Metro Inner-North Joint Development Assessment Panel Agenda

Meeting Date and Time: Monday, 9 October 2023; 9:30am
Meeting Number: MINJDAP/200
Meeting Venue: City of Vincent
244 Vincent Street, Leederville

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Attendance

DAP Members

Francesca Lefante (Presiding Member)
Lee O'Donohue (Deputy Presiding Member)
John Syme (Third Specialist Member)

Item 9.1
Cr Fergus Bennett (Local Government Member, City of Nedlands)
Cr Blane Brackenridge (Local Government Member, City of Nedlands)

Item 9.2
Cr Susan Gontaszewksi (Local Government Member, City of Vincent)
Cr Ashley Wallace (Local Government Member, City of Vincent)

Officers in attendance

Item 9.1
Roy Winslow (City of Nedlands)
Chantel Weerasekera (City of Nedlands)

Item 9.2
Jay Naidoo (City of Vincent)
Mitchell Hoad (City of Vincent)

Minute Secretary

Kylie Tichelaar (City of Vincent)

Applicants and Submitters

Item 9.1
Clare McLean (Peter Webb and Associates)

Item 9.2
Marc Re (Planning Solutions)

Members of the Public / Media

Nil.

1. Opening of Meeting, Welcome and Acknowledgement

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

2. Apologies

Nil.

3. Members on Leave of Absence

Nil.

4. Noting of Minutes

Signed minutes of previous meetings are available on the DAP website.

5. Declarations of Due Consideration

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

6. Disclosure of Interests

Nil

7. Deputations and Presentations

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

8. Form 1 – Responsible Authority Reports – DAP Applications

Nil.

9. Form 2 – Responsible Authority Reports – DAP Amendment or Cancellation of Approval

9.1 Lot 416 (1) Heritage Lane, Mt Claremont

Development Description:	Amendment to Condition 1 Of DAP/14/00189 (Aged Care Facility & Function Centre)
Proposed Amendments:	Amendment to Condition 1 of DAP/14/00189 to increase the capacity limit from 150 to 250 patrons at any one time.
Applicant:	Peter Webb and Associates
Owner:	AEGIS Aged Care Group Pty Ltd
Responsible Authority:	City of Nedlands
DAP File No:	DAP/14/00189

9.2 Lot 103 & 27 (533-545) Newcastle Street & Lot 21, 22, 26, 101 & 102 (6-15) Cleaver Street, West Perth

Development Description:	Amendment to commercial development
Proposed Amendments:	Amendments to the approved development plans and a condition of approval
Applicant:	Planning Solutions
Owner:	Anita Percudani & Loretta Ricciardi
Responsible Authority:	City of Vincent
DAP File No:	DAP/22/02227

10. State Administrative Tribunal Applications and Supreme Court Appeals

Current SAT Applications				
File No. & SAT DR No.	**LG Name**	**Property Location**	**Application Description**	**Date Lodged**
DAP/21/02136 DR60/2022	City of Nedlands	No. 43 Esplanade, Nedlands	Proposed Mixed Use Development – One consulting room and three multiple dwellings	01/04/2022
DAP/20/01770 DR140/2022	City of Nedlands	97 (Lots 1-4) and 105 (Lot 500) Stirling Highway, Nedlands	Mixed use development comprising of basement car parking, restaurants, offices, motor vehicle sales and multiple dwellings.	23/08/2022
DAP/22/02219 DR154/2022	City of Bayswater	589-591 (Lot 160-161) Morley Drive, Morley	Proposed Childcare Centre	14/09/2022
DAP/22/02229 DR172/2022	Town of Cambridge	413 (Lot 11) Vincent Street West, West Leederville	Two-Storey Childcare Centre	04/10/2022
DAP/22/02218 DR216/2022	City of Subiaco	No. 414 (Lot 27) Rokeby Road, Subiaco	Demolition Of Existing Building and Construction of a Six Storey Mixed Use Development (Ten Multiple Dwellings and Three Office Tenancies)	07/12/2022
DAP/22/02366 DR74/2023	City of Stirling	House Numbers 432, 438 And 440 (Lots 23, 15 And 351) Scarborough Beach Road and House Number 57 (Lot 31) Howe Street, Osborne Park	Additions - Motor Vehicle, Boat or Caravan Sales and Motor Vehicle Repair to existing Automotive Sales	22/05/2023
DAP/22/02364 DR75/2023	City of Bayswater	504A & 504-508 (Lot 30,4) Guildford Road, Bayswater	Proposed service station, fast food outlet and showroom development	23/05/2023
DAP/22/02248	City of Vincent	No. 129 (Lot: 62; D/P: 956) Loftus Street, Leederville	Proposed Child Care Premises	24/05/2023

Current SAT Applications				
File No. & SAT DR No.	**LG Name**	**Property Location**	**Application Description**	**Date Lodged**
DAP/22/02317 DR81/2023	City of Vincent	41-43 and 45 Angove Street, North Perth	Proposed Service Station	31/05/2023

11. General Business

In accordance with Section 7.3 of the DAP Standing Orders 2020 only the Presiding Member may publicly comment on the operations or determinations of a DAP and other DAP members should not be approached to make comment.

12. Meeting Closure

1 (LOT 416) HERITAGE LANE, MT CLAREMONT – AMENDMENT TO CONDITION 1 OF DAP/14/00189 (AGED CARE FACLITY & FUCNTION CENTRE)

Form 2 – Responsible Authority Report
(Regulation 17)

DAP Name:	Metro Inner-North Joint Development Assessment Panel	
Local Government Area:	City of Nedlands	
Proposed Amendments:	Amendment to Condition 1 of DAP/14/00189 to increase the capacity limit from 150 to 250 patrons at any one time.	
Applicant:	Peter Webb and Associates	
Owner:	AEGIS Aged Care Group Pty Ltd	
Responsible Authority:	City of Nedlands	
Authorising Officer:	Tony Free, Director Planning & Development	
LG Reference:	DA23-85258	
DAP File No:	DAP/14/00189	
Date of Original DAP decision:	02 April 2014	
Application Received Date:	24 March 2023	
Application Statutory Process Timeframe:	90 Days (with 97 days agreed)	
Attachment(s):	1. Location Plan 2. Previous Determination Notice and Plans - DAP/14/00189 approved 2 April 2014 3. Applicant's Planning report received 24 March 2023 and additional information received 24 August 2023 4. Transport Impact Statement received 29 May 2023 5. Schedule of Submissions 6. HCWA referral advice received 16 May 2023	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	☐ Yes ☐ N/A	Complete Responsible Authority Recommendation section
	☒ No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

It is recommended that the Metro Inner-North JDAP resolves to:

1. **Accept** that the DAP Application reference DAP/14/00189 as detailed on the DAP Form 2 dated 24 April 2023 is appropriate for consideration in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*;

2. **Approve** DAP Application reference DAP/14/00189 and accompanying plans (Attachment 2) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of City of Nedlands Local Planning Scheme No.3, for the proposed minor amendment to the approved Aged Care Facility & Function Centre at 1 (Lot 416) Heritage Lane, Mt Claremont.

Amended Condition

1. The capacity of Montgomery Hall shall be limited to 250 persons at all times.

New Conditions

18. Use of the hall for events exceeding 150 persons shall be limited to
    a. A maximum of 24 events per annum; and
    b. hours of operation be limited to 9.00am to 7.00pm Monday to Thursday, 9.00am to 10.00pm Friday and Saturday, and 10.00am to 6.00pm Sunday.

19. An Event Management Plan (EMP) is to be prepared and approved by the City of Nedlands, incorporating the additional measures outlined in the Traffic Impact Statement to manage parking and rideshare pickup/drop off. The EMP plan is to be updated on an annual basis and made available to the City upon request.

20. The approval for events of between 151 and 250 persons is valid until 31 December 2024, at which time the City of Nedlands will consider a recommendation to the Metro Inner-North JDAP to extend the approval indefinitely where the operation has been found to operate in accordance with the conditions of approval and without undue impact on the amenity of nearby residences.

New Advice Note

8. An Occupancy Permit is required prior to the venue operating with increased numbers. Written confirmation from a certified building surveyor stipulating the maximum number of people that can be accommodated at any given time in accordance with the National Construction Code & Health (Public Building) Regulations 1992.

All other conditions and requirements detailed on the previous approval dated 2 April 2014 shall remain unless altered by this application.

Reasons for Responsible Authority Recommendation

It is acknowledged that an increase in capacity has the potential to impact on surrounding residential properties in terms of noise and traffic. It is considered that these concerns can be mitigated through appropriate conditions which manage traffic and noise and provide a period within which the operation of the use can be monitored. The application is recommended for approval subject to additional conditions 18, 19 and 20.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme Zone/Reserve	Urban
Local Planning Scheme	Local Planning Scheme No. 3
Local Planning Scheme Zone/Reserve	Residential R50 – Additional Use A4
Structure Plan/Precinct Plan	Outline Development Plan – Lot 416 Heritage Lane – Old Swanbourne Hospital Precinct
Use Class (proposed) and permissibility:	Reception Centre – 'X' not permitted (to be considered as a non-conforming use)
Lot Size:	16.8 ha
Net Lettable Area (NLA):	447m2
Number of Dwellings:	N/A
Existing Land Use:	Aged Care Facility & Reception Centre (Function Centre)
State Heritage Register	Yes
Local Heritage	☐ N/A ☒ Heritage List ☐ Heritage Area
Design Review	☒ N/A ☐ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

An amendment is proposed to the previously approved aged care facility and function centre at 1 Heritage Lane, Mount Claremont. The application has been made in accordance with r.17(1) of the *Planning and Development (Development Assessment Panels) Regulations 2011* as it amends an aspect of the development which does not substantially change the original development that has been approved. The application proposes to amend Condition 1 of the existing approval to increase the capacity limit from 150 to 250 persons at any one time.

Background:

Site Description and Application History

The subject site is located within the Old Swanbourne Hospital Precinct in Mount Claremont (**Attachment 1**). The site is 16.8 ha in area has its sole vehicular access via Heritage Lane to the south. The site is zoned 'Residential' with additional use rights in accordance with the City's Local Planning Scheme No. 3 (LPS3). The lot abuts existing residential development to its north and south, Annie Dorrington Park to its west and John XXIII College to its east.

The original Swanbourne Hospital site has been significantly altered by the demolition of original buildings. The remaining buildings on the subject site include the administration block, attendants' quarters, kitchen and Montgomery Hall. An application for the restoration of the buildings for an aged care facility and function centre development was originally approved by the Joint Development Assessment Panel (JDAP) on 2 April 2014. A copy of the determination and approved plans is included as **Attachment 2.** Restoration works of the entire property was completed in 2018 and Montgomery Hall has been in operation as a private function centre for the past two years.

Legislation and Policy:

Legislation

- *Planning and Development Act 2005*
- *Planning and Development (Local Planning Schemes) Regulations 2015*
- *Planning and Development (Development Assessment Panel) Regulations 2011*
- Metropolitan Region Scheme
- City of Nedlands Local Planning Scheme No. 3

State Government Policies

- *State Planning Policy 7.0 – Design of the Built Environment*

Local Policies

- Local Planning Policy 4.1 – Parking
- Local Planning Policy 5.2 – Old Swanbourne Hospital Precinct
- Local Planning Policy 7.3 – Consultation of Planning Proposals

Consultation:

Public Consultation

In accordance with the deemed provisions and the City's Local Planning Policy – Consultation of Planning Proposals, the application was advertised for a period of 28 days from 21 April 2023 to 19 May 2023. The public consultation consisted of:

- Letters sent to all landowners and occupiers within a 200m radius of the site.
- A sign on site was installed at the site's street frontage.
- A notice was published on the City's website with all documents relevant to the application made available for viewing during the advertising period.
- A notice was placed in *The Post* newspaper published on 22 April 2023;
- A Social media post was made on one of the City's Social Media platforms;
- A notice was affixed to the City's Noticeboard at the City's Administration Offices; and
- A community information session was held on 4 May 2023.

At the close of the advertising period, the City received 17 submissions; 15 opposing the proposal, one in support and one providing comments only. A full schedule of submissions and applicant responses are provided at **Attachment 5**. A summary of the submissions is provided in **Table 1**.

Table 1: Summary of Submissions	
Issue	**Response**
Land use – incompatibility with surrounding residential and aged care uses.	The land use is existing, however is proposed to be intensified by this application. Refer to discussion on alterations to a non-conforming land use within this report.
Noise – Noise from music when doors to the hall are opened/closed.	Refer to discussion on noise matters within this RAR.
Noise – Noise from patrons loitering around the venue and surrounding streets after functions.	
Noise – Noise from construction works	There are no works proposed by this application.
Antisocial behaviour – Issues with intoxicated patrons after events and public urination	Concerns raised in submissions are acknowledged. However, this is not a matter which can be directly dealt with under the planning framework.
Traffic – concerns with rideshares and taxis frequently dropping off and picking up in Abbey Gardens and Barrow Court as opposed to the subject site.	Refer to discussion on traffic and parking matters within this RAR.
Parking	

Heritage Council Western Australia

The site is listed on the State Heritage Register and was accordingly referred to the Heritage Council of Western Australia (HCWA) for advice. HCWA have advised of no objections to the proposal noting that the increase in capacity will not have a negative impact on the identified cultural significance of the place (**Attachment 6**).

Planning Assessment:

Permissibility of Land Use

The JDAP approval granted in 2014 was assessed and determined under former Town Planning Scheme No. 2 (TPS 2). The stamped approved plans (**Attachment 2**) include the 2014 Detailed Area Plan, now referred to as a Local Development Plan (LDP). The approved LDP states that Montgomery Hall is available for community use and residents of Montgomery House, to include opportunities for weddings, social functions, theatre productions, conferences, meetings and exhibitions. In addition, the LDP places conditions on hours of operation, alcohol service and a maximum capacity of 150 people.

The LDP remains an operative planning instrument under LPS 3, as prepared in accordance with the requirements of the City's Local Planning Policy 5.2 (LPP 5.2) – Old Swanbourne Hospital Site. However, where an LPP provision is inconsistent with the provisions of a Local Planning Scheme, the Scheme prevails.

In approving DAP/14/00189, the JDAP approved the land uses for the site as "Aged Care Facility" and "Function Centre". Neither of these land uses are defined land uses within LPS3, nor were they defined within TPS2. The most relevant land use defined by LPS3 would be 'Residential Aged Care Facility' and 'Reception Centre'.

Within the 'Residential' zone, the LPS3 Zoning Table at Clause 17 lists a 'Reception Centre' land use as an 'X' use, meaning that the use is not permitted by the Scheme. The subject site has additional use rights as detailed in **Table 2** below. Notably the additional use rights do not include the 'Reception Centre' land use.

Table 2: LPS3 Clause 19 Additional Uses			
No.	Description of Land	Additional Use	Conditions
A4	Lot 416 (1) Heritage Lane, Mount Claremont	• Residential aged care facility • Caretaker's dwelling • Car park • Club premises • Educational establishment Medical centre • Office • Recreation - private Restaurant/café	1) Residential aged care facility is a 'P' use. 2) Caretaker's dwelling, Car park, Club premises, Educational establishment, Medical centre, Office, Recreation – private and Restaurant/ cafe are 'I' uses.

Whilst it is acknowledged that the 2014 LDP references weddings and social functions which may typically be associated with a 'Reception Centre' land use, it is reiterated that the provisions of LPS3 prevail. The LDP is only given due regard to the extent that it is consistent with the Scheme. In this regard, since the gazettal of LPS3 on 16 April 2019, the use of the land as a 'Reception Centre' is now considered to be a non-conforming use.

The *Planning and Development Act 2005* defines a non-conforming land use as:

> *a use of land which, though lawful immediately before the coming into operation of a planning scheme or amendment to a planning scheme, is not in conformity with a provision of that scheme which deals with a matter specified in Schedule 7 clause 6 or 7;*

Alterations to a Non-conforming Land Use

LPS3 Clause 23 considers alterations to a non-conforming land use as follows:

> *(1) A person must not, without development approval –*
> *(a) alter or extend a non-conforming use of land; or*
> *(b) erect, alter or extend a building used for, or in conjunction with, a non-conforming use; or*
> *(c) repair, rebuild, alter or extend a building used for a non-conforming use that is destroyed to the extent of 75% or more of its value; or*
> *(d) change the use of land from a non-conforming use to another use that is not permitted by the Scheme.*
>
> *(2) An application for development approval for the purposes of this clause must be advertised in accordance with clause 64 of the deemed provisions.*

In considering the above, the proposed amendment to the non-conforming land use is legally capable of approval, subject to assessment against the objectives of the Residential zone under LPS3 and the matters for consideration under clause 67 of the deemed provisions.

Residential Zone Objectives

The subject site is zoned 'Residential' by the City's LPS3. An assessment against the objectives of the Residential zone is provided below.

- *To provide for a range of housing and a choice of residential densities to meet the needs of the community.*

  The application does not comprise of a residential component. However, it is acknowledged that Montgomery Hall is not suitable for residential uses, and use of the building as such may compromise its heritage value.

- *To facilitate and encourage high quality design, built form and streetscapes throughout residential areas.*

  The application proposes no alterations to the built form of the existing building, thereby has no impact on built form and streetscapes throughout the residential area.

- *To provide for a range of non-residential uses, which are compatible with and complementary to residential development.*

  As evidenced by the additional use rights afforded to the site, it is acknowledged that the site is suitable for a range of non-residential land uses. Notwithstanding that the non-conforming 'Reception Centre' land use is proposed to be intensified, it is existing and was deemed to be an appropriate land use for the locality as part of the 2014 application assessment. The intensification of the land use, in relation to its impact on the surrounding residential development, is considered appropriate as discussed further in this RAR.

- *To ensure development maintains compatibility with the desired streetscape in terms of bulk, scale, height, street alignment and setbacks.*

  The application proposes no alterations to the built form of the existing building, thereby maintains compatibility with the desired streetscape.

Noise Management

As raised in submissions, it is acknowledged that noise from Montgomery Hall patrons entering and exiting the hall and loitering around the venue and surrounding streets, is an existing issue which may be exacerbated by the increase in patron numbers proposed. Based on the submissions received, it is understood that the main noise concerns relate to events such as weddings and birthdays, where there is typically a higher level of alcohol consumption which often results in louder human voices. The applicant has indicated that the demand for events up to 250 people is largely associated with events other than weddings and birthdays (**Attachment 3**). Examples of such events include:

- Australian Doctors for Africa non-for-profit charity event.
- Award nights for local schools.
- Heritage Council of WA events.
- Yoga events.
- Orchestra by candlelight.

Attachment 3 indicates that these events typically do not include alcohol, or a lighter consumption of alcohol, and are held either during the daytime, or end earlier than midnight. Based on this information it is acknowledged that the noise risk associated with the types of events identified above is low, and thereby the increase in capacity to 250 may be appropriate in certain circumstances. It is recommended that the following conditions be placed on events which exceed 150 people:

> Use of the hall for events exceeding 150 persons shall be limited to:
> i. A maximum of 24 events per annum; and
> ii. Hours of operation be limited to 9.00am to 7.00pm Monday to Thursday, 9.00am to 10.00pm Friday and Saturday, and 10.00am to 6.00pm Sunday.

This is to be read in conjunction with all other existing conditions of approval.

In relation to operation times, the proposed 10pm restriction on Fridays and Saturdays, and 7pm Monday to Thursday, is guided by the *Environmental Protection (Noise) Regulations 1997* (Noise Regulations) assigned levels for receiving noise to noise sensitive premises, which includes residential properties and aged care facilities.

Traffic and Parking

As raised in submissions, it is acknowledged that noise and traffic associated with rideshare and taxis is an existing issue which may be exacerbated by the increase in patron numbers proposed. Specific concerns related to rideshares using the residential streets of Abbey Gardens and Barrow Court to drop off and pick up visitors as opposed to the subject site. This is difficult to manage as the Noise Regulations do not deal with noise from traffic on roads. The applicant has noted that when the hall was first used for events, rideshare services were incorrectly being directed via GPS to Abbey Gardens and Barrow Court rather than Heritage Lane. The applicant has advised that GPS systems are being corrected to ensure that Heritage Lane is identified as the location which to deliver and collect guests, thereby it is expected that this situation will gradually improve.

To further mitigate these concerns, the applicants Transport Impact Statement (**Attachment 4**) has proposed that a designated uber/taxi pick-up and drop-off point is identified on the western side of the Hall, to ensure drop offs and pickups do not occur on Abbey Gardens and Barrow Court. This is to include:

- Temporary signage during events directing vehicles to Heritage Lane.
- Security staff employed during events to provide directional assistance to ensure that event vehicles utilise Heritage Lane to access the loop road, for the delivery and collection of patrons at the western side of the Hall.
- Require event hosts to clearly communicate to their attendees that all parking and pickup / drop-off is to occur only on-site (e.g., via email, social media or on event tickets).

It is recommended that a condition be imposed requiring an Event Management Plan (EMP) to be prepared and approved, incorporating the additional measures outlined in the TIS to manage this issue. The EMP plan is to be updated on an annual basis and made available to the City upon request.

In relation to parking, the City's Local Planning Policy 4.1 - Car Parking (LPP4.1) requires a minimum of 1 car bay per 4 persons. For a 250 capacity this would require 63 car parking bays. The existing site has 95 car bays in total, with 75 car bays allocated to Montgomery Hall, which exceeds the LPP4.1 requirement by 12 bays. In addition, it is accepted that many patrons of Montgomery Hall will use taxis and rideshare services and thereby will not require car parking when attending an event. As above, the Event Management Plan would also require communication to be given to attendees to ensure all parking is kept on site and not spill over into surrounding residential streets. The parking provision is considered sufficient for the proposed increase in capacity.

Conclusion:

An application under r.17 of the *Development Assessment Panel Regulations 2011* is not an application for a review or reconsideration of the original decision. The application to amend Condition 1 of the existing approval to increase the capacity limit does not change the essence of the existing approval and is capable of consideration under r.17. The proposed increase in capacity from 150 to 250 persons is acknowledged to potentially impact on the amenity of the surrounding residential properties in terms of noise and traffic. It is considered that these concerns can be mitigated through appropriate conditions. New conditions 18 and 19 are recommended to ensure the amenity of surrounding residential development is maintained.

Officer Recommendation

It is recommended that the Metro Inner-North JDAP resolves to:

1. **Accept** that the DAP Application reference DAP/14/00189 as detailed on the DAP Form 2 dated 24 April 2023 is appropriate for consideration in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*;

2. **Approve** DAP Application reference DAP/14/00189 and accompanying plans (Attachment 2) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of City of Nedlands Local Planning Scheme No.3, for the proposed minor amendment to the approved Aged Care Facility & Function Centre at 1 (Lot 416) Heritage Lane, Mt Claremont.

