with the intersection treatment required revision;
 and
- Further consideration should be given to two lanes on Station Street south of Cambridge Street.

It is anticipated that there would be a loss of 10 bays on Cambridge Street and the possibility of a further 7 bays on Station Street (to the North and South of Cambridge Street) as a result of the proposed intersection modifications due to non-compliance with Main Roads WA No Stopping requirements (see below) and the presence of onstreet car parking bays within these distances:

- A 35m no stopping distance from traffic control signals on the approach;
- 9m on the departure side of a bus stop; and
- 18m on the approach side of a bus stop

Cambridge Street east of Station St

Approach (westbound)

No Stopping signing does not comply with the abovementioned criteria. The westbound bus stop position would need to be moved back to at least 44m from the stop line. The location at 44m from the Stop Line would have the bus stopping where cars are currently permitted to park on-street, resulting in the loss of 4 car spaces.

Departure (eastbound)

No Stopping for approximately 25.0m from the pedestrian crossing on the eastbound departure side of the intersection which will result in the loss of up to 2 on-street car parking spaces.

Cambridge Street west of Station St

Approach (eastbound)

Introducing No Stopping for 35m from the TCS hold line on the eastbound approach will result in the loss of up to 3 on-street car parking spaces.

Departure (westbound)

No Stopping for approximately 25.0m from the pedestrian crossing on the westbound departure side of the intersection which will result in the loss of 1 on-street car parking space.

The expected sum of the losses of on-street car parking spaces on Cambridge Street for the TCS sk03 scenario is 10. This is significant as Local Businesses depend on these car parking bays and it is unlikely that the customers of the Local Businesses will use the SJOGH car park.

Station Street, north of Cambridge Street

There is a half-seagull island proposed on dwg sk03. To maintain 3.0m clear between parked vehicles and island/barrier line there is likely to be at least 1 on-street parking space lost.

Station Street, south of Cambridge Street

The parking is indented and is shown to be maintained. It would be at MRWA's discretion to permit this or impose longer No Stopping conditions (i.e. 35m and 25m). If that were to be imposed it would result in the loss of up to 7 parking bays as a result of providing adequate sightlines. It should be noted that there will be a loss of 7 bays on the eastern side of Station Street, south of Cambridge Street as a result of the proposed vehicle access point, and this is discussed further under the 'cost sharing' heading.

The advice that this is as a result of increasing the intensity of traffic movements on to Station Street from the multi-storey carpark, whether that be from a new access (not recommended) or from D'Arcy Lane (recommended). In either case the increased intensity of traffic movements increases risk and as a consequence the accesses safety must be improved.

With the above in mind, the application does not satisfy Clause 1.1 of LPP4.1 and does not address the second reason by the Metro-West JDAP for the following reasons:

- It is clear that the modelling undertaken requires further revision. This has been confirmed by Main Roads;
- No agreement has been reached between the applicant and the Town as Main Roads are unable to provide 'in principle support' to the proposed traffic signalisation, which results in an extended application process;
- The proposed intersection design compromises pedestrian safety at the intersection of Cambridge and Station Streets, and could be improved;
- It is unclear whether other intersections can cope with the redistribution of traffic as a result of the restriction of no right turn from Cambridge Street east to Station Street north.

Local Government Act 1995

Station Street and Cambridge Street are classified as 'thoroughfares' under the *Local Government Act 1995* (the act). Should the application be approved, Section 3.50 of the *Local Government Act 1995* (the act) will be enacted and before making an order to wholly or partially close a thoroughfare to the passage of vehicles on a permanent basis, the Town will require the following to occur:

- Public Notification of the proposed closure giving details of the proposal, the location of the thoroughfare and where, when and why it would be closed and invite submissions on the proposal;
- Written notices to affected owners: and
- Allow a reasonable amount of time for submissions to be made and consider all submissions received.

These would be incurred as part of the modifications to intersections to restrict movement, particularly from the northern part of Station Street.

Further, in order to determine if the notices will be undertaken, the applicant will need to be aware that this is a Council decision, as is the consideration of submissions received and that Council may not approve it. Further, the Town may not want a set of traffic lights at this location that are in close proximity to Harborne Street traffic lights as it may affect the functionality of Cambridge

Street. An advice note to this effect will be included should the application be approved.

