



Metro Central Joint Development Assessment Panel Agenda

Meeting Date and Time: Monday 29 April 2013; 3:30pm
Meeting Number: MCJDAP/26
Meeting Venue: City of Melville
10 Almondbury Road
Booragoon

Attendance

DAP Members

Mr Charles Johnson (Presiding Member)
Mr Ian Hocking (Deputy Presiding Member)
Mr Luigi D'Alessandro (Specialist Member)
Cr Mark Reynolds (Local Government Member, City of Melville)
Cr Nicole Foxtton (Local Government Member, City of Melville)
Cr Kara Collins (Local Government Member, Town of Bassendean)

Officers in attendance

Mr Ian Patterson (DAP Secretariat)
Mr Brian Reed (Town of Bassendean)
Ms Amanda Templeton (City of Melville)

Local Government Minute Secretary

Ms Rayleen Ferguson (City of Melville)

Applicants and Submitters

Mr Ian Elder (Santa Maria)

Members of the Public

Nil

1. Declaration of Opening

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

2. Apologies

Nil

3. Members on Leave of Absence

Nil



4. Noting of Minutes

Note the minutes of the Metro Central JDAP meeting No.25 held on the 10 April 2013.

5. Disclosure of Interests

Nil

6. 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.

7. Deputations and Presentations

Nil

8. Form 1 - Responsible Authority Reports – DAP Applications

8.1	Application Details:	Educational Facility – New Science Block and Minor Works to the Boarders' Dining Hall
	Property Location:	Santa Maria College, 12-38 Moreing Road, Attadale
	Applicant:	EIW Architects
	Owner:	Sisters of Mercy Perth Amalgamated Inc
	Responsible authority:	City of Melville
	Report date:	19 April 2013
	DoP File No:	DP/13/00198

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

9.1	Application Details:	Bassendean Village Shopping Centre
	Property Location:	Lot 2 (2) West Road Bassendean
	Applicant:	Hames Sharley
	Owner:	Hawaiian Investments
	Responsible authority:	Town of Bassendean
	Report date:	18 April 2013
	DoP File No:	DP/12/00535

10. Appeals to the State Administrative Tribunal

Nil

11. Meeting Closure



Minutes of the Metro Central Joint Development Assessment Panel

Meeting Date and Time: Wednesday 10 April 2013; 3:00pm
Meeting Number: 25
Meeting Venue: Department of Planning
Room 3.23
140 William Street

Attendance

DAP Members

Mr Ian Hocking (A/Presiding Member)
Mr Paul Drechsler (A/Deputy Presiding Member)
Mr Luigi D'Alessandro (Specialist Member)
Cr Phil Marks (Local Government Member, City of Belmont)
Cr Robert Rossi (Local Government Member, City of Belmont)
Cr Mel Congerton (Local Government Member, City of Swan)
Cr Kevin Bailey (Local Government Member, City of Swan)

Officers in attendance

Ms Sue Burrows (DAP Secretariat)
Mr Stephen Ferguson (DAP Secretariat)
Mr Ian Patterson (DAP Secretariat)
Ms Karen Newman (DAP Secretariat)
Mr Wilmot Loh (City of Belmont)
Ms Juliette Hammah (City of Belmont)
Mr Philip Russell (City of Swan)
Mr Pavesh Siroha (City of Swan)

DAP Secretariat Minute Secretary

Ms Zoe Hendry

Applicant and Submitters

Mr Neil Teo (Dynamic Planning and Developments)
Ms Emma Jeans (Dynamic Planning and Developments)
Mr Colin Kleyweg (Kleyweg Consulting)
Mr Drew Dickson (Drew Dickson Architects)

Members of the Public

Ms Lyn Wrigglesworth (Main Roads)
Mr David Van Dendries (Main Roads)
Mr Martin Dadleff (Liebherr)
Mr Paul Murphy (Liebherr)

1. Declaration of Opening

Mr Ian Hocking
A/Presiding Member, Metro Central JDAP



Due to the absence of the Presiding Member and in accordance with section 2.4.1 of the Standing Orders 2012, the Deputy Presiding Member, Mr Ian Hocking took the chair and declared the meeting open at 3.26pm on 10 April 2013. The Presiding Member acknowledged the past and present traditional owners and custodians of the land on which the meeting was being held.

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

2. Apologies

Mr Charles Johnson (Presiding Member)
Mayor Charlie Zannino (Local Government Member, City of Swan)

3. Members on Leave of absence

Nil

4. Noting of minutes

Minutes of the Metro Central JDAP meeting No.23 held on the 19 March 2013 were noted by DAP members.

Minutes of the Metro Central JDAP meeting No.24 held on the 26 March 2013 were noted by DAP members.

5. Disclosure of interests

Nil

6. Declaration of Due Consideration

All members declared that they had duly considered the documents.

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

Nil

8. Form 1 - Responsible Authority Reports and Presentations

- 8.1** Mr Neil Teo and Ms Emma Jeans (Dynamic Planning and Developments), Mr Drew Dickson (Drew Dickson Architects) and Mr Colin Kleyweg (Kleyweg Consulting) presented for the application at Item 8.2. The presenters sought to modify and/or delete some recommended conditions.

The Presiding Member invited the City of Belmont and City of Swan officer to comment on the applicant's presentation.



8.2a Application Details: Industry - General
Property Location: Lot 3 (555) Great Eastern Highway, Redcliffe
Applicant: Dynamic Planning and Developments
Owner: Liebherr Australia Pty Ltd
Responsible authority: City of Belmont
Report date: 25 March 2013
DoP File No: DP/12/01296

REPORT RECOMMENDATION / PRIMARY MOTION

Moved by: Mr Paul Drechsler

Seconded by: Cr Phil Marks

That the Metro Central JDAP resolves to:

Approve DAP Application reference DP/12/01296 and accompanying plans contained in Attachment 1 in accordance with the provisions of the City of Belmont Local Planning Scheme No. 15, subject to the following conditions/for the following reasons as follows:

1. The development plans, as dated marked and stamped "Development Assessment Panels Approved", together with any requirements and annotations detailed thereon, are the plans approved as part of this application and shall form part of the planning approval issued.
2. No development other than landscaping is permitted in the portion of land required for the proposed future interchange as shown on Main Roads drawing 9121-53 and defined on attached drawing 2012320193.
3. Prior to use or occupation of the development, a Notification subject to section 70A of the *Transfer of Land Act 1893* is to be lodged on the Certificate of Title advising (prospective purchasers and future owners of the land) that the vehicle crossover onto the Great Eastern Highway Bypass will be permanently closed as part of intended road upgrades in the future.
4. The ground levels on the Great Eastern Highway Bypass boundary are to be maintained as existing.
5. Prior to use or occupation of the development, the section of Fauntleroy Avenue between Great Eastern Highway and Redcliffe Road as indicated on the Traffic Report contained in Attachment 3 of the DAP Responsible Authority Report, shall be widened at the applicant's cost, to the satisfaction of the City of Belmont and Main Roads.
6. A landscaping and irrigation plan for the subject development site and street verge is to be prepared and submitted to the City for approval prior to application for a building permit.
7. Prior to occupation or use of the development, landscaping, plants and irrigation are to be installed and thereafter maintained in accordance with the approved landscaping and irrigation plan for the duration of the approved development to the satisfaction of the City's Manager Parks and Environment.



8. No existing turf, irrigation or street trees located in the road verge abutting or adjacent to the subject land may be damaged or removed during the course of the development, unless separately approved in writing by the City of Belmont.
9. Prior to occupation or use of the development, vehicle parking, manoeuvring and circulation areas shall be designed, constructed, sealed, drained, line marked and kerbed in accordance with:
 - (a) The approved plan (150 spaces that comply with AS 2890.1);
 - (b) Schedule 11 of City of Belmont Local Planning Scheme No 15; and
 - (c) Council's engineering requirements and design guidelines.

The areas must be sealed in concrete or brick paving in accordance with the City of Belmont specifications, unless otherwise approved by the City's Director Technical Services. All parking bays must be clearly line marked.

10. Prior to the application for a Building Permit, the owner shall enter into a legal agreement with the City prepared by the City's solicitors by which the owner covenants to construct the shortfall of 118 car parking bays when required by the City and agrees to the registration of an absolute caveat against the Certificate/s of Title to the land. The owner is to bear all costs associated with the preparation and stamping of the agreement and the registration of the caveat.
11. Prior to use or occupation of the development, a minimum of 15 bicycle bays, are to be installed and maintained for the life of the development to the specifications contained within the City's Supplementary Planning Guidelines for End of Trip facilities, to the satisfaction of the City's Travel Smart Officer.
12. All access ways, parking areas and hard stand areas shall be maintained in accordance with the City's engineering requirements and design guidelines.
13. Prior to application for a Building Permit, a detailed Stormwater Management Plan shall be submitted for the approval of the City of Belmont.
14. Prior to use or occupation of the development, the Stormwater Management Plan approved by the City of Belmont shall be implemented.
15. Prior to application for a Building Permit, a detailed Effluent Management Plan shall be submitted for the approval of the City of Belmont and the Department of Health.
16. Prior to use or occupation of the development, the Effluent Management Plan approved by the City of Belmont and the Department of Health shall be implemented.
17. Prior to commencement of works, an acid sulphate soil site investigation shall be undertaken to the satisfaction of the City of Belmont, to determine whether acid sulphate soils are likely to be disturbed by the proposed development.
18. If the acid sulphate soil site investigation required under Condition 14 indicates that the proposed development is likely to disturb actual or potential acid sulphate soils, then the applicant shall prepare an acid sulphate soil



- management plan to the satisfaction of the City of Belmont prior to the commencement of any ground disturbing activity; thereafter, development shall be carried out in accordance with the provisions of the approved acid sulphate soil management plan.
19. Prior to the commencement of any dewatering operations, the applicant shall prepare a Dewatering Management Plan to the satisfaction of the City of Belmont; thereafter, the dewatering management plan shall be implemented.
 20. Prior to application for a building permit, a public art concept/strategy for the subject development to the value of at least \$167,892 shall be submitted to the City in accordance with the provisions of the City of Belmont Public Art Contribution Local Planning Policy, to the satisfaction of the City's Director Community & Statutory Services or Manager Planning Services.
 21. The approved public art concept/strategy shall be thereafter implemented and the artwork constructed and maintained for the life of the development to the satisfaction of the City's Director Community & Statutory Services.
 22. Prior to use of occupation of the development, a noise management report/strategy, prepared by a suitably qualified professional acoustic consultant is to be submitted for the City's approval and thereafter implemented for the life of the development.

Advice Notes

1. A planning approval is not an approval to commence any works associated with the development. Relevant approvals from the City of Belmont must be obtained prior to commencement of any site or road works.
2. Where construction works of the development may encroach onto the road reserve (verge) it is recommended the applicant obtain a Materials On Verge licence for the entire verge for the entire duration of construction works.
3. The future Great Eastern Highway upgrades as referred to in Condition 3 are shown on Main Roads drawing 9121-53. Right turn movements onto Great Eastern Highway for travel from the subject property will need to occur via Ivy Street, Redcliffe Road and Fautleroy Avenue.
4. In relation to Condition 5:
 - The widening of Fautleroy Avenue is required in order to facilitate the 50 metres extension of the existing left deceleration lane at the intersection of Fautleroy Avenue and Great Eastern Highway.
 - The applicant shall submit detailed design drawings for the approval of the City of Belmont prior to construction.
5. This planning approval is not approval for the removal or alteration of any turf, irrigation or street tree. If during the course of the development any existing turf and/or irrigation is damaged or destroyed, the owner/applicant shall:



- (a) repair, reinstate or replace the item in accordance with any written direction of the City's Manager Parks & Environment; and
- (b) thereafter maintain the item for a period of 12 months, to the satisfaction of the City's Manager Parks & Environment.

If during the course of the development any existing street tree is damaged or destroyed, the City shall repair or replace the street tree in accordance with any written direction of the City's Manager Parks & Environment. The owner/applicant shall:

- (a) be responsible for any costs associated with repair or replacement; and
 - (b) thereafter maintain the street tree for a period of 12 months, to the satisfaction of the City's Manager Parks & Environment.
6. In relation to Condition 10, the applicant is advised that it can take three to four weeks for the agreement to be compiled, executed and lodged. It is recommended that the applicant lodge the request as soon as possible to ensure that delays are not experienced with the issue of a building permit.
 7. In relation to Condition 12, in the event that access ways, parking areas and hard stand is not satisfactorily maintained, the City's Director Technical Services may require by notice, in writing, that the area be brought up to a satisfactory standard within a specified period of time and the notice shall be complied with within that period. Without limitation, the notice may require that lines marking car bays be re-painted, pot holes be repaired, damaged kerbs be replaced and degraded access or parking areas be resurfaced generally in accordance with Council's Engineering Requirements and Design Guidelines.
 8. Council's Engineering Requirements and Design Guidelines contains detailed specifications which must be adhered to in the preparation of plans submitted for approval in respect of such matters as drainage, paving, parking, accessways, crossovers, land fill and retaining.
 9. In relation to Condition 15, the Effluent Management Plan shall incorporate waste water disposal measures for the existing wash down area. It is further noted that breaches of the *Environmental Protection (Unauthorised Discharges) Regulations 2004* and the City of Belmont's *Health Local Law 2002* have occurred, the City may pursue enforcement action in this regard.
 10. Neither a planning approval nor a building license constitutes an approval to construct a crossover to a property. Prior to occupation or use of the development, a separate application must be made to the City's Technical Services Department for approval to construct a crossover to the property (i.e. from the road to connect with the property's internal driveway or private road). Failure to submit a separate application for crossover approval may result in delays in receiving a vehicle crossover subsidy.
 11. Signage is not approved as part of this application. A separate application for planning approval and building permit is required prior to display of any



- advertisements/signage. The applicant is advised that the City of Belmont's Local Planning Policy No. 12 outlines the development standards for signage.
12. No fencing has been approved as part of this application. Clause 5.13.5(4)(a) prohibits the use of cyclone link mesh fencing for any fence other than a side boundary fence. Clause 5.13.5(4)(b) prohibits the use of barbed wire for any fence. The City may pursue enforcement action for any existing unauthorised fence.
 13. The applicant is advised to refer to the Acid Sulphate Soils Guideline Series for guidance on the identification, assessment and management of acid sulphate soils in Western Australia. The Series is available from the Department of Environment and Conservation's website at www.dec.gov.au and includes the following guidelines:
 - *Draft Identification and Investigation of Acid Sulphate Soils* (May 2006);
 - *Treatment and Management of Acid Sulphate Soils* (July 2011).
 14. The applicant is advised that the dewatering management plan must also address appropriate management of acid sulphate soils.
 15. The Swan River Trust recommends garden planting with local native species to reduce water usage and fertiliser requirements.
 16. Perth Airport Pty Ltd have advised that, in accordance with the *Airports (Protection of Airspace) Regulations*, structures including aerials, antenna, lightning arrestors, fixtures or fittings, or any cranes to be used during construction on the site must not exceed 61m AHD.

The use of any cranes on the property must be referred to Perth Airport's Senior Airports Operations Officer (phone 9478 8424, mobile 0419 195 790) a minimum of 48 hours prior to their erection.
 17. In relation to Conditions 20 and 21, the City's Community Wellbeing Services will be required to give final consent for the proposed public art. Full details and specifications should be submitted at the earliest opportunity to ensure that the finalisation of the public art does not delay the progression of the development.
 18. In relation to Condition 22, the noise management report/strategy shall identify any mitigation measures required to comply with the *Environmental Protection (Noise) Regulations 1997* in respect to the residential properties as well as other noise sensitive properties in the area. These measures shall be implemented at the owner/applicant's cost, prior to the occupation or use of the development.

AMENDING MOTION

Moved by: Cr Robert Rossi

Seconded by: Mr Paul Drechsler

- To amend Condition 2 to read:



The additional land required for the proposed future interchange as shown on Main Roads drawing 9121-53 and shown on attached drawing 2012320193 shall be set aside and remain free from permanent built form.

- To include Bitumen in Condition 9.
- To amend Condition 10 to read:

Within 90 days the owner shall enter into a legal agreement with the City prepared by the City's solicitors by which the owner covenants to construct the shortfall of 118 car parking bays when required by the City and agrees to the registration of an absolute caveat against the Certificate/s of Title to the land. The owner is to bear all costs associated with the preparation and stamping of the agreement and the registration of the caveat.

- To amend Condition 13 to read:

Prior to application for a Building Permit, a detailed Stormwater Management Plan shall be submitted for the approval of the City of Belmont on advice from the City of Swan.

- To amend Condition 15 to read:

Prior to application for a Building Permit, a detailed Effluent Management Plan shall be submitted for the approval of the City of Belmont and the Department of Health on advice from the City of Swan.

- To amend Condition 17 to read:

Prior to commencement of any ground disturbing activity, an acid sulphate soil site investigation shall be undertaken to the satisfaction of the City of Belmont, to determine whether acid sulphate soils are likely to be disturbed by the proposed development.

- To amend Condition 20 to read:

Within 60 days, a public art concept/strategy for the subject development to the value of at least \$167,892 shall be submitted to the City in accordance with the provisions of the City of Belmont Public Art Contribution Local Planning Policy, to the satisfaction of the City's Director Community & Statutory Services or Manager Planning Services.

REASON: To ensure appropriate and applicable conditions and advice and uniformity with the DAP decisions.

The Amending Motion was put and CARRIED UNANIMOUSLY.

AMENDING MOTION

Moved by: Mr Luigi D'Alessandro

Seconded by: Mr Paul Drechsler

To delete Condition 22 and insert as Advice Note 19.

REASON: Legislation is in place to deal with any noise issue.



For: Mr Luigi D'Alessandro
Mr Paul Drechsler
Mr Ian Hocking

Against: Cr Phil Marks
Cr Robert Rossi

The Amending Motion was put and CARRIED (3/2).

PRIMARY MOTION (AS AMENDED)

That the Metro Central JDAP resolves to:

Approve DAP Application reference DP/12/01296 and accompanying plans contained in Attachment 1 in accordance with the provisions of the City of Belmont Local Planning Scheme No. 15, subject to the following conditions/for the following reasons as follows:

1. The development plans, as dated marked and stamped "Development Assessment Panels Approved", together with any requirements and annotations detailed thereon, are the plans approved as part of this application and shall form part of the planning approval issued.
2. The additional land required for the proposed future interchange as shown on Main Roads drawing 9121-53 and shown on attached drawing 2012320193 shall be set aside and remain free from permanent built form.
3. Prior to use or occupation of the development, a Notification subject to section 70A of the *Transfer of Land Act 1893* is to be lodged on the Certificate of Title advising (prospective purchasers and future owners of the land) that the vehicle crossover onto the Great Eastern Highway Bypass will be permanently closed as part of intended road upgrades in the future.
4. The ground levels on the Great Eastern Highway Bypass boundary are to be maintained as existing.
5. Prior to use or occupation of the development, the section of Fauntleroy Avenue between Great Eastern Highway and Redcliffe Road as indicated on the Traffic Report contained in Attachment 3 of the DAP Responsible Authority Report, shall be widened at the applicant's cost, to the satisfaction of the City of Belmont and Main Roads.
6. A landscaping and irrigation plan for the subject development site and street verge is to be prepared and submitted to the City for approval prior to application for a building permit.
7. Prior to occupation or use of the development, landscaping, plants and irrigation are to be installed and thereafter maintained in accordance with the approved landscaping and irrigation plan for the duration of the approved development to the satisfaction of the City's Manager Parks and Environment.



8. No existing turf, irrigation or street trees located in the road verge abutting or adjacent to the subject land may be damaged or removed during the course of the development, unless separately approved in writing by the City of Belmont.
9. Prior to occupation or use of the development, vehicle parking, manoeuvring and circulation areas shall be designed, constructed, sealed, drained, line marked and kerbed in accordance with:
 - (a) The approved plan (150 spaces that comply with AS 2890.1);
 - (b) Schedule 11 of City of Belmont Local Planning Scheme No 15; and
 - (c) Council's engineering requirements and design guidelines.

The areas must be sealed in concrete, brick paving or bitumen in accordance with the City of Belmont specifications, unless otherwise approved by the City's Director Technical Services. All parking bays must be clearly line marked.

10. Within 90 days, the owner shall enter into a legal agreement with the City prepared by the City's solicitors by which the owner covenants to construct the shortfall of 118 car parking bays when required by the City and agrees to the registration of an absolute caveat against the Certificate/s of Title to the land. The owner is to bear all costs associated with the preparation and stamping of the agreement and the registration of the caveat.
11. Prior to use or occupation of the development, a minimum of 15 bicycle bays, are to be installed and maintained for the life of the development to the specifications contained within the City's Supplementary Planning Guidelines for End of Trip facilities, to the satisfaction of the City's Travel Smart Officer.
12. All access ways, parking areas and hard stand areas shall be maintained in accordance with the City's engineering requirements and design guidelines.
13. Prior to application for a Building Permit, a detailed Stormwater Management Plan shall be submitted for the approval of the City of Belmont on advice from the City of Swan.
14. Prior to use or occupation of the development, the Stormwater Management Plan approved by the City of Belmont shall be implemented.
15. Prior to application for a Building Permit, a detailed Effluent Management Plan shall be submitted for the approval of the City of Belmont and the Department of Health on advice from the City of Swan.
16. Prior to use or occupation of the development, the Effluent Management Plan approved by the City of Belmont and the Department of Health shall be implemented.
17. Prior to commencement of any ground disturbing activity, an acid sulphate soil site investigation shall be undertaken to the satisfaction of the City of Belmont, to determine whether acid sulphate soils are likely to be disturbed by the proposed development.
18. If the acid sulphate soil site investigation required under Condition 14 indicates that the proposed development is likely to disturb actual or potential acid sulphate soils, then the applicant shall prepare an acid sulphate soil



management plan to the satisfaction of the City of Belmont prior to the commencement of any ground disturbing activity; thereafter, development shall be carried out in accordance with the provisions of the approved acid sulphate soil management plan.

19. Prior to the commencement of any dewatering operations, the applicant shall prepare a Dewatering Management Plan to the satisfaction of the City of Belmont; thereafter, the dewatering management plan shall be implemented.
20. Within 60 days, a public art concept/strategy for the subject development to the value of at least \$167,892 shall be submitted to the City in accordance with the provisions of the City of Belmont Public Art Contribution Local Planning Policy, to the satisfaction of the City's Director Community & Statutory Services or Manager Planning Services.
21. The approved public art concept/strategy shall be thereafter implemented and the artwork constructed and maintained for the life of the development to the satisfaction of the City's Director Community & Statutory Services.

Advice Notes

1. A planning approval is not an approval to commence any works associated with the development. Relevant approvals from the City of Belmont must be obtained prior to commencement of any site or road works.
2. Where construction works of the development may encroach onto the road reserve (verge) it is recommended the applicant obtain a Materials On Verge licence for the entire verge for the entire duration of construction works.
3. The future Great Eastern Highway upgrades as referred to in Condition 3 are shown on Main Roads drawing 9121-53. Right turn movements onto Great Eastern Highway for travel from the subject property will need to occur via Ivy Street, Redcliffe Road and Fautleroy Avenue.
4. In relation to Condition 5:
 - The widening of Fautleroy Avenue is required in order to facilitate the 50 metres extension of the existing left deceleration lane at the intersection of Fautleroy Avenue and Great Eastern Highway.
 - The applicant shall submit detailed design drawings for the approval of the City of Belmont prior to construction.
5. This planning approval is not approval for the removal or alteration of any turf, irrigation or street tree. If during the course of the development any existing turf and/or irrigation is damaged or destroyed, the owner/applicant shall:
 - (a) repair, reinstate or replace the item in accordance with any written direction of the City's Manager Parks & Environment; and
 - (b) thereafter maintain the item for a period of 12 months, to the satisfaction of the City's Manager Parks & Environment.



If during the course of the development any existing street tree is damaged or destroyed, the City shall repair or replace the street tree in accordance with any written direction of the City's Manager Parks & Environment. The owner/applicant shall:

- (a) be responsible for any costs associated with repair or replacement; and
 - (b) thereafter maintain the street tree for a period of 12 months, to the satisfaction of the City's Manager Parks & Environment.
6. In relation to Condition 10, the applicant is advised that it can take three to four weeks for the agreement to be compiled, executed and lodged. It is recommended that the applicant lodge the request as soon as possible to ensure that delays are not experienced with the issue of a building permit.
 7. In relation to Condition 12, in the event that access ways, parking areas and hard stand is not satisfactorily maintained, the City's Director Technical Services may require by notice, in writing, that the area be brought up to a satisfactory standard within a specified period of time and the notice shall be complied with within that period. Without limitation, the notice may require that lines marking car bays be re-painted, pot holes be repaired, damaged kerbs be replaced and degraded access or parking areas be resurfaced generally in accordance with Council's Engineering Requirements and Design Guidelines.
 8. Council's Engineering Requirements and Design Guidelines contains detailed specifications which must be adhered to in the preparation of plans submitted for approval in respect of such matters as drainage, paving, parking, accessways, crossovers, land fill and retaining.
 9. In relation to Condition 15, the Effluent Management Plan shall incorporate waste water disposal measures for the existing wash down area. It is further noted that breaches of the *Environmental Protection (Unauthorised Discharges) Regulations 2004* and the City of Belmont's *Health Local Law 2002* have occurred, the City may pursue enforcement action in this regard.
 10. Neither a planning approval nor a building license constitutes an approval to construct a crossover to a property. Prior to occupation or use of the development, a separate application must be made to the City's Technical Services Department for approval to construct a crossover to the property (i.e. from the road to connect with the property's internal driveway or private road). Failure to submit a separate application for crossover approval may result in delays in receiving a vehicle crossover subsidy.
 11. Signage is not approved as part of this application. A separate application for planning approval and building permit is required prior to display of any advertisements/signage. The applicant is advised that the City of Belmont's Local Planning Policy No. 12 outlines the development standards for signage.
 12. No fencing has been approved as part of this application. Clause 5.13.5(4)(a) prohibits the use of cyclone link mesh fencing for any fence other than a side boundary fence. Clause 5.13.5(4)(b) prohibits the use of barbed wire for any fence. The City may pursue enforcement action for any existing unauthorised fence.



13. The applicant is advised to refer to the Acid Sulphate Soils Guideline Series for guidance on the identification, assessment and management of acid sulphate soils in Western Australia. The Series is available from the Department of Environment and Conservation's website at www.dec.gov.au and includes the following guidelines:
- *Draft Identification and Investigation of Acid Sulphate Soils (May 2006)*;
 - *Treatment and Management of Acid Sulphate Soils (July 2011)*.
14. The applicant is advised that the dewatering management plan must also address appropriate management of acid sulphate soils.
15. The Swan River Trust recommends garden planting with local native species to reduce water usage and fertiliser requirements.
16. Perth Airport Pty Ltd have advised that, in accordance with the *Airports (Protection of Airspace) Regulations*, structures including aerials, antenna, lightning arrestors, fixtures or fittings, or any cranes to be used during construction on the site must not exceed 61m AHD.

The use of any cranes on the property must be referred to Perth Airport's Senior Airports Operations Officer (phone 9478 8424, mobile 0419 195 790) a minimum of 48 hours prior to their erection.

17. In relation to Conditions 20 and 21, the City's Community Wellbeing Services will be required to give final consent for the proposed public art. Full details and specifications should be submitted at the earliest opportunity to ensure that the finalisation of the public art does not delay the progression of the development.
18. In relation to Condition 22, the noise management report/strategy shall identify any mitigation measures required to comply with the *Environmental Protection (Noise) Regulations 1997* in respect to the residential properties as well as other noise sensitive properties in the area. These measures shall be implemented at the owner/applicant's cost, prior to the occupation or use of the development.
19. Prior to use of occupation of the development, a noise management report/strategy, prepared by a suitably qualified professional acoustic consultant is to be submitted for the City's approval and thereafter implemented for the life of the development.

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

Cr Phil Marks and Cr Robert Rossi left the panel at 4:30pm.

Cr Mel Congerton and Cr Kevin Bailey joined the panel at 4:30pm.



8.2b Application Details: Industry - General
Property Location: Lot 3 (555) Great Eastern Highway, Redcliffe
Applicant: Dynamic Planning and Developments
Owner: Liebherr Australia Pty Ltd
Responsible authority: City of Swan
Report date: 25 March 2013
DoP File No: DP/12/01296

REPORT RECOMMENDATION / PRIMARY MOTION

With the approval of the Mover and Seconder, Condition 2 and Condition 6 were amended.

Moved by: Cr Mel Congerton

Seconded by: Mr Paul Drechsler

That the Metro Central JDAP resolves to:

Approve DAP Application reference DP12/01296 and accompanying plans 2A and 2B at Lot 3 Great Eastern Highway, South Guildford to the extent that the application affects land within the City of Swan *Local Planning Scheme No. 17* area, in accordance with clause 8.1 and 10.3(a) of the *Local Scheme No. 17*, subject to following conditions and advice notes:

1. This approval is for Additions to Industry General, landscaping and upgrading treatment system for wash down bay and the subject land may not be used for any other use without the prior approval of the City.

Access, Crossover and Carparking

2. The additional land required for the proposed future interchange as shown on Main Roads drawing 9121-53 and shown on attached drawing 2012320193 shall be set aside and remain free from permanent built form.
3. A section 70A notification being placed on the Certificate of Title advising that on construction of the proposed interchange of Great Eastern Highway and the Great Eastern Highway Bypass as shown on Main Roads drawing 9121-53, the existing vehicle crossover onto Great Eastern Highway Bypass will be lost. As a result future access from this site to Great Eastern Highway will need to be via Ivy Street (left out only) or Wirtgen Place, Redcliffe Road and Fauntleroy Avenue.
4. No additional vehicle access will be permitted onto the Great Eastern highway Bypass road reserve.

Site Works and Management

5. The ground levels on the Great Eastern Highway Bypass boundary are to be maintained as existing
6. A construction management plan must be submitted and approved by the City of Swan prior to any works commencing on the site. The construction management plan is to address the following concerns: noise from carrying out work and from plant and trucks; hours of operation; light; dust; protection of



existing roads, paths, services; site security; drainage; vibration management; fill; excavation and traffic management that relates to any works to take place on the site.

Waste Water Treatment

7. The mechanical wash down bay to comply with the requirements of the Department of Water – water Quality Protection Note WQPN 68 dated March 2006.

Drainage

8. Prior to the commencement of development, a revised stormwater management plan certified by a qualified engineer, shall be submitted for approval by the City of Swan on the advice of the City of Belmont and the Swan River Trust (see Advice Note b).
9. The approved stormwater drainage management plan required under Condition 8 shall be implemented.
10. The applicant shall ensure that works associated with development and operations do not result in sediment laden or otherwise polluted water, building rubble, rubbish, hydrocarbon, or other deleterious matter or substance, entering the off-site storm water drainage system.
11. No storm water drainage shall be discharged onto the Great Eastern Highway Bypass road reserve.
12. The drainage system of the site must be designed and certified by a suitably qualified and practising Hydraulic Engineer to provide for a 1 in 5 year storm (minimum) with provision of an overland flow path in the event of internal system failure. The system shall have capacity to detain runoff from a one (1) year one (1) hour storm prior to discharge into Council Drainage System via a silt trap.
13. A gross pollutant (site specific) management plan, which addresses environmental preservation, shall be provided to the City of Swan for approval prior to the commencement of the use. Gross pollutant trap(s) shall be installed and maintained by the owner(s), in accordance with the manufacturers' recommendations, to the satisfaction of the City of Swan. The development (including ongoing use) must comply with the approved management plans.

Landscaping

14. The plantings and treatments shown in the approved landscape plan must be carried out prior to occupancy of the development and must be maintained to the satisfaction of the City.
15. Vehicle parking area, access and circulation areas must be designed to withstand anticipated loads and sealed, kerbed, drained and maintained to the satisfaction of the City, in accordance with the approved plans.



16. Any additional development, which is not in accordance with the application (the subject of this approval) or any condition of approval, will require further approval of the City.

ADVICE NOTES

Main Roads WA

- a) To assist in alleviating congestion on the Great Eastern Highway 1 Fauntleroy Street intersection, the applicant should make contact with the Western Australian Airport Corporation to seek assistance into obtaining access from this property to a new internal road linking to Kalamunda Road.

Swan River Trust

- b) Require stormwater from all hardstand areas, including all existing hardstand, to drain to the proposed sediment and oil treatment device rather than generate surface flows that discharge through the Great Eastern Highway crossover;
- c) Encourage the separate conveyance of some rooftop runoff to bypass the sediment and oil treatment device, so that a higher proportion of runoff from hardstand areas will pass through the device during significant storm events; and
- d) Require the proponent to provide a schedule of inspection and maintenance for on-site stormwater infrastructure, to be approved and overseen, by the local authorities.

Perth Airport

- e) The maximum allowable height for the structure should not exceed 61 metres AHD. This height must also include the provision of any structures, aerials, antenna, lightning arrestors, fixtures or fittings to be installed on the building or on the subject lot, and is the limit for any cranes to be utilized on the site during construction of the buildings.
- f) Any cranes proposed to be used during the construction of the extensions and new warehouse must to be referred to the Perth Airport, Senior Airports Operations Officer (phone 9478 8424, mobile 0419 195 790) a minimum of 48 hours prior to their erection.

City of Swan

- g) This is a Development Approval of the City of Swan under its Local Planning Scheme No. 17. It is not a building permit or an approval to commence or carry out development under any other law. It is the responsibility of the applicant to obtain any other necessary approvals, consents, permits and licenses required under any other law, and to commence and carry out development in accordance with all relevant laws. It is noted that there are Western Power Easements on this lot. It is the responsibility of the land owner(s)/ applicant to ensure the relevant approvals are obtained from the appropriate authorities.
- h) The City of Swan is authorised and liable for the maintenance and repair of roads under its control within its boundary and pursuant to Section 84 of the



Road Traffic Act. The City is authorised to recover costs from the applicant, for the repair and maintenance of these roads if any damage is caused as part of this development to the kerb, footpath, drainage pits, stormwater system, landscaping or signs located within the road reserve.

- i) Kerbs, roadways, footpaths, open drains, stormwater pits, service authority pits, and nature strips must be adequately protected during construction of the development.
- j) This approval does not constitute approval from other service authorities to construct the crossover as shown on the plan. It is recommended that the applicant ascertain the location and depth of any services that may interfere with crossover and associated building construction. Any adjustment to affected services is to be arranged by the applicant at their expense with the appropriate service authority, prior to works commencing on the site.
- k) The applicant shall submit one copy of the proposed plans to the Fire & Emergency Services Authority of Western Australia (FESA) for approval. A stamped copy of these plans is to be submitted by the applicant as part of the Building Permit application.
- l) The Application for Approval to Construct or Install an Apparatus for the Treatment of Sewage Form and the required fee is to accompany the Building Permit application.
- m) In accordance with the Health Act 1911 and the Health (Treatment of Sewage and Disposal of Effluent and Liquid Waste) Regulations 1974, an application to construct an on-site effluent disposal system must be submitted to and approved by the City's Principal Environmental Health Officer, prior to the construction of such a system.
- n) The applicant/owner shall obtain approval from the Department of Industry and Resources for the storage of chemical/dangerous goods in accordance with the Dangerous Goods Regulations. For further advice contact the Duty Inspector of the Explosives and Dangerous Goods Division on 9222 3333.
- o) For goods stored underground within an Underground Water Pollution Control Area, subject to approval from the Water and Rivers Commission (Ph: 9278 0300). The noise generated by activities on-site, including machinery motors or vehicles is not to exceed the levels as set out under the Environmental Protection (Noise) Regulations 1997.

All development works are to be carried out in accordance with control of noise practices set out in Section 6 of AS 2436-1981 or the equivalent current Australian Standard.

No works shall commence prior to 7.00 am without the City's approval.

- p) The carrying on of the development must not cause a dust nuisance to neighbours. Where appropriate such measures as installation of sprinklers, use of water tanks, mulching or other land management systems should be installed or implemented to prevent or control dust nuisance, and such measures shall be installed or implemented within the time and in the manner



directed by the City's Principal Environmental Health Officer if it is considered that a dust nuisance exists.

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

9. Appeals to the State Administrative Tribunal

The Panel noted that the following State Administrative Tribunal Application had been received:

- City of Bayswater – Bayswater Railway Station Carpark Upgrade and Extensions – Lot 504 Whatley Crescent, Bayswater

10. Meeting Close

There being no further business, the presiding member declared the meeting closed at 4:47pm.