Amended Condition

1. The capacity of Montgomery Hall shall be limited to 250 persons at all times.

New Conditions

18. Use of the hall for events exceeding 150 persons shall be limited to
    a. A maximum of 24 events per annum; and
    b. hours of operation be limited to 9.00am to 7.00pm Monday to Thursday, 9.00am to 10.00pm Friday and Saturday, and 10.00am to 6.00pm Sunday.

19. An Event Management Plan (EMP) is to be prepared and approved by the City of Nedlands, incorporating the additional measures outlined in the Traffic Impact

Statement to manage parking and rideshare pickup/drop off. The EMP plan is to be updated on an annual basis and made available to the City upon request.

New Advice Note

8. An Occupancy Permit is required prior to the venue operating with increased numbers. Written confirmation from a certified building surveyor stipulating the maximum number of people that can be accommodated at any given time in accordance with the National Construction Code & Health (Public Building) Regulations 1992.

All other conditions and requirements detailed on the previous approval dated 2 April 2014 shall remain unless altered by this application.

Reasons for Officer Recommendation

It is acknowledged that an increase in capacity has the potential to impact on surrounding residential properties in terms of noise and traffic. It is considered that these concerns can be mitigated through appropriate conditions. The application is recommended for approval subject to additional conditions 18 and 19.

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City of Nedlands

The City of Nedlands accepts no responsibility for the accuracy of this image or the results of any actions taken when using this image

Zoning Map

12/09/2023

1:1200

ANNEXURE 2

DAP Approval
2 April 2014

Government of **Western Australia**
Development Assessment Panels

LG Ref: DA2014/45
DoP Ref: DP/14/00189
Enquiries: Development Assessment Panels
Telephone: (08) 6551 9919

Mr Peter Webb
Peter Webb & Associates
PO Box 920
SUBIACO WA 6904

Dear Mr Webb

Metro West – City of Nedlands – DAP Application DA2014/45
No.1 (Lot 416) Heritage Lane, Mt Claremont
Aged Care Facility & Function Centre

Thank you for your application and plans submitted to the City of Nedlands on 3 February 2014 for the above development at the above mentioned site.

This application was considered by the Metro West JDAP at its meeting held on 2 April 2014, where in accordance with the provisions of the City of Nedlands Town Planning Scheme No 2, it was resolved to approve the application as per the attached notice of determination.

Should the applicant not be satisfied by this decision, a DAP Form 2 application may be made to amend or cancel this planning approval in accordance with Regulation 17 of the Development Assessment Panel Regulations 2011.

Also be advised that there is a right of review by the State Administrative Tribunal in accordance with Part 14 of the *Planning and Development Act 2005*. An application must be made within 28 days of the determination in accordance with the *State Administrative Tribunal Act 2004*.

Should you have any enquiries in respect to the conditions of approval please contact Ms Elle O'Connor at the City of Nedlands on 9273 3521.

Yours sincerely

DAP Secretariat

14 / 4 /2014

Encl. DAP Determination Notice
Approved plans

Cc: Ms Elle O'Connor
City of Nedlands
PO Box 9
NEDLANDS WA 6909

Government of **Western Australia**
Development Assessment Panels

Planning and Development Act 2005

City of Nedlands Town Planning Scheme No 2

Metro West Joint Development Assessment Panel

Determination on Development Assessment Panel Application for Planning Approval

Location: No.1 (Lot 416) Heritage Lane, Mt Claremont
Description of proposed Development: Aged Care Facility & Function Centre

In accordance with Regulation 8 of the *Development Assessment Panels Regulations 2011*, the above application for planning approval was **granted** on 2 April 2014, subject to the following:

Approve DAP Application reference DP/14/00189 and accompanying plans comprising of attachments 1-2 dated 4 February 2014, in accordance with the provisions of the City of Nedlands Town Planning Scheme No.2, subject to the following conditions:

Conditions

1. The capacity of Montgomery Hall shall be limited to 150 persons at all times;
2. The proposed hours of operation for Montgomery Hall shall be limited to 9.00am to 11.00pm Monday to Thursday, 9.00am to 12 midnight Friday and Saturday, and 10.00am to 6.00pm Sunday;
3. The number of times that Montgomery Hall can be used on a Friday or Saturday evening for weddings/social events where alcohol is served after 10pm is to be limited to 65 per annum;
4. Buffer landscaping shall be provided along the common boundaries between the subject site and No 2 (Lot 520) The Marlows, No 10 (Lot 167) Heritage Lane and No 18 (Strata Lots 1-27) St Johns Boulevard in accordance with the approved landscape plan;
5. The entry roundabout (including the portion on Heritage Lane) shall be constructed in accordance with the Austroads and MRWA standards to the satisfaction of the City;
6. The works proposed in Heritage Lane, to cater for the roundabout, will require a Nature Strip / Verge Licence application to be lodged with, and approved by the City of Nedlands Technical Services Department, prior to construction. The developer shall construct and bear 100% of the costs for the works;
7. The landowner shall install, at their own cost, vehicle retention mechanisms (i.e. bollards) to the eastern car bays adjacent to John XXIII College and to the northern end of the existing pathway leading to the Marlows for safety purposes;
8. The landowner shall design and construct, at their own cost, pram ramps for a designated pedestrian crossing connecting the proposed footpath to the existing footpath on the western side of Heritage Lane. These works shall be required to be approved as a part of the nature strip/verge license to the City;

9. Prior to occupation of the premise, pedestrian and cycling access is to be provided across the northern and eastern paths on site by way of a public access easement to the satisfaction of the Western Australian Planning Commission and the City of Nedlands;

10. No electrified fencing on site is approved as a part of this development application (refer to Advice Note 1);

11. Footpaths outside of the lot boundaries are not approved under this application (refer to Advice Note 2);

12. All stormwater from the development, which includes permeable and non-permeable areas, shall be contained onsite by draining to soak-wells of adequate capacity to contain runoff from a 20 year recurrent storm event. Soak-wells shall be a minimum capacity of $1.0m^3$ for every $80m^2$ of calculated surface area of the development;

13. Prior to lodging commencement of construction, an acoustic report compiled by a suitably qualified acoustic engineer shall be submitted to an Environmental Health Officer at the City of Nedlands and subsequently approved. The acoustic report is to demonstrate to the City's satisfaction, noise as a result of the development will comply with the *Environmental Protection (Noise) Regulations 1997*. The acoustic report compiled by a suitably qualified acoustic engineer and is to address but not be limited to the following:

    a) comparison with noise criteria - *Environmental Protection (Noise) Regulations 1997*;
    b) noise impact prediction for the proposed development;
    c) acoustic solutions for building design (AS/NZS 2107:2000 Acoustics – Recommended Design Sound Levels and Reverberation Times for Building Interiors);
    d) engineering and/or operational noise management solutions, worst case scenario noise modelling for impact on a number of noise receivers, taking into account meteorological and topographical effects;
    e) site specific issues including mechanical exhaust and ventilation paths and equipment, air-conditioning/refrigeration/compressor equipment, plant room, service vehicle access routes and any loading bay locations (waste collection and deliveries), equipment servicing water features/ponds/pool, mechanical sources, operational times, proposed cafe use and associated noise sources (e.g. piped music, alfresco, patrons), closest noise sensitive receivers;
    f) construction noise management plan; and
    g) engineer's noise control and noise management recommendations.

14. Two separate bin enclosures are required for Residential bin service and for the Commercial bin service:

    a) Enclosures for the storage and cleaning of waste receptacles shall be provided on the premises, per the following requirements:

        i) Constructed of brick, concrete, corrugated compressed fibre cement sheet or other material of suitable thickness approved by the City;

        ii) Walls not less than 1.8m in height and access of not less than 1.0 metre in width fitted with a self closing gate;

        iii) Smooth and impervious floor not less than 75mm thick and evenly graded to a approved liquid refuse disposal system;

        iv) Easily accessible to allow for the removal of the receptacles;

v) Provided with a ramp into the enclosure having a gradient of no steeper than 1:8 unless otherwise approved by the City; and

vi) Provided with a tap connected to an adequate supply of water.

vii) Design that does not encourage the emission of odour beyond the enclosure

b) Enclosures must be of adequate size for the volume of waste to facilitate storage, collection and cleaning of receptacles, ensuring health issues such as odour, noise and vermin are mitigated.

c) As there is not sufficient room on the City verge for the number of bins to be presented and collected, the development is required to utilise an inside bin service for its residential bin allocation; this service being supplied by the City at a cost stipulated in the City's schedule of fees and charges. The commercial bin allocation must also be serviced from inside the premises, but is not required to be done by the City.

d) Where an inside bin service is required and bins are removed from an enclosure to be emptied and replaced, vehicular waste truck access for this service must be suitable (applicant to consult with the City's Waste Services and/or Engineering Services where necessary).

15. Laundry services for the development shall include:

a) A reception room where all articles brought to the premises for treatment shall be received;
b) The internal surface of all walls shall be rendered with a cement plaster with a steel float finish or other approved material to a height of 2 meters and to be devoid of holes, cracks and crevices;
c) The floor shall be constructed of concrete and finished with a smooth impervious surface;
d) In front of each washing machine shall be a non-corrosive grating, at least 910 millimeters in width and so constructed as to prevent any person from standing in water on the floor;
e) Liquid waste discharged by means of a drain to a receptacle for drainage shall be disposed of by discharging into the sewerage system in a manner approved by the Water Corporation;
f) Sole or multiple occupancy units, each being a separate dwelling, shall have separate communal laundry facilities in accordance with the Building Code
g) No less than 4 laundry units are to be provided in the communal laundry facilities.

16. This decision constitutes planning approval only and is valid for a period of 2 years from the date of approval. If the subject development is not substantially commenced within the 2 year period, the approval shall lapse and be of no further effect.

17. Prior to application for a building permit, the applicant is to enter into a revised heritage agreement in respect of the place that adds the following to existing requirements:

a. Strategies for interpretation, external lighting and signage to be submitted for the approval of the Development Committee within six months of receipt of a building permit for the approved works;
b. Implementation of the above strategies prior to occupation of the site or an alternative timeframe as provided for under the new heritage agreement.

Advice Notes:

1. The City's Fencing Local Law (2007) does not permit the use an electrified fence on sites adjacent to residential uses. The subject site is bordered by residential dwellings;

2. If the landowner seeks pedestrian access to the vacant reserve land to the west of the site, they must liaise with the respective landowner;

3. All nature strips / verge abutting the site will not be maintained by the City of Nedlands in accordance with Council's Nature-Strip / Verge Development Policy;

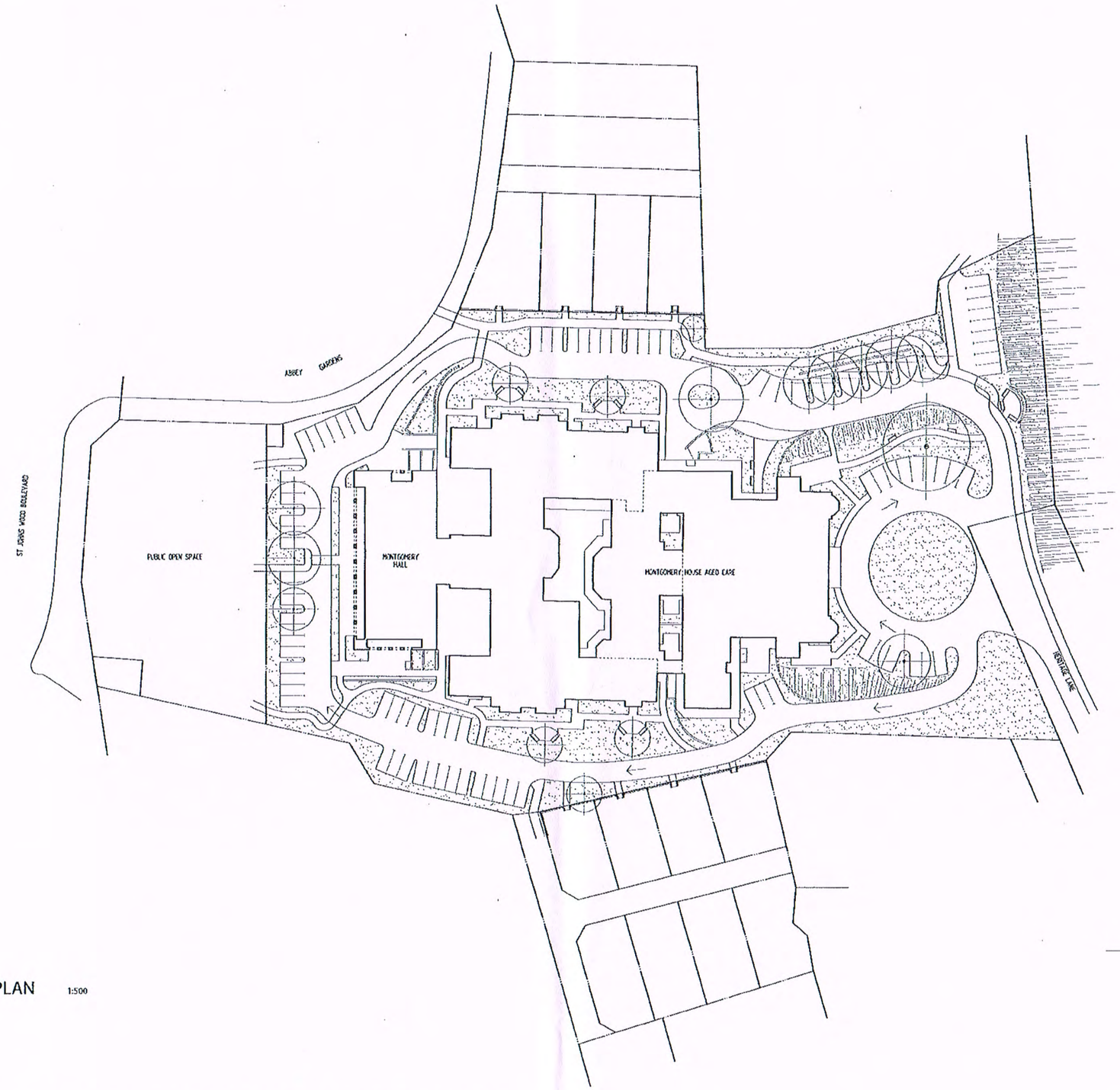
4. The applicant is advised to consult the City's *Visual and Acoustic Privacy Advisory Information* in relation to selecting and locating any air-conditioner or swimming pool or spa mechanical equipment such that noise, vibration and visual impact on neighbours is mitigated. The City does not recommend installing any equipment where it is likely noise in these locations will intrude on neighbours;

5. Noise from service and/or delivery vehicles should be mitigated such that vehicles do not service the premises before 7.00 am or after 7.00 pm Monday to Saturday, or before 9.00 am or after 7.00 pm on Sundays and Public Holidays;

6. All downpipes from guttering shall be connected so as to discharge into drains which shall empty into a soak-well or multiple soak-wells and each soak-well shall be located at least 1.8m from any building, and at least 1.8m from the boundary of the block, unless a qualified structural engineer certifies otherwise;

7. A laundry shall have a minimum floor area of 3 square metres and a minimum width of the room not less than 1.5 metres; not be a room in which food is stored, prepared, served or consumed and where situated adjacent to a kitchen, be separated from the kitchen by a wall extending from the floor to the roof / ceiling, or an opening which is not more than 1220mm wide and has a door which when closed completely fills the opening.

Where an approval has so lapsed, no development shall be carried out without further approval having first been sought and obtained, unless the applicant has applied and obtained Development Assessment Panel approval to extend the approval term under regulation 17(1)(a) of the *Development Assessment Panel Regulations 2011*.