3. Cost Sharing

The intersection of Station Street and Cambridge Street currently experiences 19,508 vehicles per day. Given that the application will result in an increase in traffic on the local road network, specifically this intersection. While the development is not the only contributor to the intersection traffic, the upgrade would not presently be required if not for the SJOG development. Therefore, it is only appropriate that the applicant enters into a legal agreement to confirm the payment for the upgrading of the intersection to include traffic signals.

The applicant contends that:

- In accordance with State Planning Policy 3.6 'Development Contributions for Infrastructure', development contributions can only be levied based on the development's relative contribution to the need for infrastructure;
- The Town has previously applied for 'blackspot' funding for the intersection in question;
- In considering the contribution amount for an expansion to an existing use it is necessary to subtract the traffic generated by the existing development on the subject site. The condition cannot be applied retrospectively for development approved previously. Consequently, Transcore has analysed the proportions of traffic travelling through the intersection generated by the existing and proposed developments on the site and concluded that 17.27% of the intersection traffic will be generated by the hospital post-development.

With the above in mind, the Town does not agree with the proposed cost sharing arrangement for the following reasons:

- No Development Contribution Area is in place, which means that the discussion of SPP3.6 has little bearing on this matter as it cannot be implemented;
- In 2010-2011 the Town delivered Black Spot improvements at Cambridge Street/Station Street which raised the priority for Station Street motorists by installing pedestrian refuge islands - north and south of Cambridge St. This has improved the crash rate from 28 Crashes at end of 2011 over 5 years to 21 crashes at end of 2016 over 5 years.
- The source of the 17.27% figure is unclear particularly as there is no explanation behind the various distribution patterns adopted for each of the assessment periods, hence it is not known if there are any inconsistencies;
- Given the hospital redevelopment plans have not been finalised and are subject to change (as stated by the applicant), the modelling that has produced the figure of 17.27% should not be relied upon;
- The subject intersection does not currently need to be signalised and the demand has been raised by the application for the car park; and
- As the cost sharing has not been agreed upon, the second reason for deferral
 has not been addressed and therefore the application should be refused.

On-street car parking

As part of the cost sharing arrangements, consideration should be given to the Scheme and Clause 67(v) of the Deemed provisions particularly as it relates to the loss of on-street car bays. Clause 67(v) of the Deemed Provisions relates to the potential loss of any community service or benefit resulting from the development other than the potential loss that may result from economic competition between new and existing businesses.

The Access and Parking Strategy 2011 recommends replacing existing parallel parking bays with angled bays along Station, Connolly and McCourt Streets which surround the hospital precinct, in recognising the importance of on-street parking for users of neighbouring sites not associated with SJOGH. However, the provision of a new vehicle access point to Station Street and the requirement to provide adequate sightlines, coupled with the proposed intersection treatment, will result in the removal of existing on street car parking bays as follows:

- 1 bay on Station Street north of Cambridge Street
- 7 bays on the eastern side of Station Street;
- · 6 bays on Cambridge Street East of Station Street; and
- · 4 bays on Cambridge Street West of Station Street.

In total, the intersection treatment proposed will result in the loss of an additional 18 on street parking bays. In the previous RAR the Town suggested that the loss of car parking bays could be compensated through cash-in-lieu provisions. The applicant contends that:

- the Town of Cambridge Town Planning Scheme No. 1 (the Scheme) does not mandate the payment of cash-in-lieu of on-site car parking spaces; and
- LPP5.1, as it relates to cash-in-lieu, is only relevant when a proposal includes a car parking shortfall. Further, the proposal does not include any increase in hospital floor area and consequently cash-in-lieu is not applicable in this instance.

These points are noted, however should these car parking bays be removed, it will represent a loss of \$178, 214 per annum based upon a cost of \$3.40 per hour for eight hours per day, multiplied by the number of paid on-street car parking bays lost (18), which results in a loss of \$489.60 per day, \$3427.20 per week and \$178,214 per year. The Town recognises that this is a considerable cost and recommends that should the application be approved, a condition requiring the owner of the site to compensate the Town for any loss of on street car parking bays lost as a result of this development be imposed. This condition would require both parties to come to an agreement as to how this would occur.

This outcome is considered unacceptable to the Town as these on-street bays are highly accessible and conveniently located for the community to use, particularly those who are visiting the consulting suites to the east of the subject site. The fact that public car parking bays are being replaced with private bays on the hospital site is not an outcome supported by the Town and is certainly not advocated for under the Access and Parking Strategy, which actually recommends the Town increase its inventory of on-street parking bays. Accordingly, the loss of accessible and convenient on-street parking bays resulting from this development is considered to be of detriment to the surrounding area, and in accordance with the above clause of the 'deemed provisions' the development is not supported.