Form 1 - Responsible Authority Report (Regulation 12)

Application Details:	Educational Facility – New Science Block and Minor Works to the Boarders' Dining Hall
Property Location:	Santa Maria College, 12-38 Moreing Road, Attadale
DAP Name:	Metro Central JDAP
Applicant:	EIW Architects
Owner:	Sisters of Mercy Perth Amalgamated Inc
LG Reference:	DA-2013-242
Responsible Authority:	City of Melville
Authorising Officer:	Steve Cope Director Urban Planning City of Melville
Application No and File No:	DP13/00198
Report Date:	19 April 2013
Application Receipt Date:	1 March 2013
Application Process Days:	50 calendar days
Attachment(s):	<ol style="list-style-type: none">1. Development plans and elevations (referenced SK01 – SK12 REV:A)2. Master Plan (referenced EIW1205)3. Transport Statement dated 4 April 20134. Minutes of Special Council Meeting 22 April 2013

Recommendation:

That the Metro Central JDAP resolves to:

Approve DAP Application reference DP/13/00198 and accompanying plans referenced SK01 - SK12 REV:A in accordance with the provisions of the City of Melville Community Planning Scheme No. 5, and subject to the following conditions:

1. All stormwater generated on site is to be retained on site.
2. Prior to the commencement of the development, a scheme for the provision of Public Art shall be submitted to and approved in writing by the Director Urban Planning. The Public Art shall be provided in accordance with the draft City of Melville Provision of Art in Development Proposals policy to the satisfaction of the Manager Statutory Planning. Alternatively, the public art contribution may be satisfied by a cash-in-lieu at the same rate, made prior to the commencement of the development.

Advice Note

- 1 This development constitutes a "Public Building" as per Section 173 of the *Health Act 1911* and therefore shall comply with the provisions of the *Health (Public Building) Regulations 1992*. Please liaise with the City's Health Services in this regard.

Background:

Insert Property Address:	Santa Maria College, 12-38 Moreing Road, Attadale
Insert Zoning	MRS: Urban
	TPS: River Foreshore (RFS) – Living Area Precinct R12.5
Insert Use Class:	Educational Establishment – S use – discretionary use following advertising in accordance with Clause 7.5 of CPS5
Insert Strategy Policy:	None applicable
Insert Development Scheme:	None applicable
Insert Lot Size:	67,432 square metres
Insert Existing Land Use:	Educational Establishment
Value of Development:	\$8.323 Million

Table 1 –Zoning and Land Use Table

In recent years, the City has approved a number of applications for development at Santa Maria College, including additions and alterations to the Mercy building in July 2007, and additions and alterations to McDonald Hall in October 2009. These works were completed in 2010 and 2011 respectively.



Figure 1 – Aerial and Site Context

Details: outline of development application

Planning approval is sought to construct a three storey (with basement level) science building to the southeast of the existing Mercy building. The proposed building is to replace the existing maintenance building.

The Science building is proposed to contain:

- Change facilities, parking and plant within the basement level.

- The ground floor level contains a general purpose learning area.
- Studio and laboratory facilities on the first floor.
- Six classrooms within the second floor.

The upper two floors of the proposed science building are to be attached to the Mercy building to allow access between the two. This will also facilitate disabled access between the Boarders' precinct and the main school.

The external appearance and materials proposed to be utilised are to be consistent and complement the existing buildings on site, including the recently completed Mercy Building and McDonald Hall.

Minor works are also proposed within the Boarders' precinct as part of the current application. These works include a deck addition to the existing dining hall and an ensuite addition to the existing doctor's office.

Eleven additional car parking bays are proposed as part of the current application.

The proposed construction does not directly impact upon pupil numbers, however at the commencement of the 2015 school year; an additional 110 students will attend the school. This increase in pupil numbers result from the current Year 11 class (which is 50% of the usual class size) leaving school at the end of 2014 and a full class intake entering the following year. The maximum number of pupils will be 1,270.

Upon construction of the proposed Science building, it is understood that a number of existing demountable classrooms currently located adjacent to the swimming pool will be removed from the school grounds. This will enable the construction of a future development stage which is to include hard courts and car parking.

Legislation & policy:

City of Melville Community Planning Scheme No. 5:

- Part 4 - River Foreshore Living Area Precinct
- Cl 5.7 Non-Residential Development Amenity
- Cl. 5.8 Car Parking
- Cl. 5.9 Landscaping
- Cl 5.11 Height of Buildings
- Cl 7.8 Matters to be considered by Council

Local Policies

- CP-054 CPS5 and Residential Design Code Development Advertising Procedures
- CP-079 Car Parking (Non-Residential)
- CP-066 Height of Buildings
- CP-067 Amenity
- Draft Provisions of Public Art in Development Proposals Policy

Consultation:

Clause 7.5 of CPS5 requires that 'S' uses be advertised, however as the Educational Establishment use is already approved and established on the subject site, Clause 2

of CP-054 allows additions or extensions to existing ‘S’ uses to not require additional advertising as outlined below:

“Where a use already exists on site and the proposed development is a minor or insignificant extension or alteration to the existing development and unlikely to affect the amenity of any adjoining or adjacent landowner or occupant (as determined by the Manager Planning and Development Services), the new Planning Application will not require advertising in accordance with Clause 7.5 (f) of CPS 5 (as provided for under Clause 4.2 (c) of CPS5).”

The proposed science building is located within the centre of the school grounds, well away from all of the site boundaries and surrounded by existing buildings and mature landscaping,

On receipt of the development application, consideration was given to the potential impact that the proposed development may have upon the residential amenity of owners and occupiers of properties that flank the College site, particularly those on the southern (upslope) side. The site of the proposed new building is approximately 100+ metres away from the nearest residential properties, and there is a marked change in natural ground levels of some 10m between the site of the proposed new Science Building, and the residences to the south. In addition, an existing (arts) building on the school site is located immediately south of the proposed new building and existing mature trees are located along the southern frontage of the site to Cawston Road between the hard courts and the southern pedestrian access into the site, as well as further along Cawston Road nearer to the intersection with Roberts Road,

Taking all of the above into account the proposed development was considered unlikely to significantly affect the amenity of any adjoining or adjacent landowner or occupant. Consequently, the application was not the subject of public consultation.

Planning assessment:

The proposal satisfies all of the relevant provisions contained within Community Planning Scheme No. 5 (CPS5) and Council Policy with the exception of those matters listed in Table 2 below:

Development Requirement	Required	Proposed
Maximum building height	Flat Roof - 9m maximum	<u>Science building</u> Flat roof - 15.7m

Comment

As outlined above, the proposed development satisfies all of the relevant provisions contained within CPS5 and Council Policy with the exception of the height of the proposed Science building. The proposed height of the building is supported for the following reasons:

- The proposed building is to be located adjacent to the existing Mercy building which is 2.3m higher than the proposed building.

- The building will be located within the centre of the school grounds (70 metres away from the closest boundary) and surrounded by existing buildings.
- The proposed building will not have a significant impact upon views obtained from surrounding properties. In particular, it is considered that views from the properties located opposite the school grounds on Cawston Road toward the river and Perth City will not be significantly affected, as these properties have a ground level which is approximately 10m higher than the natural ground level at the site of the proposed building.
- The height as proposed, allows the upper two levels to be connected to the existing Mercy building to aid disabled access through the school.

Traffic

A Transport Impact Assessment has been submitted with the application. This assessment concludes that the increase in vehicular trips generated by the additional 110 students will not adversely affect the surrounding road network, as the increase in traffic volume will be comfortably accommodated into the practical road capacity of the surrounding road network.

The proposal also satisfies the City of Melville on-site car parking requirements.

Master Plan

The Applicant has submitted a proposed Master Plan (refer Attachment 3) with the application which details the future works proposed for the school site. This Master Plan has not been adopted by Council to date, and therefore should be afforded no status in the decision making process, however, does provide insight into the future redevelopment plans for the overall site and, in particular, the provision of adequate parking.

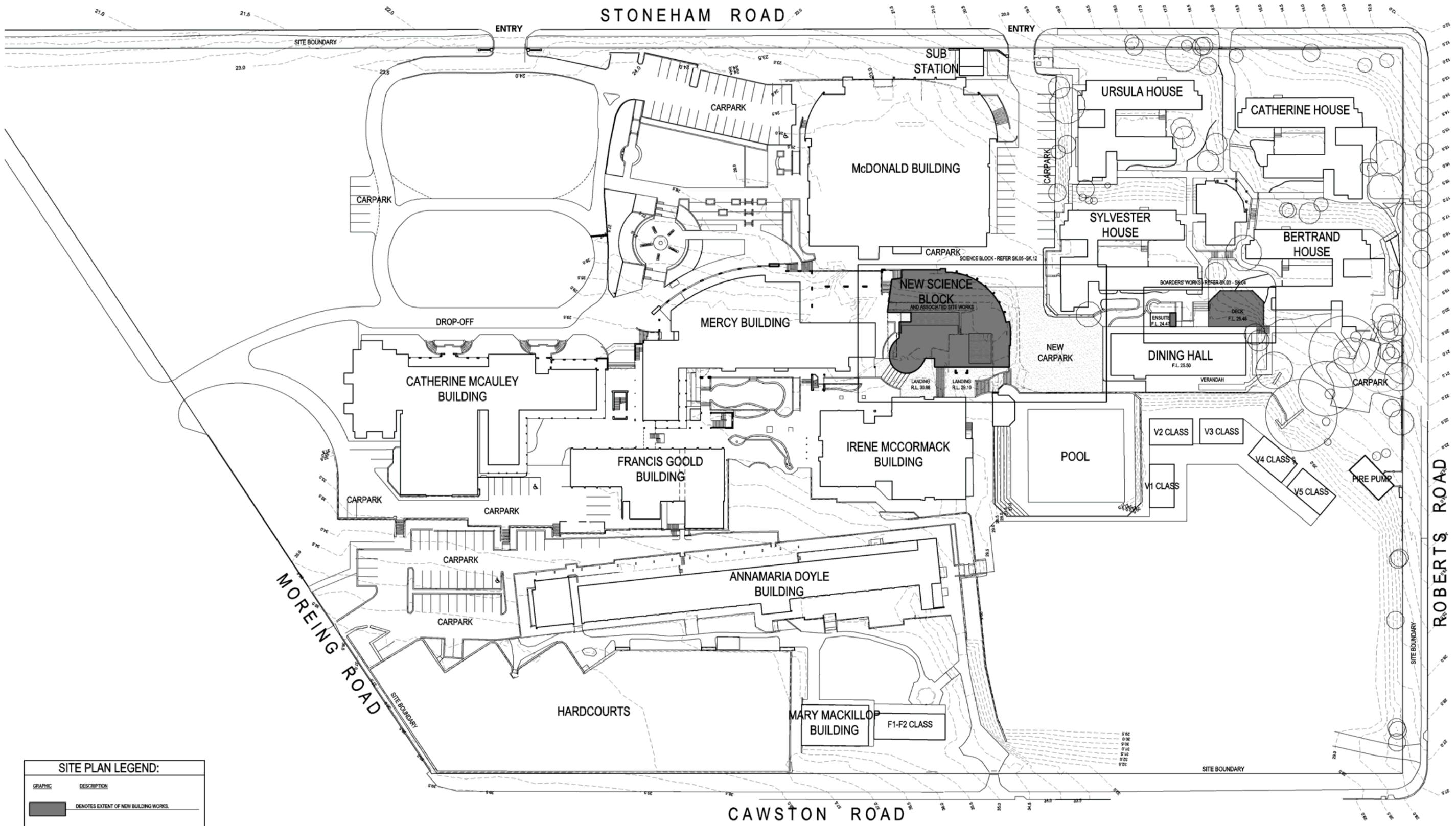
The current application for a new science block and minor boarders' works is Stage 3 of 4 as detailed in the Master Plan.

Conclusion:

Subject to the imposition of planning conditions, it is concluded that the proposed development will provide a satisfactory built form outcome for the subject site and will compliment the existing buildings. Furthermore, the proposed development, notwithstanding the proposed variation to building height, is not anticipated to adversely impact upon the streetscape or adjoining neighbours.

As such, it is recommended that the Metro Central Joint Development Assessment Panel conditionally approve the application as proposed.

ATTACHMENT 1
DEVELOPMENT PLANS SK01 – SK12 REV:A



SITE PLAN LEGEND:

GRAPHIC	DESCRIPTION
	DENOTES EXTENT OF NEW BUILDING WORKS.
	DENOTES EXTENT OF NEW BITUMEN.
	DENOTES EXTENT OF EXISTING MAINTENANCE SHEDS / CHANGEROOMS TO BE DEMOLISHED.



SITE PLAN

SCALE : 1:500@A1



STAGE 3 - SCIENCE BLOCK & BOARDERS' DINING HALL

SANTA MARIA COLLEGE, MOREING ROAD, ATTADALE

JOB NO. :1228

DATE :22nd FEB 2013

DWG NO. :SK.01

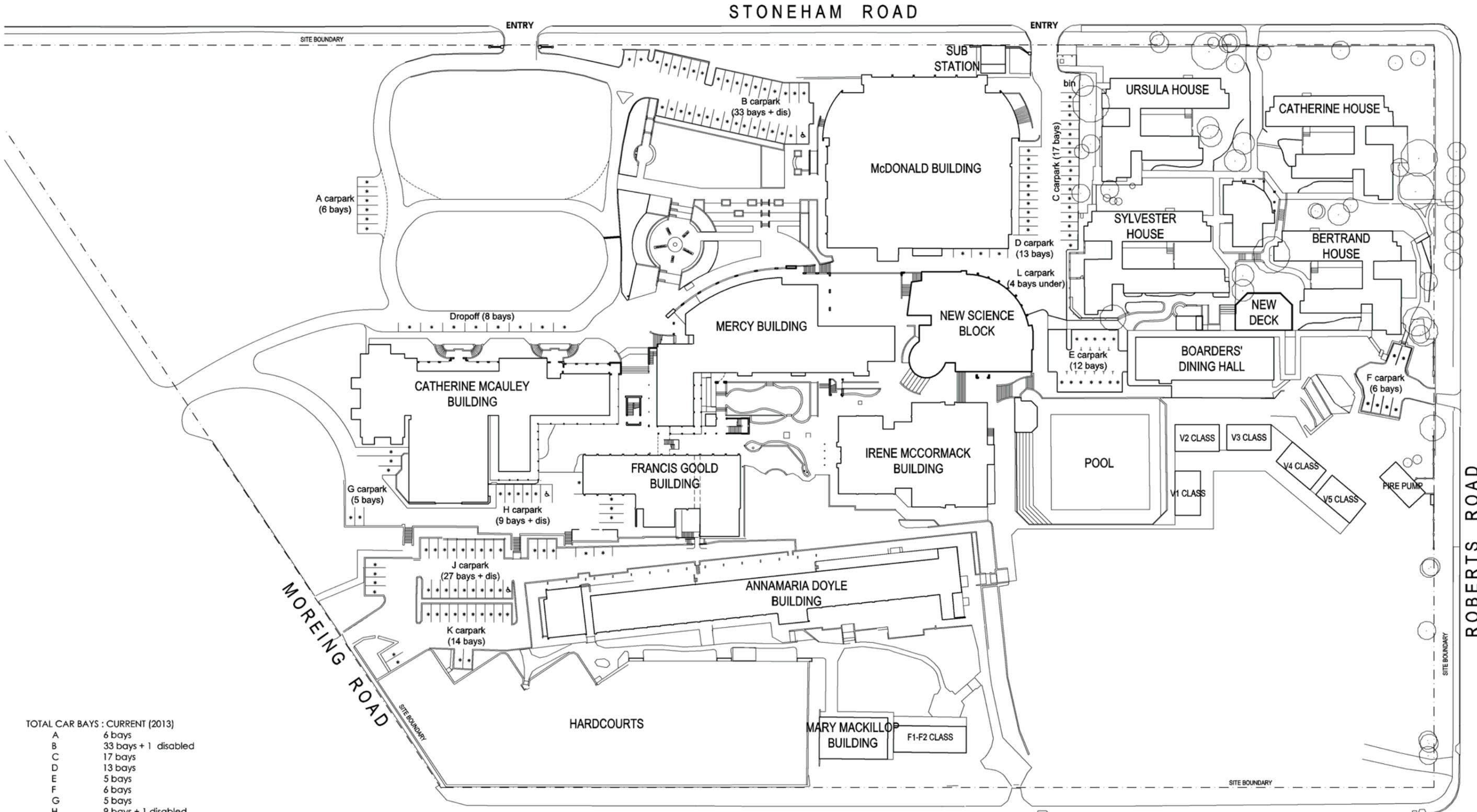
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TOTAL CAR BAYS : CURRENT (2013)

A	6 bays
B	33 bays + 1 disabled
C	17 bays
D	13 bays
E	5 bays
F	6 bays
G	5 bays
H	9 bays + 1 disabled
J	27 bays + 1 disabled
K	14 bays
Dropoff	8 bays
TOTAL :	146 BAYS (incl. 3 disabled)

TOTAL CAR BAYS : END OF STAGE 3 (2015)

As above except	
E	12 bays
L	4 bays (bus size)
TOTAL :	157 BAYS (incl. 3 disabled)

STUDENT NUMBERS : CURRENT (2013)

Year 5	= 60 students	= 2 classes
Year 6	= 60 students	= 2 classes
Year 7	= 176 students	= 6 classes
Year 8	= 176 students	= 6 classes
Year 9	= 176 students	= 6 classes
Year 10	= 176 students	= 6 classes
Year 11	= 168 students	= 6 classes
Year 12	= 168 students	= 6 classes
Primary School	= 120 students	
Secondary School	= 1040 students	

STUDENT NUMBERS : END OF STAGE 3 (2015)

Year 5	= 72 students	= 3 classes
Year 6	= 72 students	= 3 classes
Year 7	= 174 students	= 6 classes
Year 8	= 190 students	= 7 classes
Year 9	= 185 students	= 7 classes
Year 10	= 180 students	= 7 classes
Year 11	= 200 students	= 7 classes
Year 12	= 197 students	= 7 classes
Primary School	= 144 students	
Secondary School	= 1126 students	

CITY OF MELVILLE REQUIREMENTS (PLANNING SCHEME NO 5):
 Primary School = 1.25 bays / classroom
 Secondary School = 2 bays / classroom + 1 per 10 students of driving age

BAYS REQUIRED
 (NB. Year 7s counted as Secondary students)
 PS: 6 classrooms = 8 bays
 SS: 41 classrooms = 82 bays
 + 40 bays for driving age students

TOTAL REQUIRED CARBAYS AT END OF STAGE 3 = 130 bays

SITE PLAN - STAGE 3

SCALE: 1:500@A1

CAR PARKING PLAN
SANTA MARIA COLLEGE, MOREING ROAD, ATTADALE

JOB NO. :1227 DATE :08.02.13 DWG NO. :SK.02 REV : A

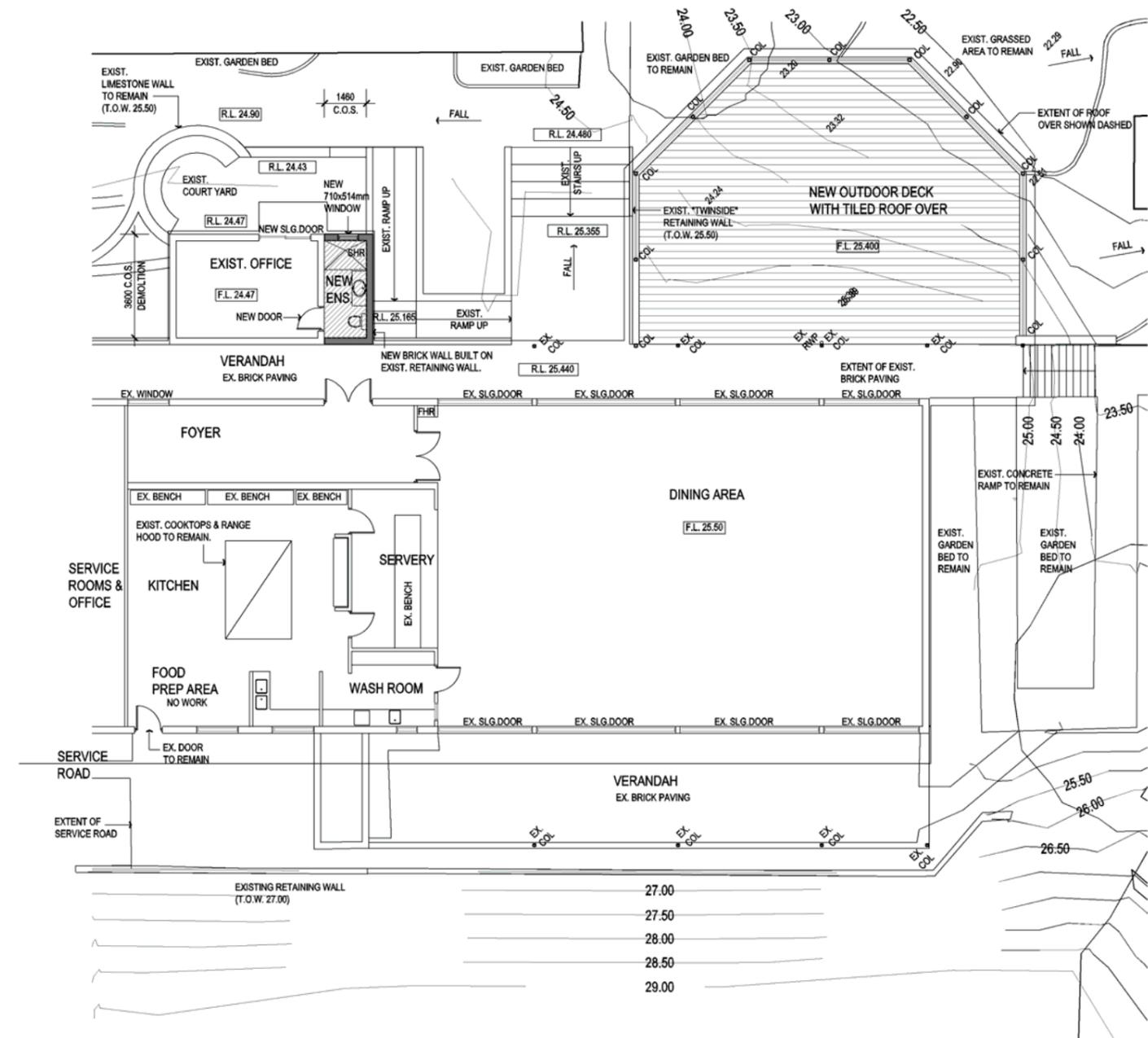
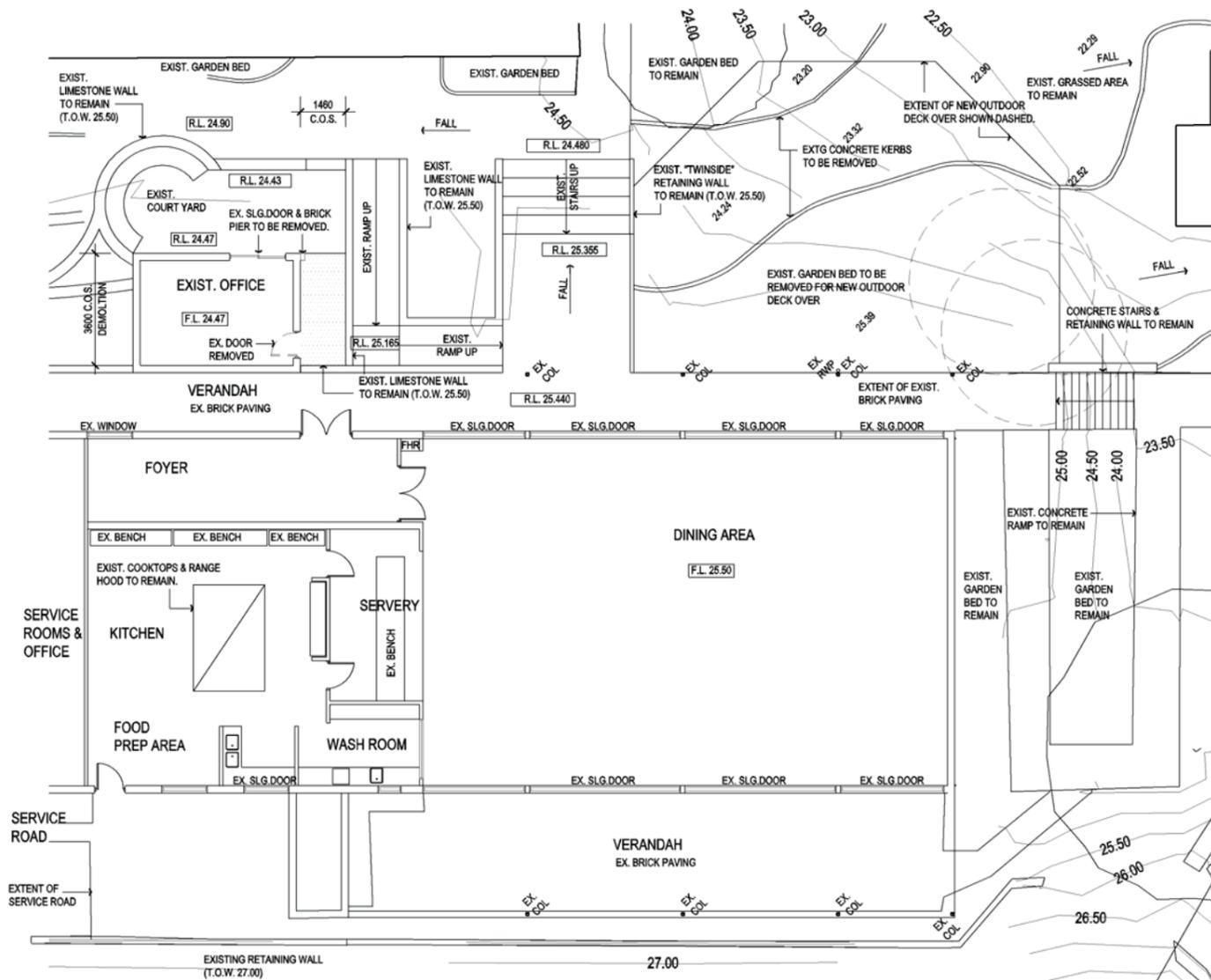
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 W www.eiwork.com.au
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FLOOR PLAN LEGEND:	
GRAPHIC	DESCRIPTION
[Pattern]	DENOTES EXTENT OF NEW BRICK PAVING TO MATCH EXIST.
[Pattern]	DENOTES EXTENT OF NEW RETAINING WALL.
[Pattern]	DENOTES EXTENT OF NEW BRICK WALL TO MATCH EXIST.
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[Pattern]	DENOTES EXTENT OF NEW TIMBER DECKING.
[Pattern]	DENOTES EXTENT OF NEW FLOOR COVERING (INTERNAL).
[Symbol]	NEW 2000mm HIGH FENCE / GATE
[Symbol]	BOUNDARY LINE
[Symbol]	EXISTING SPOT LEVEL
[Symbol]	EXISTING RELIEF CONTOUR TO REMAIN
[Symbol]	EXISTING RELIEF CONTOUR MODIFIED
[Symbol]	EXISTING FLOOR / GROUND LEVEL
[Symbol]	NEW FLOOR / GROUND LEVEL

GENERAL NOTES

NO WORK TO EXISTING BUILDINGS UNLESS OTHERWISE NOTED. ALSO REFER DRAWINGS SK.02 - SK.04 FOR DETAILS OF PROPOSED WORKS.

ALL VEGETATION, EXISTING SERVICES & STRUCTURES WITHIN THE EXTENT OF THE PROPOSED SERVICE YARD TO BE REMOVED THROUGHOUT.

ALL DIMENSIONS ARE PRELIMINARY.

NEW WORKS PLAN
SCALE 1:100

LEGEND

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- [Pattern] EXTENT OF NEW TIMBER DECKING.
- [Pattern] EXTENT OF NEW FLOOR COVERING (INTERNAL)
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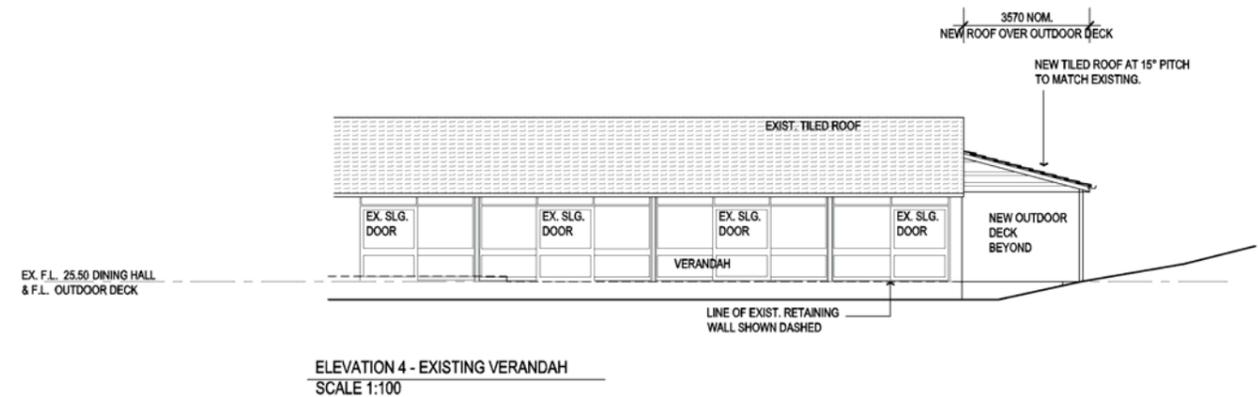
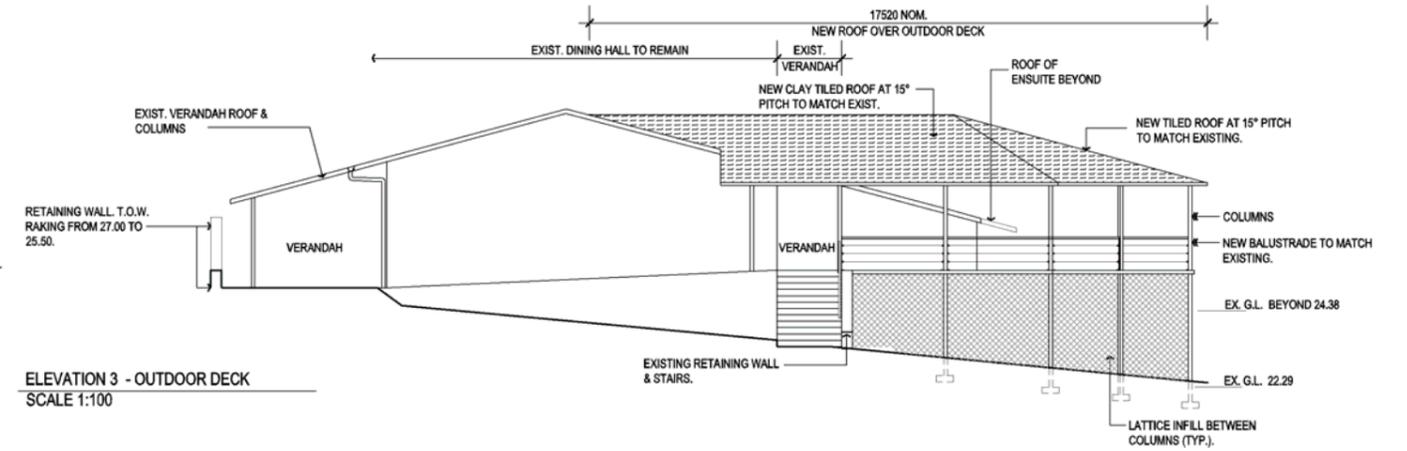
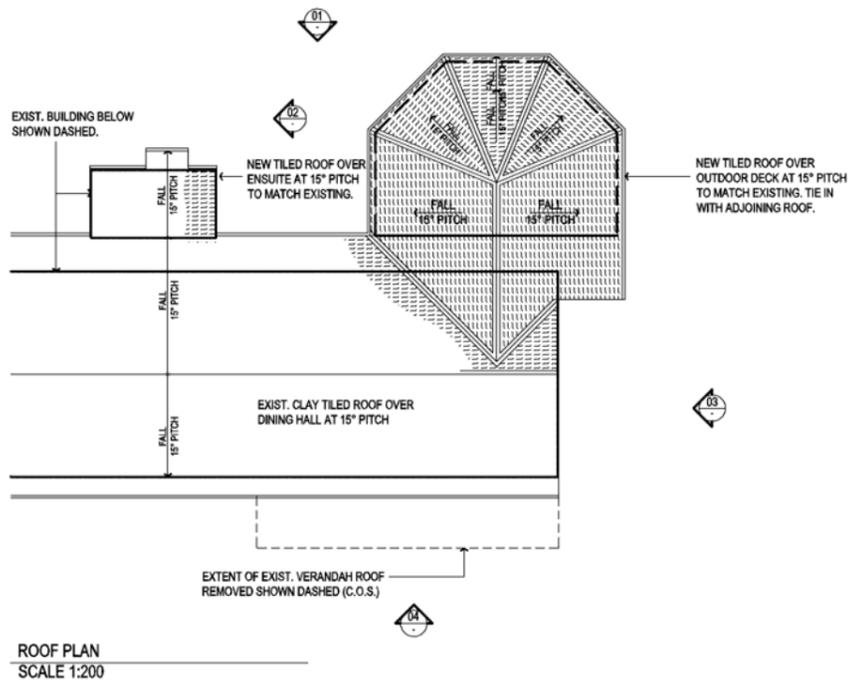
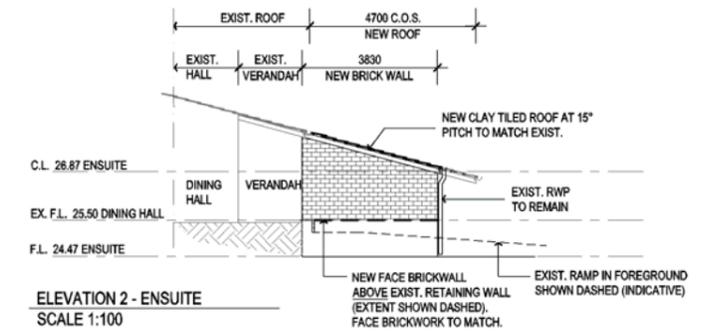
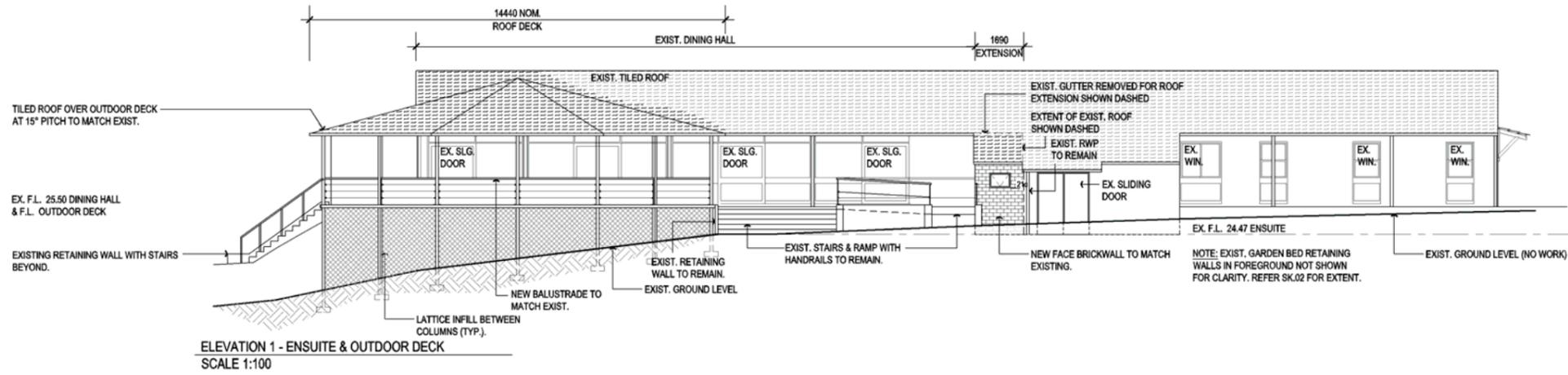
FLOOR PLAN - STAGE 3