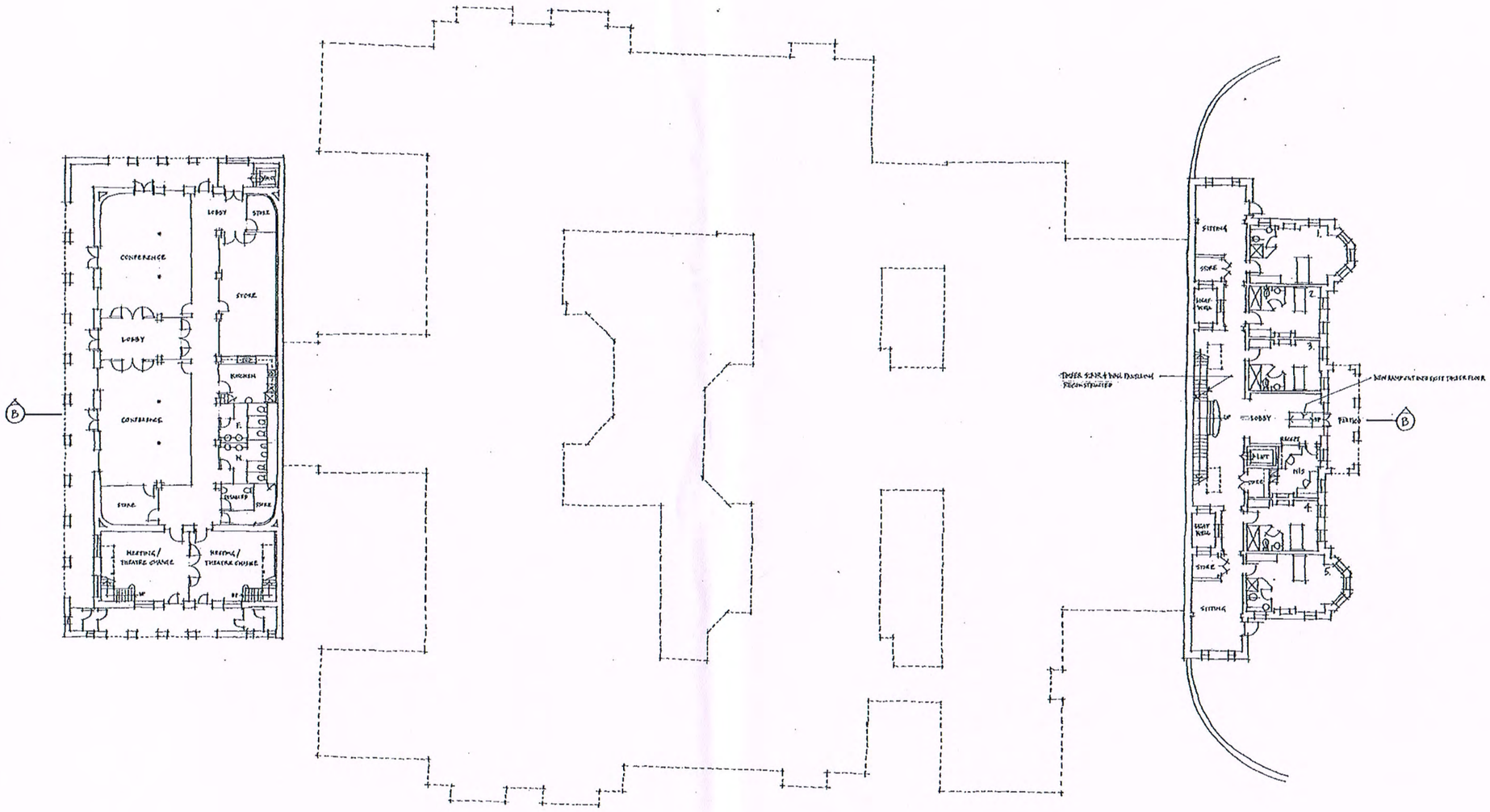
SITE PLAN 1:500

MONTGOMERY HOUSE AGED CARE

MONTAGUE GRANT ARCHITECTS

29.1.14

City of Nedlands 4 February

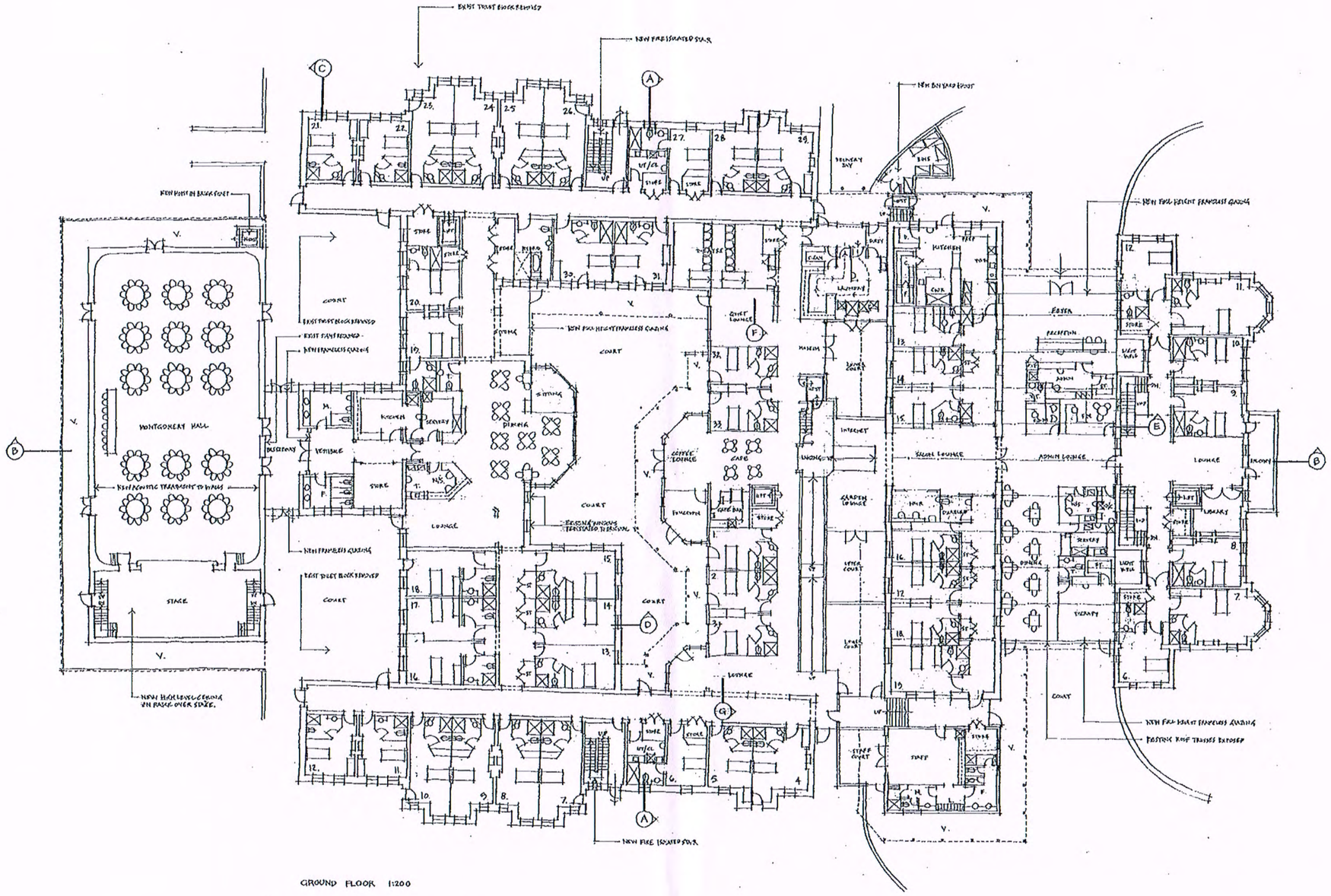


LOWER GROUND 1:200

MONTGOMERY HOUSE AGED CARE

MONTAGUE GRANT ARCHITECTS

29.1.14

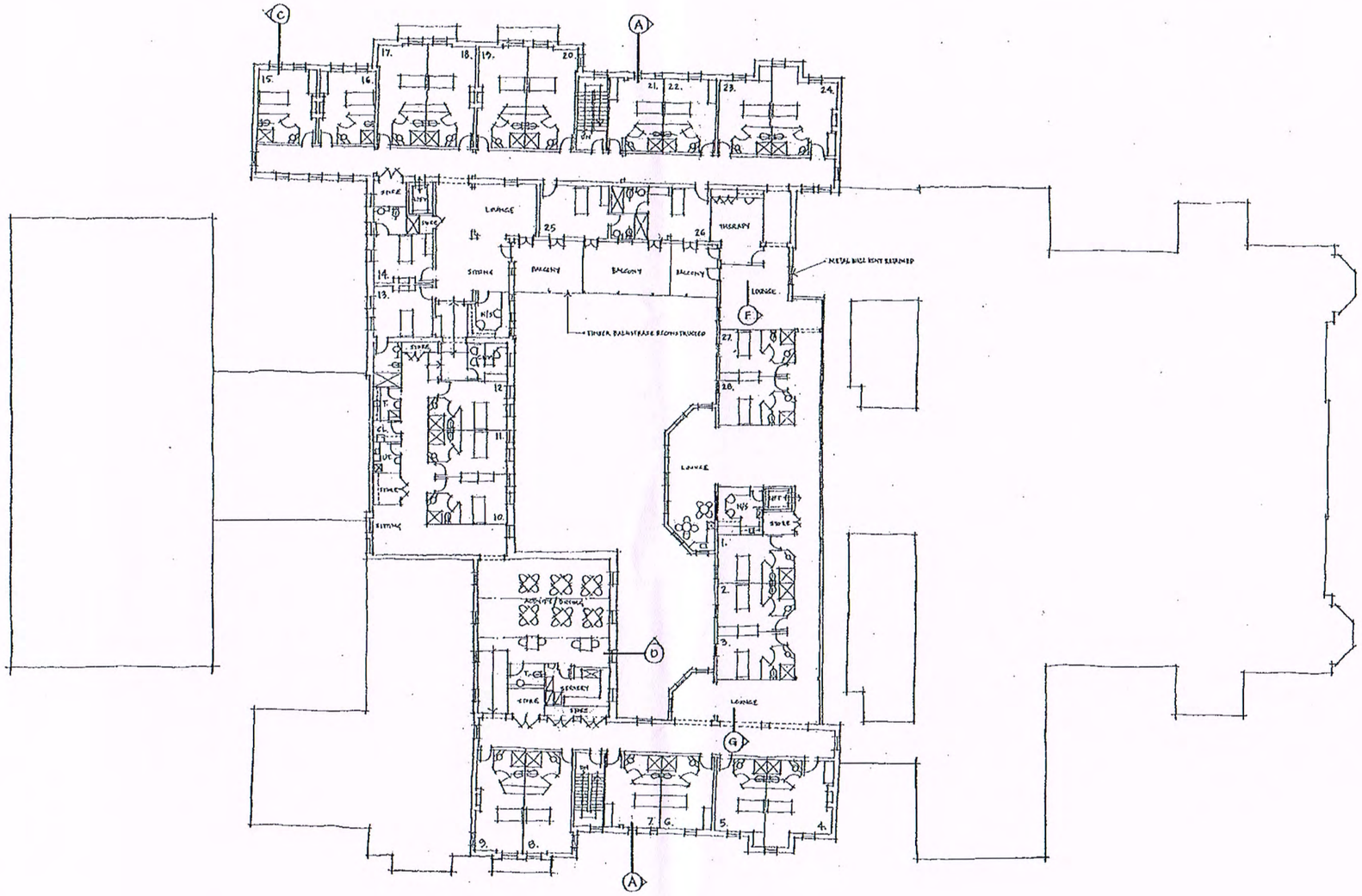


GROUND FLOOR 1:200

MONTGOMERY HOUSE AGED CARE

MONTAGUE GRANT ARCHITECTS

29.JE.14



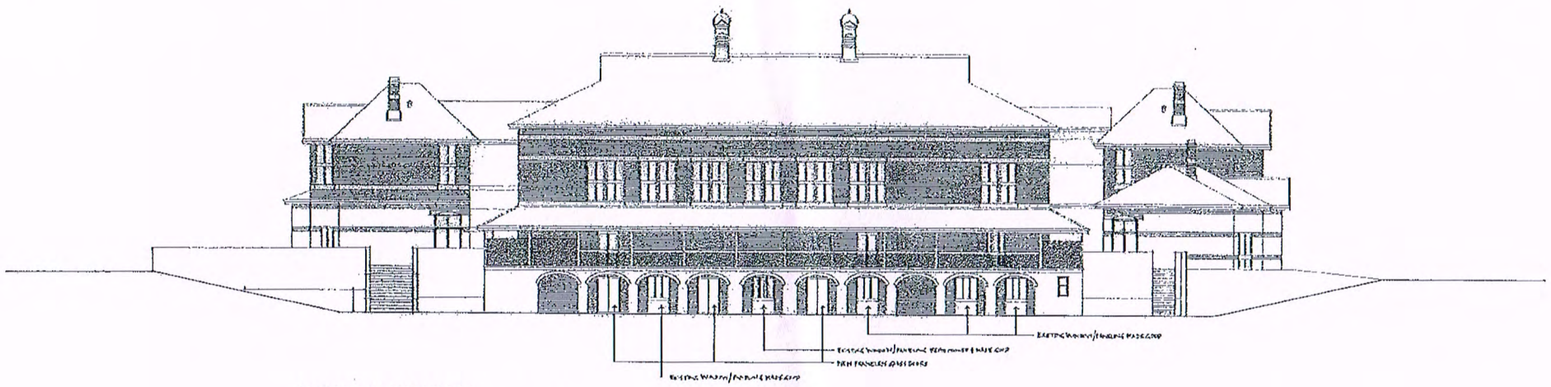
UPPER FLOOR 1:200

MONTGOMERY HOUSE AGED CARE

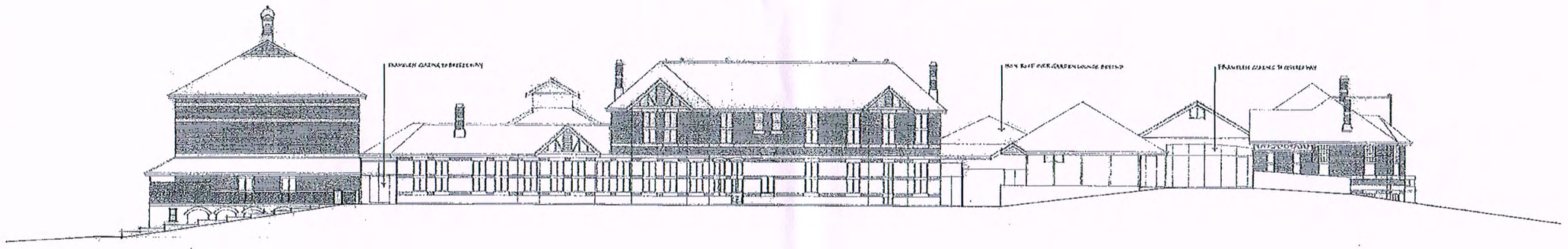
MONTAGUE GRANT ARCHITECTS

29.1.14.

City of Nedlands 4 February



WEST ELEVATION 1:200

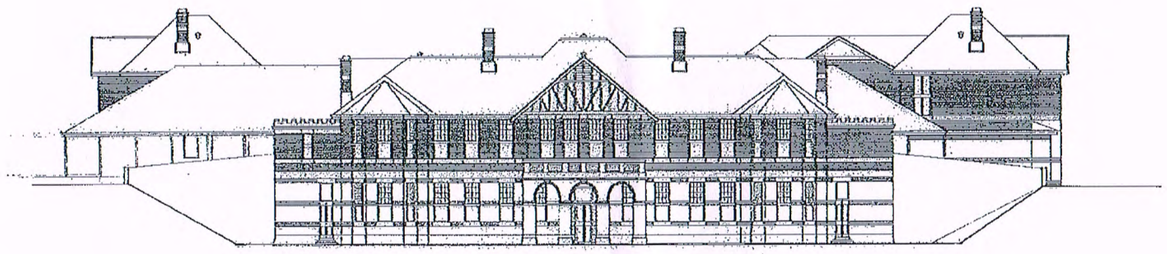


SOUTH ELEVATION 1:200

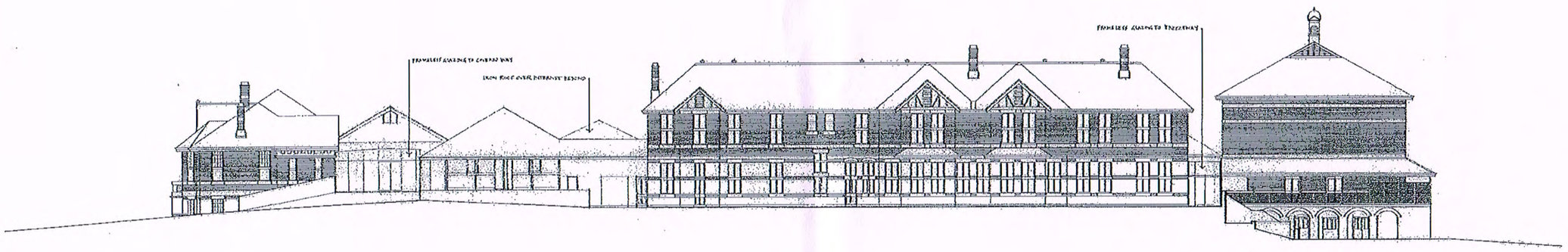
MONTGOMERY HOUSE AGED CARE

MONTAGUE GRANT ARCHITECTS

29.1.14



EAST ELEVATION 1:200



NORTH ELEVATION 1:200

MONTGOMERY HOUSE AGED CARE

MONTAGUE GRANT ARCHITECTS

29.1.14

City of Nedlands 4 February

27 FEB 2014

RECOMMENDATION APPROVED
27 Feb 2014
Director
Metropolitan Planning Central

MONTGOMERY HOUSE AGED CARE FACILITY within existing Heritage Buildings - 80 Residents (Restricted Public Access)

EXTENSIVE LANDSCAPING OF OPEN SPACES

NEW BARROW COURT RESIDENTIAL DEVELOPMENT

DELIVERIES & BIN STORAGE/COLLECTION

RETENTION, SUBSTANTIAL UPGRADING & CONSERVATION OF HERITAGE BUILDINGS

EXISTING PATH 2.00m wide

STAFF PARKING AREA

NATURAL ANGLE OF REPOSE

PUBLIC LOOKOUT (with CBD views)

RETENTION OF PORT JACKSON FIG TREE

2.0m WIDE PUBLIC ACCESS EASEMENT

ALTERNATE ENTRY

FORMAL GARDEN (PARTERRE)

VEHICLE ACCESS LIMITED TO HERITAGE LANE

EXISTING FOOTPATH 1.0m wide

MATURE BUFFER LANDSCAPING ALONG COMMON BOUNDARY TO LOT 167 (see Landscape Plan - 'Rev E')

Lot 167

LINKING PATHWAYS TO SUBJECT SITE

2.0m WIDE PUBLIC ACCESS EASEMENT (AGREED POSITION)

MATURE BUFFER LANDSCAPING ALONG COMMON BOUNDARY TO LOT 520

Lot 520

LINKING PATHWAYS TO SUBJECT SITE

PROVISION OF CAR PARKING BAYS AROUND THE SITE

NO VEHICLE ACCESS TO SITE FROM ABBEY GARDENS

ABBEY GARDENS

ONE - WAY

TWO - WAY

RETENTION OF EXISTING EUCALYPTUS TREES

INTEGRATION WITH ADJOINING POS

ST JOHNS WOOD BOULEVARD

PUBLIC OPEN SPACE (City of Nedlands)

MONTGOMERY HALL

VERANDAH

C'YARD

C'YARD

C'YARD

MONTGOMERY HOUSE AGED CARE TOTAL 80 RESIDENTS

ONE - WAY

HERITAGE LANE

MONTGOMERY HALL AVAILABLE FOR COMMUNITY USE (& Residents of Montgomery House)

to include opportunities for:
- Weddings
- Social Functions
- Theatre Productions
- Conferences/Meetings
- Exhibitions

Hours of Operation:
- Mon - Thurs 9am - 11pm
- Fri - Sat 9am -12 midnight

(events not expected every day)

Maximum number of times that Montgomery Hall can be used on Fri or Sat where alcohol is served after 10pm, limited to 65.

Maximum Capacity of Montgomery Hall: 150 people

MATURE BUFFER LANDSCAPING ALONG COMMON BOUNDARY TO STRATA LOTS 1-27 (see Landscape Plan - 'Rev E')

Strata Lots 1 - 27

EXISTING FOOTPATH 1.8m wide

EXTENSIVE LANDSCAPING OF OPEN SPACES

NO VEHICLE ACCESS TO SITE FROM CHARLES LANE OR DORSET COVE

NEW DORSET COVE RESIDENTIAL DEVELOPMENT

LANDSCAPING OF THE SITE TO BE IN ACCORDANCE WITH THE 'LANDSCAPE CONCEPT PLAN - REV E'

NEW ACCOMMODATION WING TO BE CONSTRUCTED - 10 Residents (Height consistent with Existing Buildings, and designed to match existing colour/materials)

---- 2.0m wide DESIGNATED PUBLIC PEDESTRIAN/CYCLEWAY (EASEMENT FOR PUBLIC ACCESS)

C1905 P1905-04

FIGURE 1

REVISED DETAILED AREA PLAN

MONTGOMERY HOUSE AGED CARE FACILITY
LOT 416 (SN 1) HERITAGE LANE, MOUNT CLAREMONT
PREPARED FOR THE AEGIS AGED CARE GROUP PTY LTD

DEVELOPMENT ASSESSMENT PANELS
0 2 APR 2014
APPROVED

N

NTS
19-02-2014

PETER D WEBB AND ASSOCIATES
CONSULTANTS IN TOWN PLANNING & URBAN DESIGN
PO BOX 920 SUBIACO WA 6904 TEL: 9388 7111
UNIT 2/19 YORK STREET SUBIACO FAX: 9388 7240

City of Nedlands 4 February

P E T E R W E B B A N D A S S O C I A T E S

C O N S U L T A N T S I N T O W N P L A N N I N G A N D U R B A N D E S I G N

20 March 2023 Our Ref: C1905-11 DAP Form 2 Application

Chief Executive Officer
City of Nedlands
email: planning@nedlands.wa.gov.au

Attention: Planning Department

Dear Sir

Re: DAP Form 2 Application – proposal to amend Condition No. 1 of the (then) *Metro West JDAP* (now: Metro Inner-North JDAP) Approval (Ref: DP/2014/00189) Montgomery House at Lot 416 (No. 1) Heritage Lane, Mount Claremont

This is to advise that *Peter Webb & Associates* (**PWA**) acts on behalf of *Aegis Aged Care Group Pty Ltd* (**Aegis**) in relation to the JDAP Development Approval granted on 2 April 2014 for Montgomery House and Hall, which is located at Lot 416 (No. 1) Heritage Lane, Mount Claremont. (**DAP Ref: DP/2014/00189/LG Ref: DA2014/45**.)

We submit this DAP Form 2 Application on behalf of Aegis to seek the approval of the Inner North JDAP to amend conditional requirement (no. 1) of the Approval by increasing the maximum number of patrons able to attend an event in Montgomery Hall from 150 to 250 persons at any one time.

Prior to lodging this Application, Mr Michael Cross (CEO & Proprietor) of Aegis submitted correspondence dated 28 January 2023 to the City to request this proposed increase to the maximum patron capacity. The City responded to Mr Cross in correspondence dated 14 February 2023 to advise that a DAP Form 2 Application seeking to amend the subject condition of the 2014 Approval is required to be submitted in order to seek approval for this proposal. (Refer to **Annexure 1**: pre-lodgement correspondence.)

Accordingly, please find attached the completed DAP Application Form 2 signed by the Directors of Aegis (Mr Michael Cross and Mr Geoff Taylor), together with a copy of the current Certificate of Title and supporting plans.

The following report describes the details of the proposal and presents the planning justification in support of the position that this proposal is suitable for consideration by DAP, pursuant to Regulation 17 (1) (b) - amendment or cancellation of development approval by DAP of the *Planning & Development (Development Assessment Panels) Regulations 2011* (**P&D (DAP) Regs.**).

1.0 CONSIDERATION BY DAP, PURSUANT TO R.17 (1) (B) OF P&D (DAP) REGULATIONS

At r.17 (1) (b) of the P&D (DAP) Regs., it is stated that:

> *'(1) an owner of land in respect of which a **development approval** has been **granted by a DAP** pursuant to a DAP application may apply for the DAP to do any or all of the following –*

PO Box 920, Subiaco Western Australia 6904
Mb: 0414 384 972 email: clare@webbplan.com.au website: www.webbplan.com.au
Trading for NL Hidding Pty Ltd ACN 610 081 724

(a) …..

*(b) **to amend** or delete **any condition** to which the approval is subject;*

*(c) …' (**Emphasis added.**)*

The 2014 Development Approval was assessed as a DAP Application and approval was granted by DAP on 2 April 2014. (Refer to **Annexure 2**: DAP Approval, 2 April 2014.)

The Inner North JDAP therefore can consider this proposal to amend a condition of that approval.

In reaching the position that this proposal can be considered by JDAP under Regulation 17 of the P&D (DAP) Regs, the following three (3) key considerations identified in the decision of *Claymont Westcapital Pty Ltd and East Perth Redevelopment Authority (WASAT 77/2008*) are referenced. The responses provided below each consideration confirms that this proposal can be considered as an amendment to the condition of the 2014 DAP Approval for the subject property.

CONSIDERATION No. 1:

Has the planning framework changed substantially since the Development Approval was granted?

The planning framework has changed since the DAP Application was granted development approval in 2014, but not to the extent which would prevent the existing development, established uses, or this proposal for a minor increase to the patron capacity for events held in the hall, from being approved.

A new local planning scheme and parking policy now form part of the local planning framework, which are referenced below.

- **New Local Planning Scheme**

Town Planning Scheme No. 2 (**TPS 2**) had been the planning instrument in place when the development approval was granted in 2014. *Local Planning Scheme No. 3* (**LPS 3**) is now operative, replacing TPS 2.

The land had been zoned 'Development' in TPS 2.

This zone facilitated the preparation of the strategic planning framework to guide the conservation and redevelopment of this historic site. This framework includes the: 2005 Development Plan (2005); Local Planning Policy 6.27 – Old Swanbourne Hospital Precinct; and the 2014 Detailed Area Plan (now referred to as a *Local Development Plan* (**LDP**)). The DAP Approval granted in 2014 (the subject of this Form 2 Application) was assessed and determined under TPS 2, in accordance with the requirements of this established framework. The LDP forms part of the set of stamped approved plans granted approval by DAP in 2014. (The LDP sets out the specific development and use requirements for the site, including the range of uses, hours of operation and the patron capacity for the hall.)

The land is now zoned 'Residential R50' with an 'Additional Use (A4)' in LPS 3.

This change in zoning, together with the additional uses detailed in Table 4 of LPS 3 and the LDP, reflect the strategic framework established through the former 'development' zone of TPS 2.

- **New Parking Policy**

The City's *Local Planning Policy - Parking* (**parking policy**) now forms part of the planning framework, which was adopted by the City in 2019 and reviewed in 2021.

This parking policy replaces the earlier car bay requirements included at Schedule III of TPS 2.

The ratio used to establish the minimum car bay requirement for the hall use, is now **considerably less** than was applied under TPS 2 (please refer to *section 3.2 – parking requirements* and *section 4.4 – parking proposal* of this report). The justification contained in this report confirms that the existing 95 bay on-site parking facility provided for reciprocal use remains adequate and capable of approval, and that the current parking provision is sufficient to support the proposed increased patron capacity for events held in the hall, in accordance with this parking policy.

It is therefore considered reasonable to reach the position that LPS 3 responds to the strategic framework implemented under TPS 2 for this site.

Further, it is reasonable to reach the position that LPS 3 is not a substantial change to the planning framework as it relates to the subject site. The zoning changes applied in LPS 3 are technical in nature, having been applied to formalise the development and land use requirements which have now been realised.

A Form 2 Application proposing to amend the conditional requirement of the development approval granted by DAP can therefore be considered by DAP.

CONSIDERATION NO. 2:

Would the proposal be likely to receive approval now?

Yes, the existing development and range of uses operating on this site are likely to receive approval now, based on the justification provided in response to 'consideration no. 1'.

CONSIDERATION NO. 3:

Has the applicant actively pursued the development approval?

Aegis has actively pursued the development approval, with the redevelopment of the site for adaptive re-use as a residential aged care facility (Montgomery House) and for private events held in the hall having reached completion in 2018.

The aged care facility and hall are now fully operational.

The hall has hosted a variety of private functions over the last two (2) years.

Aegis has carefully monitored each event and advises that the use of the hall has and will continue to be successfully managed to ensure there is no adverse impact on the amenity of the residents of Montgomery House or the surrounding neighbourhood.

It is based on the successful operation of the use of the hall for these functions over the last two (2) years that this proposal for a minor increase in the patron capacity from 150 to 250 patrons is now sought.

2.0 LOCATION AND SITE DETAILS

Montgomery Hall forms part of the residential aged care facility site owned and operated by Aegis.

A copy of the Certificate of Title is attached at **Annexure 3**.

The site and project details are described in the following summary table (**Table 1**).