Deemed Provisions

(c) Local Planning Policy

Local Planning Policy 6.5 'West Leederville' Precinct

The proposed development requires consideration against the following matters within LPP6.5:

- Plot Ratio:
- Setbacks:
- Building Height; and
- · Vehicle Access (refer to assessment above).

i. Plot Ratio

| Proposed | Required | Complies |
|---------------|---|----------|
| 1.25 to 1.00* | Buildings shall have a maximum plot ratio of 1.00 to 1.00 | No |

*Based on subject lot area of 12,583m² applicable at time of assessment, and the approximate area of visitor car parking on levels 2, 3 and 4 of the development - 15,784m²

The proposed car park does not satisfy the plot ratio requirements of LPP6.5, however it is considered to be acceptable for the following reasons:

• A total of 1090 car parking bays are proposed for private use by staff and as identified above, car parking spaces that are used privately are not included in the calculation of plot ratio. A total area of 15,784m² is proposed to be used as fee paying car parking space. Based on a total combined site area of 12,583m², the plot ratio proposed by the development is 1.25:1.00. This in isolation is considered to be a minor variation, which can be supported.

Whilst the area of fee-paying public car parking within the car park is not intended to change from the present scenario (additional bays are for staff use), it is acknowledged that if the use of the additional bays were to change in the future then the theoretical plot ratio of the building would increase.

ii. Building Height

| Proposed | Required | Complies |
|-----------|---|-----------|
| 6 Storeys | The Responsible Authority shall determine the maximum height of a building. In determining building height, the responsible authority shall take into consideration such matters as the scale and building height of nearby development, the proximity of declared nearby heritage places or areas, streetscape and street width. | See below |

The proposed 6 storey car park is considered to be acceptable for the following reasons:

- The prevailing building height is varied within the Medical Precinct, with existing buildings on the SJOGH site exceeding the proposed height, reaching 7 storeys.
- The applicant has addressed concerns from the DRP, by providing revised corner treatment that reconfigured the orientation of the access stairs within the south-western corner of the building, and introduced new materials,

finishes and colours to evoke a 'stained glass' feature which will be illuminated at night.

iii. Setbacks

| Proposed | | Required | Complies |
|------------|--------|---|-----------|
| 9.0 metres | from | In determining setbacks from lot boundaries | See below |
| Salvado | | and between buildings, the Responsible | |
| (South)* | | Authority shall take into consideration such | |
| 1.5 metres | from | matter as the scale and building height of | |
| Station | Street | nearby development, the proximity of declared | |
| (West)* | | nearby heritage places or areas, streetscape | |
| , | | and street width. | |

^{*}There is no stepping back of the building on the upper floors

The setbacks proposed are considered to be appropriate for the following reasons:

- Development along Salvado Road does not demonstrate a consistent setback; and
- A Landscaping plan was included within the application documentation, which proposes a mixture of mature trees and soft landscaped areas along the Salvado Road Interface. This measure represents an improvement to the appearance of the building as viewed from the south by softening the building bulk and scale of the building. In addition, it will provide canopy cover and shading in the summer months. Condition 8 is included within the Alternate Recommendation to ensure that the landscaping is carried out in accordance with the concept plan and incorporates aspects that are not included (I.e. irrigation arrangements).

Local Planning Policy 5.1 'Parking' (End of Trip Facilities)

It is noted that this proposal includes the provision of end of trip facilities for staff, including long-term bike storage, lockers, change rooms and showers. When taking into consideration the existing bike parking and end of trip facilities already available to staff and visitors on the existing hospital campus, provision of end of trip facilities exceeds the requirements of the Town's Parking Policy and is therefore not further discussed in this report. Conditions are included within the alternative recommendation regarding the provision of these facilities.

Local Planning Policy 5.2: Advertising Signs:

As part of the development it is proposed that projecting wall signs be affixed to the stairwells that face onto Salvado Road. The signs will include the St John of God insignia and will most likely be illuminated, meaning they are not exempt from planning approval.

No further details were provided on the signage with this application and it is likely that the specific signs will be subject to further design detailing at a later stage. It is therefore suggested that an advice note is provided within the Alternate Recommendation to ensure that a separate application is submitted for any proposed signage for the car park.