SCALE: 1:100@A1



STAGE 3 - BOARDERS' DINING HALL
SANTA MARIA COLLEGE, MOREING ROAD, ATTADALE

JOB NO. :1228 DATE :22nd FEB 2013 DWG NO. :SK.03 REV : A



ELEVATIONS - STAGE 3

SCALE : 1:100@A1



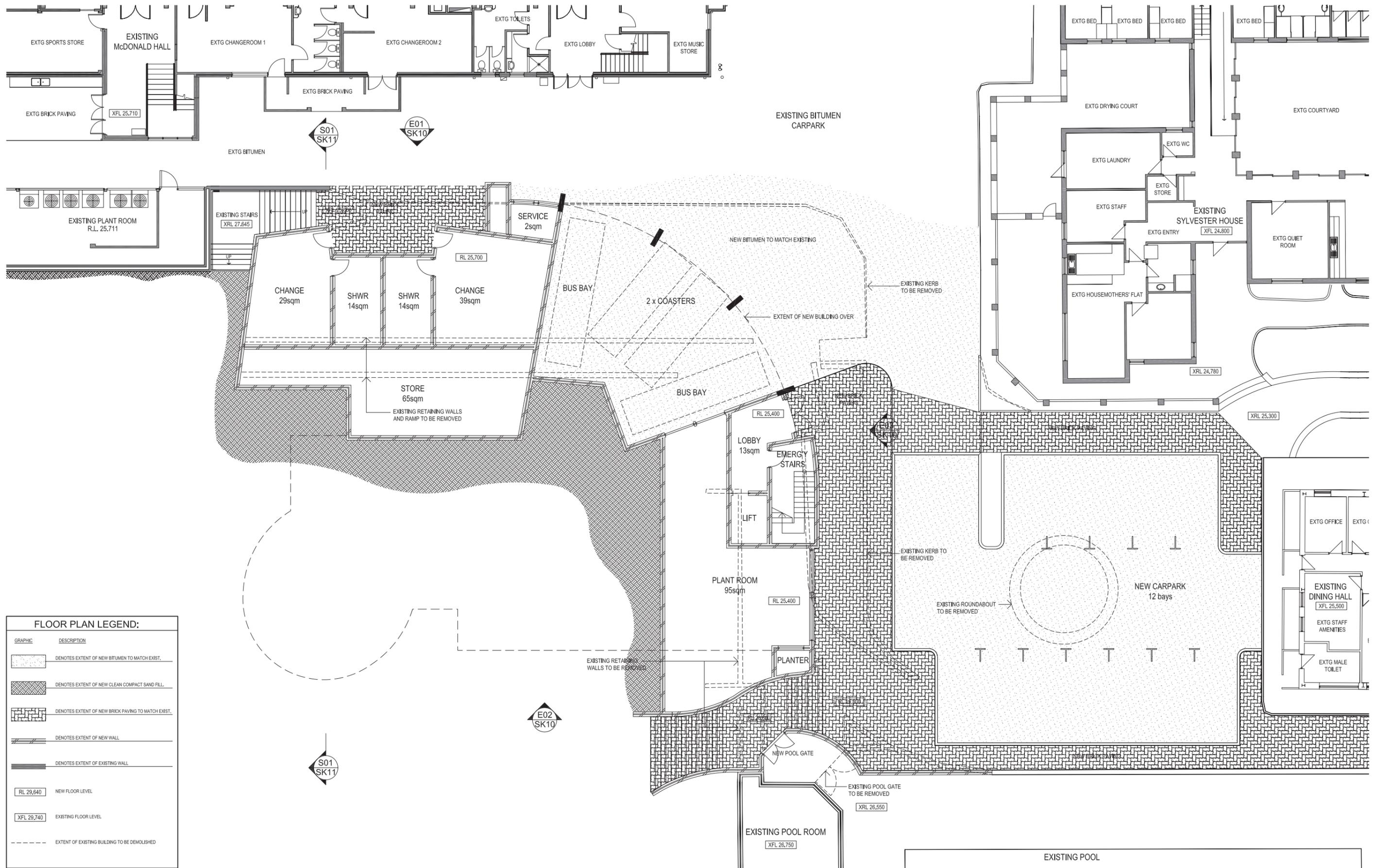
STAGE 3 - BOARDERS' DINING HALL SANTA MARIA COLLEGE, MOREING ROAD, ATTADALE

JOB NO. :1228 DATE :22nd FEB 2013 DWG NO. :SK.04 REV : A

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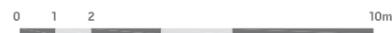
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[Pattern]	DENOTES EXTENT OF NEW BRICK PAVING TO MATCH EXIST.
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[Line]	DENOTES EXTENT OF EXISTING WALL
[Box]	NEW FLOOR LEVEL
[Box]	EXISTING FLOOR LEVEL
[Dashed Line]	EXTENT OF EXISTING BUILDING TO BE DEMOLISHED



BASEMENT FLOOR PLAN

SCALE : 1:100@A1



STAGE 3 - SCIENCE BLOCK
 Santa Maria College Moreng Road, Attadale
 JOB NO. : 1227 DATE : 13/02/2013

DWG NO. : SK05

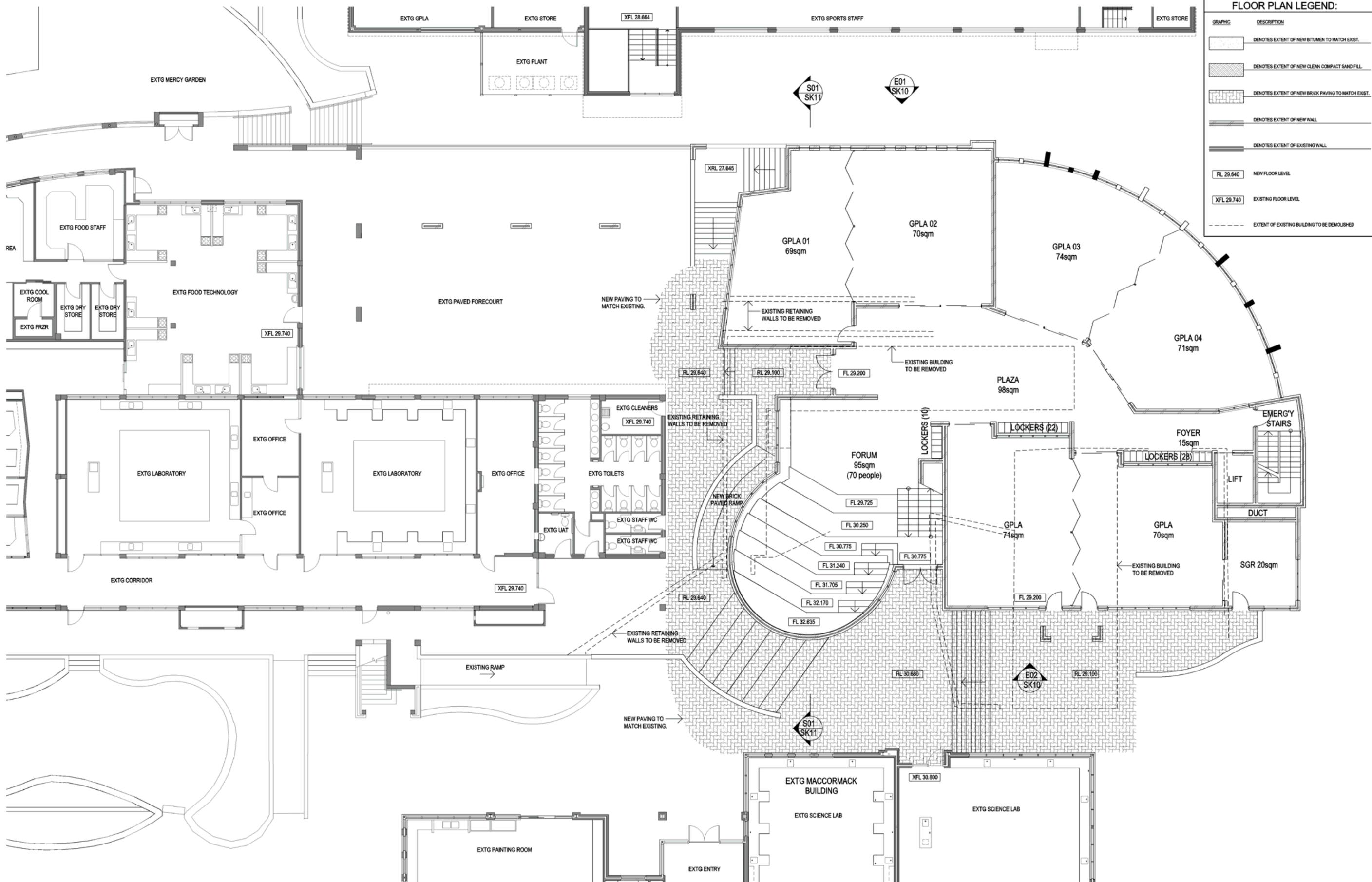
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GRAPHIC	DESCRIPTION
[Symbol]	DENOTES EXTENT OF NEW BITUMEN TO MATCH EXIST.
[Symbol]	DENOTES EXTENT OF NEW CLEAN COMPACT SAND FILL.
[Symbol]	DENOTES EXTENT OF NEW BRICK PAVING TO MATCH EXIST.
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[Symbol]	DENOTES EXTENT OF EXISTING WALL.
[Symbol]	NEW FLOOR LEVEL
[Symbol]	EXISTING FLOOR LEVEL
[Symbol]	EXTENT OF EXISTING BUILDING TO BE DEMOLISHED



GROUND FLOOR PLAN

SCALE : 1:100@A1



STAGE 3 - SCIENCE BLOCK
 Santa Maria College Moreng Road, Attadale
 JOB NO. : 1227 DATE : 13/02/2013

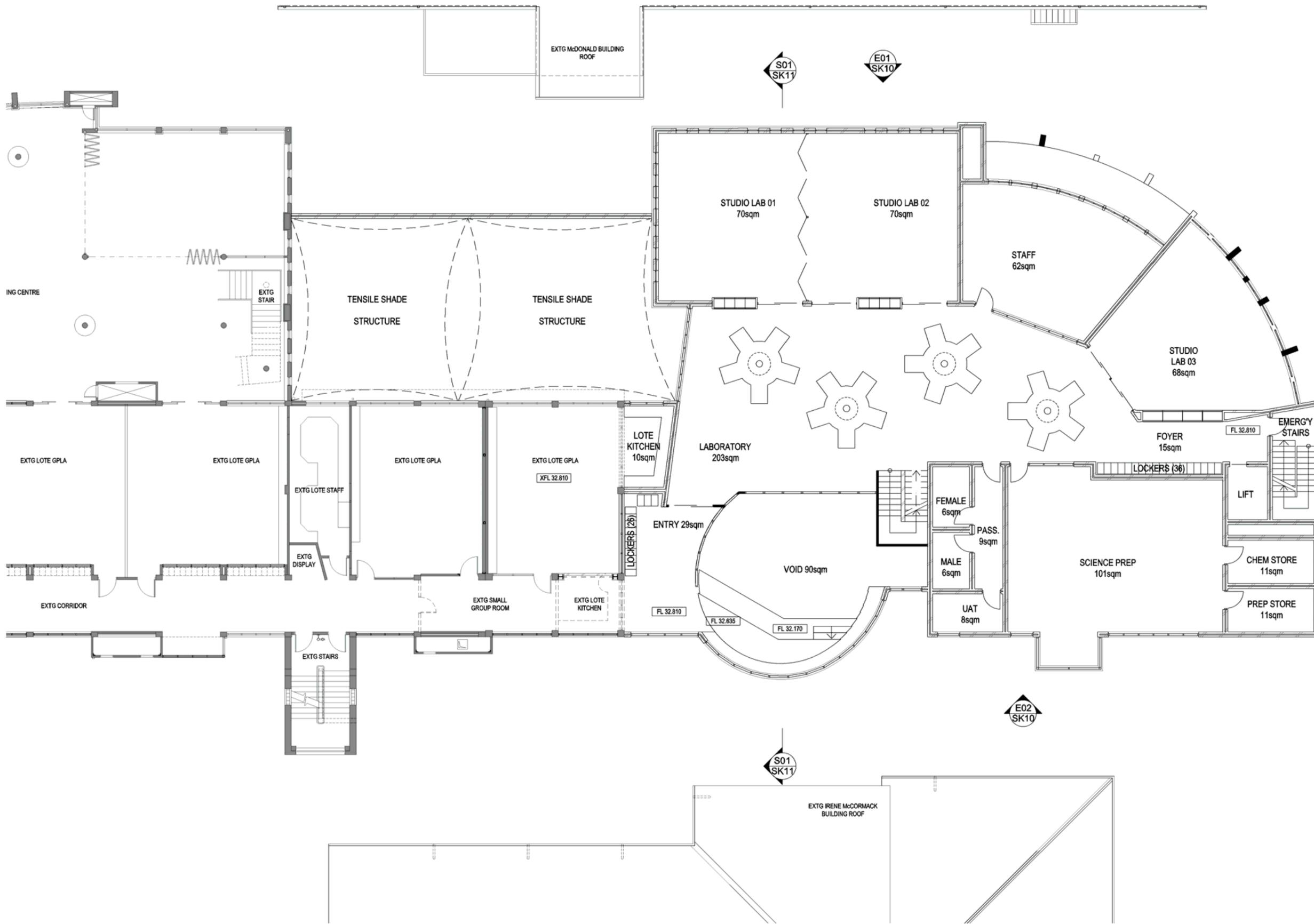
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FLOOR PLAN LEGEND:

GRAPHIC	DESCRIPTION
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	DENOTES EXTENT OF NEW CLEAN COMPACT SAND FILL.
	DENOTES EXTENT OF NEW BRICK PAVING TO MATCH EXIST.
	DENOTES EXTENT OF NEW WALL.
	DENOTES EXTENT OF EXISTING WALL.
	NEW FLOOR LEVEL.
	EXISTING FLOOR LEVEL.
	EXTENT OF EXISTING BUILDING TO BE DEMOLISHED.



FIRST FLOOR PLAN

SCALE : 1:100@A1



STAGE 3 - SCIENCE BLOCK
 Santa Maria College Moree Road, Attadale
 JOB NO. : 1227 DATE : 13/02/2013

DWG NO. : SK07

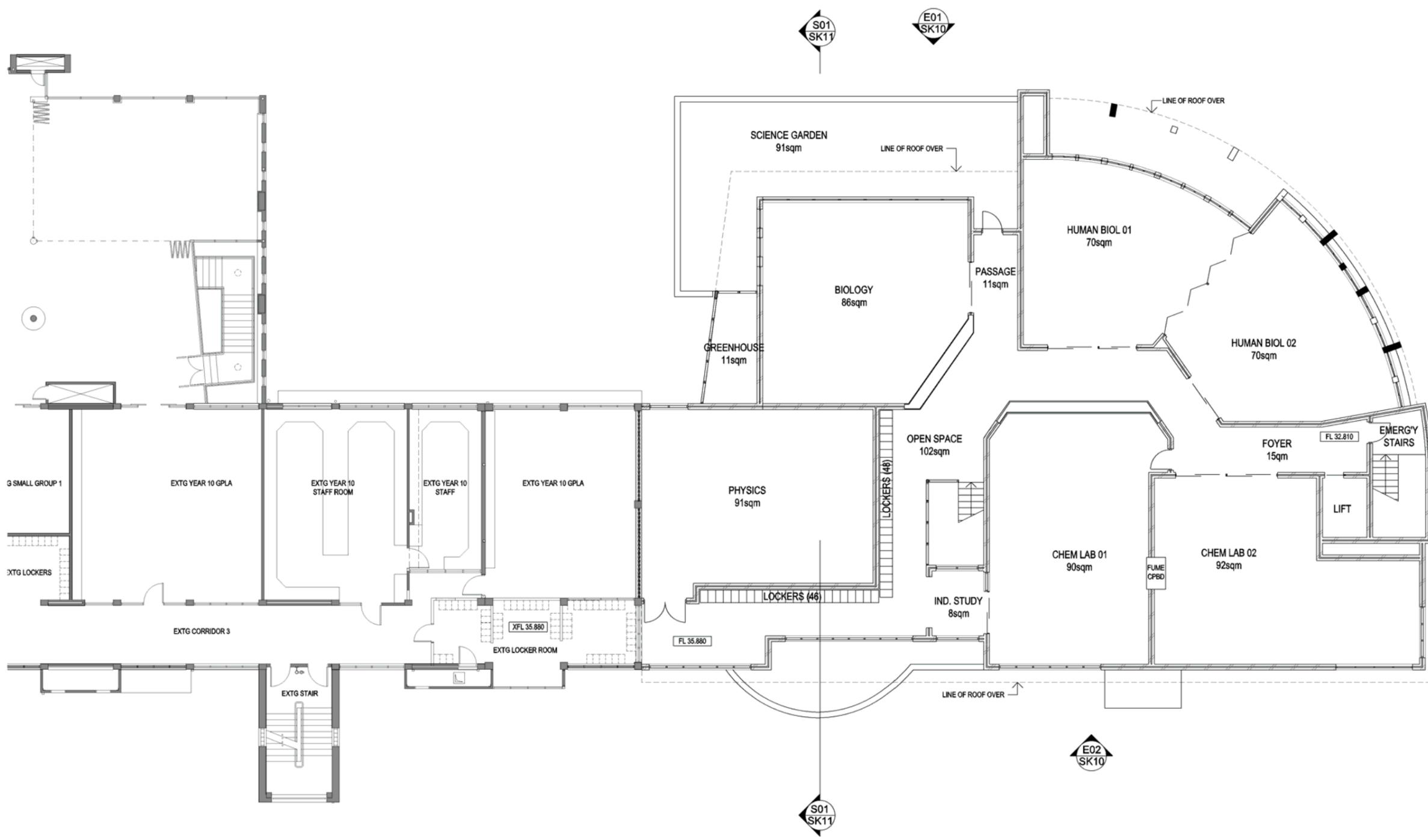
REV: A

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FLOOR PLAN LEGEND:	
GRAPHIC	DESCRIPTION
	DENOTES EXTENT OF NEW BITUMEN TO MATCH EXIST.
	DENOTES EXTENT OF NEW CLEAN COMPACT SAND FILL.
	DENOTES EXTENT OF NEW BRICK PAVING TO MATCH EXIST.
	DENOTES EXTENT OF NEW WALL.
	DENOTES EXTENT OF EXISTING WALL.
	NEW FLOOR LEVEL.
	EXISTING FLOOR LEVEL.
	EXTENT OF EXISTING BUILDING TO BE DEMOLISHED.



E03
SK10



SECOND FLOOR PLAN

SCALE : 1:100@A1



STAGE 3 - SCIENCE BLOCK
 Santa Maria College Moree Road, Attadale
 JOB NO. : 1227 DATE : 13/02/2013

DWG NO. : SK08

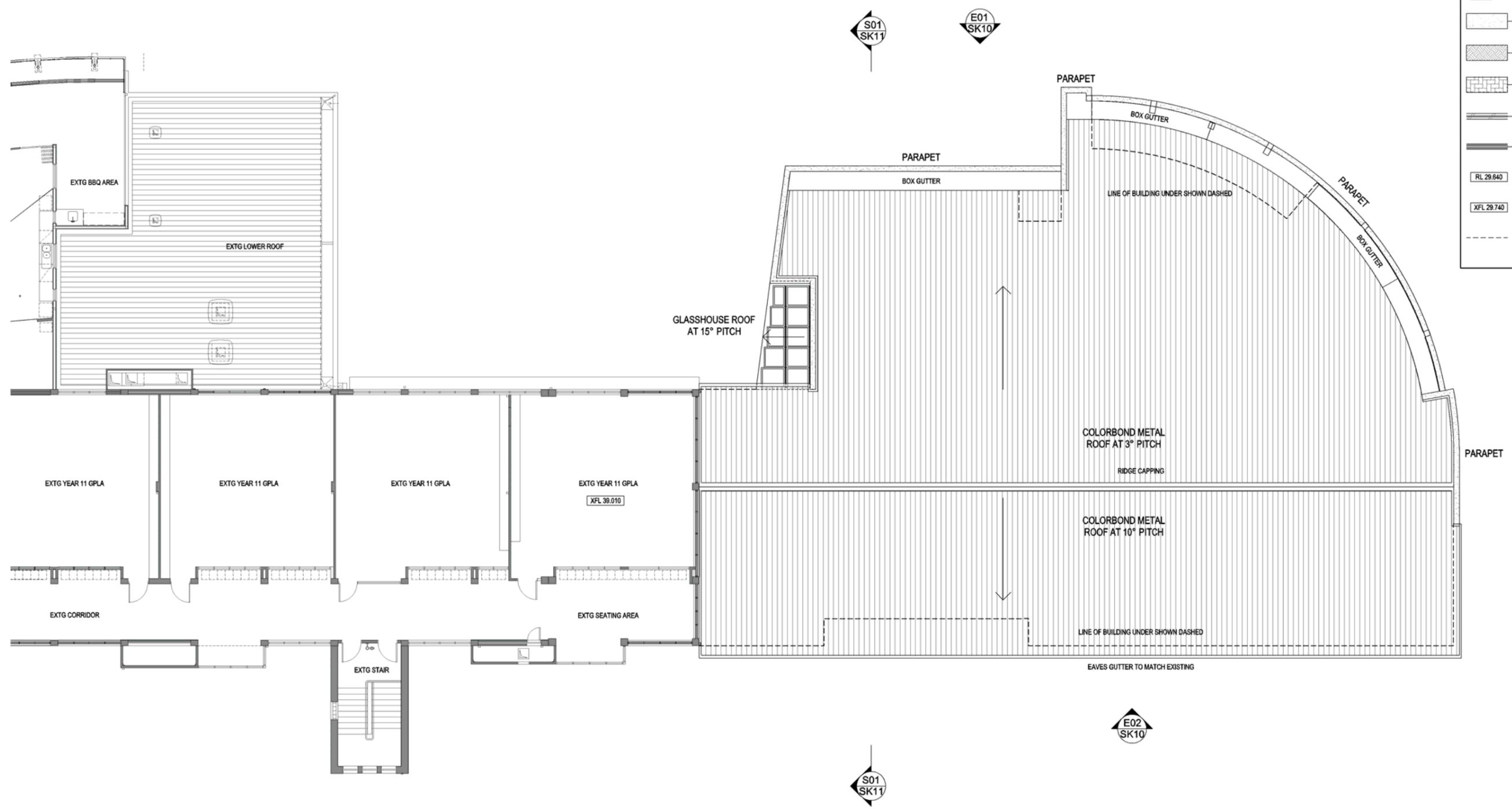
REV: A

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FLOOR PLAN LEGEND:	
GRAPHIC	DESCRIPTION
	DENOTES EXTENT OF NEW BITUMEN TO MATCH EXIST.
	DENOTES EXTENT OF NEW CLEAN COMPACT SAND FILL.
	DENOTES EXTENT OF NEW BRICK PAVING TO MATCH EXIST.
	DENOTES EXTENT OF NEW WALL
	DENOTES EXTENT OF EXISTING WALL
	NEW FLOOR LEVEL
	EXISTING FLOOR LEVEL
	EXTENT OF EXISTING BUILDING TO BE DEMOLISHED



ROOF PLAN

SCALE : 1:100@A1



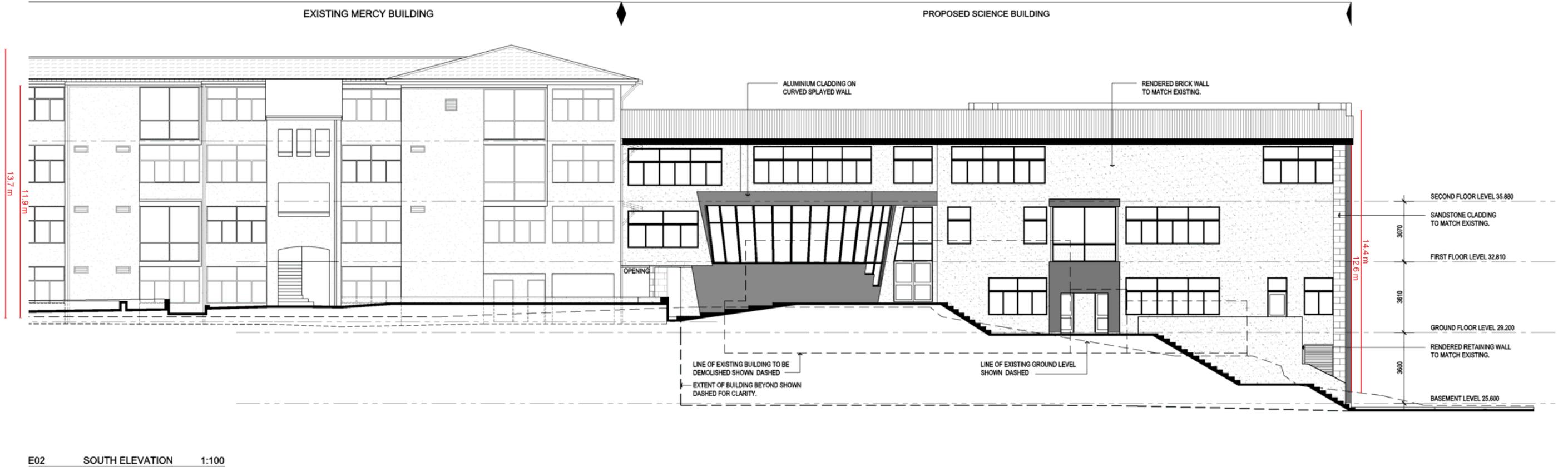
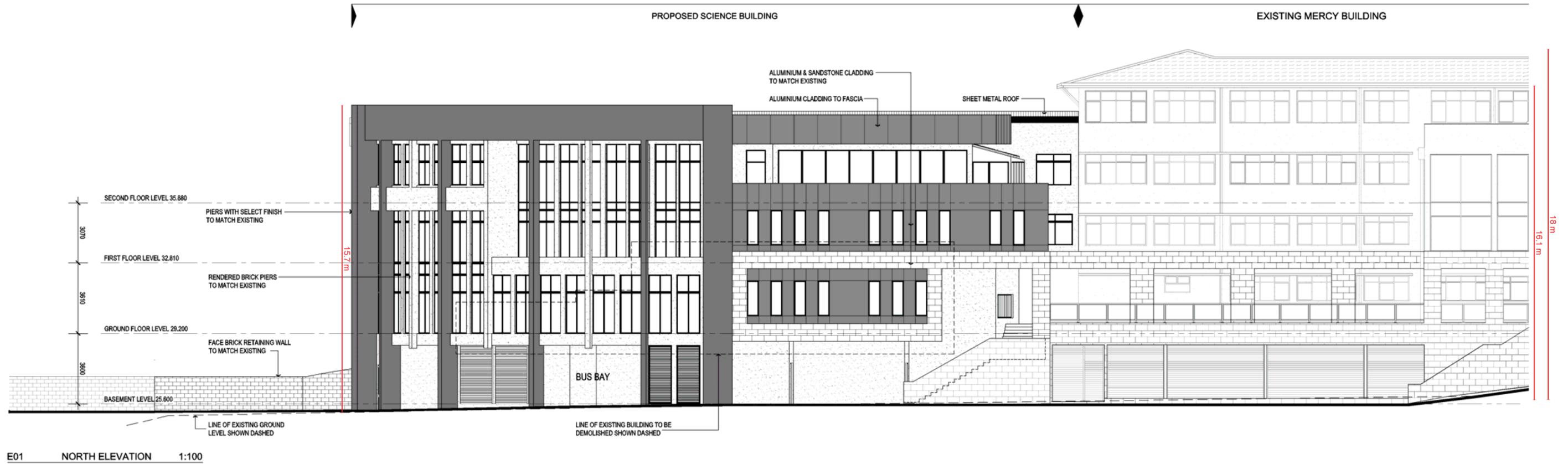
STAGE 3 - SCIENCE BLOCK
 Santa Maria College Moreing Road, Attadale
 JOB NO. : 1227 DATE : 13/02/2013

DWG NO. : SK09

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ELEVATIONS - SHEET 1

SCALE : 1:100@A1



STAGE 3 - SCIENCE BLOCK
 Santa Maria College Moreing Road, Attadale
 JOB NO. : 1227 DATE : 13/02/2013

DWG NO. : SK10

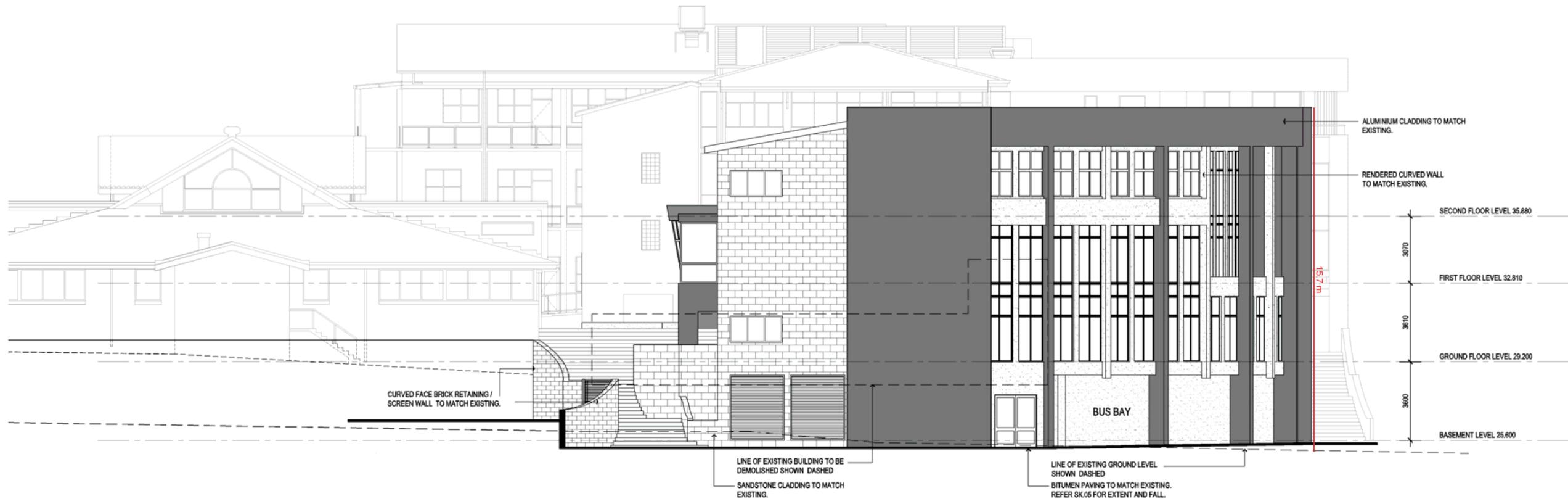
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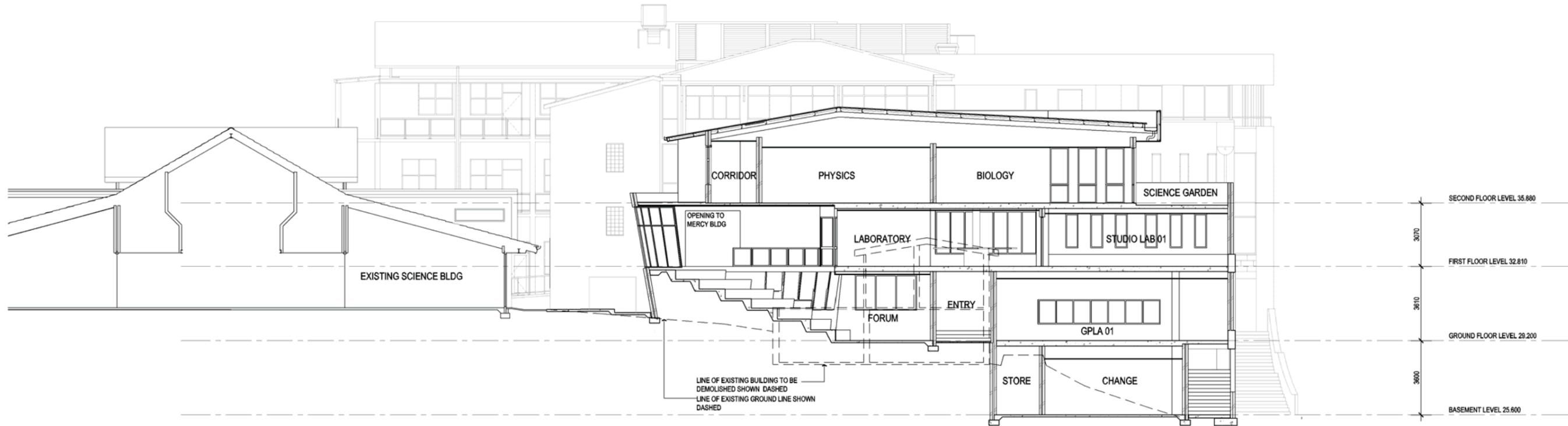


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E03 EAST ELEVATION 1:100



S01 SECTION 1:100

ELEVATIONS - SHEET 2

SCALE : 1:100@A1



STAGE 3 - SCIENCE BLOCK
 Santa Maria College Moreing Road, Attadale
 JOB NO. : 1227 DATE : 13/02/2013

DWG NO. : SK11

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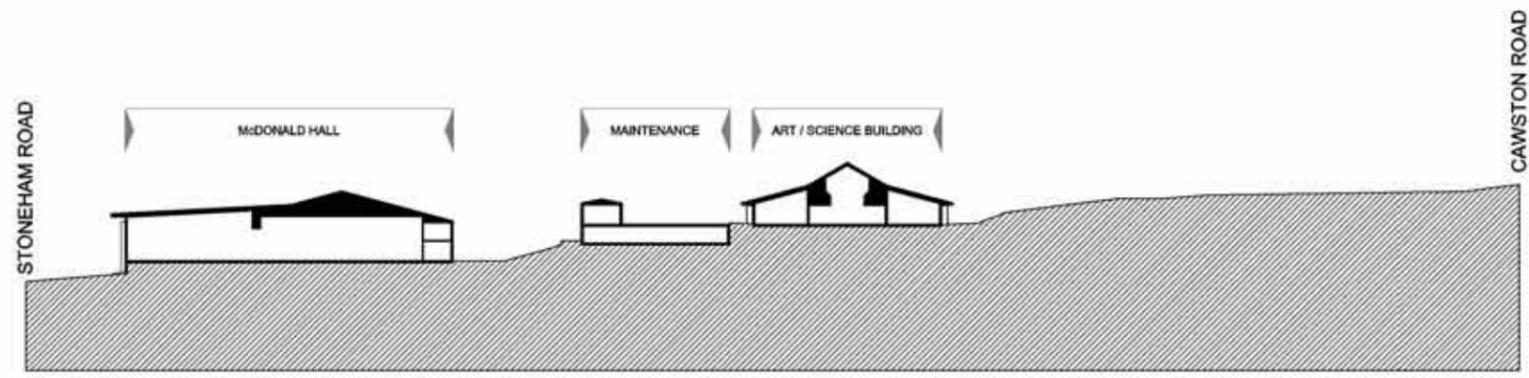
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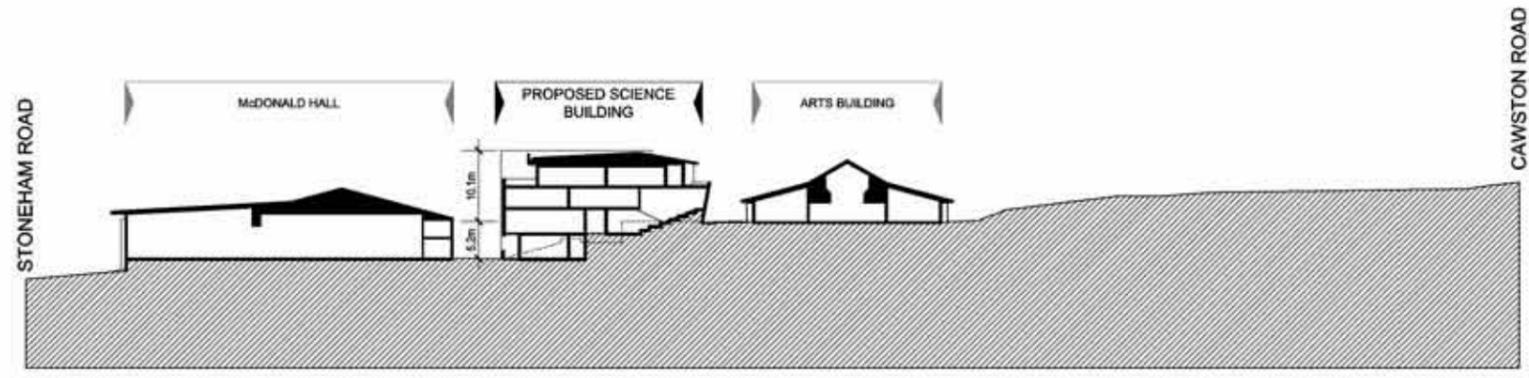
EXISTING STONEHAM ROAD ELEVATION



PROPOSED STONEHAM ROAD ELEVATION



EXISTING SITE SECTION



PROPOSED SITE SECTION



VIEW FROM SOUTH



VIEW FROM WEST

SITE ELEVATION & SECTION

SCALE: 1:500@A1



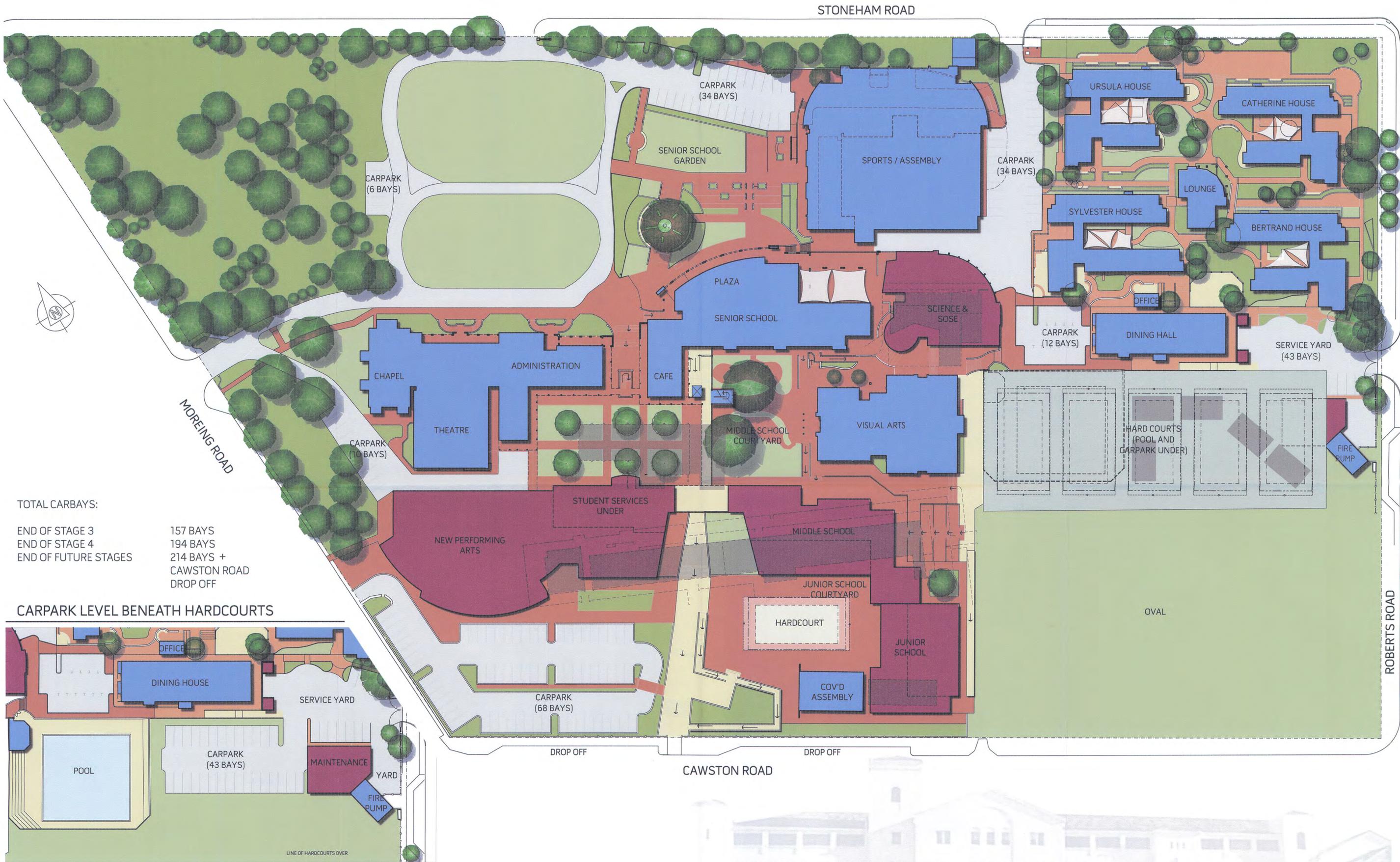
STAGE 3
SANTA MARIA COLLEGE, MOREING ROAD, ATTADALE
 JOB NO. : 1227 DATE : 22.02.13 DWG NO. : SK.12 REV : A

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**ATTACHMENT 2
MASTER PLAN**



MASTERPLAN

EIW1205 SANTA MARIA COLLEGE
 Date: 26th March 2013 Scale: 1:500@A1

**ATTACHMENT 3
TRANSPORT STATEMENT**



CONSULTING CIVIL & TRAFFIC ENGINEERS, RISK MANAGERS.