TABLE 1: SUMMARY TABLE	
Landowner:	*Aegis Aged Care Group Pty Ltd* (**Aegis**)
Property Description:	Lot 416 (No. 1) Heritage Lane, Mount Claremont
Total Land Area:	1.6789 hectares
Floor Area of Hall:	***Upper floor level:*** Main ballroom floor area: 405m^2, stage floor area: 42m^2 **Total internal floor area of hall including stage, for hire**: 447m^2 External courtyard at entrance to hall: 180m^2 ***Lower floor level:*** Conference Room 1: 70m^2, Conference Room 2: 70m^2 **Lower-level floor area for hire (combined)**: 140m^2
Certificate of Title:	Volume 2788, Folio 630
Local Authority:	City of Nedlands
DAP Area:	Metro Inner-North JDAP
Local Planning Scheme:	Local Planning Scheme No. 3
Zoning:	Residential R50, Additional Use (A4)
LDP:	Montgomery House Aged Care Facility DAP (now LDP) (WAPC endorsed 27.02.14)
Proposal:	This proposal seeks to amend condition no. 1 of the JDAP Approval granted on 2 April 2014 by increasing the capacity limit of the hall from 150 to 250 guests at any one time.

Montgomery Hall comprises of two (2) floor levels and is positioned to the west of the aged care facility building. (Refer below to **Figure 1**: Location Plan.)

Figure 1: Location of Montgomery Hall *(source: landgate 2023)*

The hall is available for hire to the general community for a range of private events.

The spaces for hire within the hall include the main ballroom on the upper ground level, which has a substantially sized floor area comprising of 405m^2 and a raised stage with an additional floor area of 42m^2. The lower level of the hall comprises of two (2) separate conference rooms and private rooms available for use as part of the hiring of the ballroom and/or the conference rooms.

The main ballroom space can hold a far greater a capacity than the current limitation of 150 patrons, as illustrated by the indicative seating arrangement shown on the Floor Plan included at **Annexure 4**. This main ballroom space is proposed to be used for the events at the increased capacity at 250, which will allow the hall to reach its full potential.

A total of 95 car bays are provided on site. The parking is approved for reciprocal use for visitors and staff of the aged care facility, and for guests attending the occasional functions held in the hall. It is worthwhile noting that the hall is not used on daily occurrence. The less frequent nature of this use means that the 75 bays provided to accommodate the events in the hall are available to the aged care facility on most days of the year. The parking facility is however mostly underutilised, with the existing 20 car bays approved for use by the aged care facility use being more than adequate to accommodate its parking needs.

Vehicle access to the hall and the on-site parking bays adjacent to the hall is accessible via the single entrance and exit point to the site, being Heritage Lane. No vehicles can access the site from the adjacent local access roads of the surrounding residential area.

The built form and substantial landscaping work undertaken to restore and develop this site are now well settled into the surrounding environs.

The landscaping and substantial vegetation planted by Aegis has matured. This vegetation together with the low walls and other landscaping treatments provide a robust and attractive buffer, which softens and shields the operational aspects of the uses on the site (such as preventing headlight glare from vehicle movements on the land during the evening hours from spilling into the sensitive areas of both the aged care facility and the adjacent properties). Please refer to the photographs at **Annexure 5**, which illustrate the built form and parking setting in the context of the surrounding area.

3.0 PLANNING FRAMEWORK

3.1 Zoning and Land Use

The subject land is zoned ‘Residential R50’ with an ‘Additional Use (A4)’, pursuant to LPS 3.

Table 4 of LPS 3 identifies the permissible land uses able to be approved and those which are deemed as incidental to the aged care facility, in addition to those uses which are identified in the Zoning Table as being permissible in the zone. (Refer to **Annexure 6**.)

The land uses approved for the hall are identified on the WAPC endorsed LDP. The LDP is current and forms part of the stamped approved set of plans issued with the DAP Approval on 2 April 2014. It details the land uses approved for the hall.

The maximum patron capacity for the hall is also noted on the LDP as being limited to 150 persons, which is the same requirement reflected in conditional requirement No. 1 of the DAP Approval, being the subject of this Application.

This proposed variation to the maximum capacity requirement is minor in nature. It seeks to only increase the number of patrons by an extra 100 people, which additional capacity is capable of being accommodated by the existing parking facility on site. The proposal can be considered for approval as an amendment to condition no. 1 of the DAP Approval without the need to vary the LDP. An LDP is required to be given ‘due regard’ by the DAP when considering this application but does not prevent it from granting approval regardless of it varying a requirement of the LDP, pursuant to cl.

56 (1), part 6, Schedule 2 of the *Planning & Development (Local Planning Schemes) Regulations 2015*.

3.2 Parking Requirements

The car bay requirements of the current parking policy for the approved uses on the land differ to that which had applied to the site, when the development was assessed and approved under TPS 2.

The total car bay requirement approved for reciprocal use by the aged care facility and the events held in the hall is 95 bays.

The aged care facility was approved under TPS 2 with a requirement to provide a minimum of 20 car bays (based on the accommodation providing 80 beds), and the hall with a requirement for 75 bays (based on a maximum capacity of 150 patrons).

The parking requirements listed at Table 1 of the current parking policy include a wider range of land use classifications to that which had been available when the on-site parking requirements were assessed under Schedule III of TPS 2.

The total number of car bays required to support the use of the hall for events at a capacity of 150 patrons is now significantly less than previously assessed under TPS 2. The minimum car bay requirement now arrives at a total of 37 bays (rather than 75 bays).

The land use of 'residential aged care facility' is also now identified as a specific land use category in the Parking Policy. The residential care facility (if assessed under the current parking policy) would attract a higher number of 40 bays (rather than 20 bays). There are many reasons to justify a variation to this parking requirement for the residential aged care facility, noting that the current provision of 20 bays is more than sufficient, which is explained in further detail at *section 4.4 – parking proposal* of this report.

The following table provides a comparison of the parking calculations applicable to the approved development and use, at the time it was approved in 2014 under TPS 2 and as assessed under the current parking policy.

TABLE 2: COMPARISON OF PARKING REQUIREMENTS

	TPS 2 (revoked) Schedule III ***DAP Approval 2014***	**LPS 3 (operative) Parking Policy (LPP)** ***DAP Form 2 Application***	***comparison***
Montgomery House	12 or 1 bay per every 4 beds, whichever is greater. *@ 80 beds: 20 bays*	12 or 1 bay per every 2 beds, whichever is greater. *@ 80 beds: 40 bays*	*20 bays **more** required under parking policy.*
Montgomery Hall	1 bay per 2 persons *@ 150 patrons: 75 bays*	1 bay per 4 persons. *@ 150 patrons: 37 bays @ 250 patrons: 62 bays*	*38 bays **less** required under parking policy.*
TOTAL EXISTING APPROVAL calculation comparison	**95 bays** (existing)	**77 bays** *(aged care facility + hall @ 150 patrons)*	*18 bays **surplus** exists under parking policy*
	PROPOSAL	**102 bays** *(aged care facility + hall @ 250 patrons)*	*7 bay **shortfall**, Should the aged care facility be assessed under new ratio.*

The details of the proposal and the justification in support of this minor increase to the patron capacity, in regard to the parking proposal is further detailed below, at section 4.0 of this report.

4.0 PROPOSAL

This proposal seeks to amend Condition 1 of the DAP Approval granted on 2 April 2014.

The **existing condition** states:

> *'1. The capacity of Montgomery Hall shall be limited to 150 persons at all times.'*

Approval is sought to amend this condition by increasing the capacity limit to 250 persons.

The **amended condition** is proposed, as follows:

> 1. The capacity of Montgomery Hall shall be limited to 250 patrons at any one time.

The following sections of the report provide the justification in support of this minor increase in the maximum number of guests able to attend a private function held in the hall.

4.1 Floor area of ballroom (capable of hosting events at a capacity of 250 guests)

At the time that the development was approved, it was recognised that the capacity of the hall to be used for private events could accommodate a far greater capacity than 150 patrons.

Notwithstanding this, a conservative approach for the use of the hall at a 150-patron capacity was proposed by Aegis. This approach provided the opportunity for Aegis to monitor the events and address any perceived impact (such as noise emissions, vehicle movements and parking provision) on the amenity of the residents of the aged care facility and the neighbouring residents. Aegis has now monitored these events over a two (2) year period and can confirm that all functions have been held without any concern or complaint being raised by the residents of the aged care facility or from the neighbouring residential area.

The main ballroom space is a spectacular venue and unique to this location in Perth. It has a sizable floor area comprising of 405m^2 with an additional 42m^2 of raised stage floor aera. This substantially sized floor area is capable of comfortably hosting events at a capacity of 250 patrons. For this reason, Aegis is receiving some requests to host events at the proposed increased capacity.

The walls of the hall are acoustically insulated to assist in maintaining noise levels to within acceptable limits. This insultation measure, along with the active management of events by Aegis has proven effective in removing the risk of noise reaching a level which might be considered to adversely impact on amenity of the residents.

Given that the events held in the hall are now established and the use has proven over a two (2) year period to be capable of successfully operating without any adverse amenity impact on the area, an increase in the maximum capacity from 150 to 250 patrons to allow the hall to reach its full potential is considered a worthwhile and reasonable amendment to present to JDAP for approval.

4.2 Recent events held in the hall

The hall has been used for a range of private events, with patron attendance ranging between 85 and 150.

Functions are held in the hall in the late afternoon and evenings, usually on a weekend. The reciprocal use of the on-site car bays has proven a successful arrangement, with more than enough parking being available for both uses at all times. This is due to the events at the hall occurring outside of the peak hours of operation of the aged care facility. The functions commence in the late afternoon and evening hours of the weekends, when staffing and visitor numbers are low. The facility is therefore more than comfortably accommodated by the 20 car bays approved for its use, when the events are held in the hall.

The hall is only approved for an event following careful consideration by Aegis. Aegis will not approve requests to hire the hall for younger style celebratory events such as 18 year and 21-year birthday celebrations. Such events are considered high risk in terms of noise reaching unacceptable levels and producing incidents of anti-social behaviour. Such situations would be distressing to the residents of the aged are facility and the surrounding neighbourhood. For these reasons, Aegis will not approve these types of events to be held at its venue.

The main events hosted at the hall are weddings, with some other private functions, concerts (such as 'en code symphony orchestra') and yoga events (such as 'yoga under the chandelier') also being held.

It is important to highlight that the use of the hall for events is relatively infrequent, particularly when compared to the daily and continuous operation of the aged care facility.

For example, in **2021**, private events in the hall occurred on a total of 14 days of the calendar year (usage rate of 3.83%). These events included:

- three (3) wedding functions held on Friday evenings (120-150 guests).
- nine (9) wedding functions held on Saturday late afternoon and evenings (120-150 guests).
- one (1) concert held on a Sunday afternoon (120-150 guests), and
- one (1) private function held on a Wednesday evening (120-150 guests).

In **2022**, the use of the hall for private events occurred on 13 days of the calendar year (usage rate of 3.56%). These events included:

- one (1) wedding held on a Thursday evening (80 guests).
- three (3) weddings held on Friday evenings (120-140 guests).
- seven (7) weddings held on Saturday evenings (120-145 guests).
- one (1) function event held on a Friday evening (140 guests).
- one (1) yoga event held on Sunday afternoon (150 guests).

In **2023**, a single event has been held to date, being a yoga event on a Sunday afternoon (150 guests). Future bookings at the hall include two (2) weddings in March, three (3) in April and three (3) in May. The number of guests to attend these upcoming events range between 120-150.

4.3 Parking Proposal

The 2014 DAP Approval was granted based on TPS 2 requiring a minimum of 20 car bays being required for the aged care facility and a minimum of 75 bays being required for the general community use of the hall.

A total of 95 bays are therefore provided on site for reciprocal use by the aged care facility and the hall, in accordance with that approval.

The range of uses approved for the hall (as identified in the endorsed LDP) had been assessed under TPS 2 at a ratio of 1 bay per 2 persons, arriving at 75 bays.

The number of car bays required to support the use of the hall under the current parking policy is now determined at a ratio of 1 bay per 4 persons, which arrives at 37 bays (resulting in an existing surplus of 38 car bays for the hall use).

The minimum parking requirement for the use of the hall at the proposed increased capacity of 250 guests attending an event at the hall is therefore 62 bays (which would result in a surplus of 13 bays for the hall use).

This Application does **not** seek to amend any conditional requirement which relates to the aged care facility. Therefore, the 20 bays provided for the aged care facility under TPS 2 remain part of the lawful approval for the land.

It is however recognised that reciprocal use of the bays for the hall and aged care facility formed part of the considerations leading to the 2014 DAP Approval. It is therefore relevant to also reference the parking calculations associated with the aged care facility under TPS 2 and the current parking policy.

As noted at *Section 3.2 – Parking Requirements* of this report, 'residential aged care facility' is now identified in the parking policy as a separate land use category. The 2014 approval was granted based on the use being assessed on a ratio of *'12 or 1 bay per 4 beds (whichever is greater)'*. The parking ratio is now calculated at *'12 or 1 bay per every 2 beds (whichever is greater)'*. This suggests that, should the aged care facility be assessed under the current parking policy requirements, a minimum of 40 bays would be required for use by staff and visitors of this facility, rather than the 20 bays approved in 2014.

62 of the total 95 bays on site are required to meet the minimum parking requirement for events held in the hall at the proposed increased capacity of 250 patrons under the parking policy. The remaining 33 bays on site are therefore available to the aged care facility use, on those occasions whereby the hall is catering for a 250-guest event (and all 62 bays are required by guests attending that function).

Should the new 40 car bay parking ratio for the aged care facility be applied in this assessment, given that 33 bays are now available for use by the aged care facility, the aged care use has a technical shortfall of seven (7) car bays. A variation to this parking requirement is therefore required. Approval for the variation is entirely reasonable given that Montgomery House is more than adequately accommodated by the 20 car bays currently approved for its use without any conflict in parking needs of the aged care facility during the times that the hall is used. Therefore, the actual increased number of available 33 bays for its use under the updated parking requirements of the policy is more than adequate to support the use of the aged care facility, during those occasional times when the hall is used for an event which attracts 250 patrons.

In addition to that justification, it is also relevant to consider that the merits of approving a variation to this requirement are based the age and physical limitations of the residents of this facility. The aged care facility is not a place whereby residents are still driving vehicles and require bays for their own vehicles. The car bays for Montgomery House are provided for staff and visitors only. It is far more appropriate to assess the parking requirements for the aged care facility in line with the ratios which apply to the hospital land use, which similarly requires bays for staff and visitors only (not the patients). The ratio for a hospital land use remains unchanged in the new planning framework. It continues to apply at a ratio of *'12 or 1 bay per 4 beds (whichever is greater)'*, which is the most accurate ratio to use when assessing this use, particularly in the circumstances of this site.

We therefore submit that the proposal to amend the maximum patron capacity for the hall to 250 guests at any one time can be adequately accommodated by the existing on-site parking facility, whilst still allowing for a more than adequate number of car bays being available for staff and visitors to the aged care facility (33 bays), when the hall is used for events catering for 250 patrons (62 bays).

4.4 Operational management during events

There will be no change to the existing management of events undertaken by Aegis as part of this proposal.

Aegis will continue to apply a stringent process in approving applications for the individual events requested to be held at the hall. This selection process ensures that the events continue to complement the area within which the hall is located, and in doing so, will continue to protect the amenity of the residents of the aged care facility and the residents of the surrounding neighbourhood.

Aegis will continue to employ security personnel to be present on the grounds during each event. This personnel assists in traffic management providing directional guidance, to guests arriving in private vehicles and to those guests arriving by uber and taxi services, to the driveway access leading to the hall and the parking bays available adjacent to it. These same personnel remain onsite for the duration of each event to assist the hosts in managing guests by ensuring they remain within the areas designated for the function; that noise of people talking outside the venue in the evening hours is kept to a minimum; and to maintain the doors of the hall as closed for the duration of the events.

5.0 CONCLUSION

The main ballroom floor area of the hall is a large space capable of being utilised at a capacity of 250 patrons.

The use of the hall for events at the maximum capacity of 150 guests has been operational now for the last two (2) years. There have not been any concerns raised by the residents of the aged care facility or the surrounding residents in response to any event held in the hall.

The proposal remains compliant with the updated Planning Framework.

The existing on-site parking arrangement can support this relatively minor increase in number of patrons attending an event hosted at the hall. Importantly, noting that the events held in the hall are infrequent, with only some of the functions held in the hall throughout the year being likely to attract patron numbers at the increased capacity, as proposed.

It is on this basis that we respectfully seek the approval of DAP to amend the conditional requirement of the approval by increasing the limit from 150 to a 250-patron capacity for the hall at any one time.

Should staff have any queries regarding this proposal, the writer is available on 0414 384 972, at their convenience.

Yours faithfully

CLARE McLEAN
Senior Planning Consultant

cc: Directors, Aegis Aged Care Group Pty Ltd

P E T E R W E B B A N D A S S O C I A T E S

C O N S U L T A N T S I N T O W N P L A N N I N G A N D U R B A N D E S I G N

24 August 2023 Our Ref: C1905-12 DAP Form 2

Chief Executive Officer
City of Nedlands

Attention: **Mr R Winslow – Manager Urban Planning**
Ms C Weerasekera – Senior Planning Officer
rwinslow@nedlands.wa.gov.au/cweerasekera@nedlands.wa.gov.au

Dear Mr Parker

Re: Additional Information - DAP Form 2 Application
Proposal to amend Condition No. 1 of DP/2014/00189
Montgomery Hall at Lot 416 (No. 1) Heritage Lane, Mount Claremont

This is to advise that *Peter Webb & Associates* (**PWA**) continues to act on behalf of *Aegis Aged Care Group Pty Ltd* (**Aegis**) in relation to the JDAP Development Approval granted on 2 April 2014 for Montgomery House and Hall, which is located at Lot 416 (No. 1) Heritage Lane, Mount Claremont. (**DAP Ref: DP/2014/00189/LG Ref: DA2014/45**.)

This submission responds to the City's request for additional information to support our DAP Form 2 Application for Condition No. 1 of the Approval to be amended by increasing the maximum number of patrons able to attend an event at Montgomery Hall from 150 to 250 persons, at any one time.

The requested additional information is provided below.

1. THE TYPES OF BOOKING REQUESTS EXCEEDING 150 PATRONS

Aegis receives many bookings enquiries for Montgomery Hall.

As explained at the site meeting, Aegis does **not** accept booking requests for 18th, 21st and 50th birthday celebrations to be held at the Hall. These types of events are not suitable as the behaviour (and noise) of guests is unpredictable and therefore not appropriate for this venue in this location, which we remind the City is located on the same grounds as the home of the residents of the Aegis owned and operated aged care facility, Montgomery House.

There are many wonderful community event booking requests of Aegis to use the Hall for patron numbers which range between 150 and 250. These events are entirely appropriate for the space and should be encouraged, as they will not create any adverse impact on the amenity of elderly residents of Montgomery House or the other residents nearby who have chosen to reside in the dwellings developed around this site. However, unfortunately, most of these events are reluctantly refused because of the current restriction on the patron capacity.

These requests seek to host events on average for 180 patrons and **occasionally** for 250 guests. The 250 patron event is therefore the **exceptional operational peak use** proposed of the Hall.

The car parking on site meets the parking requirements of the City for a 250 patron event. In such circumstances whereby the use at the Hall creates a parking demand which might require

additional parking for guests, Aegis already has an ongoing arrangement with John XXIII College for access to its staff parking area adjacent Heritage Lane.

The following list provides an example of the type of booking enquiries received by Aegis, most of which have not been able to be accepted due to the 150 person capacity restriction.

- **Australian Doctors for Africa, a non-for-profit charity event for up to 180 people.**

The event will proceed at a capped number of 150 people. This is only because Aegis has agreed to waiver all costs associated with hiring the Hall to cover the costs lost to the charity due to the reduced number of ticket sales for the event. This event will end at 10:00pm.

- **Award nights for local schools for up to 250 people.**

The award night booking requests have not been able to proceed, as the schools cannot restrict the number of families attending to 150 people.

These events do not involve alcohol and will not extend into the evening beyond 9:00pm.

- **Other family celebrations, for example a bar mitzvah for up to 180 people.**

Requests have been turned away or families have had to restrict family and friend invitations to comply with the 150-person limit. These events are held during the afternoon and typically extend over a four (4) hour time period.

- **Heritage Council of WA event for more than 150 but less than 200 people.**

The Heritage Council have decided to proceed with the booking and have accepted the 150-person maximum restriction on this occasion.

Aegis is concerned that the patron limit restriction will unnecessarily deter similar events in the future from being held at Montgomery Hall. The Hall is the ideal location for these types of events. It demonstrates to those attending the importance of built form restoration and conservation as well as the need to ensure the long-term sustainability of restored buildings through continued appropriate uses. The Hall can host these events for more than 150 people. Aegis is therefore requesting the flexibility to accommodate such bookings by increasing the patron capacity maximum to 250 people.

- **Wedding celebrations are <u>occasionally</u> requested for up to 250 people.**

For example: a Hindu wedding celebration enquiry to hire the Hall for an event for up to 250 people, which was to be an alcohol-free celebration.

This celebration and all weddings, including those which serve alcohol, are wonderful events that bring communities and families together. These events are entirely appropriate and capable of being held at this Hall for guest numbers ranging between 150 and 250.

- **Yoga events – for up to 200 people**.

The yoga days are currently restricted to 150 but seek additional capacity of up to 200 members to attend. Again, yoga is wonderful peaceful community activity. The restriction at 150 is not practical for these events and therefore are unlikely to continue in this location.

- **Orchestra by candlelight – for up to 250 people.**

The events have not been able to be held at the hall due to the restriction on the number of people able to attend, much to the disappointment of the residents of Montgomery House.

2. MANAGEMENT OF PATRON NOISE – CONDITIONS 2 AND 3 OF JDAP APPROVAL

Conditions 2 and 3 of the existing JDAP Approval are to remain in place for the management of noise during events held at the hall.

Condition 2: *The proposed hours of operation for Montgomery Hall shall be limited to 9.00am to 11.00pm Monday to Thursday, 9.00am to 12 midnight and Saturday, and 10.00am to 6.00pm Sunday.*

Condition 3: *The number of times that Montgomery Hall can be used on a Friday and Saturday evening for weddings/social events where alcohol is served after 10:00pm is to be limited to 65 per annum.*

In addition, it is also relevant to remind the City that the built form of the Hall is acoustically modified. This acoustic adaption formed part of the substantial conservation works undertaken by Aegis, which ensures noise from any event held in the Hall remains below and does not exceed the acceptable noise levels, pursuant to the *Environmental Protection (Noise) Regulations 1997*.

Patron noise is also managed by the **security officers** employed by Aegis and **specifically trained to assist at the events**. This is of the upmost importance to Aegis to ensure that its own residents of Montgomery House as well as those residing in nearby dwellings around the site are not unduly disturbed by noise associated with the events.