Local Planning Policy 5.6 Percent for Public Art:

Local Planning Policy 5.6 "Percent for Public Art' (LPP5.6) requires a minimum contribution of 1 percent (\$270,000) of the construction value of a development, which shall be allocated toward the provision of public art for the subject site. The

applicant has allocated potential locations for public art on the site, which will be clearly visible from the public realm and may also include bench/seating areas set amongst the landscaping along Salvado Road.

On 18 August 2017, the DRP advised the applicant that public art could be used as a means of linking the development from east to west and a theme could be created for further continuity. The 'stained glass' appearance of the stairwell, provided as a corner design treatment to this development, could also be used as inspiration for a public art concept.

Public Art concepts are subject to further consideration by the Town's Public Art Committee prior to the submission of a Building Permit and therefore conditions addressing the installation of public art are included within the Alternate Recommendation as required. The applicant also has the opportunity to provide cash-in-lieu for public art.

Town Planning Scheme No. 1

Interpretation of Plot Ratio Area

The Scheme includes the floor area of buildings that are used as fee paying car parking spaces in its calculation of plot ratio. Car parking spaces that are used for private car parking is not included in the plot ratio calculation.

Alternative Recommendation

That the Metro-West Joint Development Assessment Panel resolves to:

Approve DAP application reference DAP/17/01242 and accompanying plans dated 9 September 2017 (Drawing No. SDA00.02G-2, SDA 02.10F-2, SDA 02.11E-1, SDA 02.21H-1, SDA 02.23G-2, SDA 02.25G-2, SDA 02.27G-1, SDA 02.29G-1, SDA 02.31G-1, SDA 02.33G-1, SDA 03.02H-2 and SDA 04.00A) in accordance with Clause 68 of the *Planning and Development (Local Planning schemes) Regulations* 2015 subject to the following conditions:

Intersection Modification

- 1. This approval, while otherwise current and effective as a development approval from the date of the decision to approve, commences and can only be acted upon from the date that plans are approved by the Town of Cambridge and Main Roads WA for the modifications to the intersections of Cambridge Street and Station Street as well as Salvado Road and Station Street to safely accommodate the additional traffic that will be generated by the use of the car park.
- 2. The use of the carpark development shall not commence until the intersection modification has been completed in accordance with the approved plans. The works are to be undertaken at the cost of the property owner.

Compensation for Loss of On-Street Parking Bays

3. The owner of the subject site (No. 12 Salvado Road) shall enter into a legal agreement with the Town for compensation of \$178, 214 per annum for 18 on-street car parking bays in Station Street and Cambridge Street lost as a consequence of the approval of the development. This amount shall be paid in full to the Town prior to the use of the car park commencing.

Vehicle Manoeuvrability

- 4. All car parking dimensions, manoeuvring areas, ramps to basements, circulation areas, crossovers and driveways shall be constructed in accordance with Australian Standard AS2890.1 (as amended);
- 5. The car bays specifically indicated on the approved plans for the use of people with a disability shall be constructed and appropriately marked, in accordance with AS2890.6 2009 Off-street parking for people with disabilities.

Construction Management Plan

- 6. Prior to the submission of an application for a Building Permit or a Demolition Permit, or the commencement of development, whichever is earlier, a Construction Management Plan must be submitted to, and approved by, the Town. The Construction Management Plan must address the following issues, where applicable:
 - a. Public safety and amenity
 - b. Site plan and security
 - c. contact details of essential site personnel, construction period and operating hours
 - d. community information, consultation and complaints management Plan:
 - e. noise, vibration, air and dust management
 - f. dilapidation reports of nearby properties;
 - g. traffic, access and parking management;
 - h. waste management and materials re-use;
 - i. earthworks, excavation, land retention/piling methods and associated matters;
 - j. stormwater and sediment control;
 - k. street tree management and protection;
 - I. asbestos removal management Plan;
 - m. any other matter deemed relevant by the Town.

The construction management plan as approved by the Town must be complied with at all times during the development.

Materials and Finishes

7. The materials and finishes used in the development shall be consistent with the schedule of materials and finishes submitted to the Town as part of this application, dated 21 June 2017.

Building Design and Landscaping

- 8. The building shall incorporate the design treatment to the corner of Station Street and Salvado Road (south-western corner) as shown on the approved plans, to the satisfaction of the Town.
- 9. Prior to the issue of an occupancy permit, the applicant shall:
 - a. Submit additional information regarding the irrigation of the landscaping plan dated 21 June 2017, to the Town.