Project: Transport Statement – Santa Maria College, Proposed Expansion

Client: eiw Architects

Author: T Shaw

Signature:

Date: 4th April 2013

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1. Summary

Shawmac Consulting Ltd has been commissioned by eiw Architects to undertake the preparation of a Transport Impact Assessment, prepared in accordance with BMW guidelines for the construction of a new science block and additional residential units at Santa Maria College, in the City of Melville.

The proposal consists of the construction of a new Science Block and minor Boarders' Works at Santa Maria College which will result in an increase in numbers by 110 students.

The existing school is bounded by Moreing Road, Stoneham Road, Roberts Road and Cawston Road in Attadale. The area surrounding the school is primarily residential.

This Transport Statement looks to quantify and comment on the anticipated traffic impacts associated with the increase in the number of students in the context of the existing and proposed development and road network in the area. The assessment is based on the operation of the school in its ultimate form for the commencement of the first school term of the year 2015 with the projected student population estimated to be in the order of 1,160 students.

Key transport issues focus on the increased traffic generated from the immediate residential area and the attraction of that traffic onto roads adjacent to the school. The attraction of traffic to the school will impact on the surrounding roads and the impact on car parking in both the vicinity of the school on both the private and public road network as well as on the existing surplus supply on the site.

The increase in vehicular trips generated by the additional student numbers will not adversely affect the surrounding area as the increase in traffic volume will comfortably be accommodated into the practical road capacity of the surrounding road network.

A detailed review of existing and proposed car parking arrangements has been undertaken with regard to existing car parking demand and arrangements within both the public and private road network and existing off-street car parking facilities.

2. Introduction

The Western Australian Planning Commission (WAPC) developed and released *Transport Assessment Guidelines for Developments* in draft from 2006 to guide the preparation of Transport Assessments and Transport Statements for development proposals, including Local Structure Plans/Rezoning proposals, subdivisions and individual developments. Based upon a review of these guidelines and the relevant thresholds for assessment, a Transport Statement has been undertaken to consider the elements of the transport/movement network aspects in a structured format as follows:

- An introduction and background of the existing site and surrounding road network;
- The development proposal;
- Changes to the existing land use with regards to traffic;
- Changes to surrounding transport networks;
- The integration of the development with the surrounding area;
- An analysis of the transport network;
- The estimation of the development traffic generation and the distribution / impact on existing roads, key intersections and residential areas;
- Review of parking demand and supply;
- Presenting base traffic flows and “with development” traffic flows;
- Analysis of development accesses for ingress and egress issues;
- Impact on surrounding roads;
- Impact on intersections;
- Road safety;
- Public transport access;
- Use of public transport; and
- Safe Walk and Cycle access via local pathways;

This WAPC format corresponds well with the Building Management and Works scope for traffic and transport investigations for schools and a scope to include consideration of the following issues:

- The site and surrounding road network;
- Traffic generation characteristics;
- Traffic distribution assessment and network assignment;
- Parking assessment and management;
- Road Safety assessment;
- Pedestrian and Cyclist demand and facilities assessment; and
- Public Transport accessibility.

3. The Site and Surrounding Road Network

The existing Santa Maria College is located on Moreing Road Attadale, in the City of Melville approximately 10.5 km south west of the Perth CBD. The site is bound by Moreing Road to the west, Stoneham Road to the north, Roberts Road to the east and Cawston Road to the south. The school is primarily surrounded by existing residential development and the general location of the school site is shown in the metropolitan context in Figure 1. Figure 2 shows the location of the site in its local context.

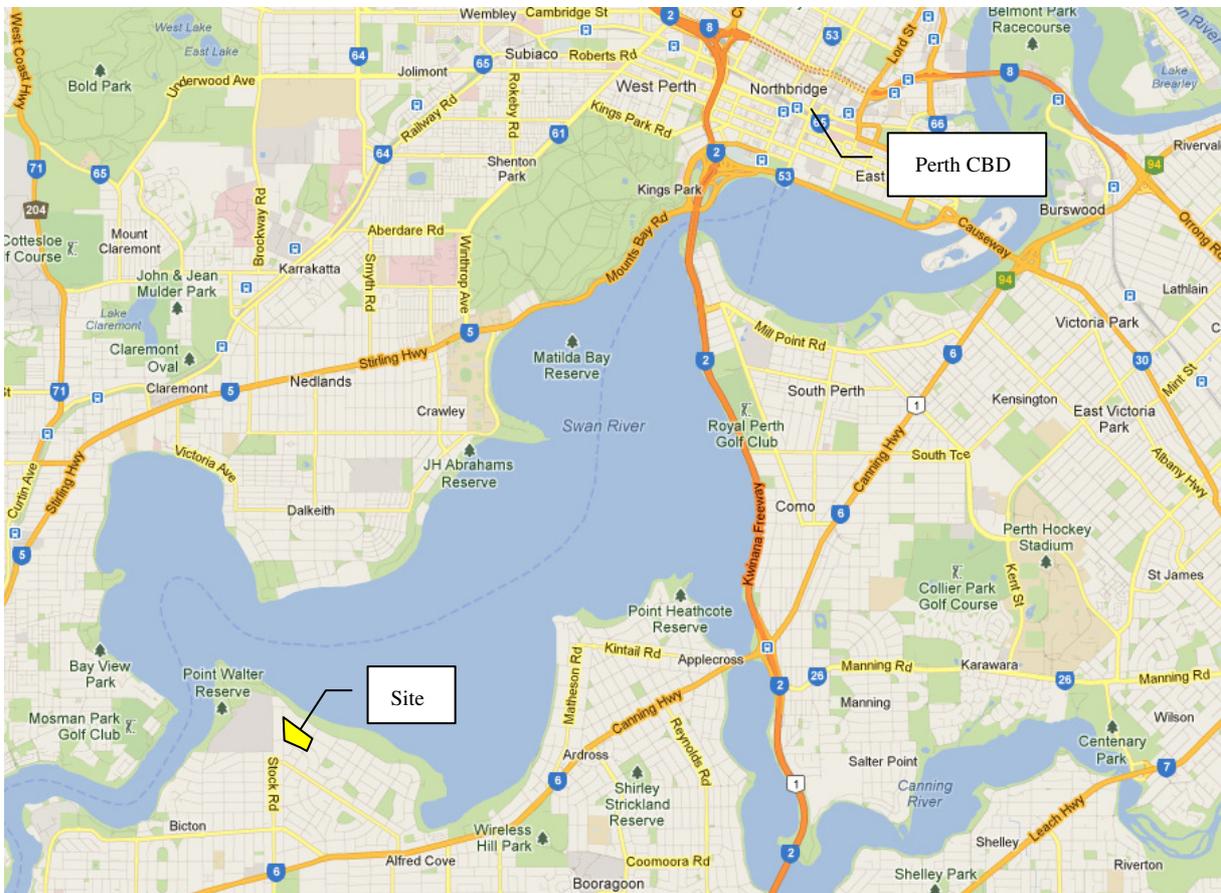


Figure 1 - Metropolitan Context – Santa Maria College



Figure 2 - Local Context – Santa Maria College

The proposed building which will house the science block is shown in Figure 3.

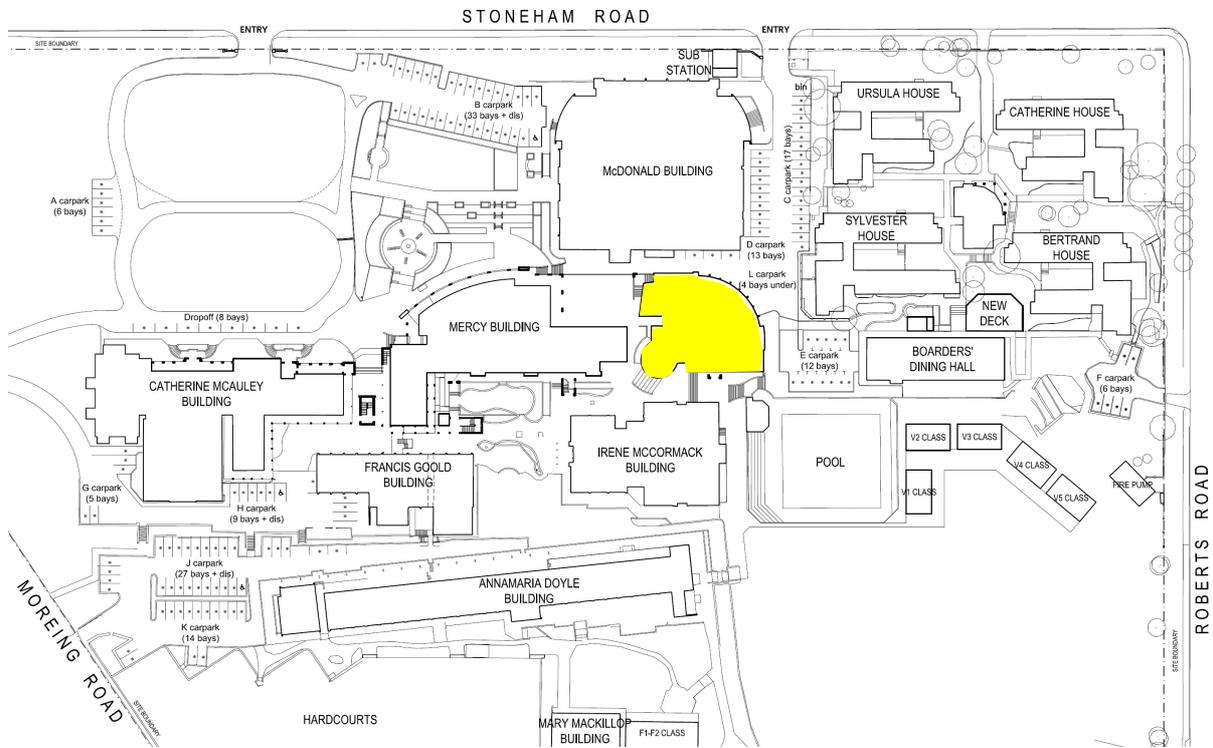


Figure 3 - Location of Proposed Building

The surrounding road network within Attadale has been completed to its ultimate configuration according to the *City of Melville Local Planning Scheme (No. 5)*. An extract from the scheme is shown in Figure 4.



Figure 4 - Extract from City of Melville Local Planning Scheme No. 5

Based upon a review of the Main Roads Western Australia *Functional Road Hierarchy*, Moreing Road, Stoneham Road, Roberts Road and Cawston Road have all been designated as *Access Roads*. An extract from the MRWA Road Information Mapping System is shown in Figure 5.

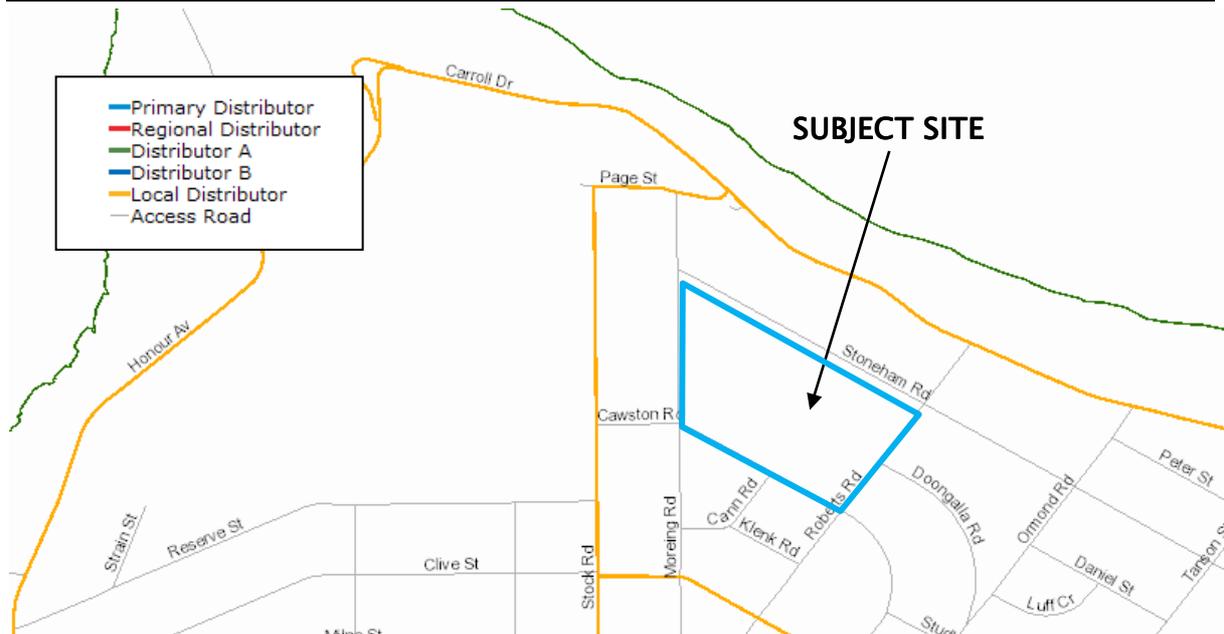


Figure 5 - Extract from MRWA Road Information Mapping - Road Hierarchy

The road classification for each road surrounding the site is shown in Table 1 below, based on information obtained from WAPC – “*Liveable Neighbourhood Community Design Codes*” and Main Roads Western Australia *Functional Road Hierarchy*.

Road Name	Road Category	Desirable Maximum Traffic Volume
Moreing Road	Access Road	3,000 vpd
Stoneham Road	Access Road	3,000 vpd
Roberts Road	Access Road	3,000 vpd
Cawston Road	Access Road	3,000 vpd

Table 1 – Road Classification and Indicative Maximum Traffic Volume

4. Development Proposal

The proposal consists of the construction of a new school building located adjacent to the existing Mercy Building and between the existing MacDonald Building and Irene MacCormack Building.

Once completed, it is estimated that the school will cater for a maximum of 1,270 students. A breakdown of the student population is shown in Table 2.

	Existing	Proposed
Primary Students	120	144
Secondary Students	1,040	1,126
	1,160	1,270

Table 2 - Existing and Estimated Student and Staff Population

4.1. Access and Parking Arrangements

No additional site accesses to the public road system have been proposed as part of the development proposal. Access to the proposed science building will be accommodated by the existing crossover located on Stoneham Road located approximately 115 m north-west of the Stoneham Road – Roberts Road intersection. Pedestrian access will be via the existing footpaths linking the new building to the existing school buildings.

The proposal does not include any major changes to the existing car parking supply arrangements for the school; however, an additional 11 bays are proposed to be provided.

5. Existing Situation

5.1. Site Use

The subject site is the existing Santa Maria College accommodating 1,160 students from Years 5 to 12.

5.2. Parking Facilities

An overview of the existing parking layout is shown on the development proposal in Figure 6.

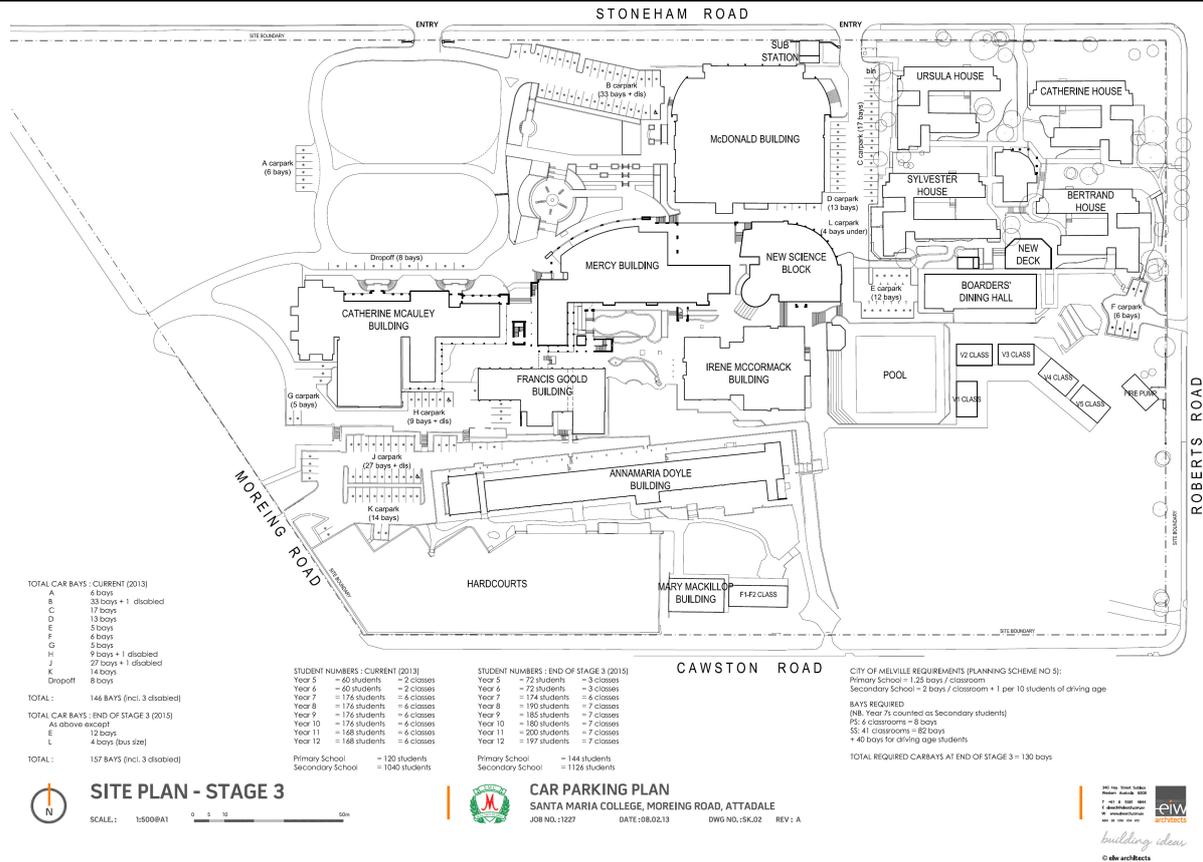


Figure 6 - Parking Arrangements

Existing car parking infrastructure serving the school consists of off-street car parking accessed from Stoneham Road and Moreing Road.

Parking restrictions apply to those roads abutting the school however restrictions provide for drop off and pick up arrangements generally as below.

Cawston Road serves as a drop area for years 5, 6, and 7 without sisters in Years 8 – 12. Staff are on duty before and after school to supervise drop off and pick up.

For other drop off and pick up, parents are advised to enter off Stoneham Road with students picked up dropped off close to the Chapel.

The entry into Santa Maria College next to the Boarding School off Stoneham Road is not used for student drop off and pick up and is used by College buses, maintenance vehicles and boarding staff.

5.3. Site Traffic Generation

The Western Australian Planning Commission *Transport Assessment Guidelines* recommends that traffic generation for schools be based upon data from the PARTS (Perth and Regions Travel Survey) surveys. The survey indicates that the percentage of primary school students that are driven to school is between 65% and 70%, with an average occupancy between 1.4 and 1.5 children per car,

which equates to 0.5 trips per child to school and 0.5 trips per child from school in each of the AM and PM peak hours. The PARTS data indicates that the proportion of high school students driven to school is generally lower so for the purpose of this assessment, the proportion of students being driven to school was assumed to be approximately 60%, car occupancy 1.5 persons giving an trip rate of 0.4 per student.

The existing site traffic generation is shown in Table 3.

Streams	Existing
Student Number	1,160
Car Mode Share	60%
Occupancy	1.5
Vehicles	464
Trips-Ends During Morning and Afternoon Peak Periods	928
Total Daily Trips-Ends	1,856

Table 3 – Existing Site Traffic Generation

Results indicate that the current number of trips generated from the school site is in the order 1,856 vehicles per day (vpd).

5.4. Surrounding Land Use

The school is located within the Attadale residential area. Surrounding land use is primarily residential development. Land in the immediate north-west direction is developed as a golf course.

5.5. Surrounding Road Network

The road network surrounding the school site has been constructed to its ultimate configuration.

Moreing Road acts as the main entrance to the school and is constructed as an undivided single carriageway with a 7.4 m seal between kerbs. South of the school exit on Moreing Road, the road has been widened on the east side to provide embayed parking for buses. A 2.0 metre wide concrete path is provided along the eastern side of Moreing Road.

Stoneham Road abuts the northern school boundary and is similarly constructed as a 7.4 metre wide sealed road with a concrete path on the western side of the road. Roberts Road and Cawston Road are constructed 6.0 metres wide with Roberts Road path 2.0 metres wide and Cawston Road path 3.0 metres wide.

The overall traffic demands on the local road system in the surrounding area is currently directly attributable to the existing school development and to a lesser extent, the existing residential development in the area.

5.5.1. Road Hierarchy

The road network around the school site supports the surrounding land uses through a hierarchical approach to meet the competing demands of traffic and amenity. The classification of the surrounding roads is based on the Western Australian Planning Commission's *Liveable Neighbourhoods Road Hierarchy*.

The character of the roads around the site as determined from the variety of planning documents and maps have been examined to categorise them within the WAPC's hierarchy.

The *Liveable Neighbourhoods* document describes the desirable maximum traffic volumes and speeds applicable for each of the roads around the site as detailed in Table 4. The WAPC publication states that "Access roads are usually the common residential streets with the function of providing property access and maintaining street amenity. While there is some tolerance by residents when traffic volumes are above desirable limits in access roads, this is only acceptable if a low speed environment can be maintained".

Road Name	WAPC Liveable Neighbourhoods		Road Characteristics
	Road Classification	Desirable Maximum Traffic Volume	Road Width
Moreing Road	Access Road	3,000 vpd	7.4m
Stoneham Road	Access Road	3,000 vpd	7.4m
Roberts Road	Access Road	3,000 vpd	6.0m
Cawston Road	Access Road	3,000 vpd	6.0m

Table 4 – Summary of Boundary Road Characteristics Adjacent to Santa Maria College

5.5.2. Existing Speed Zones

All roads in the vicinity of the school operate under an unposted 50km/h speed limit for residential built-up areas. The speed limits on abutting roads are reduced to 40km/h for peak school morning and afternoon periods (7:30 to 9:00 a.m. and 2:30 to 4:00 p.m.). The 40km/h speed limit is enforced by speed regulating signposts located at the beginning and end of the school zone.

5.5.3. Intersection Configuration

There are four intersections that are likely to be influenced by site-generated traffic.

- Moreing Road – Cawston Road

This is an unsignalised 4 way intersection with Cawston Road forming the yield legs of the intersection which are controlled by Stop signs. Both are minor roads with the traffic at this intersection limited to school traffic and local traffic. No unacceptable impacts are expected

at this intersection.

- Stoneham Road – Roberts Road

This is an unchannelised 4 way intersection with Stoneham Road forming the yield legs of the intersection. Stop sign control is provided on Stoneham Road. Both are minor roads with the traffic at this intersection limited to school traffic and local traffic. No unacceptable impacts are expected at this intersection.

- Cawston Road – Roberts Road

This is an unchannelised 4 way intersection with Cawston Road forming the yield legs of the intersection. Stop sign control is provided on Cawston Road. Both are minor roads with the traffic at this intersection limited to school traffic and local traffic. No unacceptable impacts are expected at this intersection.

- Stoneham Road – Moreing Road

This is a three-way unsigned intersection with Stoneham Road forming the yield leg of the intersection. No unacceptable impacts are expected at this intersection.

5.6. Local Area Traffic Management

The WAPC's *Liveable Neighbourhoods* guidelines require control of traffic speed to the limits deemed desirable for the different street types. The school speed zone is enforced during the school peak morning and afternoon periods through signposts located at the beginning and end of the school zone.

5.7. Traffic Flows and Future Volumes

The table below outlines the approximate traffic flows on the streets surrounding the school site. The table places the flows in the context of the maximum desirable flows detailed in Table 1 above. Existing traffic volumes for locations adjacent to the school site were sourced from the City of Melville and while some counts date back to 2003, a review of historical growth rates in streets in Attadale suggests that traffic flow has been largely stable over the past decade.

Road Name	Road Classification	Desirable Maximum Traffic Volume	Current Average Daily Traffic	Comment
Moreing Road	Access Road	3,000 vpd	2,598 ¹ vpd	50km/h speed limit
Stoneham Road	Access Road	3,000 vpd	592 ² vpd	50km/h speed limit
Roberts Road	Access Road	3,000 vpd	960 ³ vpd	50km/h speed limit
Cawston Road	Access Road	3,000 vpd	376 ⁴ vpd	50km/h speed limit

Table 5 – Traffic Volumes

5.8. Crash History

Crash records for the intersections surrounding the site were investigated through the Main Roads Western Australia *Intersection Crash Ranking*. In the five year period to December 2013, the following crashes were recorded.

Moreing road – Cawston Road intersection: 1 “Hit Object” crash resulting in property damage only;

Moreing Road – Stoneham Road intersection: no crashes recorded;

Stoneham Road – Roberts Road intersection: 2 “Right Angle” crashes recorded resulting in property damage only;

Cawston Road – Roberts Road intersection: 1 “Right Angle” crash recorded resulting in property damage only;

5.9. Existing Pedestrian and Cyclist Networks

Pedestrian infrastructure on Moreing Road, Cawston Road, Stoneham Road and Roberts Road includes footpaths located on the school sides with pedestrian ramps and crossings provided at several points.

No on-road cycling lanes have been constructed within the road reservations with cyclists being accommodated on either share paths or on the footpaths where there is sufficient room provided.

An extract from the TravelSmart *Walk and Cycle Map* showing the bicycle paths and footpaths

¹ City of Melville 2007 count

² City of Melville 2003 count

³ City of Melville 2004 count

⁴ City of Melville 2005 count

surrounding the school is shown in Figure 7.

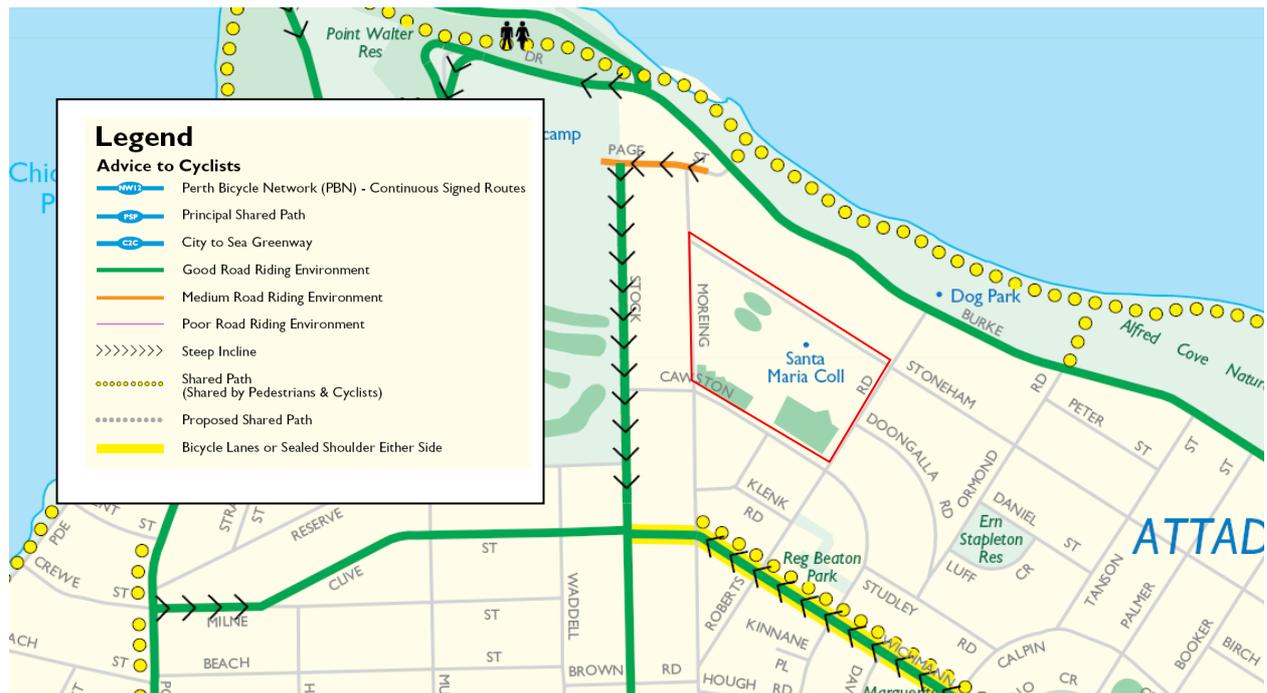


Figure 7 - City of Melville TravelSmart Walk and Cycle Map Extract

5.9.1. Safety Walk Assessment

A safe walk audit was undertaken on the existing network roads likely to be used by students wanting to gain access to the school site. The present pedestrian network around the school site is adequate in providing safe movement of students to and from the school site. Pedestrian access gates to the College are in Moreing Road and Cawston Road.

5.10. Public Transport

Transperth operates school specials and the 158 from Perth & Fremantle with a deviation to Santa Maria College. Bus connections from a number of train stations connect to the Booragoon Bus Station and the 158 from Perth in the morning also stops at Canning Bridge Transfer Station. An extract from the Transperth Bus Mapping showing the available public transport routes near Santa Maria College is shown in Figure 8.



Figure 8 - Extract – Transperth Bus Routes

6. Changes to Surrounding Transport Networks

The road infrastructure in the Attadale has been constructed to its ultimate configuration. No changes to the surrounding transport network have been planned.

7. Integration with Surrounding Area

The development of this site generates pedestrian, cyclist and vehicular traffic due to the use of the site. The school traffic usage occurs in very distinct brief morning and afternoon periods on school days, typically between 8:00 and 9:00 a.m. and 2:30 and 3:00 p.m. on weekdays. The assessment indicates that the predicted transport load will not have an unacceptable adverse affect or require any modification to the overall existing transport network or public transport system.

8. Analysis of Transport Networks

8.1. Assessment Years

The assessment is based on the commencement of the 2015 first school term after the additional students have been integrated into the school.

8.2. Time Periods for Assessment

The time periods for assessment include the weekday a.m. peak period (7:30 to 9:00 a.m.) and p.m. peak period (2:30 to 4:00 p.m.). The a.m. peak period broadly coincides with the typical weekday roadway peak period; however, the p.m. peak period for the school typically finishes by the time weekday roadway p.m. peak period is underway. In terms of parking impacts, the afternoon pick-up period puts greatest demand on available parking spaces as parents arrive prior to the end of the school day, park and wait to pick up their children.

9. Traffic Generation characteristics

The proposed development site contains the following land uses and expected operation times, as outlined in **Table 6**.

Use		Operating Times	Peak Traffic Movements	Parking Requirements
Classrooms	Students	8.30am to 3.00pm Monday to Friday	8.00 to 8.30 am	Short term drop-off pick up
			2.45 to 3.30pm	
	Staff	8.30am to 3.00pm Monday to Friday	7.30 am to 8.30 am	Long term day parking
			3.30 pm to 4.30pm	

Table 6 – Proposed School Use

It has been assumed that approximately 60% of students are driven to school with an average occupancy of 1.5 children per car. This equates to 0.4 trips per child to school and 0.4 trips per child from school in each of the AM and PM peak hours. The balance of students arrives at school by public transport or by walking/cycling.

The school in its ultimate form is expected to cater for approximately 1,270 students by the start of the 2015 first school term. This assessment addresses the proposed development in the context of its ultimate operations in 2015.

The following assumptions have been made for site-specific trip generation:

- A car mode share of 60%;
- A public transport mode share of 40%; and
- Vehicle occupancy of 1.5 students per vehicle.

The student trip generation is summarized in Table 7.



Streams	Ultimate (2015)
Student Number	1,270
Car Mode Share	60%
Occupancy	1.5
Vehicles	508
Trips-Ends During Morning and Afternoon Peak Periods	1,016
Total Daily Trips-Ends	2,032

Table 7 - Summary of Trip Generation Potential - Morning Drop-Off, Afternoon Pick-Up Periods and Daily Trip-Ends

Results indicate that the current number of trips generated from the school site is in the order 1,856 vehicles per day with the increase in traffic resulting from the increased student numbers in the order of 156 vehicle trips per day.