The operational management implemented for events includes:

- Security officers being stationed around the site to direct guests (and vehicles) to and from the Hall (and the available parking bays).
- Security officers being stationed at the doors during the event to ensure **all doors remain closed** during events.
- A security officer will escort any guests wishing to leave an event early to their vehicle or to a ride share vehicle (now directed to a particular location on the site). The officer waits with the individual or group of people until they are safely inside a vehicle and departing the site before returning to the Hall. This measure is to ensure the guests do not disrupt the residents of Montgomery House and the nearby residents.

These measures will continue to occur for the events already booked within this calendar year at the 150-patron capacity and are proposed to continue for events ranging from a 150 person to the occasional peak use at a 250-person capacity.

3. MANAGEMENT OF VEHICLES DURING EVENTS

The submitted TIS and the Application report confirm that the site provides sufficient parking to cater for the residential aged care facility (Montgomery House) and the events held at Montgomery Hall at the peak capacity of 250 patrons.

The parking bays on the site are approved for reciprocal use. The Hall is used on the weekends mostly (early evening), when demand for parking associated with the aged care facility does not exceed more than ten (10) bays between 3:00pm and 10:00pm and five (5) bays from 10:00pm onwards. Noting that, 62 bays are required to support the venue at a capacity of 250 patrons to satisfy the parking requirements of the City. 85 bays are available for guests from 3:00pm, should additional parking be required beyond the required 62 bays.

At some of the earliest events held at the Hall, ride share services were incorrectly being direct by GPS to Abbey Gardens rather than Heritage Lane to deliver and collect guests. The GPS systems used by the ride share services have now mostly been corrected due to the Hall now being in operation. This is because each time that a ride share service is used by a guest in association with the Hall, the correct address to access the venue is pinned into the system as Heritage Lane, rather than Abbey Gardens. Notwithstanding that, recommendations are included in the *Traffic Impact Statement* (**TIS**) and have already been implemented to ensure that ride share services are further assisted to not deliver or collect guests on Abbey Gardens.

The extract below is taken from TIS, with these measures now being implemented.

To minimise the impact on adjacent residents, it is recommended to adopt additional measures to ensure patrons are picked up and dropped off using the on-site parking bays or along the on-site loop road. Such measures could include:

- *Temporary signage during large events directing vehicles to Heritage Lane.*
- *The existing security personnel employed during events to provide directional assistance when required to ensure that event vehicles utilise Heritage Lane to access the loop road, for the delivery and collection of patrons at the western side of the Hall.*
- *Require event hosts to clearly communicate to their attendees that all parking and pick-up / drop-off is to occur only on-site (e.g., via email, social media or on event tickets). A map indicating the travel routes and location of parking could be prepared and distributed to attendees.*
- *A designated rideshare and taxi pick-up / drop-off point on the western side of the Hall as shown in Figure 7.*

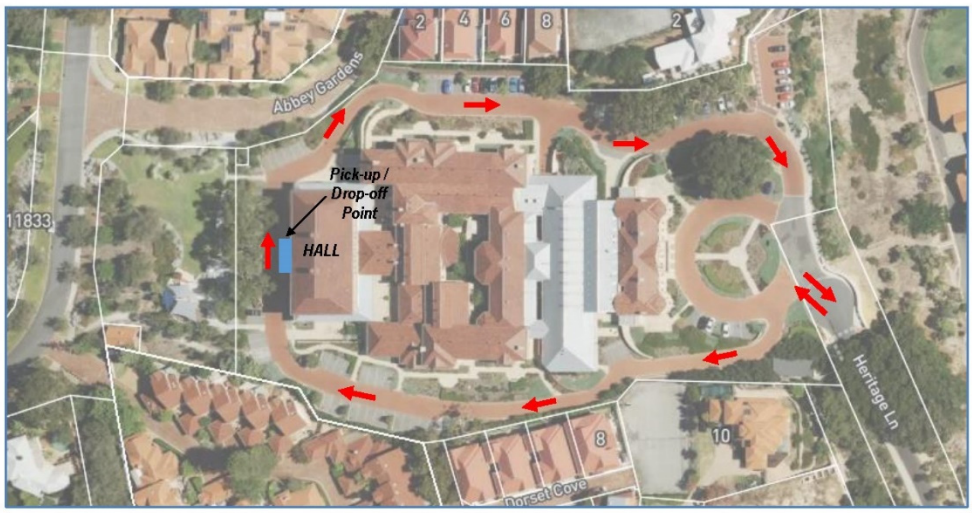


Figure 7: Suggested Rideshare / Taxi Pick-up and Drop-off Point

In the addition to these recommendations, the bays along the northern boundary are designated for use only by staff of Montgomery House. The bays are not used for the Hall at any time, expect for disabled parking purposes as these bays provide the closest accessible access to the Hall.

CONCLUSION

We trust that the additional information provided in this submission is sufficient for staff to complete their assessment.

In summary, we note the following main points:

1. This proposal seeks the support of the City and the approval JDAP to provide flexibility to Aegis in approving a range of social, wedding, school, yoga, orchestra, and charitable events seeking to utilise the Hall for patron numbers ranging **between 150 to 250.**
2. The parking on site is sufficient to accommodate events up to 250 patrons.
3. The events are appropriately restricted through Conditions 2 and 3 to respond to its setting to respect the amenity of the residents of Montgomery House and those residents residing in the dwellings nearby the land. These restrictions include:
    - events which serve alcohol beyond 10:00pm are restricted to a maximum of 65 per annum.

- events during the week (Monday to Thursday) cannot operate any later than 11:00pm.
- events on Friday and Saturday cannot operate any later than midnight.
- events on Sunday cannot operate any later than 6:00pm.

4. In addition to these restrictions, Aegis already employs security officers to manage vehicles and patron movements before, during and after the events. It has commenced implementing the traffic management recommendations contained in the TIS lodged following the advertising period of this Application.
5. Aegis is simply requesting that it be granted the ability to accept booking requests for select events up to a 250-patron capacity. Noting that 250 people attending an event is the occasional operational peak use of the Hall. That higher capacity number of people therefore should not be misconstrued as being the regular capacity of all events held at this venue.

Should staff have any queries regarding this additional information, the writer is available on 0414 384 972, at their convenience.

Yours faithfully

CLARE McLEAN
Senior Planning Consultant

cc: CEO & Proprietor, Aegis Aged Care Group Pty Ltd

Transport Impact Statement

Project:	Application to Increase Patron Numbers at Montgomery Hall 1 Heritage Lane, Mount Claremont
Client:	Aegis Aged Care Pty Ltd c/- Peter Webb & Associates
Author:	N. Baby
Date:	24th May 2023
Shawmac Document #:	2304011-TIS-001

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Version	Prepared By	Reviewed By	Approved By	Date
A	N. Baby	P. Nguyen	P. Nguyen	24/05/2023

Disclaimer

File Reference: Y:\Jobs Active 2023\T&T - Traffic & Parking\PWA_Aegis Montgomery Hall_TIS_2304011\3. Documents\3.2 Reports\PWA_Aegis Montgomery Hall_TIS_Rev A.docx

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Figures

Tables

1 Introduction

1.1 Proponent

Shawmac has been engaged by Aegis Aged Care to prepare a Transport Impact Statement (TIS) to support the proposed increase in patron capacity at Montgomery Hall in Mount Claremont.

This TIS has been prepared in accordance with the Western Australian Planning Commission (WAPC) *Transport Impact Assessment Guidelines Volume 4 – Individual Developments*. The assessment considers the following key matters:

- Details of the proposed development.
- Vehicle access and parking.
- Provision for service vehicles.
- Daily traffic volumes and vehicle types.
- Traffic management on frontage streets.
- Public transport access.
- Pedestrian access.
- Cycle access
- Site specific and safety issues.

1.2 Site Location

The site address is 1 Heritage Lane, Mount Claremont. The local authority is the City of Nedlands.

The general site location is shown in **Figure 1**. An aerial view of the existing site is shown in **Figure 2**.

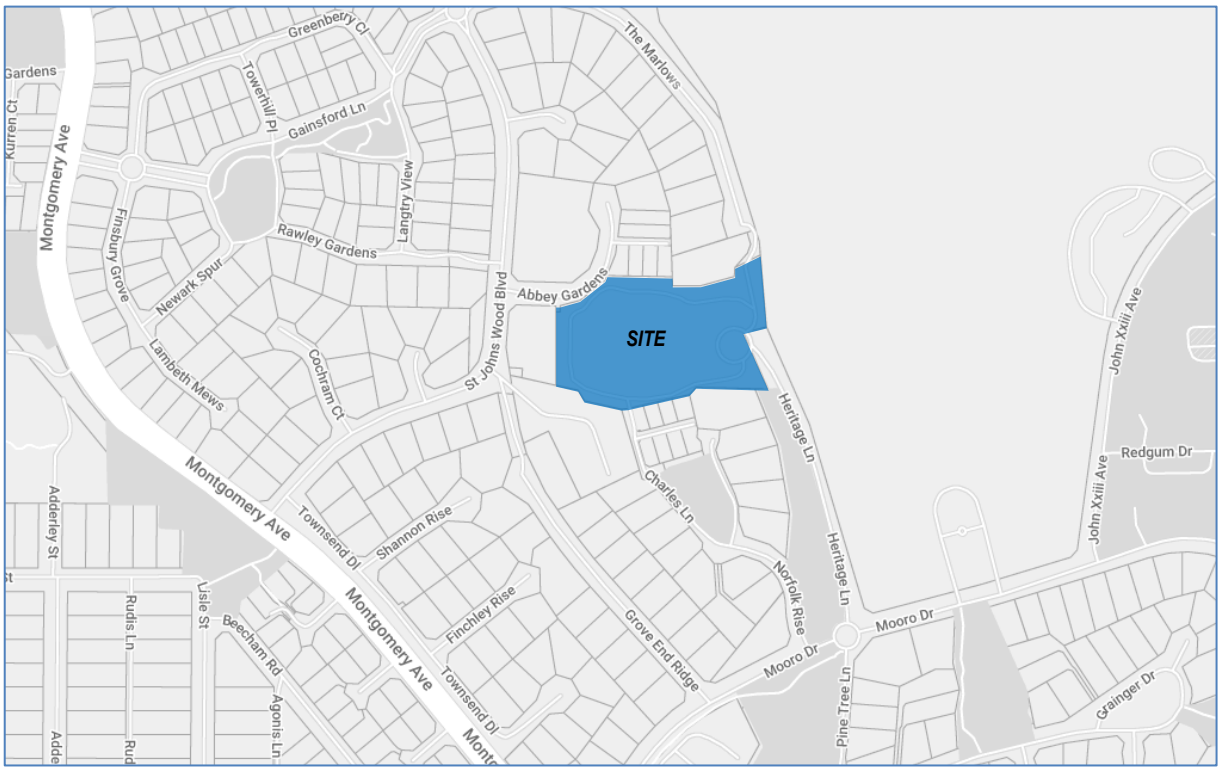

Figure 1: Site Location

Figure 2: Aerial View (January 2023)

2 Proposed Development

2.1 Land Use

The proposed Montgomery Hall development is part of a residential aged care facility site owned and operated by Aegis. It is currently hired out for private events and functions with a permitted capacity of 150 patrons. Aegis is proposing to increase the capacity of the venue to 250 patrons.

There are 95 existing car bays on the site.

The existing floor plan is shown in **Figure 3**.

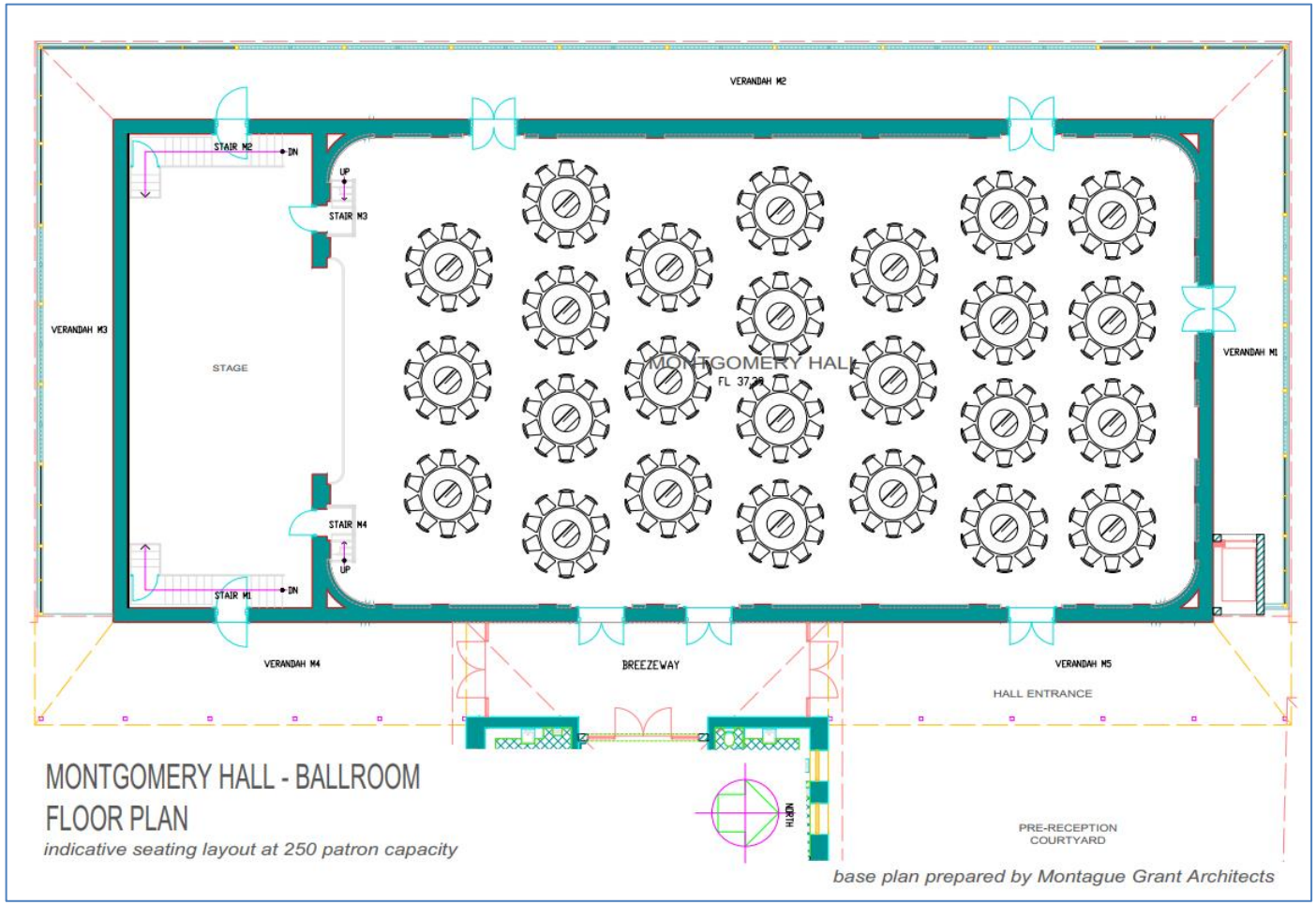

Figure 3: Floor Plan

3 Traffic Management on Frontage Streets

3.1 Road Network Layout and Hierarchy

The layout and hierarchy of the existing local road network according to the Main Roads WA *Road Information Mapping System* is shown in **Figure 4**.

Figure 4: Existing Road Network Hierarchy

3.2 Speed Limits

The speed limit along the existing local road network according to the Main Roads WA *Road Information Mapping System* is shown in **Figure 5**.

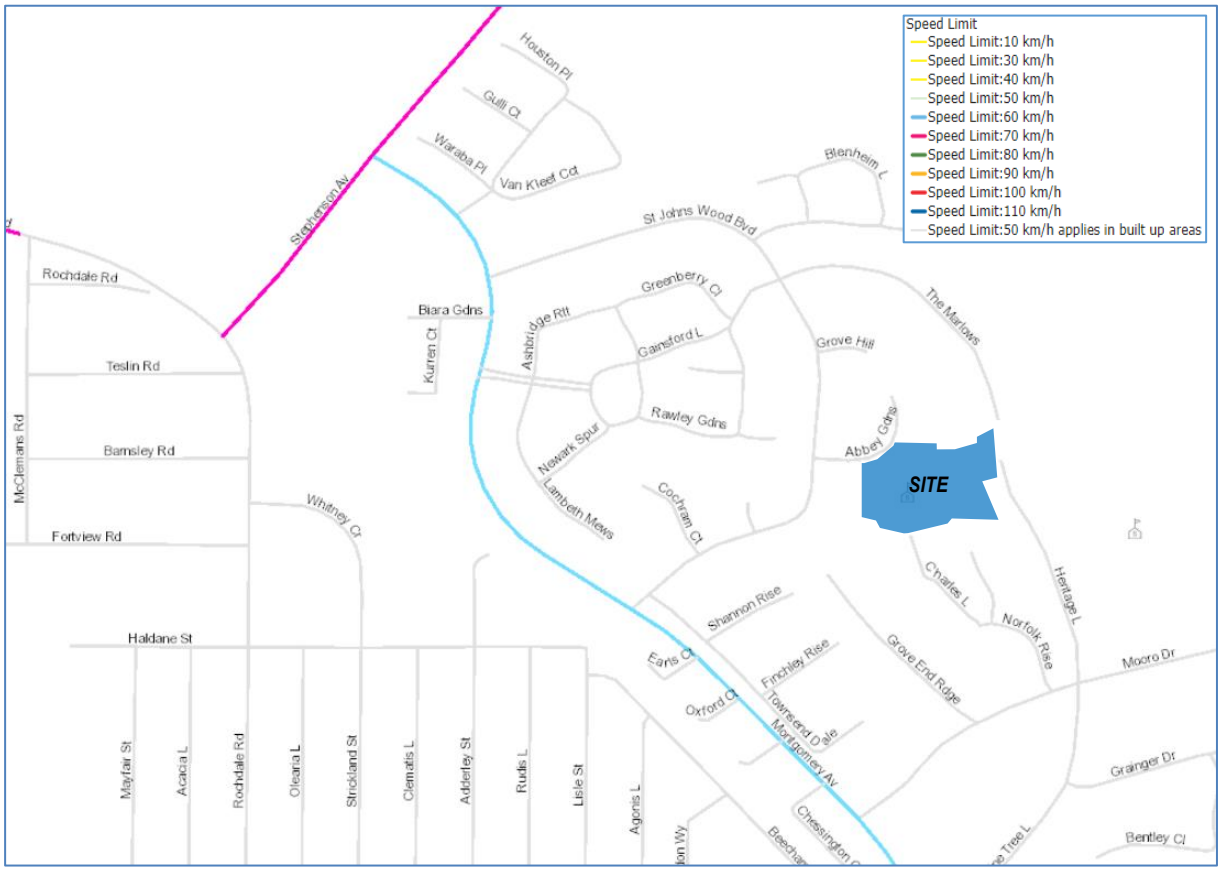

Figure 5: Speed Limits

4 Vehicle Access and Parking

4.1 Access

Vehicle access is currently via existing crossover on Heritage Lane in **Figure 6**. No changes to the existing access arrangement are proposed.

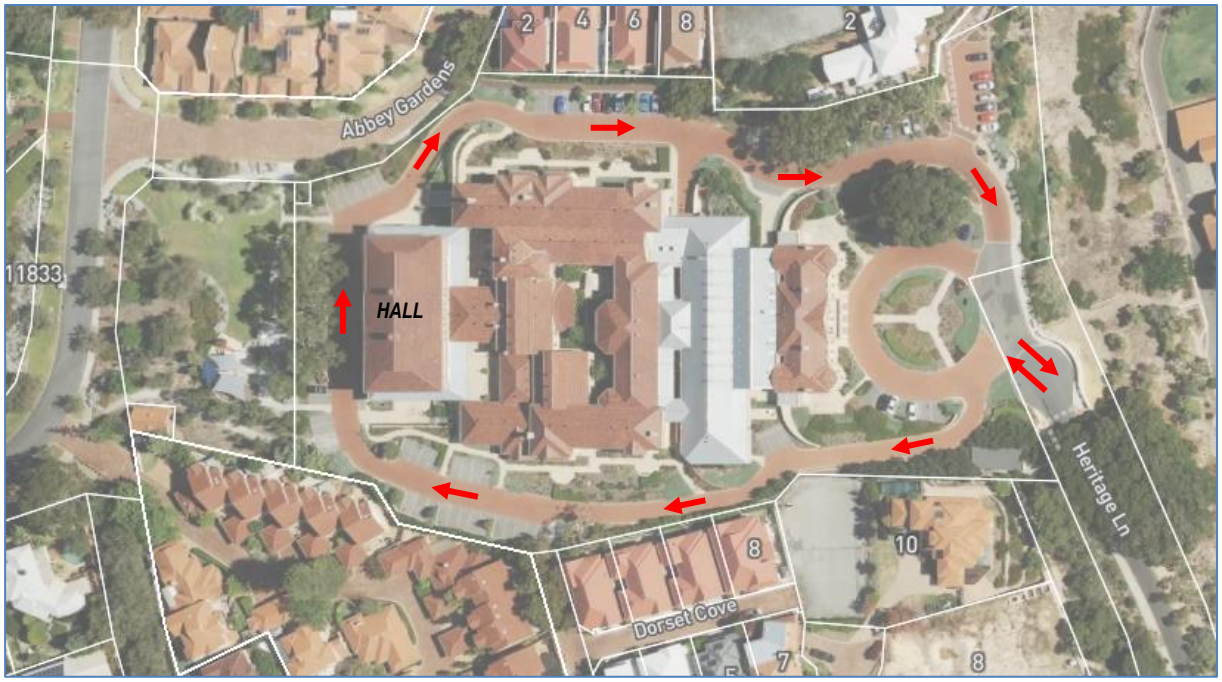

Figure 6: Vehicle Access Arrangement

4.2 Car Parking

There are currently 95 car parking bays on the site with 20 allocated to the aged care facility and 75 bays allocated to Montgomery Hall. Although allocated as such, the bays are shared reciprocally between the two uses.

4.2.1 Planning Scheme Requirements

The car parking requirements calculated in accordance with the City of Nedlands Local Planning Policy 4.1: Parking (LPP4.1) are outlined in **Table 1**.

Table 1: Car Parking Calculation – LPP 4.1: Parking

Land Use	Requirement	Quantum	Bays Required	Bays Available
Residential aged care facility	12 or 1 space per every 2 beds (whichever is greater)	80 beds	40	20
Reception centre	1 bay per 4 persons	250 persons	62	75
		Total	102	95

As shown, the proposed development is required to provide 102 car bays. The overall provision of 95 bays is 7 bays short of the calculated requirements. The 75 bays allocated to Montgomery Hall satisfies the minimum requirements for this component of the development, but the 20 bays allocated to the aged care facility are 20 bays short of the minimum requirement.