The landscaping and irrigated areas as shown on the approved plan shall be installed prior to the issue of an Occupancy Permit, and thereafter maintained to the satisfaction of the Town.

End of Trip Facilities

10. A minimum of 35 lockers and 5 showers shall be provided within the end of trip facilities for the long-stay bicycle parking spaces contained within the north-west corner of the development. The lockers shall be of suitable volume and dimensions to allow storage of clothing, towels, cycling helmet and footwear, well ventilated, secure and lockable.

Public Art

- 11. Prior to the issue of an occupancy permit, in accordance with Local Planning Policy 5.6 'Percent for Public Art', the applicant shall:
 - a. prepare a Public Art Report for consideration and approval by the Town's Public Art Committee, prior to the issue of a building permit; and
 - b. Install the approved public art scheme on the subject site, in accordance with the Local Planning Policy 5.6 'Percent for Public Art'.
- 12. A cash in lieu of public art contribution to the value of no less than 1% of the construction value of the development to be paid to the Town prior to the issue of an Occupancy Permit should the Town determine the applicant cannot provide a piece of art on site

Car Park Lighting

13. Lighting shall be provided to pathways and car parking areas within the development to the satisfaction of the Town. Details shall be provided at Building Permit stage.

Advice Notes

- The applicant is advised that a development application should be submitted for any signage that does not satisfy the requirements of Local Planning Policy 5.2 'Advertising Signs'
- 2. The applicant is advised that the car park is to comply with the Health Act (Carbon monoxide) Regulations 1975.
- 3. Obtrusive or spill lighting from the development must not cause a 'nuisance' and shall comply with the *Town of Cambridge Private Property Local Law 2016* and AS 4282.1997 'Control of obtrusive effects of outdoor lighting'.
- 4. In relation to the landscaping plan and the provision of advanced growth trees, the applicant is advised that the landscaping shall incorporate *Corymbia Ficifolia*, as per the Town's Streetscape Plan. The landscaping details are to be provided to satisfaction of the Town prior to the issue of a building permit.
- 5. An owner or the occupier of land must ensure that artificial light does not create or cause nuisance to the occupier of any other premises or to a person lawfully using the thoroughfare. The applicant and owner are advised to consult the Town's Private Property Local Law 2016 in relation to the specific illuminance permitted on neighbouring properties in particular circumstances.
- 6. The applicant is advised that in accordance with Section 3.50 of the *Local Government Act 1995*, the Town of Cambridge will need to determine whether thoroughfares will be closed to facilitate any intersection modifications.

7. The applicant is advised that in accordance with the *Local Government (Uniform Local Provisions) Regulations 1996*, the Town of Cambridge is the determining authority for crossover applications.

Conclusion:

The proposed development represents a significant stage in the overall redevelopment plans for SJOGH. The Metro-West JDAP deferred the application to enable the applicant to finalise the masterplan for the area and obtain an agreement with the Town to resolve the traffic management treatments for the adjacent streets and intersections and determine the cost sharing arrangement for their construction and implementation.

The Masterplan submitted confidentially, is not considered to be adequately completed to allow the Town to confidently assess the application and ensure that it is being developed in accordance with orderly and proper planning. The WAPC has agreed to require a LDP for the site and it is recommended that the master planning occur via this mechanism.

The applicant and the Town have discussed intersection configurations and the Town encouraged the applicant to undertake further modelling to demonstrate that option 3 could be supported and function efficiently This preferred option proposes to increase capacity of the signalised intersection by operating as a three-way signal, including

- · Left out from Station Street North to Cambridge Street East; and
- No right turn permitted from Cambridge Street east to Station Street North.

Following feedback from Main Roads, it is clear that further information is required and the applicant and the Town have not reached an agreement regarding the intersection treatment of Cambridge Street and Station Street. The loss of bays is significant for Local Businesses as they are dependent on them and it is unlikely that these customers will use the SJOGH car park.

Consequently, a cost sharing arrangement has not been agreed upon. This is a result of the applicant proposing to only contribute to 17.2% of the cost of the works. As stated in this report and in the RAR presented to JDAP on 29 September 2017, the applicant should contribute to 100% of the cost given that the proposal results in the requirement for intersection treatment.

With the above in mind, it is recommended the application is refused by the JDAP.