9.1. Traffic Distribution Assessment and Network Assignment

The distribution of the additional vehicular traffic has been assessed for operation of the ultimate form of the school, allocating traffic flows to the road network based upon the dwelling distribution in the district.

The majority of the site-generated vehicular traffic is expected to be distributed onto Moreing Road with Cawston Road, Stoneham Road and Roberts Road experiencing a lesser increase in traffic. Based on the existing traffic patterns in the area and the spatial distribution of adjacent land uses, the following distribution for the redeveloped site generated traffic has been assumed:

Road Name	Desirable Maximum Traffic Volume	Current Average Daily Traffic	Predicted Average Daily Traffic	Comment
Moreing Road	3,000 vpd	2,598 vpd	2,754 vpd	Within desired range
Stoneham Road	3,000 vpd	592 vpd	670 vpd	Within desired range
Roberts Road	3,000 vpd	960 vpd	1,036 vpd	Within desired range
Cawston Road	3,000 vpd	376 vpd	454 vpd	Within desired range

Table 8 - Traffic Volumes

The anticipated impacts associated with the future traffic generated by the addition of students onto the campus will be in the order of 156 vpd which will be accommodated within the practical road capacity of the surrounding road network.

10. Parking Assessment and Management

The proposed ultimate parking supply for the school totals 157 bays including 3 ACROD bays; current supply is 146 bays including 3 ACROD bays.

Based on the City of Melville's requirements as per the Town Planning Scheme 5, bay numbers are calculated as below:

Primary School – 1.25 bays per classroom:

6 classrooms = 8 bays.

Secondary School – 2 bays per classroom plus 1 bay per student of driving age:

41 classrooms = 82 bays, plus 40 bays for driving age students.

Total bays required = 130 bays.

11. Review of Development Accesses

11.1. Car Park Access

The ultimate form of the school development consists of four main access and egress points. All accesses are expected to operate without major delay. Minor queuing may occur during the peak school a.m. and p.m. periods; however these are likely to clear without having any major impact on the safety and efficiency of the accesses.

12. Traffic Noise and Vibration

The proposed development is not likely to generate any traffic noise or result in any vibration issues.

13. Pedestrian and Cyclist Demand and Facility Assessment

A safe school walk assessment was undertaken on the existing catchment area surrounding the school site. The result is that the existing pedestrian and cycling network provides a safe network of pathways and pedestrian friendly road environments.

14. Public Transport Accessibility

The existing public transport is within acceptable walking distance from the school and the number of bus services currently available would be sufficient to cope with the public transport demand of



the expected total student population. Furthermore, all bus services make stops at other bus stations providing connecting services for students travelling to and from areas further from the school.

15. Conclusions

Shawmac Consulting Ltd has been commissioned by eiw Architects to prepare a Transport Impact Assessment for the construction of a proposed science building at Santa Maria College located on Moreing Road in Attadale, in the City of Melville.

Key transport issues focus on the increased traffic generated and the attraction of that traffic onto roads adjacent to the school. The attraction of traffic to the school has the potential to impact on the surrounding roads and parking in the vicinity.

The increase in vehicular trips generated by the addition of 110 students onto the campus will not adversely affect the surrounding area as the increase in traffic volume will comfortably be accommodated into the practical road capacity of the surrounding road network.

Existing and proposed pedestrian and cycling infrastructure is sufficient for safe and efficient movement to and from the school and within the campus.

**ATTACHMENT 4: MINUTES OF
SPECIAL COUNCIL MEETING**

MINUTES

OF THE

SPECIAL MEETING OF COUNCIL

HELD ON

MONDAY, 22 APRIL 2013

AT 7.00PM IN THE COUNCIL CHAMBERS

MELVILLE CIVIC CENTRE

DISCLAIMER

PLEASE READ THE FOLLOWING IMPORTANT DISCLAIMER BEFORE PROCEEDING:

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Any statement, comment or decision made at a Council or Committee meeting regarding any application for an approval, consent or licence, including a resolution of approval, is not effective as an approval of any application and must not be relied upon as such.

Any person or entity who has an application before the City must obtain, and should only rely on, written notice of the City's decision and any conditions attaching to the decision, and cannot treat as an approval anything said or done at a Council or Committee meeting.

Any advice provided by an employee of the City on the operation of written law, or the performance of a function by the City, is provided in the capacity of an employee, and to the best of that person's knowledge and ability. It does not constitute, and should not be relied upon, as a legal advice or representation by the City. Any advice on a matter of law, or anything sought to be relied upon as representation by the City should be sought in writing and should make clear the purpose of the request.

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Item Description	Page Number
URBAN PLANNING	
P13/3388 Development Assessment Panel Application - Educational Facility - New Science Block And Minor Works to the Borders' Dining Hall At Santa Maria College, 12-38 Moreing Road, Attadale	4

MINUTES OF THE SPECIAL MEETING OF THE COUNCIL HELD IN THE COUNCIL CHAMBERS, MELVILLE CIVIC CENTRE, 10 ALMONDBURY ROAD, BOORAGOON, COMMENCING AT 7.00PM ON MONDAY, 22 APRIL 2013.

1. OFFICIAL OPENING

The Presiding Member welcomed those in attendance to the meeting and declared the meeting open at 7.00pm. Mr J Clark, Governance & Compliance Program Manager, read aloud the Disclaimer that is on the front page of these Minutes and then His Worship the Mayor, R Aubrey, read aloud the following Affirmation of Civic Duty and Responsibility.

Affirmation of Civic Duty and Responsibility

I make this Affirmation in good faith on behalf of Elected Members and Officers of the City of Melville. We collectively declare that we will duly, faithfully, honestly, and with integrity fulfil the duties of our respective office and positions for all the people in the district according to the best of our judgement and ability. We will observe the City's Code of Conduct and Standing Orders to ensure the efficient, effective and orderly decision making within this forum.

2. PRESENT

His Worship the Mayor R Aubrey

COUNCILLORS

Cr A Nicholson
Cr R Willis, Cr C Robartson
Cr N Pazolli
Cr J Barton
Cr R Hill
Cr M Reynolds

WARD

City
Bull Creek/Leeming
Applecross/Mount Pleasant
Bicton/Attadale
Palmyra/Melville/Willagee
University

3. IN ATTENDANCE

Dr S Silcox	Chief Executive Officer
Mr S Cope	Director Urban Planning
Mr L Hitchcock	Executive Manager Legal Services
Ms A Templeton	A/Manager Statutory Planning
Mr J Clark	Governance & Compliance Program Manager
Ms D Beilby	Minute Secretary

At the commencement of the meeting there were two members of the public and one member from the Press in the Public Gallery.

4. APOLOGIES AND APPROVED LEAVE OF ABSENCE**4.1 APOLOGIES**

Cr S Taylor-Rees – Bicton/Attadale Ward

4.2 APPROVED LEAVE OF ABSENCE

Deputy Mayor Cr D Macphail

**5. ANNOUNCEMENTS BY THE PRESIDING MEMBER (WITHOUT DISCUSSION)
AND DECLARATIONS BY MEMBERS****5.1 DECLARATIONS BY MEMBERS WHO HAVE NOT READ AND GIVEN
DUE CONSIDERATION TO ALL MATTERS CONTAINED IN THE
BUSINESS PAPERS PRESENTED BEFORE THE MEETING.**

Nil.

**5.2 DECLARATIONS BY MEMBERS WHO HAVE RECEIVED AND NOT READ
THE ELECTED MEMBERS BULLETIN.**

Nil.

6. QUESTION TIME

Nil.

7. DECLARATIONS OF INTEREST**7.1 FINANCIAL INTERESTS**

Nil.

7.2 DISCLOSURE OF INTEREST THAT MAY CAUSE A CONFLICT

Nil.

8. APPLICATIONS FOR NEW LEAVES OF ABSENCE

Nil.

9. IDENTIFICATION OF MATTERS FOR WHICH MEETING MAY BE CLOSED

Nil.

10. REPORTS OF THE CHIEF EXECUTIVE OFFICER

The Presiding Member advised Elected Members that when dealing with the following Reports they act in their Quasi-Judicial capacity which means that they are performing functions which involve the exercise of discretion and require the decision making process be conducted in a Judicial Manner. The judicial character arises from the obligation to abide by the principles of natural justice and requires the application of the relevant facts to the appropriate statutory regime.

P13/3388 - DEVELOPMENT ASSESSMENT PANEL APPLICATION - EDUCATIONAL FACILITY - NEW SCIENCE BLOCK AND MINOR WORKS TO THE BOARDERS' DINING HALL AT SANTA MARIA COLLEGE, 12-38 MOREING ROAD, ATTADALE (AMREC) (CONFIDENTIAL ATTACHMENT)

Ward : Bicton/Attadale
 Category : Operational
 Application Number : DA2013-242
 Property : Santa Maria College, Lot 1 (12-38) Moreing Road, Attadale
 Proposal : Educational Facility – New Science Block and Minor Works to the Boarders' Dining Hall
 Applicant : EIW Architects
 Owner : Sisters of Mercy Perth Amalgamated Inc
 Disclosure of any Interest : No Officer involved in the preparation of this report has a declarable interest in this matter.
 Previous Items : P07/3015 – Secondary Learning Centre (Stage 1) OCM 17 July 2007.
 Responsible Officer : Amanda Templeton
 Acting Manager Statutory Planning

AUTHORITY / DISCRETION

DEFINITION

<input type="checkbox"/>	Advocacy	<i>When the Council advocates on its own behalf or on behalf of its community to another level of government/body/agency.</i>
<input type="checkbox"/>	Executive	<i>The substantial direction setting and oversight role of the Council. e.g. adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.</i>
<input type="checkbox"/>	Legislative	<i>Includes adopting local laws, town planning schemes & policies.</i>
<input type="checkbox"/>	Review	<i>When the Council operates as a review authority on decisions made by Officers for appeal purposes.</i>
<input checked="" type="checkbox"/>	Quasi-Judicial	<i>When the Council determines an application/matter that directly affects a person's right and interests. The judicial character arises from the obligation to abide by the principles of natural justice. Examples of Quasi-Judicial authority include town planning applications, building licences, applications for other permits/licences (eg under Health Act, Dog Act or Local Laws) and other decisions that may be appealable to the State Administrative Tribunal.</i>
<input type="checkbox"/>	Information	<i>For the Council to note.</i>

P13/3388 - DEVELOPMENT ASSESSMENT PANEL APPLICATION - EDUCATIONAL FACILITY - NEW SCIENCE BLOCK AND MINOR WORKS TO THE BOARDERS' DINING HALL AT SANTA MARIA COLLEGE, 12-38 MOREING ROAD, ATTADALE (AMREC) (CONFIDENTIAL ATTACHMENT)

KEY ISSUES / SUMMARY

- Planning approval is sought from the Joint Metro Central Development Assessment Panel (JDAP) to undertake additions at Santa Maria College comprising of a new science building and minor works to the existing boarders' dining hall.
- The proposal satisfies all of the relevant provisions contained within City of Melville Community Planning Scheme No. 5 (CPS5) and Council Policy with the exception of building height. The maximum height of the proposed science building is 15.7m in lieu of the CPS5 and Council Policy requirement of 9.0m.
- The proposed height variation is supported as the proposed building is of lower height than other buildings already existing on the school grounds, the building is located within the centre of the site, it is considered that approval of the height variation will not have significant impact upon the amenity of the locality and the height will facilitate disabled access through the school grounds. As such, it is recommended to the JDAP in the Responsible Authority Report (RAR) that conditional approval of the application be granted by JDAP.
- The application by virtue of its estimated cost of development is a mandatory JDAP application which was submitted to the City on 1 March 2013. The JDAP is due to consider the application on 29 April 2013.
- Council Officers have completed the Responsible Authority Report (RAR) which is required to be submitted to the JDAP under the *Planning and Development (Development Assessment Panel) Regulations 2011* on 23 April 2013.
- Prior to the determination of the application by the JDAP, the RAR is referred to Council for its consideration and endorsement.
- As Cl. 4.2 (d) of CPS 5 requires an Absolute Majority decision in relation to the proposed height variation it is recommended that Council endorsement of the RAR be by a vote of Absolute Majority.
- A copy of the minutes of the Special Meeting of Council will be forwarded to the JDAP along with the RAR.

P13/3388 - DEVELOPMENT ASSESSMENT PANEL APPLICATION - EDUCATIONAL FACILITY - NEW SCIENCE BLOCK AND MINOR WORKS TO THE BOARDERS' DINING HALL AT SANTA MARIA COLLEGE, 12-38 MOREING ROAD, ATTADALE (AMREC) (CONFIDENTIAL ATTACHMENT)



BACKGROUND

In recent years, the City has approved a number of applications for development at Santa Maria College, including additions and alterations to the Mercy building in July 2007, and additions and alterations to McDonald Hall in October 2009. These works were completed in 2010 and 2011 respectively.

Scheme Provisions

MRS Zoning	: Urban
CPS 5 Zoning	: River Foreshore (RFS) – Living Area Precinct
R-Code	: R12.5
Use Type	: Educational Establishment
Use Permissibility	: 'S' – discretionary use subject to advertising in accordance with clause 7.5(d)

P13/3388 - DEVELOPMENT ASSESSMENT PANEL APPLICATION - EDUCATIONAL FACILITY - NEW SCIENCE BLOCK AND MINOR WORKS TO THE BOARDERS' DINING HALL AT SANTA MARIA COLLEGE, 12-38 MOREING ROAD, ATTADALE (AMREC) (CONFIDENTIAL ATTACHMENT)

Site Details

Lot Area	: 67,432 square metres
Street Tree(s)	: Various
Street Furniture (drainage pits etc)	: Not applicable
Site Details	: Refer photo above

DETAIL

Planning approval is sought from the Joint Metro Central Development Assessment Panel (JDAP) to undertake additions at Santa Maria College including a new three storey (with basement level) Science building to the southeast of the existing Mercy building and minor works to the existing boarders' dining hall.

The proposed Science building is to replace the existing maintenance building and is to contain:

- Change facilities, parking and plant within the basement level.
- The ground floor level contains a general purpose learning area.
- Studio and laboratory facilities on the first floor.
- Six classrooms within the second floor.

The upper two floors of the proposed science building are to be attached to the Mercy building to allow access between the two. This will also facilitate disabled access between the Boarders' precinct and the main school.

The external appearance and materials proposed to be utilised are to be consistent and complement the existing buildings on site, including the recently completed Mercy Building and McDonald Hall.

Minor works are also proposed within the Boarders' precinct as part of the current application. These works include a deck addition to the existing dining hall and an ensuite addition to the existing doctor's office.

Eleven additional car parking bays are proposed as part of the current application.

The proposed construction does not directly impact upon pupil numbers, however at the commencement of the 2015 school year; an additional 110 students will attend the school. This increase in pupil numbers result from the current Year 11 class (which is 50% of the usual class size) leaving school at the end of 2014 and a full class intake entering the following year. The maximum number of pupils will be 1,270.

P13/3388 - DEVELOPMENT ASSESSMENT PANEL APPLICATION - EDUCATIONAL FACILITY - NEW SCIENCE BLOCK AND MINOR WORKS TO THE BOARDERS' DINING HALL AT SANTA MARIA COLLEGE, 12-38 MOREING ROAD, ATTADALE (AMREC) (CONFIDENTIAL ATTACHMENT)

Upon construction of the proposed Science building, it is understood that a number of existing demountable classrooms currently located adjacent to the swimming pool will be removed from the school grounds. This will enable the construction of a future development stage which is to include hard courts and car parking.

The application by virtue of its estimated cost of development is a mandatory JDAP application which was submitted to the City on 1 March 2013. The JDAP is due to consider the application on 29 April 2013.

Council Officers have completed the Responsible Authority Report (RAR) which is required to be submitted to the JDAP under the *Planning and Development (Development Assessment Panel) Regulations 2011* on 23 April 2013. This RAR is attached to this report.

The attached RAR details the proposed development, the assessment against the CPS5 and Council Policy provisions and the assessment of the height variation proposed.

Prior to the determination of the application by the JDAP, the RAR is referred to Council for its endorsement. Following consideration by Council, a copy of the minutes of the Special Meeting of Council will be forwarded to the JDAP as an attachment to the RAR.

Development Requirements

The proposal satisfies all of the relevant provisions contained within Community Planning Scheme No. 5 (CPS5) and Council Policy with the exception of those matters listed below:

Development Requirement	Required	Proposed
Maximum building height	Flat Roof - 9m maximum	<u>Science building</u> Flat roof - 15.7m

PUBLIC CONSULTATION/COMMUNICATION

Clause 7.5 of CPS5 requires that 'S' uses be advertised, however where a use is already approved and established on the subject site and is considered unlikely to have significant amenity impact, Clause 2 of CP-054 allows for additions or extensions to existing uses not to be the subject of additional advertising as outlined below:

"Where a use already exists on site and the proposed development is a minor or insignificant extension or alteration to the existing development and unlikely to affect the amenity of any adjoining or adjacent landowner or occupant (as determined by the Manager Planning and Development Services), the new Planning Application will not require advertising in accordance with Clause 7.5 (f) of CPS 5 (as provided for under Clause 4.2 (c) of CPS5)."

Clause 4.2 (c) of CPS 5 provides for advertising of an application for planning approval, where variation sought, where in the opinion of Council the variation is likely to affect any owners or occupiers in the general locality or adjoining the site

P13/3388 - DEVELOPMENT ASSESSMENT PANEL APPLICATION - EDUCATIONAL FACILITY - NEW SCIENCE BLOCK AND MINOR WORKS TO THE BOARDERS' DINING HALL AT SANTA MARIA COLLEGE, 12-38 MOREING ROAD, ATTADALE (AMREC) (CONFIDENTIAL ATTACHMENT)

The proposed science building is located within the centre of the school grounds, well away from all of the site boundaries and surrounded by existing buildings and mature landscaping,

On receipt of the development application, consideration was given to the potential impact that the proposed development may have upon the residential amenity of owners and occupiers of properties that flank the College site, particularly those on the southern (upslope) side. The site of the proposed new building is approximately 100+ metres away from the nearest residential properties, and there is a marked change in natural ground levels of some 10m between the site of the proposed new Science Building, and the residences to the south. In addition, an existing (arts) building on the school site is located immediately south of the proposed new building and existing mature trees are located along the southern frontage of the site to Cawston Road between the hard courts and the southern pedestrian access into the site, as well as further along Cawston Road nearer to the intersection with Roberts Road,

Taking all of the above into account the proposed development was considered unlikely to significantly affect the amenity of any adjoining or adjacent landowner or occupant. Consequently, the application was not the subject of public consultation.

CONSULTATION WITH OTHER AGENCIES / CONSULTANTS

There are no referrals required as part of this development application.

STATUTORY AND LEGAL IMPLICATIONS

Pursuant to Clause 4.2(iii) of CPS5, the proposed height variation can be approved only by an Absolute Majority decision of Council.

FINANCIAL IMPLICATIONS

There are no financial implications applicable for Council as a result of this application.

STRATEGIC, RISK AND ENVIRONMENTAL MANAGEMENT IMPLICATIONS

There are no strategic, risk or environmental management implications.

POLICY IMPLICATIONS

The proposal satisfies all of the relevant provisions contained within Council Policy with the exception of Council Policy-066: Height of Buildings Policy. This is addressed within the RAR.

P13/3388 - DEVELOPMENT ASSESSMENT PANEL APPLICATION - EDUCATIONAL FACILITY - NEW SCIENCE BLOCK AND MINOR WORKS TO THE BOARDERS' DINING HALL AT SANTA MARIA COLLEGE, 12-38 MOREING ROAD, ATTADALE (AMREC) (CONFIDENTIAL ATTACHMENT)

ALTERNATE OPTIONS & THEIR IMPLICATIONS

This application requires an Absolute Majority decision relating the proposed height variation.

The minutes of the Special Meeting of Council will be attached to the RAR and forwarded to the JDAP for their consideration. If Council votes not to endorse the RAR recommendation, reasons should be provided by Council in the usual manner to inform the JDAP members of the reasons the Council does not support the recommendation.

In addition, where Council wishes to provide a deputation to the JDAP in support of a Council resolution, a nominated person on behalf of the Council may request to make a deputation at the JDAP meeting. The authorisation to grant a request to make a deputation lies with the Presiding Member of the JDAP.

COMMENT

As outlined above, the proposed development satisfies all of the relevant provisions contained within CPS5 and Council Policy with the exception of the height of the proposed Science building. The proposed height of the building is supported for the following reasons:

- The proposed building is to be located adjacent to the existing Mercy building which is 2.3m higher than the proposed building.
- The building will be located within the centre of the school grounds (70 metres away from the closest boundary) and surrounded by existing buildings.
- The proposed building will not have a significant impact upon views obtained from surrounding properties. In particular, it is considered that views from the properties located opposite the school grounds on Cawston Road toward the river and Perth City will not be significantly affected, as these properties have a ground level which is approximately 10m higher than the natural ground level at the site of the proposed building.
- The height as proposed, allows the upper two levels to be connected to the existing Mercy building to aid disabled access through the school.

Traffic

A Transport Impact Assessment has been submitted with the application. This assessment concludes that the increase in vehicular trips generated by the additional 110 students will not adversely affect the surrounding road network, as the increase in traffic volume will be comfortably accommodated into the practical road capacity of the surrounding road network.

The proposal also satisfies the City of Melville on-site car parking requirements.

P13/3388 - DEVELOPMENT ASSESSMENT PANEL APPLICATION - EDUCATIONAL FACILITY - NEW SCIENCE BLOCK AND MINOR WORKS TO THE BOARDERS' DINING HALL AT SANTA MARIA COLLEGE, 12-38 MOREING ROAD, ATTADALE (AMREC) (CONFIDENTIAL ATTACHMENT)

Master Plan

The Applicant has submitted a proposed Master Plan (refer Attachment 3) with the application which details the future works proposed for the school site. This Master Plan has not been adopted by Council to date, and therefore should be afforded no status in the decision making process, however, does provide insight into the future redevelopment plans for the overall site and, in particular, the provision of adequate parking.

The current application for a new science block and minor boarders' works is Stage 3 of 4 as detailed in the Master Plan.

CONCLUSION

Subject to the imposition of planning conditions, it is concluded that the proposed development will provide a satisfactory built form outcome for the subject site and will complement the existing buildings. Furthermore, the proposed development, notwithstanding the proposed variation to building height, is not anticipated to adversely impact upon the streetscape or adjoining neighbours.

As such, it is recommended that Council recommend by a vote of Absolute Majority that the Metro Central Joint Development Assessment Panel conditionally approve the application as proposed.

**OFFICER RECOMMENDATION & COUNCIL RESOLUTION (3388)
ABSOLUTE MAJORITY APPROVAL**

At 7.04pm Cr Robartson moved, seconded Cr Barton -

That the Council advise the Joint Metro Central Development Assessment Panel that by a vote of Absolute Majority Council of the City of Melville endorses the recommendation of the Responsible Authority Report in support of the proposed Educational Facility – New Science Block and Minor Works to the Boarders' Dining Hall at Santa Maria College, Lot 1 (12-38) Moreing Road, Attadale subject to the following conditions:

- 1. All stormwater generated on site is to be retained on site.**
- 2. Prior to the commencement of the development, a scheme for the provision of Public Art shall be submitted to and approved in writing by the Director Urban Planning. The Public Art shall be provided in accordance with the draft City of Melville Provision of Art in Development Proposals policy to the satisfaction of the Director Urban Planning. Alternatively, the public art contribution may be satisfied by a cash-in-lieu at the same rate, made prior to the commencement of the development.**

P13/3388 - DEVELOPMENT ASSESSMENT PANEL APPLICATION - EDUCATIONAL FACILITY - NEW SCIENCE BLOCK AND MINOR WORKS TO THE BOARDERS' DINING HALL AT SANTA MARIA COLLEGE, 12-38 MOREING ROAD, ATTADALE (AMREC) (CONFIDENTIAL ATTACHMENT)

Advice Note

- 1. This development constitutes a "Public Building" as per Section 173 of the Health Act 1911 and therefore shall comply with the provisions of the Health (Public Building) Regulations 1992. Please liaise with the City's Health Services in this regard.**

At 7.10pm the Mayor submitted the motion, which was declared

CARRIED BY ABSOLUTE MAJORITY (8/0)

11. MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil.

12. MOTIONS WITHOUT NOTICE BY ABSOLUTE MAJORITY OF THE COUNCIL

Nil.

13. CLOSURE

There being no further business to discuss the Presiding Member declared the meeting closed at 7.10pm.



Form 2 - Responsible Authority Report
(Regulation 17)

Application Details:	Bassendean Village Shopping Centre
Property Location:	Lot 2 (2) West Road Bassendean
DAP Name:	Metro Central JDAP
Applicant:	Hames Sharley
Owner:	Hawaiian Investments
LG Reference:	DABC/BDVAPPS/2012-076
Responsible Authority:	Town of Bassendean
Authorising Officer:	Brian Reed - Manager Development Services
Department of Planning File No:	DP /12/00535
Report Date:	18 April 2013
Application Receipt Date:	15 March 2013
Application Process Days:	22 days
Attachment(s):	Letter of justification received from Hames Sharley dated 16 April 2013 Site Works Overall DWG A102 Revision 3 Site Works Lower Ground DWG A103 Revision 3 Site Works Ground Floor Zone A DWG A104 Revision 3 Site Works Ground Floor Zone B DWG A105 Revision 3 Floor plans Overall DWG A220 Revision 4 Bassendean Village Arboricultural Assessment Arbor Centre Pty Ltd January 2013 Tree Protection Measures Images of all Trees

Recommendation:

That the Metro Central Joint DAP resolves to:

1. Accept that the DAP Application reference DP/12/00535 as detailed on the DAP Form 2 dated 22 March 2013 is appropriate for consideration in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*; and
2. Approve the DAP Application reference DP/12/00535 as detailed on the DAP Form 2 date 22 March 2013 and accompanying plans DWG A102 Revision 3, DWG A103 Revision 3, DWG A104 Revision, 3 DWG A105 Revision 3, DWG A220 Revision 4, in accordance with the provisions of the with Clause 10.3 of the Town of Bassendean Local Planning Scheme, for the proposed minor amendment to the approved Bassendean Shopping Village Redevelopment at Lot 2 West Road Bassendean subject to:

Amended Conditions

1. The provision of 439 constructed drained and line marked on-site car parking bays to the satisfaction of the Town of Bassendean prior to the occupation of the shopping centre additions. (in lieu of condition k) of the current approval).
2. All trees, other than those approved for removal shall be protected during construction to the satisfaction of the Town of Bassendean.
3. Notwithstanding the approved plans the approved Tavern may also be developed as a Restaurant, without the further consent of the Metropolitan Joint Development Assessment Panel or the Town of Bassendean.

Advice Notes

- i All other conditions and requirements detailed on the previous approval dated 11 September 2012 shall remain unless altered by this application.

Background:

Insert Property Address:	Lot 2 No 2 West Road Bassendean
Insert Zoning	MRS: Urban
	TPS: Town Centre
Insert Use Class:	'P' 'D' 'A
Insert Strategy Policy:	Local Planning Policy No 1 Town Centre Area Strategy and Guidelines
Insert Development Scheme:	N/A
Insert Lot Size:	24166m ²
Insert Existing Land Use:	Shop, Office & Take Away Food
Value of Development:	\$19 million

The subject site was developed in the 1976 as a 'big box' local shopping centre. Apart from the demolition of the former petrol station and the addition of detached fast food outlets, very little has changed since that time, with the exception of internal shop fit outs and routine maintenance.

On the 30 August 2012 the Metro Joint Development Assessment Panel granted conditional approval for the redevelopment of the shopping centre. The approval involved an increase in the floor area of the Bassendean Village Shopping Centre from 7,688m² to 9,845m², which is comprised of the following increased floor areas and land-uses;

- 1 Extant Coles supermarket being increased in floor area from 2973m² to 4035m² (1062m²).
- 2 Additional retail floor area (761m²)
- 3 New Tavern with a floor area of 554m². (net 224mm² bar and seating area).
- 4 New Gymnasium of 400m²
- 5 New Kiosk of 125m²

Details: outline of development application

The proposed amendment requests relates to two issues which are described briefly below with further comment being provided in the planning assessment below:

Reduction in car parking spaces to be provided

Condition (k) of the existing approval currently requires:

The provision of 448 constructed drained and line marked on-site car parking bays to the satisfaction of the Town of Bassendean prior to the occupation of the shopping centre additions.

The amended application proposes the provision of 439 car bays in order to retain trees on site which are considered worthy of retention.

Dual Use Approval – introduction of a dual use into the approval which allows the Tavern to be built and operated as a Restaurant

Legislation & policy:

Legislation

Local Planning Scheme No. 10

Clause 5.7.2.4 - Car parking

Clause 5.5 - Variations to Site and Development Standards and Requirements.

State Government Policies

Directions 2031 (recognised Bassendean Town Centre as District Centre).

State Planning Policy 4.2 Activity Centres for Perth and Peel (Bassendean in the Central sub region). Section 7.4 is particularly relevant.

Local Policies

There are no local policies relating to the amendment

Consultation:

Public Consultation

No Consultation has been carried out in connection with the application the subject of this amendment.

Consultation with other Agencies or Consultants

No Consultation has been carried out in connection with the application the subject of this amendment.

Planning assessment:

Reduction in car parking to be provided

The existing approval for the expansion of the shopping centre required the provision of 448 car bays to be provided. The approved number of parking bays has been considerably reduced from the Scheme Requirement of 816 bays that would have been required for the individual components of the development.

The current approval based on 448 bays was endorsed by the Joint Central Metropolitan Development assessment Panel taking the following circumstances into account:

- The existing shopping centre predated any Town Planning Scheme and the number of car bays would not comply with current requirements.
- The car parking demand under the Scheme took no account of the recently introduced extended trading hours and with the increase spread in trading hours, car parking demand is likely to be less.
- The applicant was able to demonstrate in a comprehensive traffic study that the car parking area at the Bassendean Village Shopping Centre is currently under-utilised during recognised peak shopping periods.
- The approved Tavern and Gymnasium are likely to have the greatest demand outside of peak retail trading hours.
- The parking requirements of the Activity Centres for Perth and Peel (SPP 4.2) recommend a lesser parking requirement for shopping centres based on 4-5 bays per 100m².

The current request relates to the deletion of a further 9 car parking bays. The request has been made in an attempt to retain 6 trees that are considered worthy of retention, following an assessment of all trees on site by the Arbor Centre. The retention of these trees is supported by the relevant officers of the Town of Bassendean. The particular trees are shown in the table below:

AC Tree Number	Genus and Species	Common Name
AC0009	<i>Eucalyptus camaldulensis</i>	River Gum
AC0022	<i>Eucalyptus camaldulensis</i>	River Gum
AC0029	<i>Eucalyptus melliodora</i>	Yellow Box
AC0032	<i>Eucalyptus camaldulensis</i>	River Gum
AC0033	<i>Eucalyptus camaldulensis</i>	River Gum
AC0034	<i>Eucalyptus robusta</i>	Swamp Mahogany

The 9 bay reduction represents a reduction of 2% of the approved parking bays. This reduction of car bays represents an increase in the parking variation required by the Scheme from 55% to 54%, however this figure does not represent the "shared use" of parking spaces.

The Manager Development Services considers that it is not possible to redesign the car parking layout to gain the bays to be lost elsewhere on site and supports the request. The alternative is to deny the request and lose the 6 trees.

An amended condition is suggested that reads as follows to replace condition k of the approval

1. The provision of 439 constructed drained and line marked on-site car parking bays to the satisfaction of the Town of Bassendean prior to the occupation of the shopping centre additions.(in lieu of condition k) of the current approval)

An additional condition is suggested that reads as follows:

All trees, other than those approved for removal shall be protected during construction to the satisfaction of the Town of Bassendean.

Dual Use Approval – introduction of a dual use into the approval which allows the Tavern to be built and operated as a Restaurant

The following correspondence has been received from Hames Sharley relating to this aspect of the application

Finally, we would like to explore the option with you of introducing a 'dual use' of 'Tavern' and 'Restaurant' on site.

As you would be aware the intention for the tavern has always been to have a family friendly environment with an emphasis on the responsible service of alcohol and serving of meals in a bistro setting. A 'Tavern' use was applied for as it had the more onerous parking requirements.

Discussions with potential operators has determined that potentially a 'Restaurant' use would work better on site. Operating within the same building as that illustrated on the development plans, serving food and drinks, a restaurant would only differ from a tavern in terms of how it is licensed under the Liquor Licensing Act, being a 'P' (permitted) use under the Local Scheme, as well as having much lower car parking requirements.

Given this, we would like to discuss the possibility of allowing for a dual use on site to allow for flexibility going forward.

We strongly believe the subject land is a community focal point and prominent site in Bassendean and illustrated by the attached plans the development is proposed to be of a high architectural standard and will contribute to the desired revitalisation and redevelopment of the Bassendean town centre.

In light of the above as well as the justification provided in our original April 2012 development application report (and accompanying Riley Consulting traffic report) we respectfully request your support for the proposed amendments, under delegation.

If you could progress your supporting responsible authority report to the Metropolitan Central Joint Development Assessment Panel at your earliest convenience, that would be most appreciated.

From a planning perspective there is no objection to the approved Tavern being changed to a Restaurant: as the applicant as pointed out a restaurant is a permitted use in the Town Centre Zone, as opposed to the Tavern which is use that is not permitted in the zone unless the local government has exercised discretion by granting planning approval following public advertising of such a proposal.

In planning terms a restaurant is less likely to have the negative amenity impacts, sometimes associated with Taverns.

It is also considered that the car parking demand for a restaurant is less than the Tavern. Whilst the reduction in the number of car parking spaces is difficult to quantify due to the different methods of calculating car parking demand , it should be noted that a tavern requires 1 space per 3m² of bar and public area, whereas a restaurant requires 1 space for every 4 seats. Having regard to the above it is concluded that the car parking demand for a restaurant will be no more than a tavern and in all probability is likely to be less.

Clause 8.3 of the Local Planning Scheme No 10 deals with amending or revoking a planning approval. The clause reads as follows

8.3 AMENDING OR REVOKING A PLANNING APPROVAL

The local government may, on written application from the owner of land in respect of which planning approval has been granted, revoke or amend the planning approval, prior to the commencement of the use or development subject of the planning approval.

It is acknowledged that forward works have commenced at the shopping centre including new toilets and new entries, works are yet to commence on the approved Tavern and Gymnasium, the other more expansive alterations to the Centre.

Against this background, the Metropolitan Joint DAP is requested to amend the original planning approval to allow the approved Tavern to be used either as a Tavern or a Restaurant.

The only way the Manager Development Services can see of accommodating the proposed change is to add a condition as follows:

Notwithstanding the approved plans the approved Tavern may also be developed as a Restaurant, without the further consent of the Metropolitan Joint Development Assessment Panel or the Town of Bassendean.

Options/Alternatives

If the proposed modifications as suggested in this report are not acceptable to the Metropolitan Joint Development Assessment Panel alternative options are to:

1. Not to agree to the suggested condition to reduce the number of car parking spaces to be provided
2. To delete the suggested condition calling for the protection of trees during construction.

3. to delete the condition relating to the dual use of the Tavern and invite the applicant to apply to the Town of Bassendean for the change of use of the approved Tavern to a Restaurant.

Conclusion:

The deletion of 9 car bays to ensure the retention of 6 trees that would be otherwise lost is supported. This represents a 2% reduction in the number of car parking spaces to be provided on the approval.

The principle of allowing the approved Tavern to be used either as a Tavern or a Restaurant is supported as the amenity impacts of a restaurant are likely to be less than a tavern and the car parking demand is likely to be less.



ARCHITECTURE
INTERIORS
URBAN DESIGN
PLANNING
LANDSCAPE

ADELAIDE
BRISBANE
DARWIN

MELBOURNE
PERTH
SYDNEY

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HAMES
SHARLEY

16 April 2013

Mr Brian Reed
Town of Bassendean
PO Box 87
BASSENDEAN WA 6934

Dear Brian,

Re: Proposed DAP Form 2 – Amendment to Development Application – Bassendean Village Shopping Centre, Lot 2 (2) West Road, Bassendean

In relation to the above, and further to our 11 September 2012 approval of DAP Application DA2012-076, please find attached a signed DAP Form 2 and four (4) copies of development plans in support of our request to amend the existing development application approval to extend the existing Bassendean Village Shopping Centre with associated landscaping and car parking at Lot 2 (2) West Road, Bassendean. The required cheque for \$150.00 has been forwarded to you in today's mail.