The shortfall is considered to be justifiable for the following reasons:

- The superseded Town Planning Scheme which was operational when the development was previously approved only required 1 bay per 4 beds which equated to 20 bays being required for the aged care facility. The client has advised that the current allocation of 20 bays has been sufficient to meet the parking demand of the aged care facility even during past events held at Montgomery Hall. As no change to this facility is proposed, the allocation of further bays to the facility is not considered necessary.
- The hall has been used for a range of events in the past with up to 150 patrons and the client has advised that the reciprocal use of car parking has been successful with no known issues.
- Functions are typically held in the late afternoon and evenings, usually on a weekend. During these periods, staff and visitor numbers at the aged care facility are low and so the majority of bays on the site would be available for Montgomery Hall. Aegis have advised that there are approximately 10 staff on site between 3pm and 10pm and approximately 5 staff after 10pm and so there are typically at least 85 bays available for use during events.
- Many patrons are likely to be picked up and dropped off using taxis and rideshare services and will not require parking. Some patrons may also use public transport which is available in vicinity.
- Aegis will continue to manage use of the facility and parking as follows:

- The frequency and type of events will be subject to a stringent approval process.
- Security personnel will be present on the grounds during each event to guide vehicles before, during and after each event.

To minimise the impact on adjacent residents, it is recommended to adopt additional measures to ensure patrons are picked up and dropped off using the on-site parking bays or along the on-site loop road. Such measures could include:

- Temporary signage during large events directing vehicles to Heritage Lane.
- The existing security personnel employed during events to provide directional assistance when required to ensure that event vehicles utilise Heritage Lane to access the loop road, for the delivery and collection of patrons at the western side of the Hall.
- Require event hosts to clearly communicate to their attendees that all parking and pick-up / drop-off is to occur only on-site (e.g. via email, social media or on event tickets). A map indicating the travel routes and location of parking could be prepared and distributed to attendees.
- A designated rideshare and taxi pick-up / drop-off point on the western side of the Hall as shown in **Figure 7**.

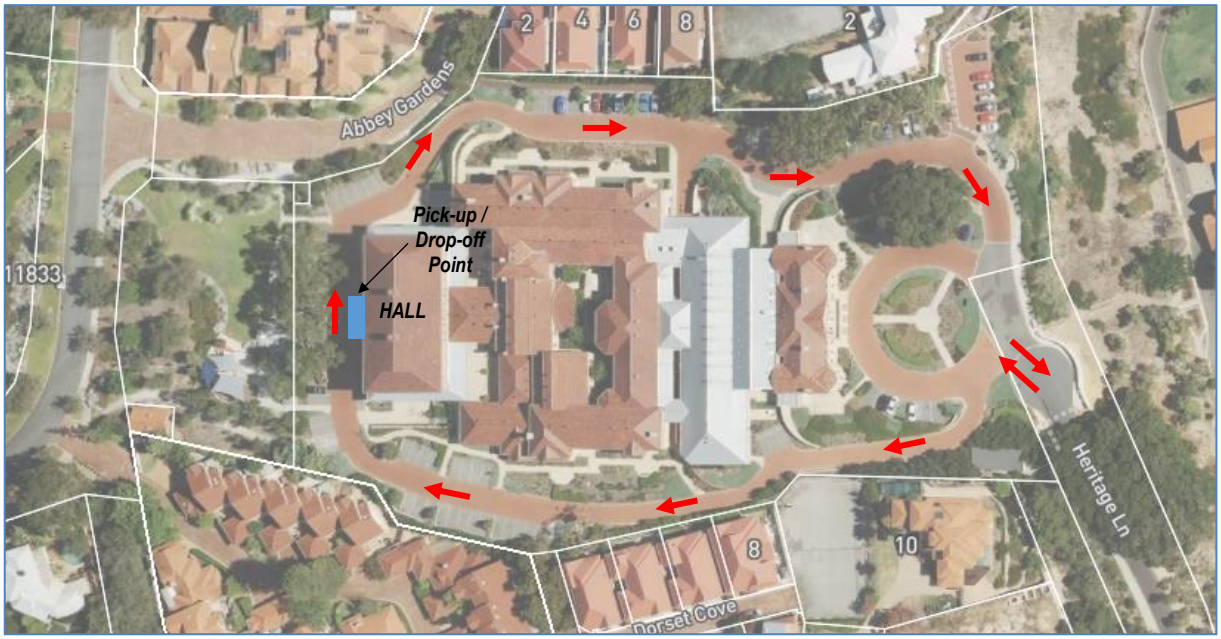

Figure 7: Suggested Rideshare / Taxi Pick-up and Drop-off Point

Further details of the past events and operational measures adopted by Aegis are included in the DAP Form 2 Application prepared by Peter Webb and Associates.

Overall, the parking provision is considered to be adequate to support the proposed increase in patron capacity to 250 people.

4.3 Bicycle Parking

The City's LPP does not appear to specify requirements for bicycle parking.

The demand for bicycle parking is expected to be low and so the provision of additional bicycle parking is not considered to be warranted.

4.4 Provision for Service Vehicles

There will not be any changes to the existing service vehicle operations.

5 Traffic Generation

The standard vehicle trip generation sources do not have suitable data for a reception centre of function centre.

The trip generation has therefore been broadly estimated based on an average vehicle occupancy of 3 persons per vehicle. Based on 250 patrons, the peak traffic generation would be approximately 84 vehicle movements either inbound or outbound. The traffic generation based on the proposed 100 additional patrons is estimated to be 34 vehicles.

According to the WAPC TIA guidelines, an increase of between 10 to 100 peak hour vehicles is considered to have a low to moderate impact and is generally accepted as being acceptable without requiring detailed capacity analysis. The estimated 34 additional vehicles is at the lower end of this range and so the proposal is considered to have a low impact and can be accommodated within the existing capacity of the road network.

6 Pedestrian and Cyclist Access

All existing roads in the surrounding area have at least one footpath except for very minor access roads and laneways where pedestrian movements are unlikely to occur.

The existing path network is considered to be adequate for the movement of pedestrians and cyclists to and from the site.

7 Public Transport Access

The following public transport services currently operate within 1km walking distance of the site:

- Transperth Bus Route 28 which operates between Claremont Station and Perth Bus port. The closest stops are on Mooro Drive within 400m walking distance of the site.
- Transperth Bus Route 27 which operates between Claremont Station and Terrace Road before Hill Street. The closest stop is on John XXIII Avenue within 800m walking distance of the site.

The existing public transport services are considered to be adequate to meet the likely demand.

8 Site Specific Issues and Safety Issues

8.1 Crash History

The crash history of the adjacent road network was obtained from Main Roads WA's *Reporting Centre*. A summary of the recorded incidents over the five-year period ending December 2022 is shown in **Figure 8**. The search included full length of Heritage Lane and Mooro Drive between Grove End Ridge and John XXIII Avenue.

Figure 8: Crash History – January 2018 to December 2022

The number, type and location of the crashes do not appear to indicate a major safety issue on the road network. There is also no indication that the proposed increase in patron capacity will increase the risk of crashes to an unacceptable level.

9 Conclusion

This Transport Impact Statement for the proposed increase in patron capacity at Montgomery Hall in Mount Claremont concludes the following:

- During a capacity event with 250 patrons, the hall is estimated to generate approximately 34 additional vehicles movements. This volume of traffic is low to moderate and can be accommodated within the existing capacity of the road network with no modifications required.
- There are a total of 95 bays on the site. The Hall is utilised for events in the evenings, when only 10 car bays are typically in use for the aged care facility at Montgomery House.
- The overall provision of 95 bays is 7 bays short of the calculated requirements. The 75 bays allocated to Montgomery Hall satisfies the minimum requirements for this component of the development but the 20 bays allocated to the aged care facility are 20 bays short of the minimum requirement.
- The average parking demand generated by Montgomery House during an event held in the Hall is 10 car bays. This facility does not require 40 car bays for its aged care use, as explained in the Planning Application report prepared by Peter Webb & Associates. The current 20 car bay allocation for Montgomery House is more than sufficient to cater for its needs.
- The parking shortfall is adequately justified for various reasons including the low parking demand for the aged care facility during typical event periods, the successful operation of past events with no issues and the strict management of events.
- To minimise the impact on adjacent residents, it is recommended to adopt additional measures to ensure patrons are picked up and dropped off using the on-site parking bays or along the on-site loop road. Such measures could include:
    - Temporary signage during large events directing vehicles to Heritage Lane.
    - The existing security personnel employed during events to provide directional assistance when required to ensure that event vehicles utilise Heritage Lane to access the loop road, for the delivery and collection of patrons at the western side of the Hall.
    - Require event hosts to clearly communicate to their attendees that all parking and pick-up / drop-off is to occur only on-site (e.g. via email, social media or on event tickets). A map indicating the travel routes and location of parking could be prepared and distributed to attendees.
    - A designated uber/taxi pick-up / drop-off point on the western side of the Hall.
- The demand for bicycle parking is expected to be low and so the provision of additional bicycle parking is not considered to be warranted.
- The existing path network is considered to be adequate for the movement of pedestrians and cyclists to and from the development.

- The crash history of the adjacent road network did not indicate any safety issue on the adjacent road network and there is no indication that the development would increase the risk of crashes unacceptably.
- The demand for public transport is likely to be relatively low based on the proposed uses and so the existing public transport services are considered to be adequate to meet the likely demand.

Schedule of Submissions

1 Heritage Lane Mt Claremont

City of Nedlands

nedlands.wa.gov.au

No.	Submission	Applicant Response
Objections		
1	My objection relates to the location of the function centre, within close proximity to houses and units. This land is primarily used for aged care facilities and it is not appropriate to increase the number of patrons who can attend the function centre.	The Hall is not approved for the residential care facility. It is not permitted to be used for residential purposes. It is approved for community uses which allow for the public to access the Hall. This includes weddings, social functions, theatre productions, and meeting/conferences. Aegis is seeking the opportunity to use the Hall for these approved weddings and other similar community event uses to cater for up to 250 people. Aegis is not seeking to change the frequency that the Hall is used. It will continue to operate in accordance with the WAPC endorsed Local Development Plan and Conditions 2 and 3 of the 2014 DAP Approval.
2	The tranquillity is the most attractive feature of Mount Claremont. Residents don't want to suffer from the excess noise that would be inevitable because of the construction or increased traffic.	The Application does not include any works component. The amendment to the existing DAP Approval relates only to the approved use of the Hall being able to be used occasionally for up to 250 patrons.
3	As a close neighbour, I am affected by the noise of people exiting the venue and gathering in the car park well past the licensed hours. Loud voices shouting to each other late at night is disturbing enough to neighbours and the residents of Montgomery House without increasing the numbers. The problem would be lessened for me if there were NO parking allowed on the north side of the venue, where we were originally told there would be gardens. This is, after all, a residential area.	It is agreed that the area around the state heritage listed building is primarily for residential use. Montgomery Hall was constructed in 1904 and forms part of the Swanbourne Hospital Conservation Area. It is a place which is identified as being of cultural significance and was entered in the Register of Heritage Places on a permanent basis on 19 August 1994. The Hall is not permitted to be used for residential purposes. This Hall is retained for its cultural heritage significance and restored for sustainable community uses in accordance with the Conservation Plan. These uses are listed to include:

		1. Weddings; 2. Social Functions; 3. Theatre Productions; 4. Conference/Meetings; and 5. Exhibitions. The Hall has been acoustically modified to ensure noise from any event held in the Hall remained below and did not exceed the acceptable noise levels, pursuant to the *Environmental Protection (Noise) Regulations 1997*. The land to the north of Montgomery Hall on Barrow Court was subdivided and the dwellings constructed on the respective lots within the same timeframe that Aegis was restoring the Hall. The earlier plan (dating back to 2005) and the current endorsed Local Development Plan (approved 2013/2014) both identify at-grade parking adjacent to the accessway/loop road at the north (and south) boundaries of the site. It therefore understood that the residents of Barrow Court bought/built their homes on these lots understanding that the Hall would be used for these types of events. Notwithstanding this, Aegis proposes to designate the bays along the northern boundary adjacent to these residential homes for parking by nursing staff of Montgomery House only. This will address the submitters request for 'no parking' associated with the Hall along the northern boundary.
4	The capacity increase will inevitably lead to construction works which will create noise pollution and traffic/parking problems in the area. We already had to put up with all of that when they were renovating Montgomery House. This is finally a very quiet and peaceful neighborhood and we want to keep it that way	The proposal will not lead to construction work or traffic and parking problems. Aegis acknowledges the building works involved with the restoration of this state heritage listed site would have caused disruption. The site was severely dilapidated. Aegis is pleased to note that the submitter

		recognises that the area has returned to a quiet and peaceful state. We trust that the restored site positively contributes to the improved amenity of this location. There will be no further construction as a result of this proposal. The Hall cannot be physically altered due to its historic significance, nor is it required. The Hall is already designed to accommodate a capacity of 250 people. This is the reason for this proposal. It is not currently able to be utilised to its potential due to the 150- person restriction. Aegis only seeks to amend condition No. 1 of the approval to allow for the Hall to be used by the local community on some occasions for events hosting up to 250 people. It is important to highlight that the following conditions related to the hours of operation and number of events per annum are retained as approved. *Condition 2:* The hours of operation for the Hall being restricted to: 9am to 11pm – Monday to Thursday. 9am to 12 midnight - Friday and Saturday evenings. 10am to 6pm - Sunday. *Condition 3:* The Hall can only be used on a Friday or Saturday evening for weddings/social events where alcohol is served after 10pm up to 65 times per annum.
5	I strongly oppose the application to increase the venue capacity of Montgomery House. I have lived approximately 100 metres from Montgomery House for over 20 years and was the first and only occupant of (my home) and have raised 3 children there with all three attending Mt Claremont Primary School. The initial development of Montgomery House	This Application does not relate to a proposed increase in permeant occupants of the residential aged care facility. There will be no increase to the number residents living at the aged care facility.

	took place only after a community consultation process that took approximately three years during which agreement was reached with stakeholders, which included local resident advocates. Unfortunately, even before construction and renovation had commenced the developer amended its plans, with limited community consultation to produce an establishment that had not been signed off on by local groups. An increase of occupancy from 150 residents to 250 residents, an increase of over 60%, is unconscionable and should not be allowed. Traffic has already increased in the area as a result of the development of Montgomery House and with two primary schools in the direct vicinity any further traffic increase (inevitable from a 66% increase) would provide an unacceptable risk to local children. Already with current occupancy there is not enough parking for residents, visitors and employees. This adds to the traffic issues in the area. The area is a residential area. Increasing the occupancy by nearly double will substantially increase the number of workers that will commute, increase the number of delivery trucks and diminish my quiet enjoyment of my area. The application to increase capacity at Montgomery House should be rejected by the council.	There is more than sufficient parking on the Montgomery site to accommodate the residents of this aged care facility and its assisting staff and the proposed occasional event in the Hall at a capacity of 250 people.
6	There is insufficient parking to support an increase to 250 visitors. Nursing home Staff parking is required 24/7 at this venue, not to mention all the catering trucks etc for the wedding or other functions. We already have parking issues in our small cul de sac, especially where the path leads to Montgomery House from Dorset cove. This path was poorly designed with cars blocking the pedestrian path and no lighting through there at night. Please don't put pressure on neighbouring streets that are already dealing with lots of existing parking issues because of parking restrictions in our area.	The parking on site is entirely capable of supporting occasional events held in the hall at a capacity of 250 people and the staff of the aged care facility. This is explained in the Application report and confirmed in the *Traffic Impact Statement* (**TIS**) prepared by Shawmac. The approval of a 250-patron capacity will not create any parking issues associated with the residential dwellings accessed by Dorset Cove. This is because there is no road connection between the Montgomery site and Dorset Cove.
7	Thank you for your letter with regards to the above property and proposal to amend the DAP and increase the venue capacity of Montgomery House. I have read through the proposal on the City of Nedlands website and would like to raise my comments/concerns and objections with regards to this	*In response to point 1:* The Hall will not be utilised to the 250-patron capacity for every event. It is only requested, so that the Hall can be utilised to its capacity and hired for events up to 250, on occasions when it is considered

	Proposed Amendment to DAP/2014/00189. They are as follows: 1) From point 4.0 in the proposal, I have noted the proposed increase of 150 to 250 person capacity for events. This is a potential 67% increase per event which is very significant. 2) Though there are sufficient car park bays to support this proposed amendment, I have anecdotally noted that numerous people utilise ride share services and drop off passengers along Abbey Gardens. So though there may be sufficient car park bays, there may also be the possibility of more ride-share road traffic along Abbey Gardens. 3) Likely increased noise from events - despite the vegetation that is present, being a coastal area, the wind still carries noise that impacts our residence. The reality is that event noise directly affects our master bedroom and one of our bedrooms (east facing on our property). My wife and myself have been impacted by people talking roadside while awaiting their pickup or clearing activities post event. My 90 year old mother in law was woken up numerous times when sleeping in the other room. Even after midnight, there have been a few occasions where people attending the event are still talking outside along Abbey Garden. 3) Our street has been very quiet, safe and peaceful for our family to live in over the last 9 years. Having events in Montgomery House has changed the ambience. We have noted the number of events held over the past 2 years, and would also like to flag that the Covid situation in 2021 and 2022 may mask the potential increased frequency of larger scale events being held in Montgomery House. I am also surprised that a traffic impact assessment and traffic management plan, especially during event days, is not required for this amendment to DAP/2014/00189. In gist, we object to this proposed amendment on the grounds that it will have a direct impact on our quality of life given our home's proximity to Montgomery House. We trust that our objections will be duly noted and considered in the council's deliberation on this matter.	appropriate to approve such a request. The Hall is designed to accommodate 250 people or more. The current restriction on the capacity at 150 people means that only 60% of the floor area of the Hall is being utilised. Aegis is therefore respectfully asking the City to support its request for the Hall to be used for events which proportionally fill the space. *In response to point 2:* The recently submitted TIS responds and includes recommendations to address the issue raised that ride share services deliver and collect guests from Abbey Gardens rather than entering from Heritage Lane and driving along the loop road to reach the Hall. The Aegis administration has contacted the ride share services who have advised that the mapping incorrectly directs ride share services to Abbey Gardens. Aegis is assured by these companies that the delivery and collection points for the Hall are being corrected. It apparently just takes time and more regular use of the services to the Hall for the correct location pins to be updated on the GPS systems. *In response to comment No. 3:* The Hall is not regularly used. It is not able to be converted to residential. It is only able to be used for the community as a venue for hire. The Hall is currently used within its approval rights for up to 150 people and is restricted in hours of operation and number of events. Aegis will continue to ensure each event is managed to reduce the impact of noise on this resident and others nearby through its continued evolving management program.

		Please note that a TIS which provides recommendations which will assist in addressing the issues raised by this submitter, has been submitted to the City for assessment.
8	Our main concerns being: The increase of vehicle traffic, foot traffic and parking on our street. We are already dealing with all these matters from Montgomery Hall as it is at its current capacity - this will only get a lot worse with more cars and more people. Noise Disturbance arising from the extra capacity of people and vehicles. We do not feel that the venue will be able to handle the problems arising from the increase of vehicle traffic and foot traffic. Our neighbourhood cannot cater for the extra capacity and rate paying residents will only be the ones to suffer. There's simply no extra parking available to cater for the increase of capacity.	The site has sufficient parking to cater for the venue at the proposed increased capacity. The TIS and the information contained in the Planning Application report provides sufficient justification to support events at this capacity. It is not clear as to which street is being referenced in this submission. As previously noted, the issue of the GPS used by ride share services delivering guests to Abbey Gardens is being addressed. Aegis has contacted these services and is advised that the mapping will be updated, which will resolve the problem. In the interim, measures are recommended in the TIS to ensure the delivery and collection of guests no longer occurs on Abbey Gardens.
9	Abbey Garden and Montgomery House/Hall Function Centre share a common boundary. There is not parking now for 150 guests let alone 250. How can a proposal be put forward without having regard for the additional parking requirements. On Function Centre nights Abbey Garden is a busy road for guests looking for parking, even though we are a Cul de Sac. As an aside, Abbey Garden now is a parking lot for students going to JTC as a drop off and pick up zone both morning and afternoon, even with a 'no parking' sign, cars parking/standing on both sides of our narrow road and on the curve which makes it hard to pass. One resident was not able to reverse into their garage due to the cars parked. In the evenings when events have taken place in Montgomery Hall Function Centre apart from the noise of the music we have men, definitely not gentlemen, urinating into our gardens. Guests of the Function Centre standing around after the event is over talking loudly outside our homes whilst possibly waiting for a taxi or to be picked up. Because the neighbourhood has not made complaints to date about what we deal with doesn't mean there is not a problem. I am assuming with Covid and the lack of events we have put up with it as they have been infrequent	The Application does address the parking requirements to accommodate a function held at the venue at the proposed increased capacity. The submitted TIS and the Application report confirm that the site provides sufficient parking to cater for the residential aged care facility (Montgomery House) and the weddings and events held at Montgomery Hall. The parking bays on the site are approved for reciprocal use. The Hall is used on the weekends mostly (early evening), when demand for parking associated with the aged care facility does not exceed more than 10 bays between 3pm and 10pm and only 5 bays from 10pm onwards. There are more than sufficient bays to support the increased patron capacity, noting that only 62 bays are required to support the venue at the capacity of 250 but, 85 bays are available for guests from 3pm.

	but with the capacity lifted creating more functions/events you will be receiving more complaints from our neighbourhood.	In order to response to the concerns raised by the residents, recommendations are included in the TIS to ensure that ride share services do not deliver or collect guests on Abbey Gardens. We also note that anti-social behaviour is not tolerated by Aegis. Should such situations occur in the future, we urge residents to contact the local police to request assistance immediately.
10	Our property is right on Montgomery Hall. We already have to deal with a number of events at the hall and when these occur there are often people walking around making noise after 10pm, peeing on our plants and generally noisy. I don't object to them having some events but 250 people will be impossible to manage. Also, there is likely to be an increase in the number of events which means we have to endure endless events. These events also bring with them trucks and vans in preparation of the event - this means we have noise right at our front door all of the day before and the day after each event. These are usually weekends and it seems crazy that the council approve such a large number of people at an event hall nestled right in the middle of a suburb.	Antisocial behaviour, which might involve the noise associated with people walking around the streets and noting the submitter's reference to an incident of public urination, is a disturbance which should be addressed by the local police as it is potentially a criminal matter. Aegis certainly does not tolerate such behaviour at its venue and its security personnel are present to ensure guests do not cause such disturbances. The number of events at the Hall will not increase from that which is currently permitted by the approval. The Hall will continue to be used occasionally, noting that the main use of the land by Aegis is the residential aged care facility. It is important for the residents to acknowledge that Montgomery Hall is listed on the State Register of Heritage Places. The Conservation Plan does not permit the Hall to be used for residential purposes. It is only able to be used in a way which will protect the integrity of its built fabric and ensure that public access to the Hall is maintained.
11	Already none residents car traffic on those nights of functions after 10pm is a problem and adding the numbers of parking bays from 150 to 250 for sure would added to that problem and gathering and group chatting loudly at even 11pm is always at our cul de sac and cars doing u turn plus public cars like Uber and Taxis who blew their horns certainly with that numbers of parking bays is a problem.	The submitted TIS and the Application report confirm that the site provides sufficient parking to cater for the residential aged care facility (Montgomery House) and the weddings and events held at Montgomery Hall. The parking bays on the site are approved for reciprocal use.

		The venue is used occasionally on the weekends (evenings mostly), when demand for parking associated with aged care facility does not exceed more than 10 bays between 3pm and 10pm and only 5 bays from 10pm onwards. There are more than sufficient bays to support the increased patron capacity, noting that only 62 bays are required to support the venue at the capacity of 250. 85 bays are however available for guests from 3pm onwards (23 bays more than the minimum parking requirement of the City for this use). In order to response to the concerns raised by the residents, recommendations are included in the TIS to ensure the ride share services do not deliver or collect guests on Abbey Gardens. We also note that anti-social behaviour is not tolerated by Aegis. Security will continue to be employed by Aegis to be present during and after events in the Hall. However, should disorderly behaviour occur in the future, we urge residents to contact the local police to request assistance immediately.
12	Objection to Montgomery Hall proposal. My wife & I live directly opposite Montgomery House & Hall. When we purchased our block in 2013 it was on the understanding, based on the 2011 Outline Development Plan, that Montgomery Hall would be for "community use" and there would be no road, only a path & garden between us and the House. Documentation provided also determined the acceptable colours and the roof pitch, and that the front of our house had to face Montgomery house. We followed all the requirements which meant that our main bedroom also faces the front. When we were notified of the original proposal to amend the use of the Hall to a reception centre, we objected on the grounds of the change of purpose and the loss of amenity due to noise & traffic. We are now faced with a further imposition of noise from a considerably increased number of patrons. Our original fears were justified, as on several occasions we had to contact the organiser regarding the noise and behaviour of patrons at the venue. (See	The residents of Aegis have voices which are heard by the staff that care for them. The residents do not fear retribution for speaking their minds. The residents are not children. They are mature adults far wiser than most and are respected by the staff, who value their opinions. To suggest otherwise is an insult to the residents of Montgomery House and the staff that care for them. The use of the Hall for the approved range of community uses which includes weddings and other social functions will never be a profitable enterprise, whether it remain at the current 150- person limit or increased to a 250 capacity. Aegis is not seeking to increase the patron capacity of the Hall to increase its commercial viability. That will never happen. It will always run at a financial deficit. It will either continue to be available for hire to the local community or closed.

	attached emails) Regarding this proposal – Section 4.1 states "The main ballroom space is a spectacular venue and unique to this location in Perth." This is certainly true in that it is the only one located in a quiet residential area with no other commercial activity. Most of the guests come by Uber or taxi, and they frequently drop off & pick up in Abbey Garden, and as it is a cul-de-sac this means vehicles coming in, turning, then leaving. Abbey Garden and the road around the hall are brick paved which makes traffic considerably noisier than bitumen. This is especially disturbing when it's happening after 11pm. After evening events, many patrons have had a few drinks, which makes them talk louder than usual. Goodbyes are shouted, and car doors slammed, sometimes after midnight if Ubers/taxis are late. It's worse for us as much of this occurs close to our front door, especially if groups are walking back to their cars parked near our house or towards the front of Montgomery House. Guest are often waiting for their lifts until after midnight, followed by the same slamming of doors. During the event, guests also regularly come and go for a smoke, fresh air, etc, and as most have had a few drinks we can then hear them and also the music when the doors are opened. It should also be noted that the catering staff and musos/DJ are among the last to leave, usually around midnight, and are also frequently noisy, especially when they park directly outside the Barrow Court homes. It is sad that no consideration seems to have been given to the aged residents of Montgomery House, who must also be disturbed by these events. From personal experience of a mother in a nursing home, many are too nervous to comment or complain for fear, imagined or otherwise, of retribution. Section 4.0 states: "1. The capacity of Montgomery Hall shall be limited to 150 persons at all times.' Approval is sought to amend this condition by increasing the capacity limit to 250 persons. The amended condition is proposed, as follows: 1. The capacity of Montgomery Hall shall be limited to 250 patrons at any one time. The following sections of the report provide the justification in support of this minor increase … " This can hardly be called a minor increase, it is 67%! Note also the subtle change from 150	The Hall is not able to be used for residential purposes. The Hall is required to be used for purposes which allow for its continued public access. The 2011 ODP states that appropriate uses include: a theatre, other entertainment or performance venue uses, or meetings. Weddings fit within this description. The final WAPC endorsed Local Development Plan similarly lists the suitable range of 'community uses' including: weddings, social functions, theatre productions, conferences/meetings, and exhibitions. The building fabric, including the main internal space and stage, must not be altered. The Hall cannot be divided into smaller spaces, nor used for residential purposes. It is retained for the approved range of function events and must remain accessible to the general public for that purpose. This ensures the exceptional cultural heritage significance of the Hall will be preserved and respected for the benefit of the community into perpetuity. The photographs included in the Application were in no way intended to exaggerate the density of the vegetation. To what purpose would that serve? The 'oblique' angle of the photographs is a result of the topography of the land, the need to capture the built form of the Hall and the nearby residential dwellings, with the parking and vegetation visible in between. The angle of the photography is also quite possibly a result of the height of the applicant taking the photographs. The noise from the occasional events in the Hall is effectively mitigated through the extensive acoustic modifications undertaken to the building and the doors remaining closed for the durations of all events, in accordance with the Heritage Agreement and the Conservation Plan. The noise disturbances raised by the submitter suggest anti-social behaviour has occurred on 'several' occasions resulting in email

	persons to 250 patrons. The 150 persons implies that it includes serving staff and musicians, while 250 patrons would exclude them. Section 4.2 states "It is important to highlight that the use of the hall for events is relatively infrequent, particularly when compared to the daily and continuous operation of the aged care facility." The hall currently has approval for up to 65 events per calendar year, which in itself is excessive given the location. Post covid numbers are not indicative of the frequency of use in the previous years. Section 2.0 states "The landscaping and substantial vegetation planted by Aegis has matured. This vegetation together with the low walls and other landscaping treatments provide a robust and attractive buffer, which softens and shields the operational aspects of the uses on the site (such as preventing headlight glare from vehicle movements on the land during the evening hours from spilling into the sensitive areas of both the aged care facility and the adjacent properties). Please refer to the photographs at Annexure 5, which illustrate the built form and parking setting in the context of the surrounding area." The photos referred to have mostly been taken at an oblique angle which exaggerates the density of the vegetation. I can provide photos which show thin vegetation around the hall ensuring that headlight glare can be significant at the pickup and exit areas of the hall. Section 4.1 states "… an increase in the maximum capacity from 150 to 250 patrons to allow the hall to reach its full potential is considered a worthwhile and reasonable amendment to present to JDAP for approval." This proposal is solely for the purpose of increased profit to the event managers and the building owners and provides no benefit whatsoever to any of the local residents, while increasing the risk of adverse effects on the amenity of the area and its residents. *Email attachment:-* *On 30 Nov 2020, at 12:59 pm: I'm sorry to have to contact you again, but at the reception here on Saturday 28th we are still having the same problems with guests. We came home at around 11.20 to the sounds of guests*	communication being made to Aegis to raise concern. This suggests that perhaps such behaviour is not a common occurrence of events held at the Hall but the result of poor behaviour by a few guests. Aegis is not seeking approval for an increased number of patrons with the view of increasing anti-social behaviour at this venue. It will not tolerate disorderly behaviour and will continue to ensure that security is placed to protect the amenity of the area.

	shouting (not arguing, just loud) across from us. I don't know how long they had been out there, and I asked them to quieten it down a bit, mentioning they were right outside the residents' windows, which they did and went back inside. When they opened the door, the music was still playing. Shortly after that they all stared leaving, noisily, and we could still hear them until after midnight. At no time did we see any security! This is annoying for us but could be frightening for the residents, having people shouting & carrying on outside their windows. There needs to be much more control over the guests, keeping them away from the residents and us, and ensuring they wait for their pickups where they are not disturbing anyone. *Response: "Thank you for your email and of course your concern for our residents regarding the noise of guests at the wedding last Saturday. I apologise for the delay in my response as I wanted to firstly ensure there were no residents that were indeed frightened by any unruly behaviour of any guests mentioned. Thankfully there has been no indication of this upon my enquiry to the facility management. I do agree that it can be annoying with guest congregating and chatting in areas outside while waiting for pick ups or making their way to & from the designated smoking area near the park. As always I endeavour to have security stationed in these areas throughout the event and especially around the time of leaving to keep this to an absolute minimum, this night was no exception. This being said, there was one group of approximately 4 gentleman that when leaving to go to their cars (unfortunately parked near to your house) that I did have* to *speak to and ask that they be more considerate of both neighbours and residents with their level of conversation. Moving forward by way of alleviating this issue, I will make exiting along the pathway directly opposite your house less of an option at any future events by placement of a rope bollard at the top of the limestone stairs, this will direct them downward towards the parkland instead of straight towards you, giving the security guard on duty more of a chance to approach and contain levels of noise etc before they become annoying to*	

	anyone. Please be assured, I am always conscious of the events conclusion time being 11:30pm and in having guests gone from the venue by midnight.	
13	We don't wish to have larger, louder, regular events next door to us on weekends.	The ability to use the Hall for 250 people, rather than 150 people, will have no discernible impact in terms of increased noise. The frequency of events as approved will remain unchanged. This proposal was intended by Aegis to be a simple request for approval to respond to a handful of enquiries of the local community who sought to host events at the Hall for guest numbers ranging between 150 – 250 people. One of these enquiries was made by a local resident who wished to hire the venue for a wedding for guests up to 200. The guests at this wedding would not have been served alcohol. However, due to the capacity limitation of 150, the venue was not able to be hired by this party.
14	Reserve the right to object pending additional information. Would appreciate information be made available on the following: - Traffic Management. How is additional cars/ persons managed? Where do ubers pick up from? Will there be buses/limousines parked waiting to pick up guests? Are all pick ups from the front of Montgomery House (Heritage Lane)?There are already additional vehicles parked/ idling on Abbey Gardens. - Number of Events What would be the likely maximum number of events in a week? Could there be an event on a Friday, Saturday and Sunday? Or more/less frequently? Also, the number of events held in the last couple of years is probably not very representative due to the COVID pandemic. Main concern is evening events, when inebriated guests leave after the event and remain in the carpark facing Annie Dorrington Park for an extended period of time. They can get quite vocal (some swearing). I wouldn't be comfortable approaching them. Is there Aegis security staff on hand to assist with this? It did help once vehicles were limited to Heritage Lane, rather than at the beginning when everyone drove around the Hall. So, concerned on what the impact of	The TIS has been submitted to the City and provides responses to these queries, which we trust are satisfactory. The number of events is restricted by the conditions of the approval. Aegis does not anticipate that events will be held on a Friday, Saturday, and Sunday of a single week. Security will absolutely continue to be employed for events at the Hall. Aegis does not tolerate anti-social behaviour or disorderly conduct by guests at this venue. Local police should be contacted by residents should such events occur.

	an additional 100 patrons may be. Noting this is a very quiet neighbourhood and with Montgomery Hall being located at the top of the hill, noise carries very easily at night. Thank you and look forward to hearing more.	
15	Could you please advise me regarding the following items 1. Is the increase to 250 persons permitted with the current constraints of the existing building and planning approval? 2. Does the new application comply with the current Town Planning scheme (TPS) If not, what is every specific area of non compliance with the TPS, this might be parking amongst other things. Objection to increased capacity to 250 Capacity for Montgomery Hall. This objection is based on the basis of noncompliance with Town Planning Regulations pertaining to Parking Requirements and Acoustic requirements for adjoining neighbours. Our objection is based on 3 main factors; 1) Insufficient Parking bays available. 2) The Venue is surrounded on 3 sides with Residential housing. 3) Hours of operation. Further detail includes; 1) 95 car bays available on the site. 2) Staff occupy up to 29 bays without visitors requirements . 3) 250 venue capacity would require 125 car bays plus service vehicles to Montgomery Hall 4) Therefore a shortfall of at least 60 car bays,	1. This application seeks to amend condition 1 of the current planning approval. It can be considered by JDAP for approval, following formal assessment being completed by the City. 2. The Planning Application explains that the proposal can be considered for approval, under the local planning framework. 3. This proposal can achieve compliance with the planning framework. 4. The number of car bays is sufficient to support the increased patron capacity at events held in the Hall. The noise emitted by the venue and the conditions of approval relating to the hours of operation on specific days has been sufficiently addressed to ensure continued compliance with the requirements of the *Environmental (Noise) Protection Regulations 1997*. 6. The summary of this submitter provided under the sub-section titled 'further details' is incorrect. The correct summary is: 1) The staff use only 10 bays between 3pm and 10pm and this reduces to 5 bays from 10pm onwards. 2) A 250-person event requires a total of 62 bays under the current parking requirements, not 105 bays. (The Hall use was granted approval in 2014 for 150 patrons under the former parking provisions, being assigned 75 bays at that time. The updated requirement of the City now requires less bays to support this use.) 3) The Hall use currently has an oversupply of 13 bays, based on

	Hours of Operation 1) It is my understanding Montgomery House can operate up till 1.00am in the morning. 2) I believe it would be grossly unfair to having patrons leaving Montgomery House in the middle of a residential area at 1.00am in the morning particularly if the number of patrons were to be increased to 250 in number. 3) Please be aware our master bedroom window is adjacent to the driveway in and out of Montgomery House and we request quiet enjoyment of our home. Conclusion We would object to the increase in numbers for Montgomery Hall to 250 on the basis that the Amendment is Not Compliant with Current Town Planning Regulations on the basis of numbers and on acoustic requirements due to its proximity situation as it is set and surrounded by Residents on 3 sides.	the current parking ratio requirements of the City. 7. In response to the 'hours of operation' subsection: Montgomery House is a residential aged care facility. If the submitter is referring to the Hall being approved to operate until 1:00am. This is incorrect. It is limited to 11:00pm on Monday to Thursday, 12 midnight on Friday and Saturday; and 6:00pm on Sunday. Events where alcohol is served after 10:00pm are limited on Friday and Saturday evenings to 65 per annum. 2) The venue is not permitted to be used to 1:00am. 3) Aegis will continue to ensure the amenity of this resident is protected, as a priority. 8. The noise emitted from the venue is compliant (and below the assigned levels) set by the *Environmental (Noise) Protection Regulations 1997*. This was addressed as part of the 2014 Planning Approval.
16	Property address: 1 Heritage Lane, Mt Claremont (Montgomery House). Proposal: Amendment to DAP/2014/00189 - Increase to Venue Capacity Thank you for your letter with regards to the above property and proposal to amend the DAP and increase the venue capacity of Montgomery House. I have read through the proposal on the City of Nedlands website and would like to raise my comments/concerns and objections with regards to this Proposed Amendment to DAP/2014/00189. They are as follows: 1) From point 4.0 in the proposal, I have noted the proposed increase of 150 to 250 person capacity for events. This is a potential 67% increase per event which is very significant.	

	2) Though there are sufficient car park bays to support this proposed amendment, I have anecdotally noted that numerous people utilise ride share services and drop off passengers along Abbey Gardens (in front of our property or across the road). So though there may be sufficient car park bays, there may also be the possibility of more ride-share road traffic along Abbey Gardens. 3) Likely increased noise from events - despite the vegetation that is present, being a coastal area, the wind still carries noise that impacts our residence. The reality is that event noise directly affects our master bedroom and one of our bedrooms (east facing on our property). My wife and myself have been impacted by people talking roadside while awaiting their pickup or clearing activities post event. My 90 year old mother in law was woken up numerous times when sleeping in the other room. Even after midnight, there have been a few occasions where people attending the event are still talking outside along Abbey Garden. 3) Our street has been very quiet, safe and peaceful for our family to live in over the last 9 years. Having events in Montgomery House has changed the ambience. We have noted the number of events held over the past 2 years, and would also like to flag that the Covid situation in 2021 and 2022 may mask the potential increased frequency of larger scale events being held in Montgomery House. This in turn has the real possibility of impacting the quality of life within our residential street. So we would request for the councillors to take this into due consideration. I am also surprised that a traffic impact assessment and traffic management plan, especially during event days, is not required for this amendment to DAP/2014/00189.	

	In gist, we object to this proposed amendment on the grounds that it will have a direct impact on our quality of life given our home's proximity to Montgomery House. We trust that our objections will be duly noted and considered in the council's deliberation on this matter.	
Support		
17	This seems to be an entirely reasonable and logical request. All events at the facility have been managed very well.	Aegis appreciates the submitter for taking the time to submit a positive response.
Comments Only		
18	Parking in the area is quite limited and there are vulnerable people. Should this approved, it should be subject to the applicant providing adequate security during functions and monitoring the neighbourhood to ensure that guests are not parking in our areas and antisocial behaviour is monitored and security patrols are only completed when the functions are completed and people gone. Currently we do find people parking in our neighbourhood and restricting our safe movement and there isn't any security provided to bring order.	Aegis will continue to provide security on site during and after the events held at the Hall.
20	Speaking to our neighbours there is a general view that such a large increase in numbers might be reasonable with some provisions for the local heritage home owners. There are some of the things we are thinking might help: 1. Allocate parking spots (specifically the spots on the south side of the building) to home owners (heritage home owners) 2. Making Heritage Lane a private road – with 250 potential residents at Montgomery Hall making the road private from the start of the	This Application does not relate to the residential aged care facility. There will not be an increase in the number of residents living at the facility. This proposal relates to allowing Aegis to hire the Hall to members of the community for weddings and other social events up to a total patron capacity of 250.

	road is imperative. The road is being used by parents for dropping off and picking up kids and they often don't consider the fact that old people are walking around. There are no walkways or paths outside the home owner properties on the south side so that part of the lane needs to be controlled especially with the speed limit. 3. General care of the local gardens. The pathway from Dorset Cove to Heritage lane is very poorly maintained – in fact we have been the only people to make any effort in that section. Council should consider ways to improve that section. Montgomery Hall should also take more clear responsibility for the verge gardens to ensure adequate maintenance but also adequate privacy. Keen to hear your thoughts and please advise if the above should be petitioned by residents.	

From: Lucy Duckham
To: Chantel Weerasekera
Cc: Sheree Morrison
Subject: RE: 1 Heritage Lane, Mt Claremont - Heritage Council Referral
Date: Tuesday, 16 May 2023 1:45:53 PM
Attachments: image008.jpg
image009.png
image010.png
image011.png
image012.png
image013.png
image014.jpg
image015.jpg

OFFICIAL

Hi Chantel,

Thank you for sending this to us for comment. As the DA is for an increase in capacity only, and no works are involved, our previous advice still stands. The increase will not have a negative impact on the identified cultural significance of the place.

Kind regards,

Lucy Duckham
Senior Heritage Officer, Historic Heritage Conservation | Heritage and Property Services
Department of Planning, Lands and Heritage
140 William Street, Perth WA 6000
6552 4022 | wa.gov.au/dplh

The Department acknowledges the Aboriginal people of Western Australia as the traditional custodians of this land, and we pay our respects to their Elders, past and present.

From: Chantel Weerasekera <cweerasekera@nedlands.wa.gov.au>
Sent: Tuesday, May 9, 2023 1:20:24 PM
To: Sheree Morrison <Sheree.Morrison@dplh.wa.gov.au>
Subject: RE: 1 Heritage Lane, Mt Claremont - Heritage Council Referral

Hi Sheree

This amendment is just for the increase in capacity – there are no works proposed at this stage.

Please see the attached letter dated 31 March 2014 with HCWA's previous advice.

Please do not hesitate to contact me should you have any further queries.

Thanks.

Chantel Weerasekera
Senior Urban Planner (Statutory)

Cottage
71 Stirling Highway WA 6009
PO Box 9 Nedlands WA 6909
9273 3500
nedlands.wa.gov.au
yourvoice.nedlands.wa.gov.au

From: Sheree Morrison <Sheree.Morrison@dplh.wa.gov.au>
Sent: Tuesday, 9 May 2023 12:53 PM
To: Chantel Weerasekera <cweerasekera@nedlands.wa.gov.au>
Subject: RE: 1 Heritage Lane, Mt Claremont - Heritage Council Referral

Hi Chantel,

Does this amendment for additional capacity include any proposed development changes?

Do you happen to have a copy of the Heritage Council's advice on the original referral?

Kind regards
Sheree

Sheree Morrison
Assistant Manager, Historic Heritage Conservation, | Heritage and Property Services
Department of Planning, Lands and Heritage
140 William Street, Perth WA 6000
wa.gov.au/dplh | 6552 4019 | 0459 767 882 | Tuesday - Friday

The Department acknowledges the Aboriginal people of Western Australia as the traditional custodians of this land, and we pay our respects to their Elders, past and present.

From: Chantel Weerasekera <cweerasekera@nedlands.wa.gov.au>
Sent: Monday, 8 May 2023 9:32 AM
To: info <info@dplh.wa.gov.au>
Subject: 1 Heritage Lane, Mt Claremont - Heritage Council Referral

Good afternoon

Please see the attached correspondence regarding a DAP application for 1 Heritage Lane, Mt Claremont.

Please do not hesitate to contact me should you have any queries regarding this matter.

Thank you.