As discussed, we are required to submit the DAP Form 2 with you as we wish to slightly amend the existing approval. The requested amendment relates to the following:

Reduction in Car Parking

Condition (k) of the existing approval currently requires:

The provision of 448 constructed drained and line marked on-site car parking bays to the satisfaction of the Town of Bassendean prior to the occupation of the shopping centre additions.

As illustrated by the attached plans, we seek an amendment to this condition to require only 439 car parking bays.

Since gaining approval, ongoing discussions with the Town of Bassendean and Arbor Centre has determined that six (6) trees are to be retained on Council property, resulting in the removal of nine (9) previously approved car parking bays.

It is important to note that this request to the retain trees has come from the Town of Bassendean and as a result, we seek your support obtaining Development Assessment Panel support in reducing the number of car bays required.

Dual Use

Finally, we would like to explore the option with you of introducing a 'dual use' of 'Tavern' and 'Restaurant' on site.

As you would be aware the intention for the tavern has always been to have a family friendly environment with an emphasis on the responsible service of alcohol and serving of meals in a bistro setting. A 'Tavern' use was applied for as it had the more onerous parking requirements.

Discussions with potential operators has determined that potentially a 'Restaurant' use would work better on site. Operating within the same building as that illustrated on the development plans, serving food and drinks, a restaurant would only differ from a tavern in terms of how it is licensed under the Liquor Licensing Act, being a 'P' (permitted) use under the Local Scheme, as well as having much lower car parking requirements.

Given this, we would like to discuss the possibility of allowing for a dual use on site to allow for flexibility going forward.

We strongly believe the subject land is a community focal point and prominent site in Bassendean and illustrated by the attached plans the development is proposed to be of a high architectural standard and will contribute to the desired revitalisation and redevelopment of the Bassendean town centre.

In light of the above as well as the justification provided in our original April 2012 development application report (and accompanying Riley Consulting traffic report) we respectfully request your support for the proposed amendments, under delegation.

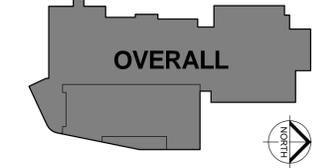
If you could progress your supporting responsible authority report to the Metropolitan Central Joint Development Assessment Panel at your earliest convenience, that would be most appreciated.

Should you require an elaboration on our proposal or additional information please do not hesitate to contact myself at this office.

Yours sincerely,



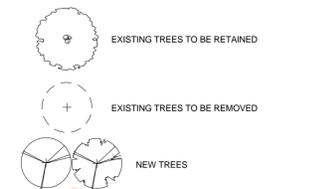
Malcolm Somers
Manager Planning (WA)



General Notes

- CONTRACTOR MUST VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING ANY WORK ON SITE OR PRODUCING SHOP DRAWINGS WHICH MUST BE SUBMITTED FOR REVIEW BEFORE MANUFACTURING.
- ENSURE CIVIL WORKS CONTRACTOR AND PLUMBING CONTRACTOR COORDINATE AND ALLOW FOR STORMWATER COLLECTION SYSTEM TO BE CONTINUOUS FROM BUILDING FACE TO STORMWATER SYSTEM.
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH CIVIL ENGINEERS DRAWINGS AND LANDSCAPING DRAWINGS.
- SEE ARBOR CENTRE REPORT FOR TREE PROTECTION SPECIFICATIONS

TREE LEGEND



PARKING - GROUND FLOOR	
TYPE	TOTAL
EXISTING CARBAYS	64
NEW CARBAYS	212
NEW CARBAYS D.A.	6
TOTAL	282

PARKING - LOWER GROUND FLOOR	
TYPE	TOTAL
EXISTING CARBAYS	56
NEW CARBAYS	97
NEW CARBAYS D.A.	4
TOTAL	157

PARKING - CORRALS	
TYPE	TOTAL
LOWER CORRAL	4
UPPER CORRAL	6
TOTAL	10

AREA SCHEDULE	
CATEGORY	AREA
EXISTING FAST FOOD	224 m ²
EXISTING RETAIL	224 m ²
EXISTING SUPERMARKET	3,745 m ²
NEW KIOSKS	2,973 m ²
NEW RETAIL	125 m ²
NEW TAVERN	761 m ²
NEW TAVERN SEATING	498 m ²
NEW TAVERN DECK	58 m ²
PROPOSED GYMNASIUM	155 m ²
SUPERMARKET	400 m ²
EXTENSION	1,062 m ²
GRAND TOTAL	10,000 m²

Rev.	Date	Initial	Description
3	14/03/2013	HP	AREA SCHEDULE UPDATED
2	14/03/2013	HP	CARPARKING REDUCED TO RETAIN TREES
1	13/02/2013	SD	ISSUE FOR TENDER

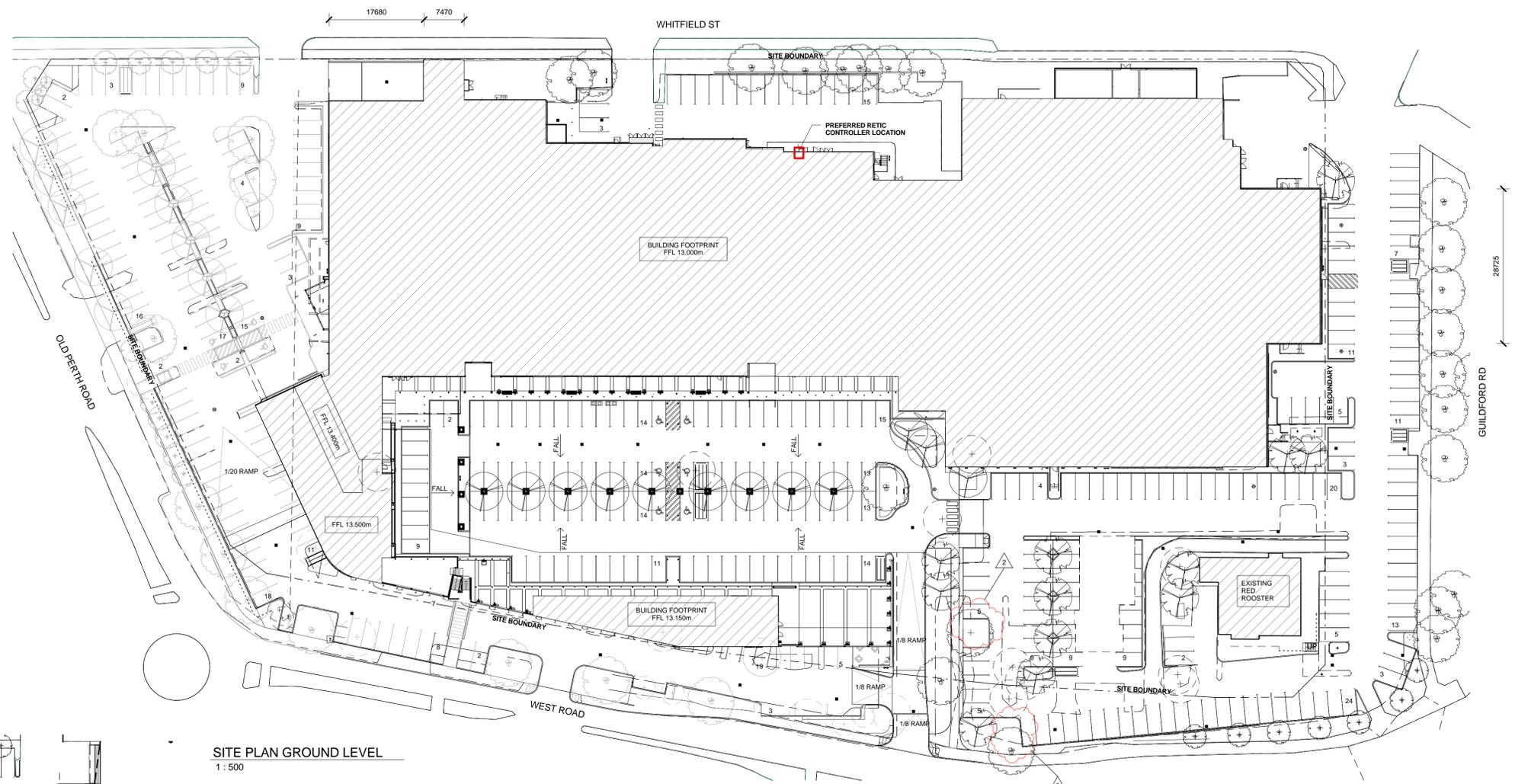


Project
BASSENDAN SHOPPING CENTRE

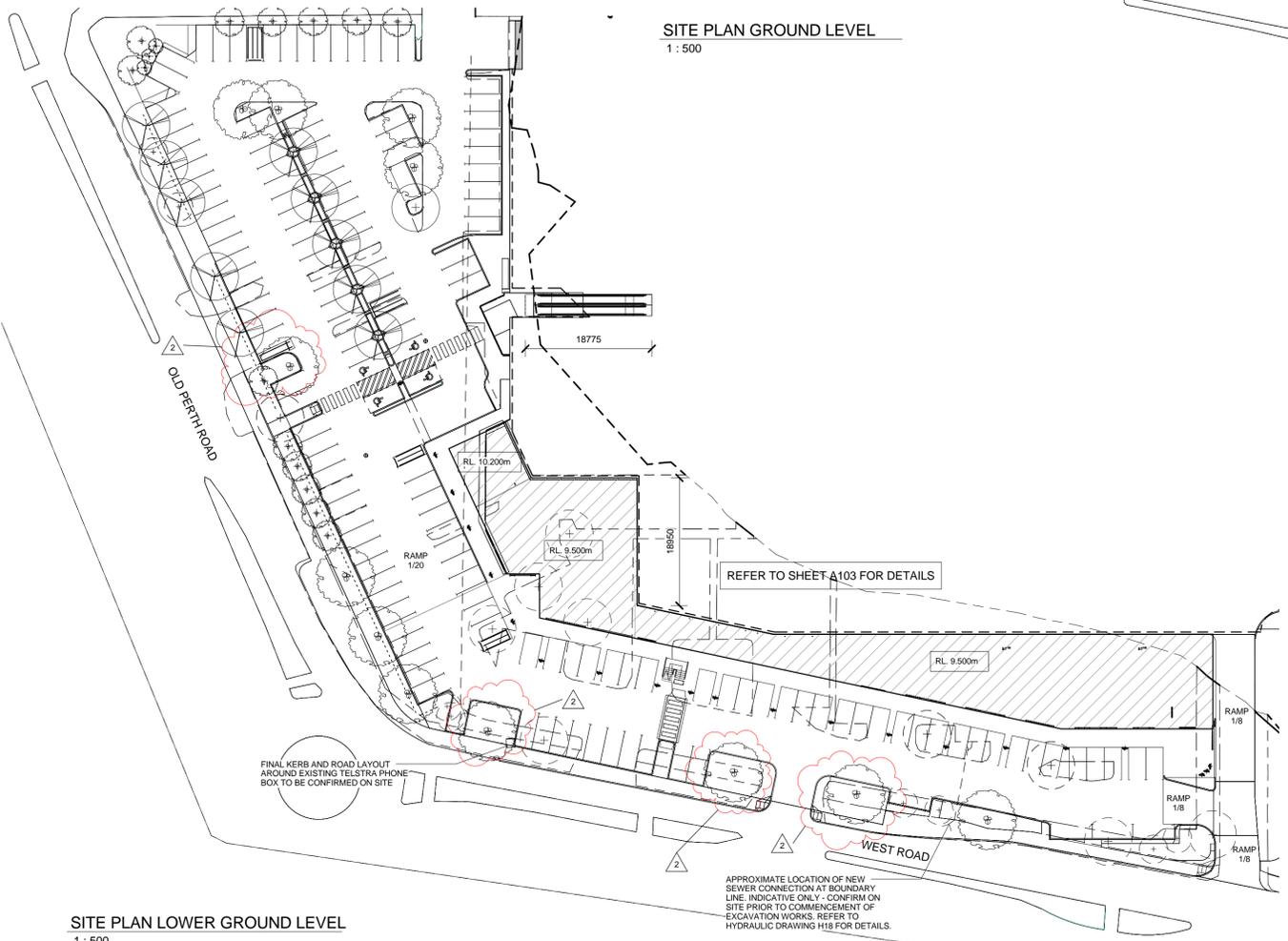
West Road, Corner of Guildford Road
 Bassendean, WA
 6054

Drawing Title
SITWORKS - OVERALL

Drawn By	Checked By	Scale @ A1
SD	HP	As indicated
Project No.	Drawing No.	Revision
42307	A102	3
Status	FOR TENDER	



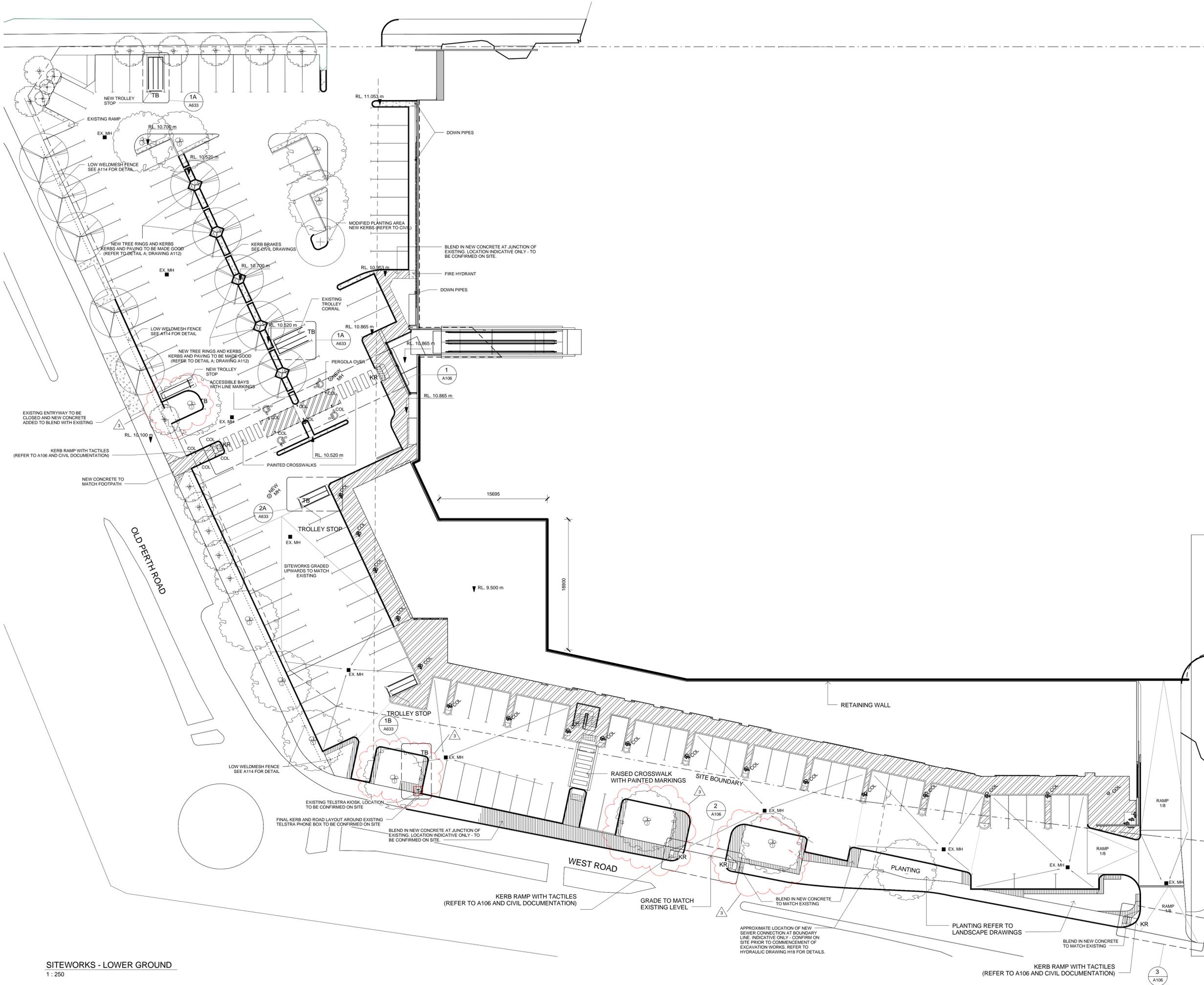
SITE PLAN GROUND LEVEL
 1 : 500



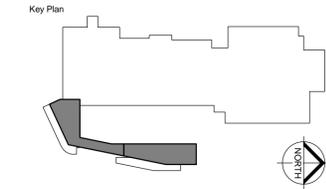
SITE PLAN LOWER GROUND LEVEL
 1 : 500

APPROXIMATE LOCATION OF NEW SEWER CONNECTION AT BOUNDARY LINE. INDICATIVE ONLY - CONFIRM ON SITE PRIOR TO COMMENCEMENT OF EXCAVATION WORKS. REFER TO HYDRAULIC DRAWING H18 FOR DETAILS.

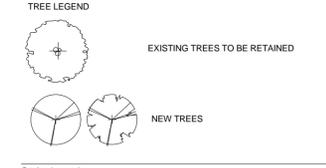
FINAL KERB AND ROAD LAYOUT AROUND EXISTING TELSTRA PHONE BOX TO BE CONFIRMED ON SITE



© COPYRIGHT
 USE FIGURED DIMENSIONS IN PREFERENCE TO SCALED.
 ALL DIMENSIONS TO BE VERIFIED AND CHECKED ON SITE.



- General Notes**
- CONTRACTOR MUST VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING ANY WORK ON SITE OR PRODUCING SHOP DRAWINGS WHICH MUST BE SUBMITTED FOR REVIEW BEFORE MANUFACTURING.
 - ENSURE CIVIL WORKS CONTRACTOR AND PLUMBING CONTRACTOR COORDINATE AND ALLOW FOR STORMWATER COLLECTION SYSTEM TO BE CONTINUOUS FROM BUILDING FACE TO STORMWATER SYSTEM.
 - THIS DRAWING IS TO BE READ IN CONJUNCTION WITH CIVIL ENGINEERS DRAWINGS AND LANDSCAPING DRAWINGS.



- Paving Legend**
- PAV001 - SELECTED GREY STONEWASH VISTAPAVE 190X190X60mm
 - PAV002 - RED BITUMEN
 - PAV003 - SELECTED GRANITE TILES
 - PAV004 - IN-SITU CONCRETE TO APPROVED SAMPLE
 - PAV005 - TACTILE PAVERS
 - PAV006 - RED BRICK PAVERS TO MATCH EXISTING
 - PAV007 - URBANSTONE GOLDEN GUNMETAL SHOTBLAST 300 X 400X 60 mm STACK BOND
 - PAV008 - URBANSTONE BATAVIA GREY SHOTBLAST 300 X 400X 60 mm STACK BOND
 - EXISTING PAVING

- NOTES:**
- SECURAPOST BOLLARDS URBAN RANGE (URBAN 2100) GALVANISED MILD STEEL WITH HARDWOOD AND HOT DIPPED GALVANISED FINISH
 - NEW LINE MARKINGS TO ALL PARKING BAYS
 - TRAFFICABLE URBANSTONE PAVING IN 45 DEGREE HERRINGBONE PATTERN
 - SEE A111 FOR POTS, TROUGHS AND BENCHES

- CIVIL ITEMS**
- NEW KERBS
 - BL CIVIL BOLLARDS
 - KR NEW KERB RAMPS
- NOTE: REFER TO CIVIL ENGINEERS DRAWINGS FOR EXTENT OF NEW BITUMEN, MANHOLES, KERBING, KERB RAMPS AND ROAD MARKINGS.

- PARKING ITEMS**
- TB NEW TROLLEY BAY
- NOTE: NEW LINE MARKINGS TO ALL PARKING BAYS

- SYMBOLS**
- KR KERB RAMP
 - BOL FIXED BOLLARD
 - NEW NEW COLUMN
 - COL NEW COLUMN
 - EX MH EXISTING MANHOLE
 - NEW MH NEW MANHOLE

3	14/03/2013	HP	CARPARKING REDUCED TO RETAIN TREES
2	05/03/2013	SD	TROLLEY STOP ADDED
1	19/02/2013	SD	ISSUE FOR TENDER
Rev.	Date	Initial	Description

Hames Sharley
 www.hamessharley.com.au +61 8 9381 9877

Project
BASSENDEAN SHOPPING CENTRE

West Road, Corner of Guildford Road
 Bassendeand, WA
 6054

Drawing Title
SITWORKS - LOWER GROUND

Drawn By	Checked By	Scale @ A1
	TL	1 : 250
Project No.	Drawing No.	Revision
42307	A103	3
Status	FOR TENDER	

SITWORKS - LOWER GROUND
 1 : 250

KERB RAMP WITH TACTILES
 (REFER TO A106 AND CIVIL DOCUMENTATION)

APPROXIMATE LOCATION OF NEW SEWER CONNECTION AT BOUNDARY LINE - INDICATIVE ONLY - CONFIRM ON SITE PRIOR TO COMMENCEMENT OF EXCAVATION WORKS. REFER TO HYDRAULIC DRAWING H18 FOR DETAILS.

KERB RAMP WITH TACTILES
 (REFER TO A106 AND CIVIL DOCUMENTATION)

GRADE TO MATCH EXISTING LEVEL

BLEND IN NEW CONCRETE AT JUNCTION OF EXISTING. LOCATION INDICATIVE ONLY - TO BE CONFIRMED ON SITE.

FINAL KERBS AND ROAD LAYOUT AROUND EXISTING TELSTRA PHONE BOX TO BE CONFIRMED ON SITE

EXISTING TELSTRA KIOSK. LOCATION TO BE CONFIRMED ON SITE

WEST ROAD

RETAINING WALL

RAISED CROSSWALK WITH PAINTED MARKINGS

SITE BOUNDARY

PLANTING

PLANTING REFER TO LANDSCAPE DRAWINGS

BLEND IN NEW CONCRETE TO MATCH EXISTING

3
 A106

RL. 9.500 m

15695

18900

1
 A106

1A
 A633

1A
 A633

1A
 A633

RL. 11.053 m

RL. 10.953 m

RL. 10.865 m

RL. 10.700 m

RL. 10.520 m

RL. 18.700 m

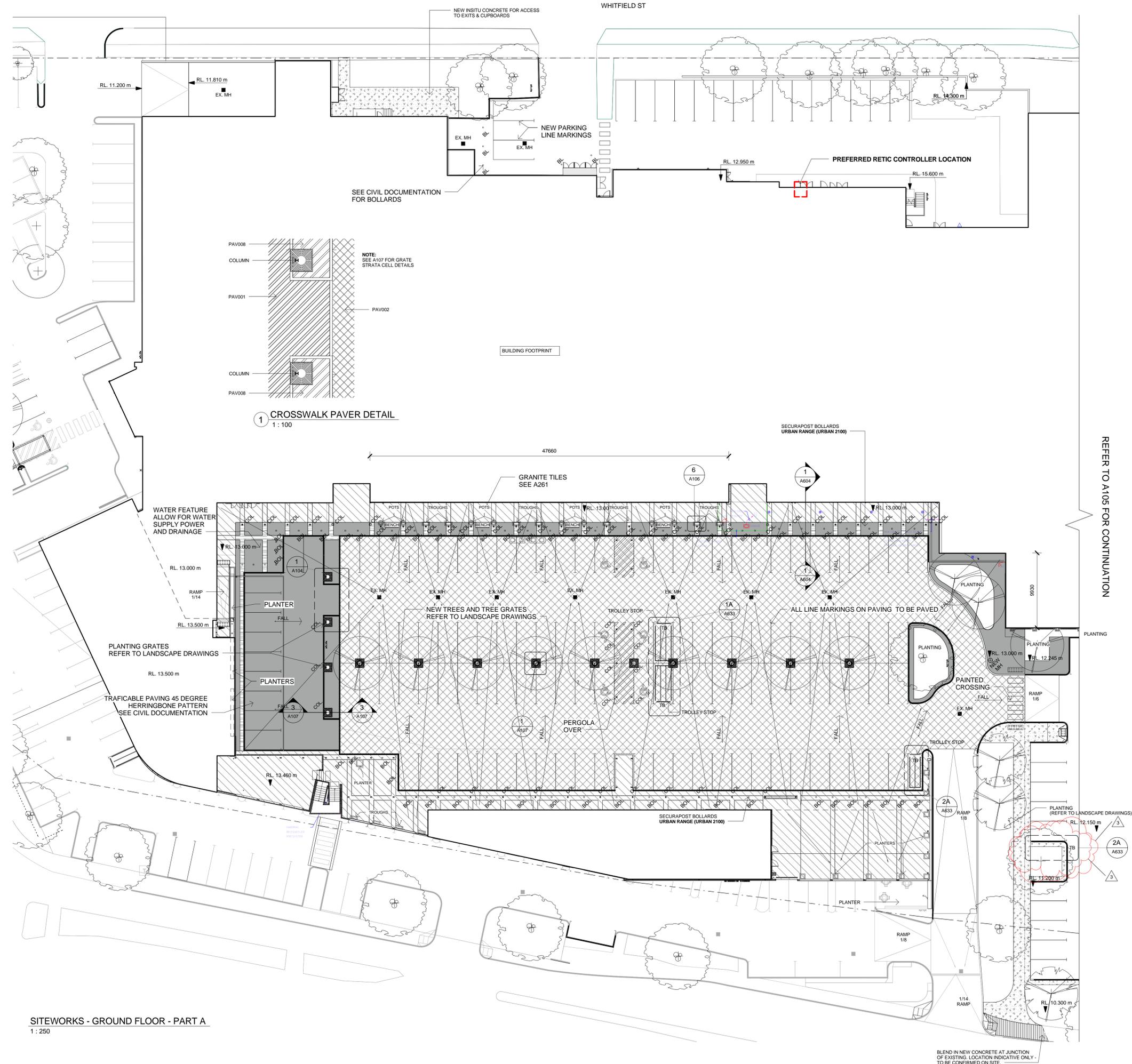
RL. 10.520 m

RL. 10.700 m

RL. 10.520 m

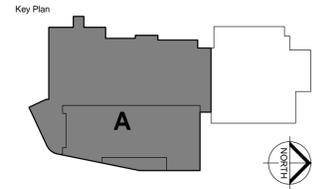
RL. 18.700 m

RL. 10.520 m

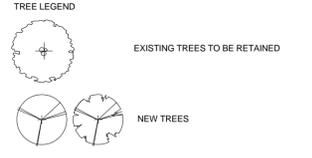


1 CROSSWALK PAVER DETAIL
 1 : 100

SITWORKS - GROUND FLOOR - PART A
 1 : 250



- General Notes
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 - PAV004 - IN-SITU CONCRETE TO APPROVED SAMPLE
 - PAV005 - TACTILE PAVERS
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 - EXISTING PAVING

- NOTES:
- SECURAPOST BOLLARDS URBAN RANGE (URBAN 2100) GALVANISED MILD STEEL WITH HARDWOOD AND HOT DIPPED GALVANISED FINISH
 - NEW LINE MARKINGS TO ALL PARKING BAYS
 - TRAFFICABLE URBANSTONE PAVING IN 45 DEGREE HERRINGBONE PATTERN
 - SEE A111 FOR POTS, TROUGHS AND BENCHES

- CIVIL ITEMS
- NEW KERBS
 - BL CIVIL BOLLARDS
 - KR NEW KERB RAMPS
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- PARKING ITEMS
- TB NEW TROLLEY BAY
- NOTE: NEW LINE MARKINGS TO ALL PARKING BAYS

- SYMBOLS
- KR KERB RAMP
 - BOL FIXED BOLLARD
 - NEW COL NEW COLUMN
 - EX MH EXISTING MANHOLE
 - NEW MH NEW MANHOLE

3	14/03/2013	HP	CARPARKING REDUCED TO RETAIN TREES
2	05/03/2013	SD	TROLLEY STOP ADDED
1	13/02/2013	SD	ISSUE FOR TENDER
Rev.	Date	Initial	Description

Hames Sharley
 www.hamessharley.com.au +61 8 9381 9877

Project
BASSEDEAN SHOPPING CENTRE

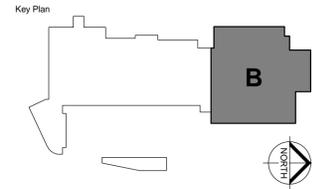
West Road, Corner of Guildford Road
 Bassendean, WA
 6054

Drawing Title
SITWORKS - GROUND FLOOR - ZONE A

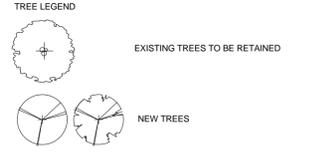
Drawn By	Checked By	Scale @ A1
TL	TL	As indicated
Project No.	Drawing No.	Revision
42307	A104	3
Status	FOR TENDER	

REFER TO A105 FOR CONTINUATION

BLEND IN NEW CONCRETE AT JUNCTION OF EXISTING. LOCATION INDICATIVE ONLY. TO BE CONFIRMED ON SITE.



- General Notes
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- NEW KERBS
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- TB NEW TROLLEY BAY
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 - NEW MH NEW MANHOLE

3	14/03/2013	HP	CARPARKING REDUCED TO RETAIN TREES
2	05/03/2013	SD	TROLLEY STOP ADDED
1	19/02/2013	SD	ISSUE FOR TENDER
Rev.	Date	Initial	Description

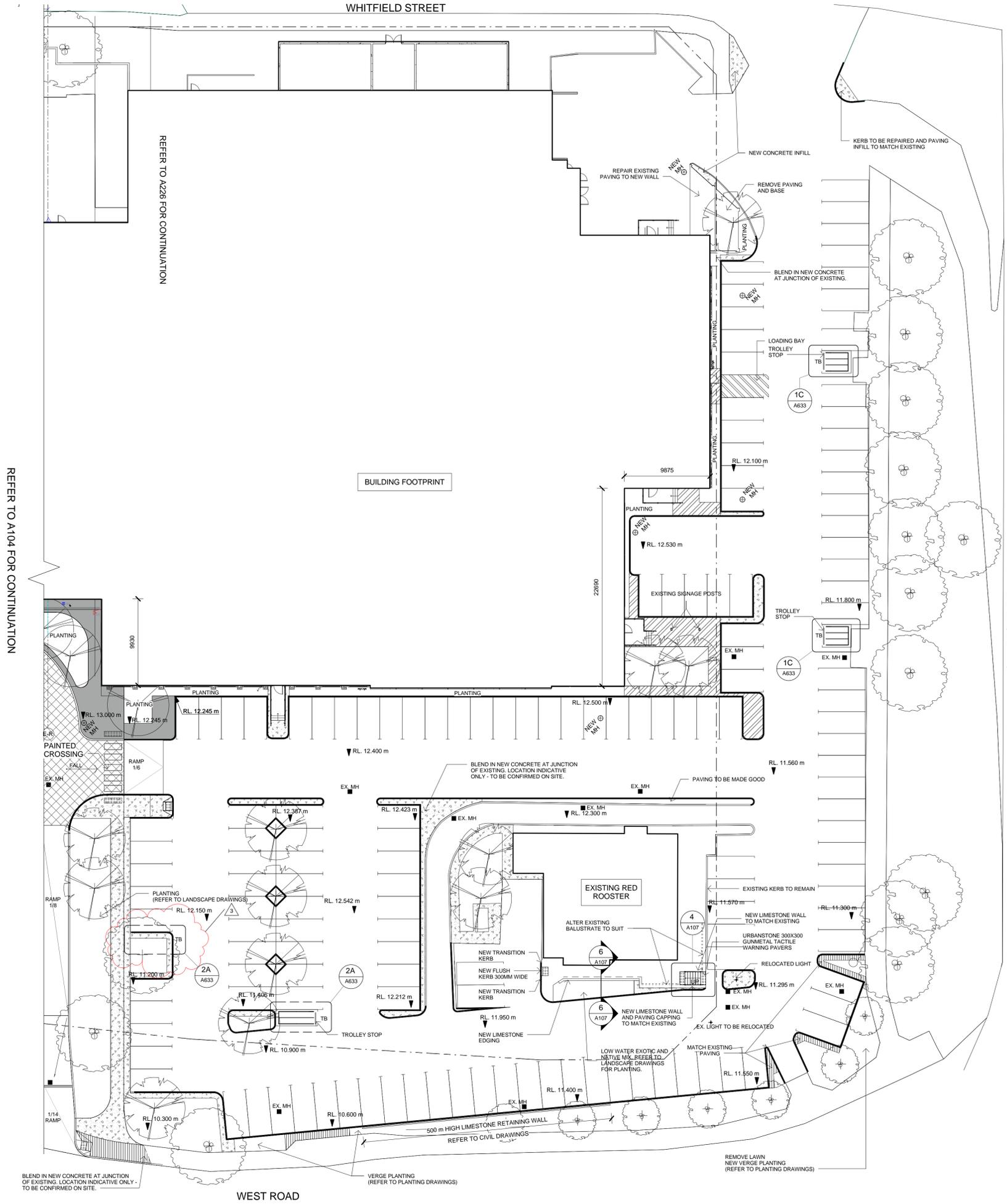


Project **BASSENDAN SHOPPING CENTRE**

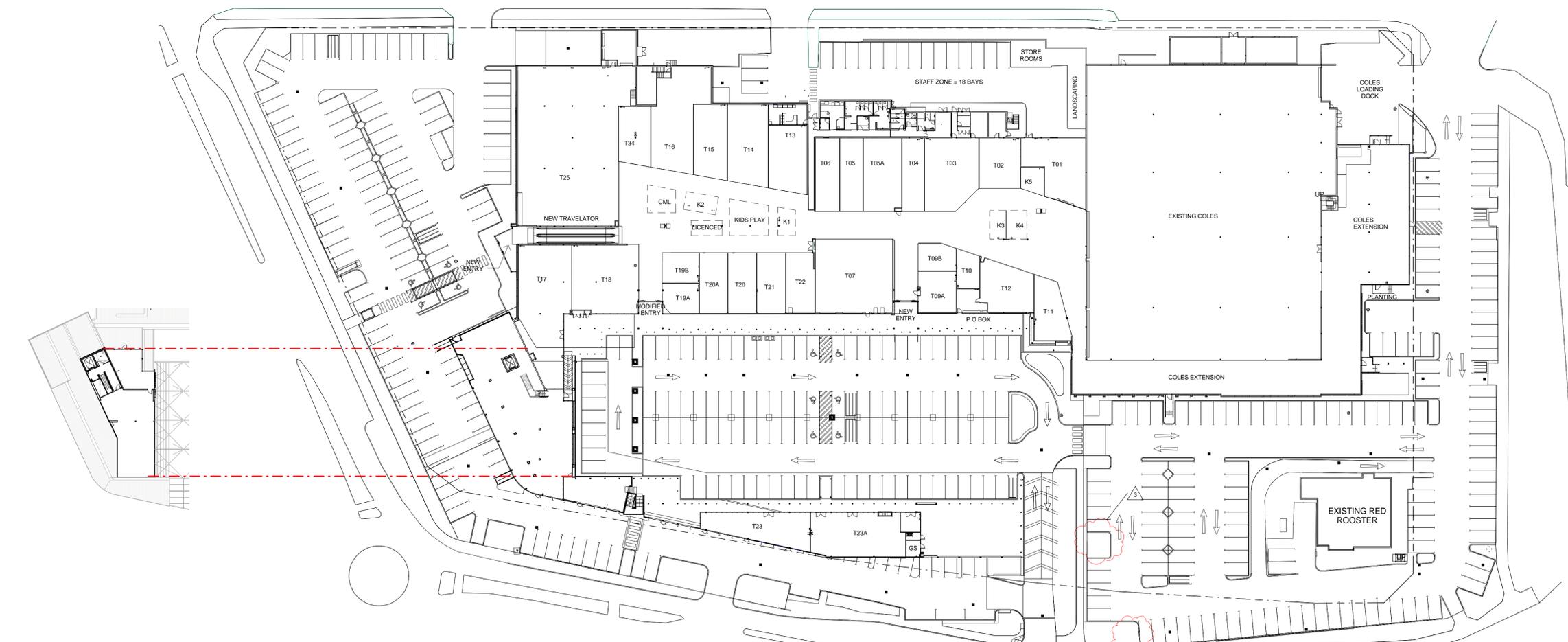
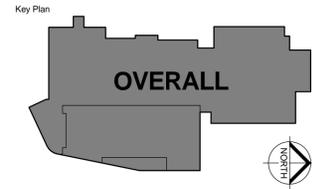
West Road, Corner of Guildford Road
Bassendean, WA
6054

Drawing Title
SITWORKS - GROUND FLOOR - ZONE B

Drawn By	Checked By	Scale @ A1
TL	TL	1 : 250
Project No.	Drawing No.	Revision
42307	A105	3
Status	FOR TENDER	

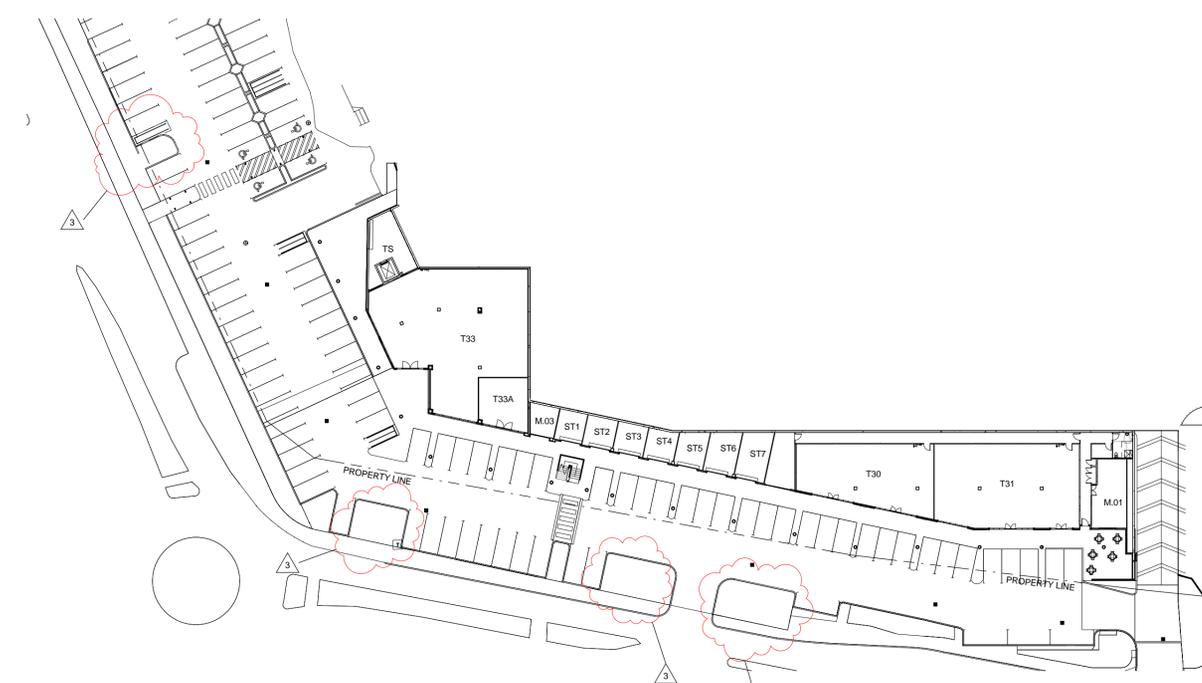


SITWORKS - GROUND FLOOR - PART B
1 : 250



3 TAVERN - ROOFDECK
 1: 500

GROUND FLOOR PLAN OVERALL
 1: 500



LOWER GROUND FLOOR PLAN OVERALL
 1: 500

AREA SCHEDULE	
CATEGORY	AREA
EXISTING FAST FOOD	
EXISTING RETAIL	224 m ²
EXISTING SUPERMARKET	3,745 m ²
NEW KIOSKS	2,973 m ²
NEW RETAIL	125 m ²
NEW TAVERN	761 m ²
NEW TAVERN SEATING	496 m ²
NEW TAVERN DECK	58 m ²
PROPOSED GYMNASIUM	155 m ²
SUPERMARKET	400 m ²
EXTENSION	1,062 m ²
GRAND TOTAL	10,000 m²

PARKING - GROUND FLOOR	
TYPE	TOTAL
EXISTING CARBAYS	64
NEW CARBAYS	212
NEW CARBAYS D.A.	6
TOTAL	282

PARKING - LOWER GROUND FLOOR	
TYPE	TOTAL
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NEW CARBAYS	97
NEW CARBAYS D.A.	4
TOTAL	157

4	14/03/2013	HP	AREA SCHEDULE UPDATED
3	14/03/2013	HP	CARPARKING REDUCED TO RETAIN TREES
2	05/03/2013	SD	MODIFICATIONS TO GYM & TAVERN STORE DUE TO SEWER WORKS
1	18/02/2013	SD	ISSUE FOR TENDER
C	15/01/2013	SD	ISSUE FOR INFORMATION
B	03/12/2012	KM	FINAL PRICING SET
A	28/10/2012	KM	ISSUE TO RBB
Rev.	Date	Initial	Description

Hames Sharley
 www.hamessharley.com.au +61 8 9381 9877

Project
BASSEDEAN SHOPPING CENTRE

West Road, Corner of Guildford Road
 Bassendean, WA
 6054

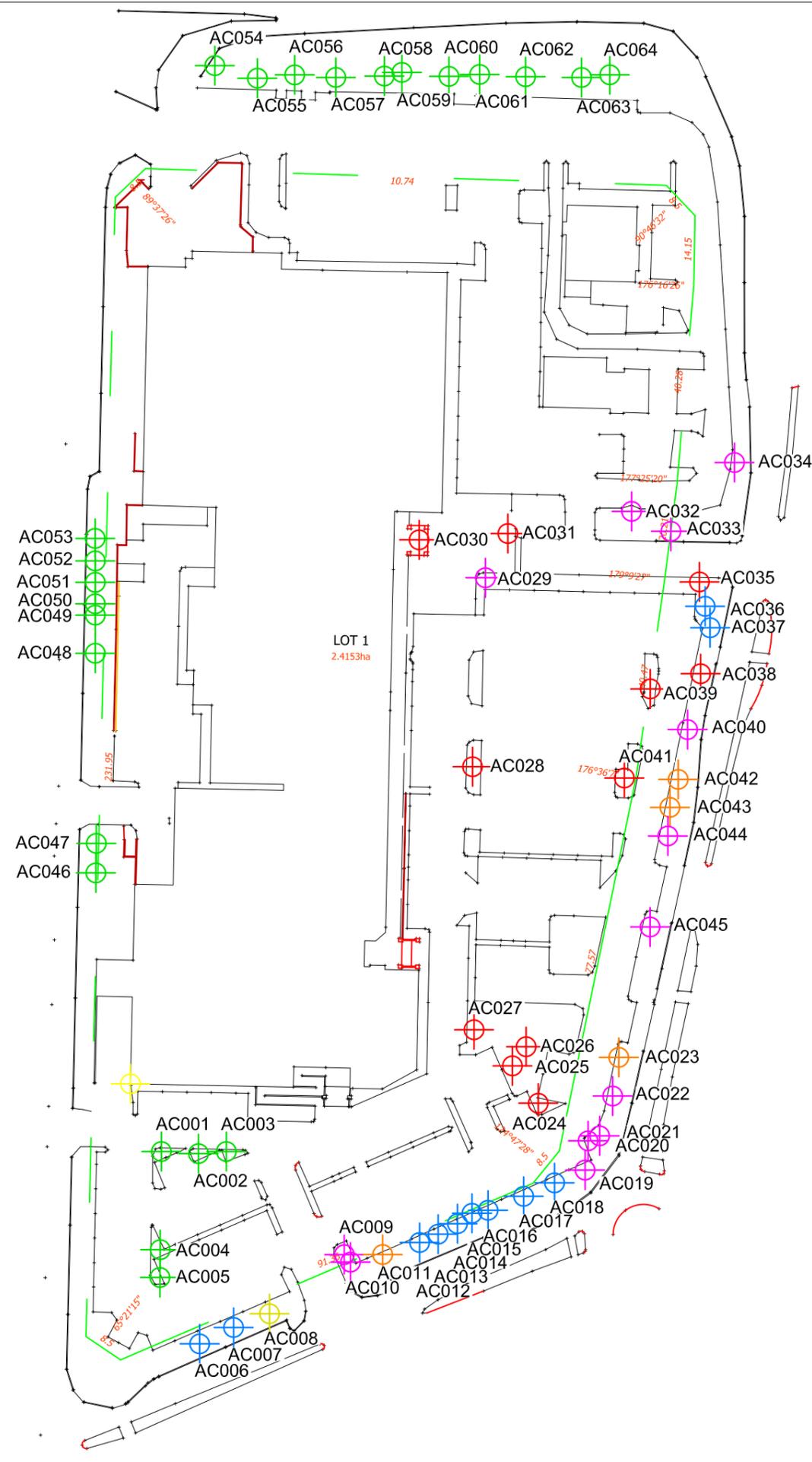
Drawing Title
FLOOR PLANS - OVERALL

Drawn By	Checked By	Scale @ A1
SD	TL	As indicated
Project No.	Drawing No.	Revision
42307	A220	4
Status	FOR TENDER	

AC Tree Number	Reported	Genus & Species	Common Name	TRUNK			Health	Structure	Age	Consider Retaining	Impact Rating	Comments
				Height (M)	Spread (M)	Diameter (mm)						
AC0001	N	<i>Tipuana tipu</i>	Pride of Bolivia	4	6	200	Good	Good	Semi-Mature	Yes	Low	Good specimen;
AC0002	N	<i>Tipuana tipu</i>	Pride of Bolivia	4	6	190	Good	Good	Semi-Mature	Yes	Low	Good specimen;
AC0003	N	<i>Tipuana tipu</i>	Pride of Bolivia	3	3	80	Good	Good	Semi-Mature	Yes	Low	Reasonable specimen;
AC0004	N	<i>Tipuana tipu</i>	Pride of Bolivia	5	7	210	Good	Good	Semi-Mature	Yes	Low	Good specimen;
AC0005	N	<i>Tipuana tipu</i>	Pride of Bolivia	6	8	300	Good	Acceptable	Semi-Mature	Yes	Low	Included bark noted at main union, otherwise ok;
AC0006	N	<i>Callistemon 'Kings Park Special</i>	Bottlebrush	3	5	350	Good	Acceptable	Semi-Mature	Yes	Medium	Bifurcation of main stem; situated under low voltage;
AC0007	N	<i>Callistemon 'Kings Park Special</i>	Bottlebrush	3	3	150	Good	Acceptable	Semi-Mature	Yes	Medium	previously lopped toperised form, Bifurcation of main stem; previously lopped toperised form; situated under low voltage;
AC0008	Y	<i>Eucalyptus camaldulensis</i>	River Gum	22	18	770	Good	Acceptable	Mature			Located near low voltage; roots in asphalt; tree on slight lean; previous over pruning "Lion Tailing" noted throughout canopy, minor deadwood noted; (Tree Subsequently Removed By Others)
AC0009	Y	<i>Eucalyptus camaldulensis</i>	River Gum	18	15	690	Acceptable	Good	Mature	Yes	High	Located near low voltage; evidence of termites noted on main stem but no active termites observed; canopy slightly sparse; major deadwood noted within canopy, roots noted in asphalt; otherwise ok;
AC0010	Y	<i>Callistemon 'Kings Park Special</i>	Bottlebrush	4	6	250	Good	Acceptable	Mature	Yes	High	Previously lopped/toporised form, located beneath low voltage; co-dominant main stem (2x 250mm dia. leaders), otherwise ok;
AC0011	Y	<i>Eucalyptus botryoides</i>	Southern Mahogany	15	10	370	Questionable	Acceptable	Mature	No		Canopy indicates decline, tree on lean, located near low voltage; evidence of termites noted on main stem but no active termites observed; large roots noted growing within in asphalt; Not considered whorthwhile retaining.
AC0012	Y	<i>Callistemon 'Kings Park Special</i>	Bottlebrush	4	6	300	Good	Acceptable	Mature	Yes	Medium	Previously lopped/toporised form, located beneath low voltage; multi stemmed form, otherwise ok;
AC0013	Y	<i>Callistemon 'Kings Park Special</i>	Bottlebrush	3	3	100	Acceptable	Acceptable	Semi-Mature	Yes	Medium	Previously lopped/toporised form, located beneath low voltage; multi stemmed form, movement noted at ground level, canopy slightly chlorotic;
AC0014	Y	<i>Callistemon 'Kings Park Special</i>	Bottlebrush	4	5	250	Good	Acceptable	Mature	Yes	Medium	Previously lopped/toporised form, located beneath low voltage; multi stemmed form, otherwise ok;
AC0015	Y	<i>Tipuana tipu</i>	Pride of Bolivia	7	12	280	Good	Acceptable	Mature	Yes	Medium	Located near low voltage; large girdling root and flat spot noted at base of trunk; canopy previously lopped on southern canopy;
AC0016	Y	<i>Callistemon 'Kings Park Special</i>	Bottlebrush	3	4	250	Good	Acceptable	Semi-Mature	Yes	Medium	Previously lopped/toporised form, located beneath low voltage, otherwise ok;
AC0017	Y	<i>Tipuana tipu</i>	Pride of Bolivia	5	8	190	Acceptable	Acceptable	Semi-Mature	Yes	Medium	Located near low voltage; large girdling root noted at base of trunk; canopy previously lopped on southern canopy;
AC0018	Y	<i>Tipuana tipu</i>	Pride of Bolivia	7	8	220	Good	Acceptable	Semi-Mature	Yes	Medium	Located near low voltage; evidence of termites noted on main stem but no active termites observed; canopy slightly sparse; roots noted in asphalt; otherwise ok;
AC0019	Y	<i>Eucalyptus botryoides</i>	Southern Mahogany	10	11	400	Acceptable	Acceptable	Semi-Mature	Yes	High	Main stem bifurcates at 500mm above ground level-bark inclusion noted at main union, located near low voltage; evidence of termites noted on main stem but no active termites observed; canopy slightly sparse; roots noted in asphalt;
AC0020	Y	<i>Callistemon 'Kings Park Special</i>	Bottlebrush	3	5	1000	Acceptable	Acceptable	Semi-Mature	Yes	High	Previously lopped - multi stemmed form/coppice regrowth, located beneath low voltage,
AC0021	Y	<i>Melaleuca armillaris</i>	Bracelet Honey Myrtle	3	6	200	Acceptable	Acceptable	Semi-Mature	Yes	High	Canopy slightly sparse, large stems previously removed at ground level, otherwise ok;

AC Tree Number	Reported	Genus & Species	Common Name	TRUNK			Health	Structure	Age	Consider Retaining	Impact Rating	Comments
				Height (M)	Spread (M)	Diameter (mm)						
AC0022	Y	<i>Eucalyptus camaldulensis</i>	River Gum	21	19	870	Good	Good	Mature	Yes	High	Good specimen, roots noted in asphalt, canopy slightly sparse, deadwood and rubbing crossing stems noted within canopy, otherwise ok;
AC0023	Y	<i>Eucalyptus robusta</i>	Swamp Mahogany	12	10	370	Questionable	Questionable	Mature	No		Evidence of termites noted on main stem but no active termites observed; canopy suppression noted, rubbing crossing stems noted, roots noted growing within in asphalt; Leggy structure/poor form, Not considered worthwhile retaining.
AC0024	Y	<i>Tipuana tipu</i>	Pride of Bolivia	8	10	350	Good	Acceptable	Mature	No		Bifurcation of main stem at 400mm otherwise ok; possible transplant;
AC0025	Y	<i>Tipuana tipu</i>	Pride of Bolivia	8	11	260	Good	Good	Mature	No		Girdling roots noted, canopy suppression noted, otherwise ok; possible transplant
AC0026	Y	<i>Tipuana tipu</i>	Pride of Bolivia	8	14	360	Good	Questionable	Mature	No		Ground level bifurcation of main stem previously removed, main stem noted to have been partially "Stump Ground" near previously removed main stem
AC0027	Y	<i>Tipuana tipu</i>	Pride of Bolivia	8	12	480	Good	Good	Mature	No		Roots noted growing into asphalt, root damage observed within garden bed and near kerbing, good specimen, possible transplant,
AC0028	Y	<i>Casuarina cunninghamiana</i>	River SheOak	18	14	740	Good	Acceptable	Mature	No		Bifurcation of main stem - minor swelling noted at main union, roots noted growing into asphalt, root damage noted, Timber worth retaining and utilising
AC0029	Y	<i>Eucalyptus melliodora</i>	Yellow Box	19	24	830	Acceptable	Acceptable	Mature	Yes		Canopy slightly sparse, previously lopped, leggy from, tree on slight lean, flat spot noted on main stem on lean side.
AC0030	Y	<i>Ulmus minor 'Variegata'</i>	Variegated Elm	4	4	170	Acceptable	Acceptable	Semi-Mature	No		Tree located within raised planter, movement noted at ground level, minor rubbing/crossing stems noted, otherwise ok; possible transplant;
AC0031	Y	<i>Eucalyptus melliodora</i>	Yellow Box	20	20	930	Questionable	Questionable	Mature	No		Main stem bifurcates at 600mm- bark inclusion and swelling noted at main union, previously lopped, leggy form, canopy suppression noted,
AC0032	Y	<i>Eucalyptus camaldulensis</i>	River Gum	20	25	1500	Acceptable	Acceptable	Mature	Yes	High	Multi stemmed form, previously lopped; roots noted in asphalt; canopy suppression noted, otherwise ok;
AC0033	Y	<i>Eucalyptus camaldulensis</i>	River Gum	22	22	1100	Acceptable	Acceptable	Mature	Yes	High	Mechanical impact/wounding noted on main stem, previously lopped, roots noted growing into asphalt, heaving of road noted, damage to surface roots noted, otherwise ok;
AC0034	Y	<i>Eucalyptus robusta</i>	Swamp Mahogany	18	12	700	Acceptable	Acceptable	Mature	Yes	High	Evidence of termites noted on main stem but no active termites observed; numerous branch failures noted throughout canopy, leggy form;
AC0035	Y	<i>Casuarina cunninghamiana</i>	River SheOak	14	12	480	Acceptable	Good	Mature	No		Good structural form, canopy slightly sparse; (Suggest removal to provide space and accomodate the retention of tree 33)
AC0036	Y	<i>Callistemon 'Kings Park Special'</i>	Bottlebrush	4	6	600	Acceptable	Acceptable	Mature	Yes	Medium	Previously lopped - multi stemmed form/coppice regrowth, canopy slightly sparse
AC0037	Y	<i>Phoenix canariensis</i>	Date palm	2	3	350	Good	Good	Juvenile	Yes	Medium	Good juvenile specimen, possible transplant
AC0038	Y	<i>Casuarina cunninghamiana</i>	River SheOak	18	14	550	Acceptable	Good	Mature	No		Canopy slightly sparse, canopy suppression noted, root damage noted, deadwood noted throughout canopy, (Suggest removal to provide space and accomodate the retention of tree 33);
AC0039	Y	<i>Eucalyptus camaldulensis</i>	River Gum	20	19	880	Questionable	Acceptable	Mature	No		Previously lopped; roots noted in asphalt; canopy suppression noted, canopy slightly sparse and starting to display decline

AC Tree Number	Reported	Genus & Species	Common Name	TRUNK			Health	Structure	Age	Consider Retaining	Impact Rating	Comments
				Height (M)	Spread (M)	Diameter (mm)						
AC0040	Y	<i>Eucalyptus camaldulensis</i>	River Gum	21	20	1100	Good	Acceptable	Mature	Yes	High	Previously lopped, canopy suppression noted, roots noted in asphalt, root damage noted (large dia. root removed), deadwood noted throughout canopy, otherwise ok;
AC0041	Y	<i>Eucalyptus camaldulensis</i>	River Gum	18	14	590	Acceptable	Acceptable	Mature	No		Previously lopped; canopy suppression noted, canopy slightly sparse, rubbing/crossing stems and deadwood noted throughout canopy,
AC0042	Y	<i>Eucalyptus camaldulensis</i>	River Gum	14	13	550	Poor	Questionable	Mature	No		Canopy indicates decline, fungal sporophore (fruiting body) noted, major deadwood noted within canopy, Not considered worthwhile retaining ;
AC0043	Y	<i>Eucalyptus robusta</i>	Swamp Mahogany	14	11	350	Questionable	Acceptable	Mature	No		Canopy indicates decline, canopy suppression noted, Evidence of termites noted, but no active termites observed, major deadwood noted within canopy, Not considered worthwhile retaining ;
AC0044	Y	<i>Eucalyptus camaldulensis</i>	River Gum	22	24	1100	Good	Acceptable	Mature	Yes	High	Previously lopped, roots noted in asphalt, deadwood noted throughout canopy, leggy form, otherwise ok;
AC0045	Y	<i>Eucalyptus camaldulensis</i>	River Gum	19	16	800	Acceptable	Acceptable	Mature	Yes	High	Previously lopped, leggy form, canopy slightly sparse, otherwise ok
AC0046	N	<i>Eucalyptus camaldulensis</i>	River Gum	12	13	700	Good	Acceptable	Mature	Yes	Low	Located near low and high voltage; extensive pruning noted on western canopy, otherwise ok;
AC0047	N	<i>Agonis flexuosa</i>	W.A. Peppermint	5	10	800	Good	Acceptable	Mature	Yes	Low	Located near low and high voltage; previously lopped, tree on slight lean, otherwise ok;
AC0048	N	<i>Eucalyptus camaldulensis</i>	River Gum	11	14	500	Good	Good	Mature	Yes	Low	Located near low and high voltage; extensive pruning noted on western canopy, otherwise ok;
AC0049	N	<i>Eucalyptus melliodora</i>	Yellow Box	14	12	550	Good	Good	Mature	Yes	Low	Located near low and high voltage; extensive pruning noted on western canopy, otherwise ok;
AC0050	N	<i>Eucalyptus camaldulensis</i>	River Gum	18	14	600	Good	Good	Mature	Yes	Low	Located near low and high voltage; extensive pruning noted on western canopy, otherwise ok;
AC0051	N	<i>Eucalyptus megacornuta</i>	Warted Yate	6	10	360	Good	Good	Mature	Yes	Low	Located near low and high voltage; extensive pruning noted on western canopy, evidence of termite mud noted, but no active termites observed, otherwise ok;
AC0052	N	<i>Eucalyptus melliodora</i>	Yellow Box	18	15	490	Good	Good	Mature	Yes	Low	Located near low and high voltage; extensive pruning noted on western canopy, otherwise ok;
AC0053	N	<i>Casuarina cunninghamiana</i>	River SheOak	15	14	530	Good	Good	Mature	Yes	Low	Located near low and high voltage; extensive pruning noted on western canopy, otherwise ok;
AC0054	N	<i>Agonis flexuosa</i>	W.A. Peppermint	4	8	650	Good	Good	Mature	Yes	Low	Located near low and high voltage; otherwise ok;
AC0055	N	<i>Agonis flexuosa</i>	W.A. Peppermint	5	10	700	Good	Good	Mature	Yes	Low	Located near low and high voltage; otherwise ok;
AC0056	N	<i>Agonis flexuosa</i>	W.A. Peppermint	5	12	1000	Acceptable	Good	Mature	Yes	Low	Located near low and high voltage; otherwise ok;
AC0057	N	<i>Agonis flexuosa</i>	W.A. Peppermint	5	10	800	Acceptable	Good	Mature	Yes	Low	Located near low and high voltage; otherwise ok;
AC0058	N	<i>Agonis flexuosa</i>	W.A. Peppermint	5	11	900	Good	Good	Mature	Yes	Low	Located near low and high voltage; otherwise ok;
AC0059	N	<i>Agonis flexuosa</i>	W.A. Peppermint	4	7	450	Acceptable	Good	Mature	Yes	Low	Located near low and high voltage; multi stemmed form, otherwise ok;
AC0060	N	<i>Melia azedarach</i>	Cape Lilac	12	20	1150	Good	Questionable	Mature	Yes	Low	Located near low and high voltage, Previously lopped; extensive stem cavities noted within main stem, seek further Arboricultural advice
AC0061	N	<i>Agonis flexuosa</i>	W.A. Peppermint	3	6	320	Good	Questionable	Semi-Mature	Yes	Low	Located near low and high voltage, split in main stem; rubbing crossing stems, tree on slight lean
AC0062	N	<i>Eucalyptus caesia</i>	Silver Princess	3	5	120	Good	Good	Semi-Mature	Yes	Low	Reasonable specimen;
AC0063	N	<i>Agonis flexuosa</i>	W.A. Peppermint	3	5	200	Good	Good	Semi-Mature	Yes	Low	Located near low and high voltage; otherwise ok;
AC0064	N	<i>Agonis flexuosa</i>	W.A. Peppermint	3	5	130	Good	Good	Semi-Mature	Yes	Low	Located near low and high voltage and domestic power; otherwise ok;



REFERENCE MAP

LEGEND

- Low Impact
- Medium Impact
- High Impact
- Suggested Removal
- To Be Removed
- Removed

- NOTES
1. DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN.
 2. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
 3. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK.
 - 4.
 - 5.
 - 6.

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 1. Particular information not being available or withheld at the time this advice was provided.
 2. The provision of misleading or incorrect information to Arbor Centre upon which this advice was founded.
 3. The use of this advice in circumstances or situations other than the specific subject of this advice.
 4. Failure by the Client to follow this advice.
 5. The action(s) or inaction(s) of the Client or any other party that gives rise to loss or damage to the subject of this advice.
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REVISION

REV	DESCRIPTION	DATE

CONSULTANT

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 WATTLE GROVE, WA 6107 AUSTRALIA
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CLIENT

Hawaiian Group

PROJECT

Bassendean Village

DRAWING TITLE

Tree Survey

SCALE AT A3	DRAWN	CHECKED	APPROVED
Not to Scale	SG		

JOB NO.	DRAWING NUMBER	REV
00XXX	ACC-122-001	A

Tree Protection Measures - Legend;

Note: All mark ups have been based on drawings provided by Hames Sharley. Please refer drawing – SK158a-164_sketch tree sections – additional KK LL & A101 – Demolition Plan – Siteworks_Rev D. for further detail.

Tree: 

Tree Number and approximate location and trunk diameter of the tree to be retained.

Tree Protection Zone (TPZ): 

Fenced off area where specified activities are prohibited (or restricted) to prevent or minimise injury to the trees being retained during the construction and development phase. **Final design within TPZ's are subject to Arboricultural approval. No access or works (including landscaping) are to occur within these TPZ areas without the prior approval of the Arboriculturist.**

NOTE:- During construction all trees are to be monitored, and associated reporting and recommendations circulated on a monthly basis, by the Arboriculturist or a person nominated by the Arboriculturist.

Copies of the monthly reports being made available to Hawian, Hames Sharley and the Building Contractor.

On completion of the construction phase, the Arboriculturist is to provide an ongoing maintenance program for the following 2 year period

Existing Kerb: 

Existing kerb line.

Edge of Existing Paving: 

Edge of existing paving.

Note A- Paving: 

Existing paving to be removed in a root sensitive manner (by hand) and de-compaction works (which may include coring) undertaken within this specified area under the supervision of the Arboriculturist. Final paving edge treatment will require further Arboricultural input.

Note B – Garden Bed: 

Root zone coring to be undertaken within existing garden bed (and through road base as required) under the supervision of the Arboriculturist.

Note C- Road Base and Kerb: 

Existing road base and kerb to be removed in a root sensitive manner, by Civil's contractors under the supervision of the Arboriculturist and replaced with suitable soil approved by the Arboriculturist.

Note D – Existing Concrete Foot Path: ██████████

Approximate location of existing concrete footpath. Existing footpath to be removed in a in a root sensitive manner and de-compaction works undertaken within this specified area under the supervision of the Arboriculturist. Finished level of proposed foot path(s) is to be achieved without boxing out existing ground levels.

Note E – Watering:

Upon completion of A, B, C & D watering (rates and frequencies to be determined by the Arboriculturist) is to commence within 24 hours of completion of works.

If irrigation is to be provided to the trees to be retained, system design is to be approved by the Arboriculturist prior to installation. – Otherwise water by hand – allow approx. 500 litres a week per tree with potable water.

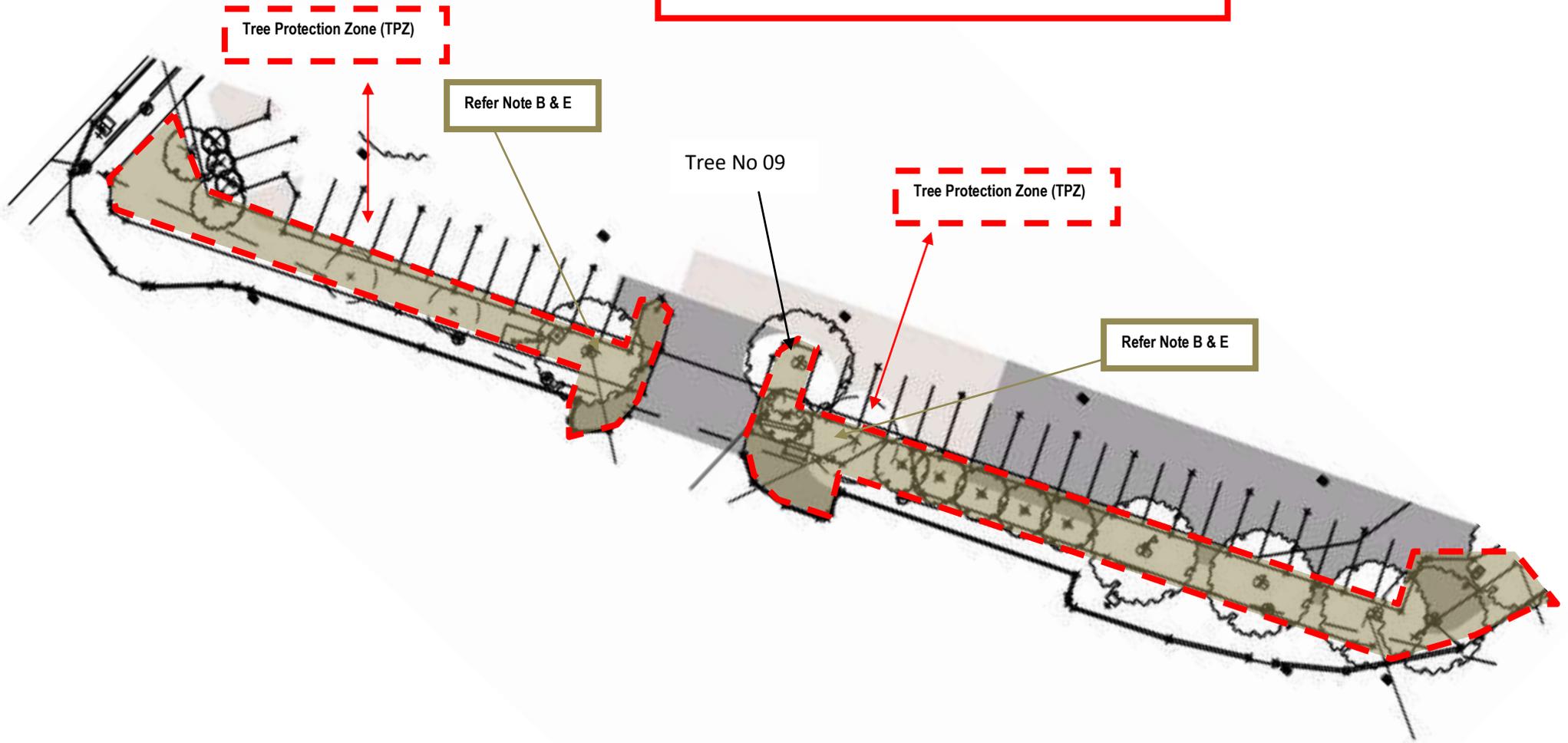
Note F – Root Pruning: — — — — —

All below ground pruning is to be determined by the Arboriculturist and the works undertaken by suitably qualified and experienced personnel under the supervision of the Arboriculturist.

Note G – Canopy Pruning:

All tree canopy pruning is to be determined by the Arboriculturist and the works undertaken by suitably qualified and experienced personnel under the supervision of the Arboriculturist.

Special Note for Old Perth Road Trees:-
1:- Final kerb detail (and associated retaining) requires further Arboricultural input.



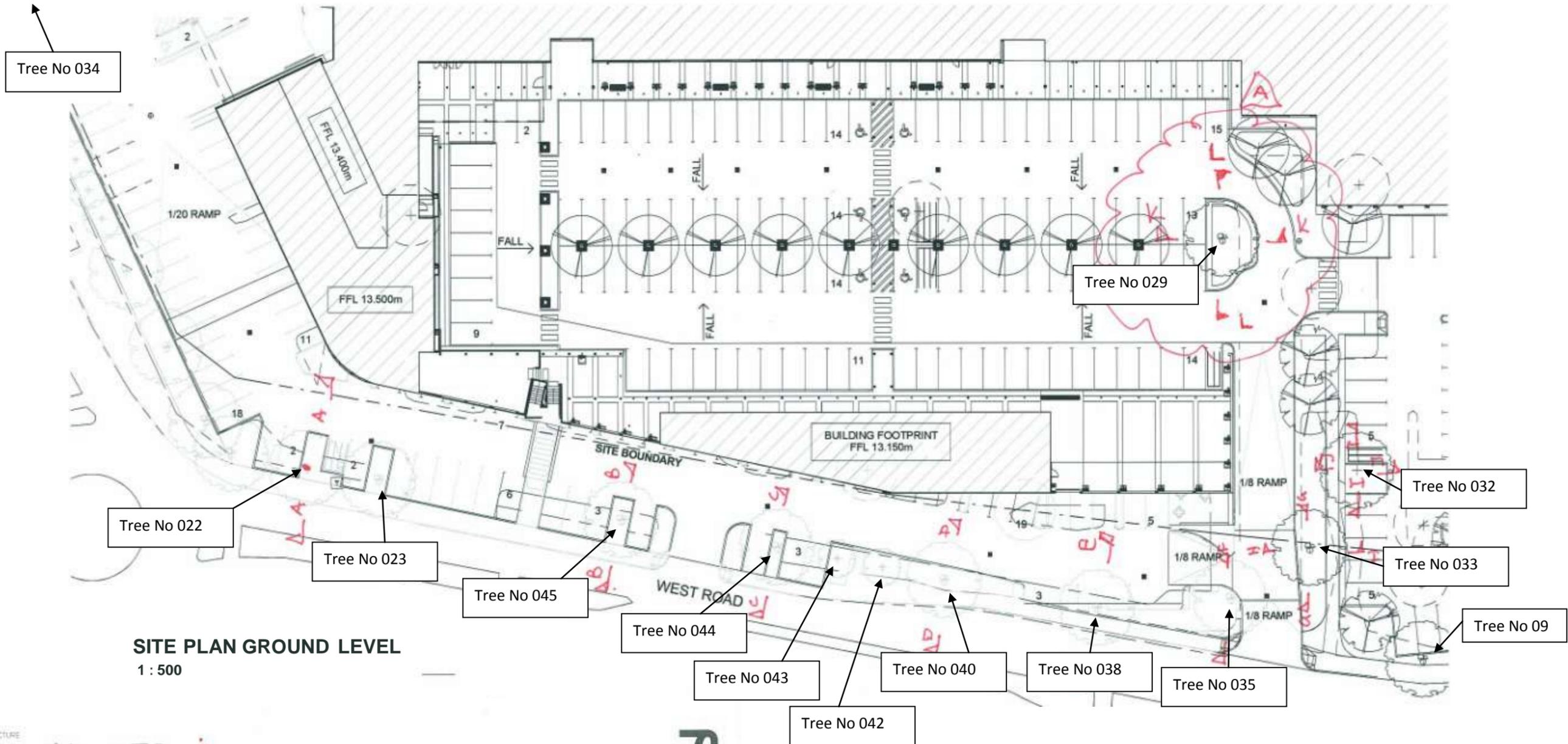
Tree Protection Zone (TPZ)

Refer Note B & E

Tree No 09

Tree Protection Zone (TPZ)

Refer Note B & E



SITE PLAN GROUND LEVEL
1 : 500

ARCHITECTURE
INTERIORS
URBAN DESIGN
PLANNING
LANDSCAPE

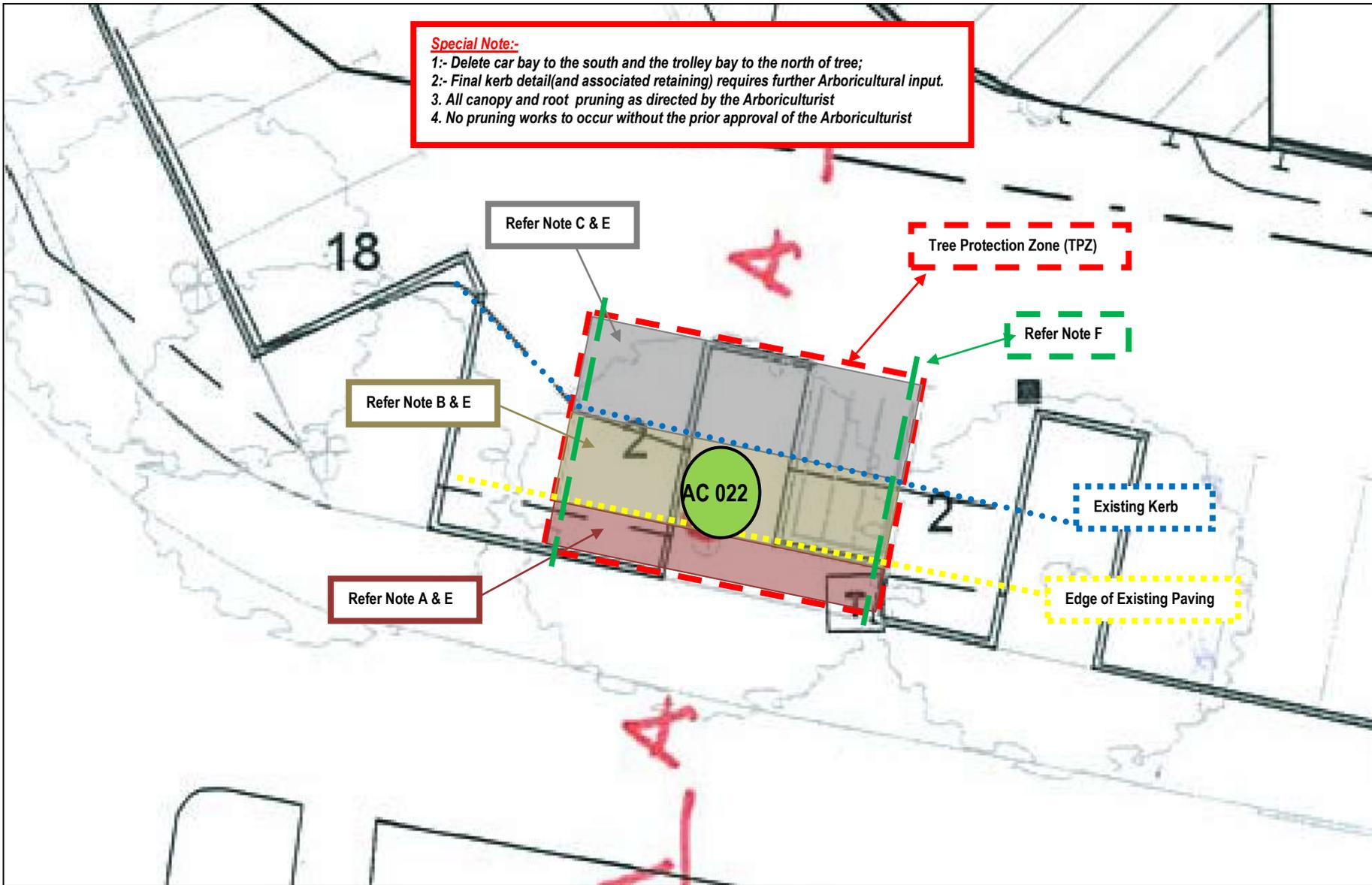
SK 158 A
SKETCH TREE SECTIONS
LOCATIONS ON PART SITE PLAN

PROJECT: PASSENDEN SHOPPING CENTRE
PROJECT No: 42307 DATE: 21 01 2013

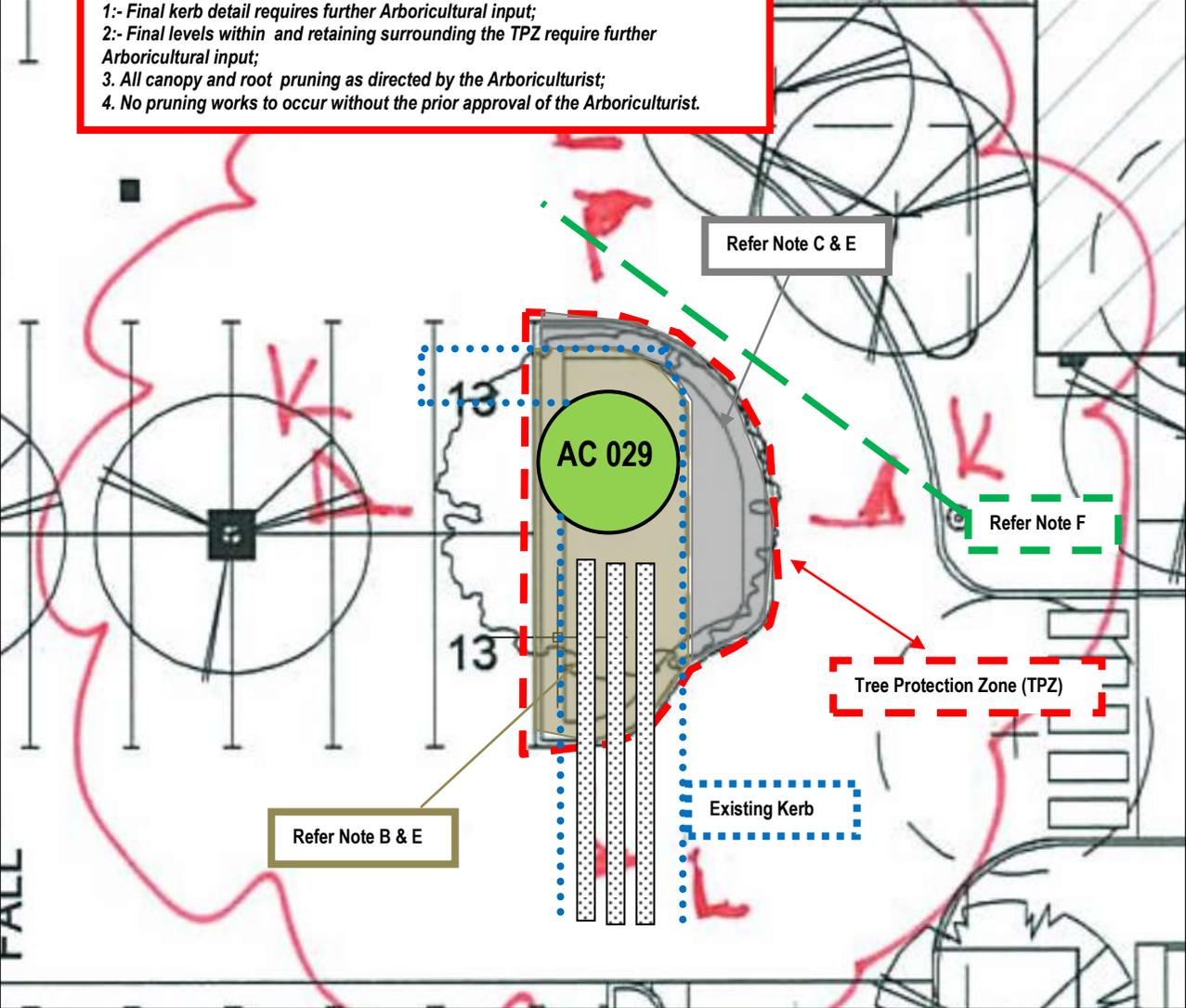
**HAMES
SAYERS**

Special Note:-

- 1:- Delete car bay to the south and the trolley bay to the north of tree;
- 2:- Final kerb detail(and associated retaining) requires further Arboricultural input.
- 3. All canopy and root pruning as directed by the Arboriculturist
- 4. No pruning works to occur without the prior approval of the Arboriculturist

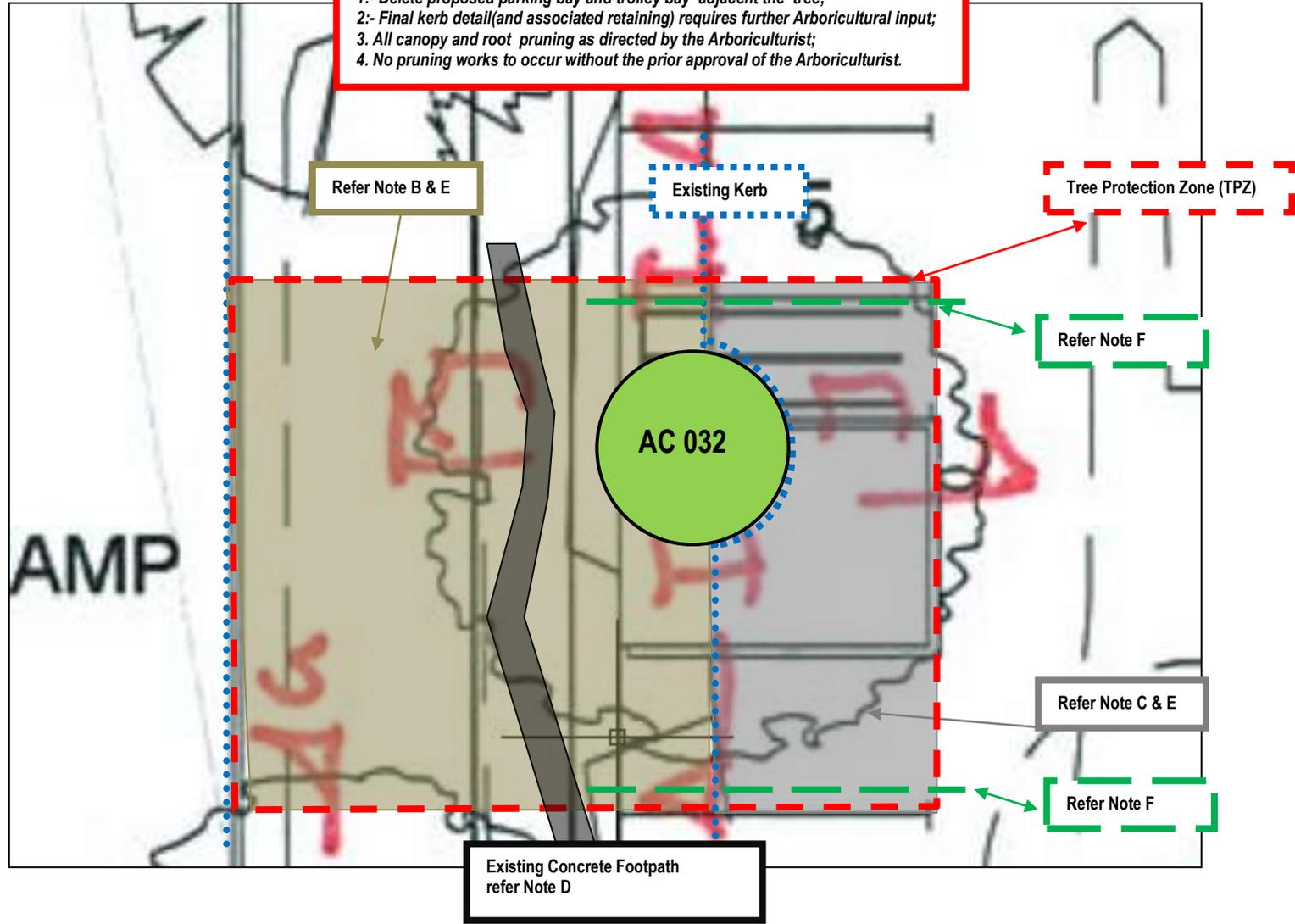


Special Note:-
1:- Final kerb detail requires further Arboricultural input;
2:- Final levels within and retaining surrounding the TPZ require further Arboricultural input;
3. All canopy and root pruning as directed by the Arboriculturist;
4. No pruning works to occur without the prior approval of the Arboriculturist.



Special Note:-

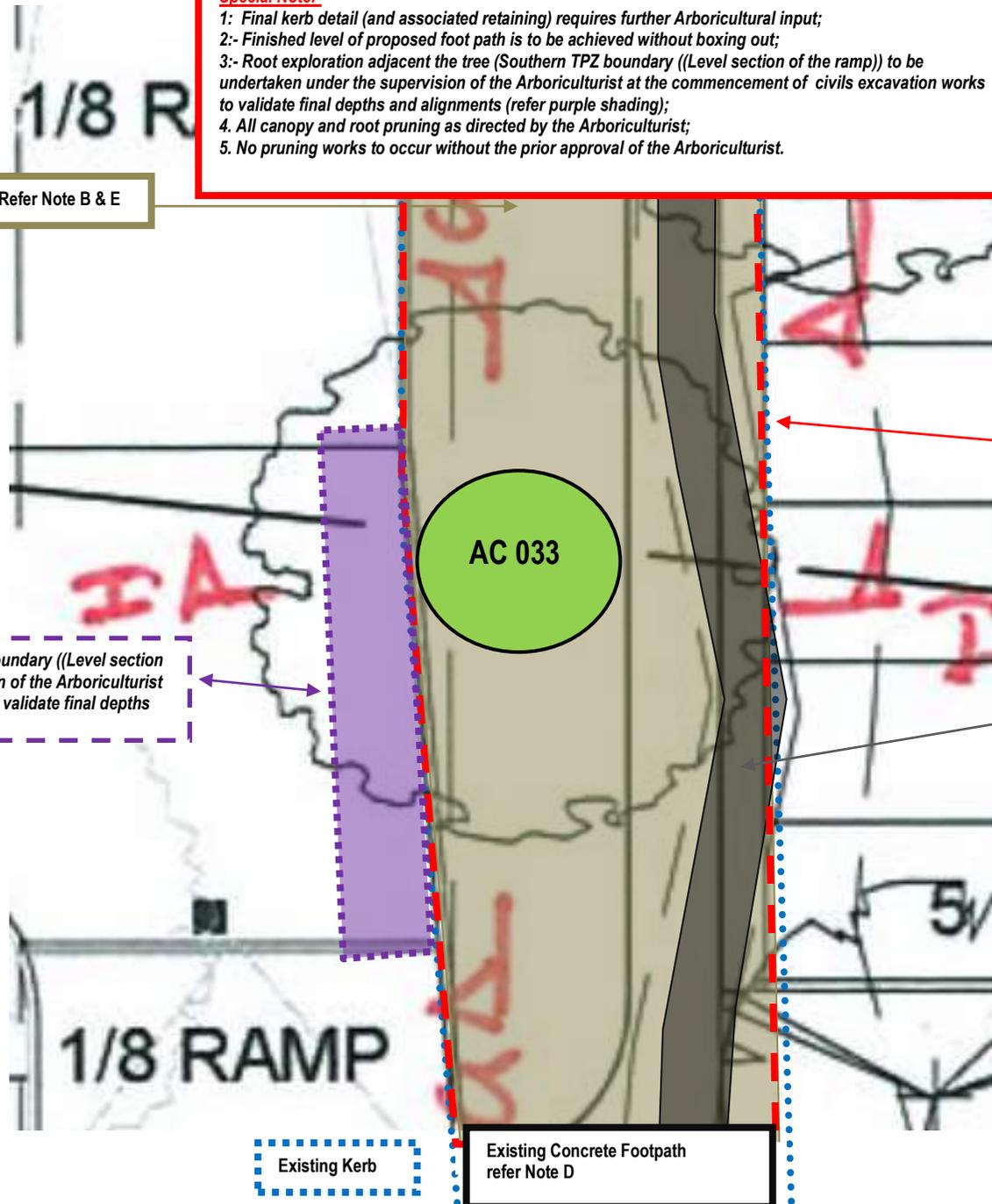
- 1:- Delete proposed parking bay and trolley bay adjacent the tree;
- 2:- Final kerb detail (and associated retaining) requires further Arboricultural input;
3. All canopy and root pruning as directed by the Arboriculturist;
4. No pruning works to occur without the prior approval of the Arboriculturist.



Special Note:-

- 1: Final kerb detail (and associated retaining) requires further Arboricultural input;
- 2:- Finished level of proposed foot path is to be achieved without boxing out;
- 3:- Root exploration adjacent the tree (Southern TPZ boundary ((Level section of the ramp)) to be undertaken under the supervision of the Arboriculturist at the commencement of civils excavation works to validate final depths and alignments (refer purple shading);
4. All canopy and root pruning as directed by the Arboriculturist;
5. No pruning works to occur without the prior approval of the Arboriculturist.

Refer Note B & E



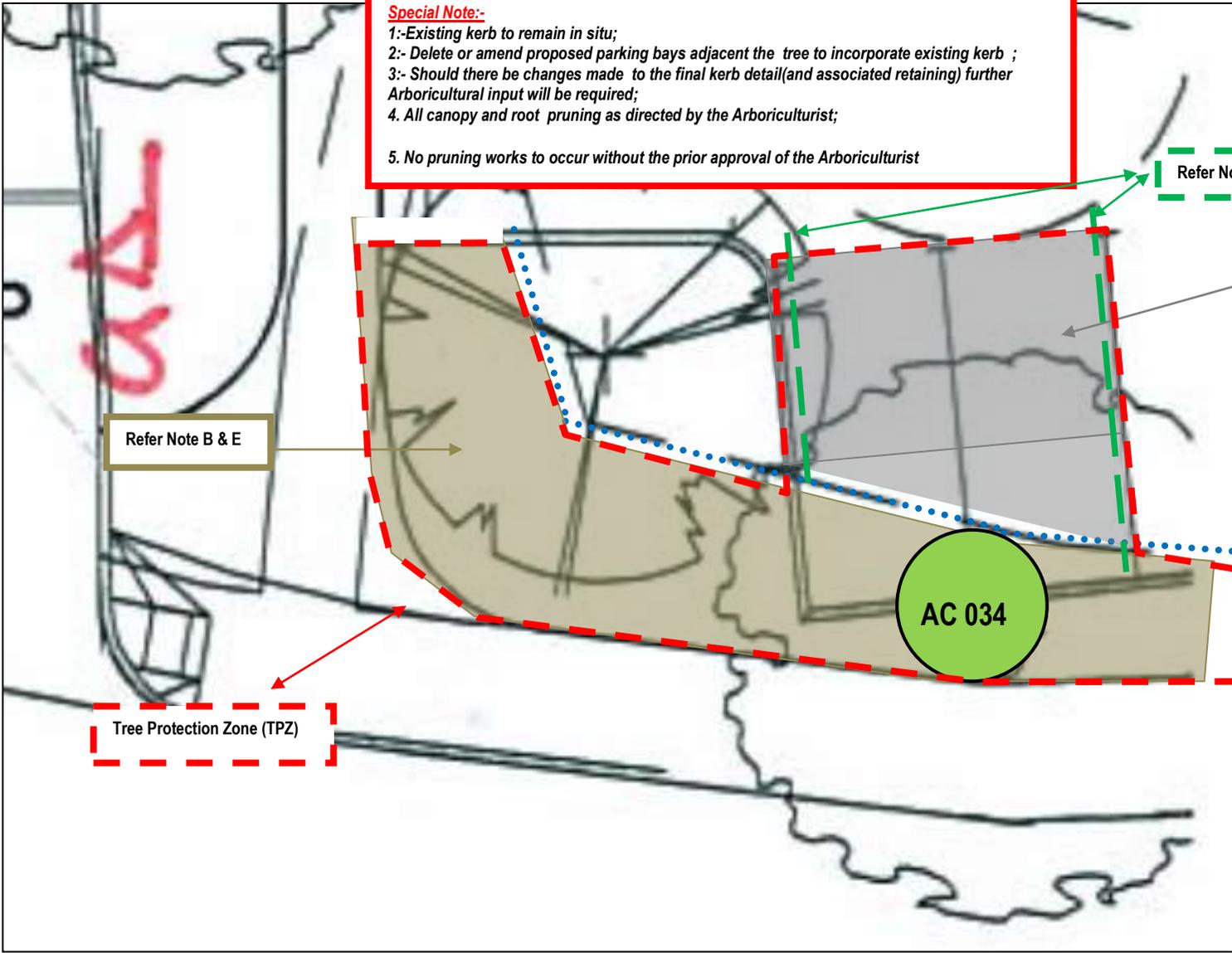
Tree Protection Zone (TPZ)

Root exploration adjacent the tree (Southern TPZ boundary ((Level section of the ramp)) to be undertaken under the supervision of the Arboriculturist at the commencement of civils excavation works to validate final depths and alianments

Refer Note D

Existing Kerb

Existing Concrete Footpath
refer Note D



Special Note:-
1: Existing Kerb to remain in situ;
2:- Special provision is made in the new road levels adjacent the tree for mounding to occur for 5m either side of the tree and extending ~2.5m from the tree(Hatched area);
3:- Final kerb detail(and associated retaining) requires further Arboricultural input.
4. All canopy and root pruning as directed by the Arboriculturist
5. No pruning works to occur without the prior approval of the Arboriculturist

Tree Protection Zone (TPZ)

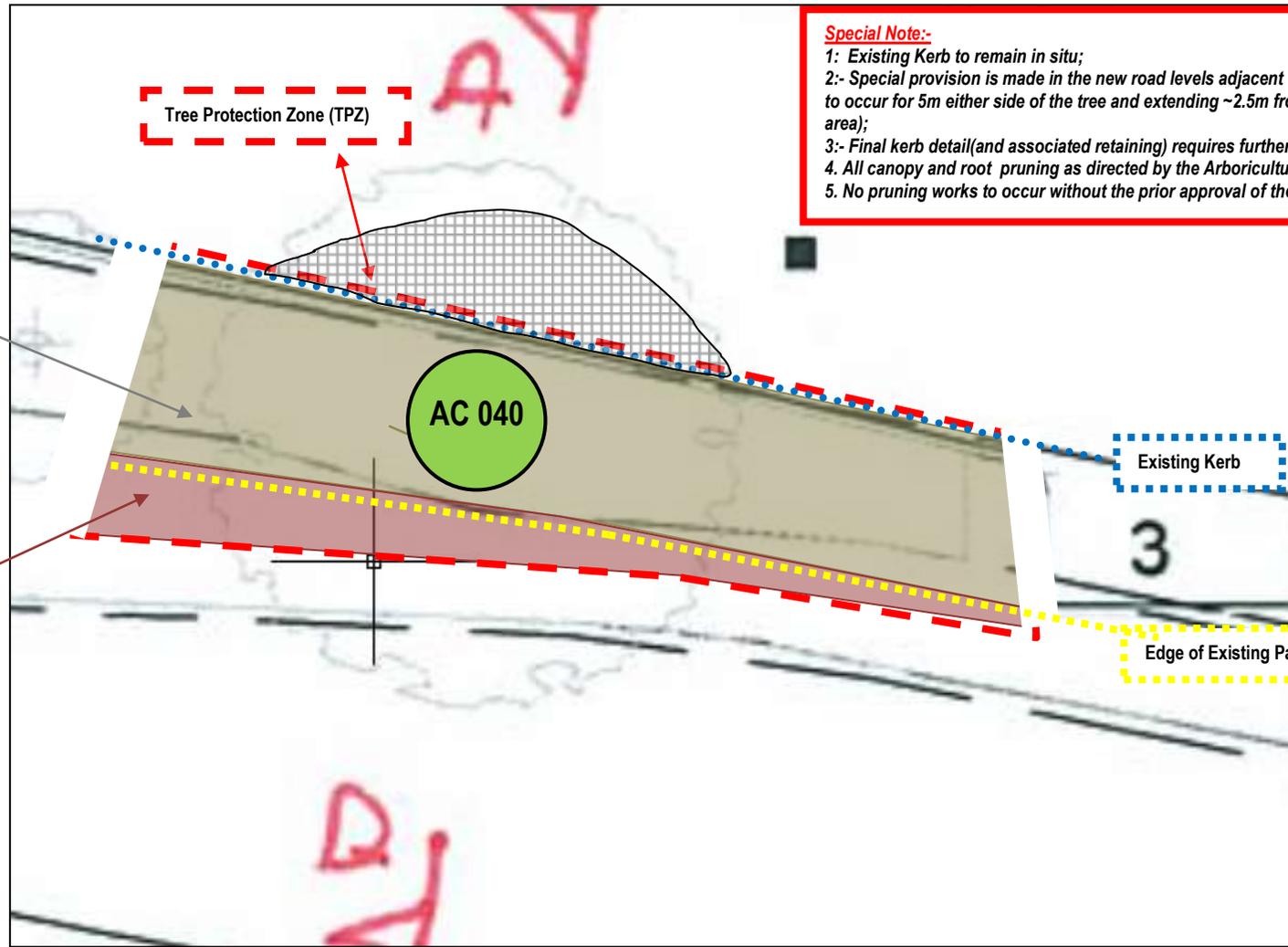
Refer Note B & E

Refer Note A & E

AC 040

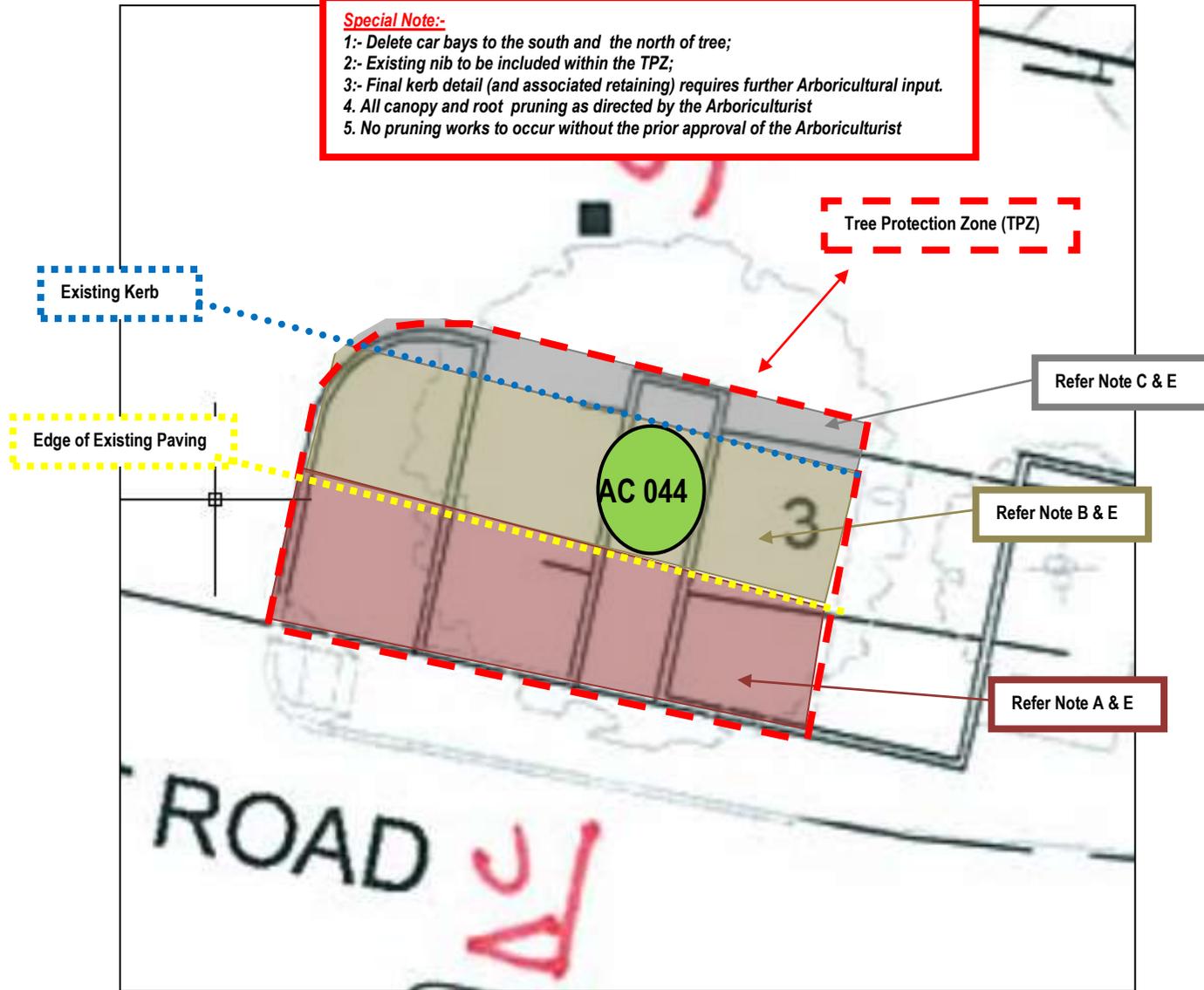
Existing Kerb

Edge of Existing Paving



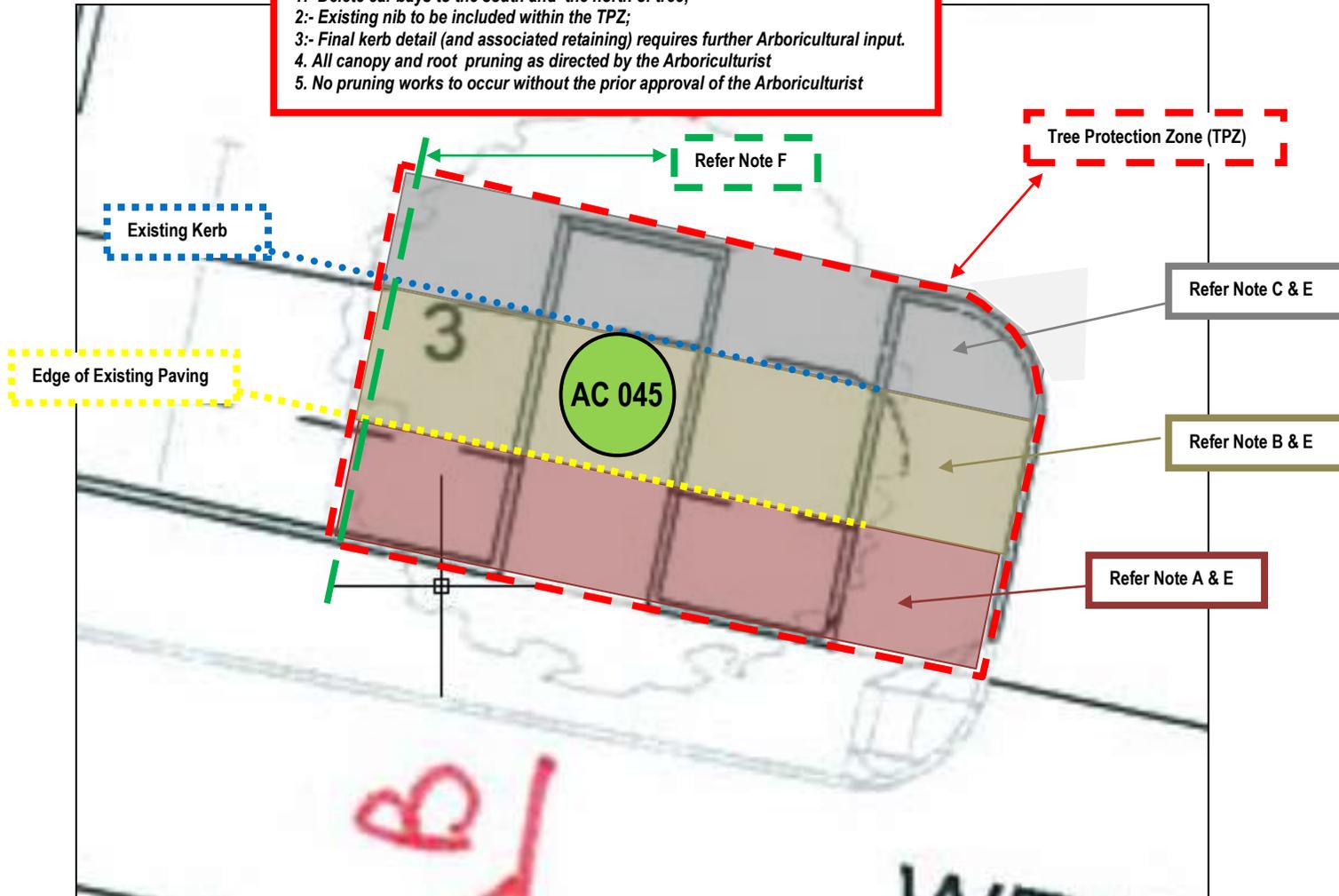
Special Note:-

- 1:- Delete car bays to the south and the north of tree;
- 2:- Existing nib to be included within the TPZ;
- 3:- Final kerb detail (and associated retaining) requires further Arboricultural input.
4. All canopy and root pruning as directed by the Arboriculturist
5. No pruning works to occur without the prior approval of the Arboriculturist

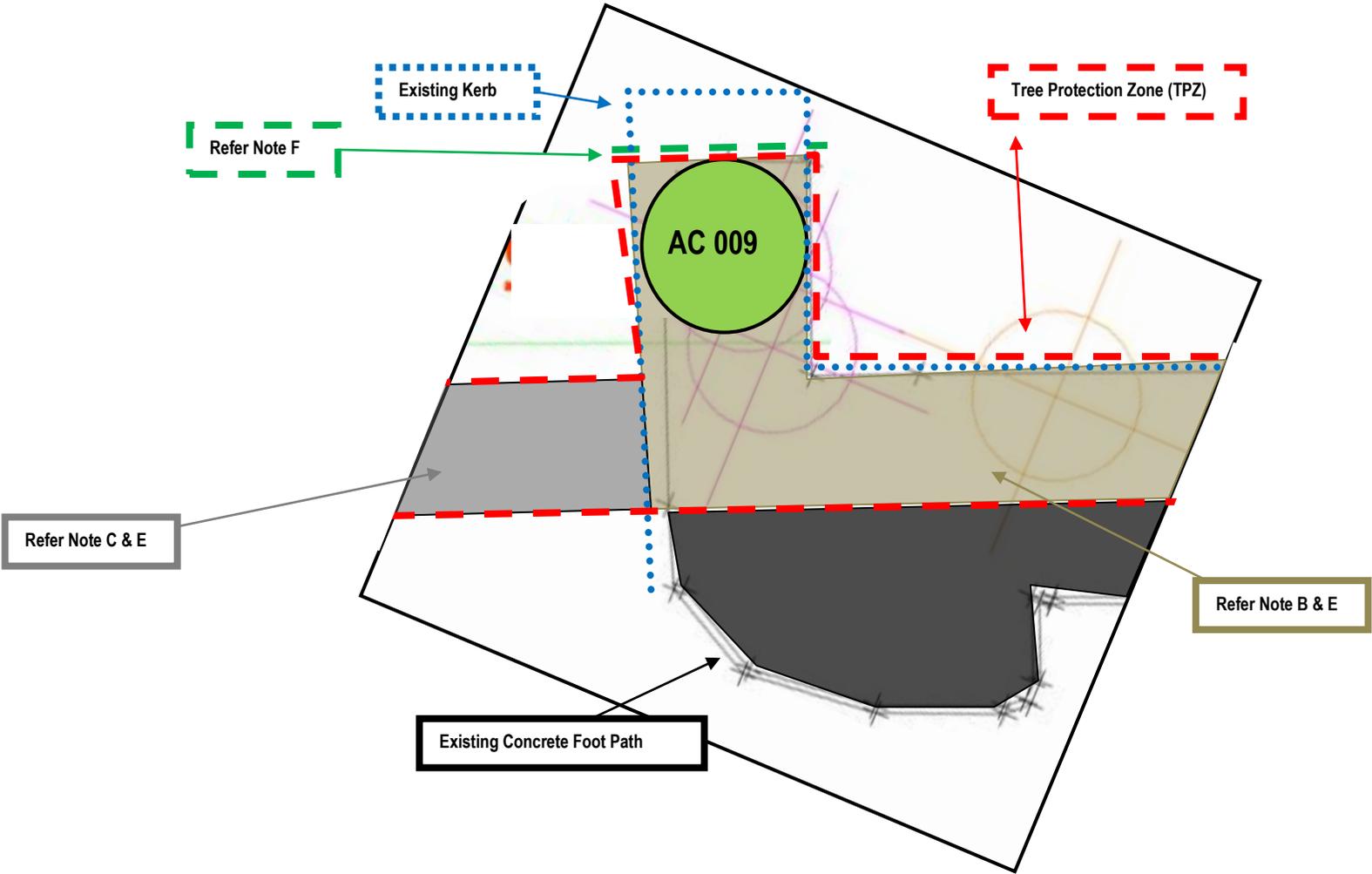


Special Note:-

- 1:- Delete car bays to the south and the north of tree;
- 2:- Existing nib to be included within the TPZ;
- 3:- Final kerb detail (and associated retaining) requires further Arboricultural input.
4. All canopy and root pruning as directed by the Arboriculturist
5. No pruning works to occur without the prior approval of the Arboriculturist



Special Note:-
1.- Final kerb detail (and associated retaining) requires further Arboricultural input.
2. All canopy and root pruning as directed by the Arboriculturist
3. No pruning works to occur without the prior approval of the Arboriculturist





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