Chantel Weerasekera
Senior Urban Planner (Statutory)

Cottage
71 Stirling Highway WA 6009
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9273 3500
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yourvoice.nedlands.wa.gov.au

NO'S. 533-545 (LOT: 103 & 27) NEWCASTLE STREET, 1-7 (LOT: 1, 5, 101 & 102) OLD ABERDEEN PLANCE, & 6-15 (LOT: 21, 22, 26, 101 & 102) CLEAVER STREET, WEST PERTH AMENDMENT TO COMMERCIAL DEVELOPMENT

Form 2 – Responsible Authority Report
(Regulation 17)

DAP Name:	Metro Inner-North JDAP	
Local Government Area:	City of Vincent	
Proposed Amendments:	Amendments to the approved development plans and a condition of approval	
Applicant:	Planning Solutions	
Owner:	Anita Percudani & Loretta Ricciardi	
Value of Amendment:	$3 million	
Responsible Authority:	City of Vincent	
Authorising Officer:	Jay Naidoo, Manager Development & Design	
LG Reference:	5.2023.171.1	
DAP File No:	DAP/22/02227	
Date of Original DAP decision:	1 November 2022	
Application Received Date:	15 June 2023	
Application Statutory Process Timeframe:	90 days plus an additional 17 days agreed	
Attachment(s):	1. Location & Consultation Plan 2. Development Plans 3. Applicant Planning Report 4. Transport Impact Assessment 5. Acoustic Report 6. Previous Approval 7. City Response to Summary of Submissions 8. Applicant Response to Summary of Submissions 9. Department of Transport Comments 10. DRP Member Comments	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	☐ Yes ☐ N/A	Complete Responsible Authority Recommendation section
	☐ No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

That the Metro Inner-North JDAP resolves to:

1. **Accept** that the DAP Application reference DAP/22/02227 as detailed on the DAP Form 2 dated 16 June 2023 is appropriate for consideration in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*;

2. **Approve** DAP Application reference DAP/22/02227 and accompanying plans (dated 21 September 2023) in accordance with Clause 77 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the City of Vincent Local Planning Scheme No. 2, for the proposed amendments to the approved Commercial Development at No's. 533-545 Newcastle Street, 1-7 Old Aberdeen Place, and 6-15 Cleaver Street, West Perth, subject to the following amended conditions:

Amended Conditions

1. Condition 1.2 is amended to read as follows:

   1.2 This approval is for a commercial development as shown on the approved plans dated 21 September 2023. No other development forms part of this approval, including the streetscape improvements and landscaping indicated within the Old Aberdeen Place and Cleaver Street road reserves respectively.

2. Condition 2.1 is amended to read as follows:

   2.1 This approval is for a commercial development comprising of the following land uses as defined within LPS2:
   - Bulky Goods Showroom;
   - Child Care Premises;
   - Community Purpose;
   - Exhibition Centre;
   - Fast Food Outlet;
   - Liquor Store – Small;
   - Office;
   - Recreation – Private;
   - Restaurant/Café;
   - Shop;
   - Small Bar;
   - Tavern;
   - Trade Supplies; and
   - Warehouse/Storage.

   The use for any other land use may require further development approval in accordance with LPS2.

3. Conditions 4.1, 4.2 and 4.3 are amended to read as follows:

   4.1 In accordance with the City of Vincent Local Planning Policy: Percent for Public Art the application is required to make a public art contribution of $285,000 being one percent of the $28.5 million cost of development.

   This public art contribution shall include the provision of public art adjacent to Newcastle Street in accordance with the approved plans.

4.2 The owner(s), or the applicant on behalf of the owner(s), shall comply with the City of Vincent Local Planning Policy: Percent for Public Art by obtaining approval for the Public Art Project prior to first occupation of the development.

4.3 Should the value of the Public Art Project adjacent to Newcastle Street be less than $285,000, the difference is to be made up through the equivalent:
a) Provision of additional Public Art Project/s provided as outlined above; or
b) Payment of cash-in-lieu **prior to the occupation or use of the development**.

4. Condition 5.1 is amended to read as follows:

5.1 A detailed landscape and reticulation plan for the development site shall be lodged with and approved by the City **prior to commencement of the development**. The plan shall be drawn to a scale of 1:100, be generally in accordance with the landscaping plan dated 11 May 2022 and show the following:
- The location and type of proposed trees and plants that are consistent with the approved landscape plan;
- Areas to be irrigated or reticulated;
- The provision of a minimum of 2.85 percent deep soil and 8.5 percent of on-structure planting areas, as defined by the City's Pickle District Planning Framework;
- The provision of a minimum of 30 trees contributing towards canopy coverage within the deep soil and planting areas on the ground level. The tree species are to be in accordance with the City's recommended tree species list; and
- The provision of bench seating and/or street furniture including adjacent to Newcastle Street.

5. Conditions 7.1 and 7.9 are amended to read as follows:

7.1 A minimum of 303 parking bays shall be provided on-site. The car parking and access areas shall be provided and constructed in accordance with the approved plans and are to comply with the requirements of AS2890.1 **prior to the occupation or use of the development**.

7.9 End of trip facilities and bicycle parking shall be designed and installed on-site in accordance with AS2890.3 and installed **prior to occupancy or use of the development** in accordance with the approved plans and including a minimum of:
- A total of 28 secure bicycle spaces in Undercroft 2, 50 secure bicycle parking spaces in Undercroft 1, and 12 spaces within the Cleaver Street verge adjacent to the stairwell and lift overrun;
- Eight showers located in Undercroft 1, with four for males and four for females;
- Two unisex toilet located in Undercroft 1; and
- 56 lockers located within the shower area of Undercroft 1, and 28 lockers located within the mezzanine area of the Warehouse level.

6. Condition 10.2 is amended to read as follows:

   10.2 **Prior to the occupation or use of the development** an updated Waste Management Plan shall be submitted to an approved by the City, to address the waste generation, storage and collection frequency associated with the development.

   The approved Waste Management Plan shall thereafter be implemented to the satisfaction of the City, unless otherwise approved by the City.

7. Condition 13.1 is amended to read as follows:

   13.1 The approved signage is to be kept in a good state of repair, safe, non-climbable, and free from graffiti for the duration of its display on-site, to the satisfaction of the City.

   A further planning approval would be required for any additional signage which does not form part of this approval and does not comply with the City's Signs and Advertising Local Planning Policy.

8. Condition 14 is amended to read as follows:

   14 **Prior to the issue of a Building Permit for the development** the Sustainability Report prepared by Full Circle Design Services and dated March 2022 shall be amended to reflect the approved plans and to achieve a minimum 4-star Green Star rating.

   Thereafter recommended measures of the approved Sustainability Report shall be implemented **prior to the occupation or use of the development**, to the satisfaction of the City.

All other conditions and requirements detailed on the previous approval dated 1 November 2022 shall remain unless altered by this application.

New Advice Notes

1. A new Advice Note 15 is added to read as follows:

   15 The applicant landowner is advised to liaise with Main Roads Western Australia in relation to obtaining any necessary approvals for signage in accordance with the *Main Roads (Control of Advertisements) Regulations 1996* and the Policy and Application Guidelines of Advertising Signs within and beyond State Road Reserves.

2. A new Advice Note 16 is added to read as follows:

   16 The applicant/landowner is advised to liaise with the Department of Transport in relation to the licensing of tenant and short-stay public bays and Parking Management Plan requirements in accordance with the *Perth Parking Management Act 1998* and Perth Parking Policy.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme Zone/Reserve	Industrial
Local Planning Scheme	City of Vincent Local Planning Scheme No. 2
Local Planning Scheme Zone/Reserve	Commercial
Structure Plan/Precinct Plan	N/A
Structure Plan/Precinct Plan Land Use Designation	N/A
Use Class (proposed) and permissibility:	• Office – Permitted 'P' use • Recreation – Private – Discretionary 'D' use
Lot Size:	8,772 square metres
Existing Land Use:	Various Commercial uses
State Heritage Register	N
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☐ N/A ☒ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

The development proposes modifications to the previously approved development. These modifications include the following:

Description		**Proposed Modification**
1.	Land Use	The development proposes to include Office and Recreation-Private within the list of approved land uses.
2.	Building Height	The development proposes to increase the overall building height from four storeys to five storeys to accommodate the Office on Level 2 directly above the approved Child Care Premises. The overall roof height of Level 1 is also proposed to increase from 18.4 metres to 19.1 metres.
3.	Landscaping	The development proposes to reduce the amount of deep soil areas from 2.9% to 2.85% as a result of modifications to the vehicle access points to Newcastle Street.
4.	Vehicle Access	The development proposes to increase the width of each of the crossovers to Newcastle Street, including: • The 'Entry' and 'Exit' crossovers would be each be widened from 2.2 metres to 3 metres; and • The 'Loading' crossover would be widened from 4.8 metres to 9.5 metres.

5.	Car Parking	The development proposes to increase the amount of on-site parking from 235 parking bays to 303 parking bays, including: • An additional 59 parking bays provided within the northern area of Undercroft 1; and • An additional nine parking bays within the north-eastern area of Undercroft 2.
6.	Undercroft 1 Tenancies	The development proposes to reconfigure the layout and orientation of the 10 Undercroft 1 tenancies. The dimensions and size of the tenancies would vary between 120m^2 and 1,200m^2. The overall net lettable area (NLA) of these tenancies would increase from 1,978m^2 to 2,437m^2
7.	Signage	The development proposes to increase the amount of signage proposed on the development, including; • One sign to the eastern frontage (previously no signage); • Four signs to the Old Aberdeen Place frontage (previously one sign); • Two signs to the Newcastle Street frontage (previously one sign); and • 14 signs to the Cleaver Street frontage (previously nine signs).
8.	Child Care Premises	The development proposes to modify the size of the Child Care Premises and associated outdoor play areas on Level 1, including: • Increasing the NLA of the Child Care Premises from 1,101m^2 to 1,094m^2; • Reducing the northern Landscaped Outdoor Play area from 655m^2 to 635m^2; and • Increasing the southern Landscaped Outdoor Play area from 325m^2 to 365m^2.

The proposed development plans are included as **Attachment 2**. The applicant's supporting information, including Planning Report, Traffic Impact Assessment (TIA) and Acoustic Assessment are included as **Attachments 3 to 5** respectively.

Background:

Site Context

The subject site is bound by Newcastle Street to the north, Cleaver Street to the west and Old Aberdeen Place to the south. Existing single-storey commercial development abuts the subject site to the east. The subject site slopes approximately 7.86 metres from Newcastle Street down to Old Aberdeen Place.

The broader area bound by Newcastle Street to the north, Loftus Street to the west, Leederville Parade and Old Aberdeen Place to the south and the Mitchell Freeway to the east is known as the Pickle District.

Previous Approval

At its meeting on 1 November 2022, the Metro Inner-North JDAP approved an application for a four storey Commercial Development on the site subject to conditions.

The details of this approval included:

Level	Description
Undercroft 1	• 10 tenancies varying between 54m^2 and 406m^2 to accommodate a variety of commercial, retail, food and beverage, licenced premises and community spaces; • 59 parking bays with access provided from Old Aberdeen Place; • A separate service vehicle entrance provided from Old Aberdeen Place along the eastern boundary; • A lift and lobby to provide access to the upper levels; and • Landscaping around the edge of the building.
Undercroft 2	• The main entrance to the Bunnings development is provided from Cleaver Street, with travelators to access the Warehouse Level; • 176 parking bays accessed from Cleaver Street; and • Landscaping between the Lower Entrance Zone and vehicle access point.
Warehouse Level	• Trade Supplies to accommodate a Bunnings which includes a Main Warehouse, Timber Trade Sales, Outdoor Nursery and Bagged Goods area; • A service exit to Newcastle Street, as well as separate Entry and Entry access points to the Timber Trade Sales area; and • Deep soil landscaping along the eastern and Newcastle Street boundaries.
Level 1	• A Child Care Premises accommodating 140 children, and 18 staff, operating between 6:30am to 7pm Monday to Friday; • A 200m^2 Office/Gallery tenancy adjacent to Cleaver Street; and • On structure landscaping integrated with the Outdoor Play Areas of the Child Care Premises.

The minutes of this JDAP meeting can be viewed here. A copy of the previous approval, including the conditions and development plans are included as **Attachment 6**.

Planning Framework

Metropolitan Region Scheme (MRS)

The properties on the northern side of Newcastle Street are zoned Urban under the MRS. The subject site and surrounding properties on the southern side of Newcastle Street are zoned Industrial under the MRS.

At its meeting on 2 December 2008, Council authorised the Chief Executive Officer to request the Western Australian Planning Commission (WAPC) amend the MRS to rezone this area from Industrial to Urban, with this being informed by the West Perth Regeneration Masterplan that had been prepared by the City.

On 25 August 2010 the WAPC advised the City that the MRS Amendment would be support subject to a number issues being resolved and involving the preparation of transport, noise and water and wastewater infrastructure assessments. The MRS Amendment 1199-41 was subsequently advertised by the WAPC between 10 December 2010 and 18 March 2011.

At its meeting on 22 March 2011, Council advised the WAPC that the proposed amendment be held in abeyance for reasons including:

- Costs associated with preparing transport, noise and water and wastewater infrastructure assessments had not been budgeted for;
- The West Perth Regeneration Masterplan was outdated as its was prepared prior to Directions 2031 and the Draft Central Metropolitan Perth Sub-Regional Strategy; and
- There was limited interest from landowners south of Newcastle Street to redevelop in the short-medium term.

The MRS amendment has not progressed in this time.

Local Planning Strategy

The City's Local Planning Strategy was endorsed by the WAPC on 8 November 2016.

The subject site and surrounding area bound by Newcastle Street, Loftus Street, Leederville Parade and Old Aberdeen Place is identified for 'High Density Mixed Use' and as a 'Planned Urban Growth Area'. A copy of the Strategic Plan can be viewed here.

The strategies and actions of the Local Planning Strategy related to 'Planned Urban Growth Areas' include:

- Facilitating high density development;
- Identify areas for future employment growth, to support local government and private sector investment; and
- Appropriately zone and/or prepare area specific plans to facilitate a compatible mix of residential and commercial development opportunities.

The Local Planning Strategy notes the following action in relation to housing and population:

"Facilitating high density mixed use development in planned growth areas, strategic development sites and along major roads to respond to the growing demand for high quality multiple dwelling development in well serviced areas."

Local Planning Scheme No. 2 (LPS2)

The subject site and surrounding properties south of Newcastle Street are zoned Commercial under LPS2.

The subject site and surrounding land are affected by Clause 32(3) of LPS2, which identifies that Commercial zoned land bound by the Mitchell freeway, Newcastle Street and Loftus Street is not permitted multiple dwellings unless discretion is exercised.

The properties on Newcastle Street adjacent to the subject site are zoned Mixed Use R160. The area further north behind those properties is zoned Residential R50 or R80.

Pickle District Planning Framework Policy

At its meeting on 22 August 2023 Council approved the Pickle District Planning Framework following public comment. This came into effect on 31 August 2023.

The Pickle District Planning Framework provides for statutory provisions which guide development on private properties in the area. The Pickle District Planning Framework also incorporates the Pickle District Place Plan to guide the City's allocation of funding and resources within the public realm.

The subject site and surrounding properties south of Newcastle Street are within the Newcastle Street South sub-precinct of the Pickle District Planning Framework, which identifies an acceptable height of seven storeys.

The properties on the northern side of Newcastle Street are within the Newcastle Street North sub-precinct of the Pickle District Planning Framework which identifies an acceptable height of six storeys.

Perth Parking Management Plan Area (PPMP)

The subject site and surrounding properties to the south are located within the PPMP area and are subject to the Perth Parking Policy and *Perth Parking Management Act 1998*.

The Perth Parking Policy imposes maximum parking limits on developments and seeks to encourage the design of off-street parking facilities to minimise impacts on visual amenity and pedestrian and public transport movements. Parking bays provided within the PPMP area are required to be licenced by the Department of Transport (DoT) and pay an annual Perth Parking Levy.

Legislation and Policy:

Legislation

- *Perth Parking Management Act 1998*;
- *Planning and Development Act 2005*;
- *Planning and Development (Local Planning Schemes) Regulations 2015* (LPS Regulations);
- *Planning and Development (Development Assessment Panels) Regulations 2011*;
- *Environmental Protection (Noise) Regulations 1997*;
- Metropolitan Region Scheme; and
- City of Vincent Local Planning Scheme No. 2.

State Government Policies

- Main Roads WA Policy and Application Guidelines of Advertising Signs within and beyond State Road Reserves (MRWA Signage Policy);
- Perth Parking Policy;
- State Planning Policy 4.1 – Industrial Interface (SPP4.1);
- State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP4.2); and
- State Planning Policy 5.4 – Road and Rail Noise.

Local Policies

- City of Vincent Community and Stakeholder Engagement Policy;
- City of Vincent Local Planning Policy: Child Care and Family Day Care (Child Care Policy);
- City of Vincent Local Planning Policy: Percent for Public Art (Public Art Policy);
- City of Vincent Local Planning Policy: Signs and Advertising (Signage Policy);
- City of Vincent Pickle District Planning Framework;
- City of Vincent Policy No. 7.5.7 – Licenced Premises;
- City of Vincent Policy No. 7.5.21 – Sound Attenuation (Sound Attenuation Policy); and
- City of Vincent Policy No. 7.5.23 – Construction Management Plans.

LPS2 Objectives

The objectives of the Commercial Zone in accordance with Clause 16(1) of LPS2 are:

- *To facilitate a wide range of compatible commercial uses that support sustainable economic development within the City.*
- *To ensure development design incorporates sustainability principles, with particular regard to waste management and recycling and including but not limited to solar passive design, energy efficiency and water conservation.*
- *To maintain compatibility with the general streetscape, for all new buildings in terms of scale, height, style, materials, street alignment and design of facades.*
- *To ensure that development is not detrimental to the amenity of adjoining owners or residential properties in the locality.*

LPS Regulations

Clause 67 of Schedule 2 to the LPS Regulations sets out matters to be given due regard by the decision maker in the consideration of an application.

The City has provided more detailed comments on matters relevant to the acceptability of the proposed development throughout the Report. The key matters of Clause 67(2) relevant to this application include the following:

- (a) and (fa) – Aims and provisions of LPS2 and the City's endorsed Local Planning Strategy;
- (c), (f) and (g) – Approved State policies (including planning policies), and local planning policies;
- (m) – Compatibility of the development with its setting;
- (n) – The impact on the amenity of the locality;
- (p) – Adequacy of landscaping provision;
- (s) and (t) – Access, manoeuvring, parking and traffic;
- (u) – Availability of alternative modes of transport, universal accessibility and waste management;
- (y) – Community submissions received on the application;
- (za) – Comments or submissions received from any authority; and
- (zc) – Comments received from the City's Design Review Panel (DRP).

Pickle District Planning Framework Objectives

The Development Objectives of the Pickle District Planning Framework are:

1. *Enhance the creativity and uniqueness that lives within the precinct.*
2. *Invest in the community through opportunities that create inclusiveness, social interaction and connectedness.*
3. *Foster existing development, each with a distinctive character and sense of place.*
4. *Contribute to Vincent's green network by increasing green spaces and planting appropriate vegetation that will mitigate the urban heat island effect.*
5. *Deliver human-scale places with furniture, landscaping, activation, and public art.*
6. *Design places with fine grain and three dimensional detail that is visually interesting when viewed up close, where it matters most.*
7. *Implement sustainable and accessible transport initiatives, with greater emphasis and provision for walking, cycling, and public transport use.*
8. *Incentivise innovative and sustainable design that respects people, place and the planet.*
9. *Retain existing buildings (where appropriate) to maintain the industrial feel and be creative in the ways in which buildings are reused and activated.*

Consultation:

Public Consultation

Community consultation was undertaken by the City for a period of 28 days in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* from 10 July 2023 to 7 August 2023. The method of advertising was as per the City's Community and Stakeholder Engagement Policy and included 884 letters being mailed to all owners and occupiers within a 200 metre radius of the subject site (as shown in **Attachment 1**) and a notice on the City's website.

The consultation period was extended from the 14 days identified within the Community and Stakeholder Engagement Policy due to the level of community interest in the original application.

At the conclusion of the consultation period, a total of 36 submissions were received, comprising of:

- Three submissions in support;
- 32 submissions in objection; and
- One submission which was neither in support or objection but which raised concerns.

The locations of the submitters relative to the subject site are outlined in the table below.

Submissions Received	Within 200 metres	Outside of 200 metres	Total
Support	5.9%	2.9%	8.8%
Object	32.4%	55.9%	88.3%
Concerns but neither supporting or objecting	0%	2.9%	2.9%
Note – Two submissions did not provide an address and have not been included in the table above.			

The key reasons for support of the proposal raised during the consultation period related to the proposed uses contributing towards convenient access to services and the development making an overall positive contribution to the area.

The key concerns raised during the consultation period related to:

- The proposed land uses being inconsistent with the objectives of LPS2 as well as the Pickle District Planning Framework;
- The proposed built form being incompatible with the locality, particularly in relation to the building height, a lack of landscaping and interaction with the streetscape, and a proliferation of signage;
- The proposed car parking being inadequate for the type and scale of land uses;
- The proposed vehicle access arrangements being unsafe for cars and pedestrians, and negatively impacting on the streetscape; and
- The increased traffic movements adversely impacting on the locality, with the impacts from traffic generation on surrounding roads and intersections not having been fully assessed.

There were also concerns received in relation to the original approval, including the displacement of existing businesses and the impact on the existing arts and cultural activities of the precinct. These aspects of the original approval are not proposed to be amended as part of the subject application.

A summary of the submissions received and the City's comments with respect to these are provided in **Attachment 7**. A summary of submissions and the applicant's comments with respect to these is included in **Attachment 8**.

Amended Plans

Following community consultation, the applicant submitted amended plans to respond to the concerns raised and the comments from the City's DRP Member. The key changes are summarised below.

- Vehicle Access – The 'Entry' and 'Exit' crossovers to Newcastle Street were reduced in width from 4.3 metres to 3 metres. There was no change to width of the 'Loading' crossover;
- Landscaping – As a result of the reduced width of the crossovers above, the amount of deep soil areas provided along the Newcastle Street frontage increased from 243.4m^2 to 250.8m^2;
- Signage – Modifications to the extent of signage, including an overall reduction in signage to the street frontages:
  - The extent of signage to the Newcastle Street frontage reduced from 17.5m^2 to 9.6m^2. The number of proposed signs remained at two;
  - The extent of signage to the Cleaver Street frontage reduced from 178.8 m^2 to 146.7 m^2. The number of proposed wall signs was reduced from 13 to 12, with two new projecting signs proposed; and
  - The extent of signage to the Old Aberdeen Place frontage reduced from 134.3m^2 to 93.5m^2. The number of proposed wall signs remained at four, with one new projecting sign proposed;
- Bicycle Parking & End of Trip Facilities – Specified the number of staff bicycle parking (50) and end of trip facilities (eight showers, two toilets and 56 lockers) to be provided within Undercroft 1. 12 bicycle parking spaces were also indicated

in the Cleaver Street verge, while an additional 28 lockers were provided in the mezzanine on the Warehouse level;
- Office Setback – The Level 2 'Office' having an increased setback from nil to 1.3 metres. No change was proposed to the 'Stair' which has nil setback; and
- Additional Information – Additional written justification from the applicant (**Attachment 3**), an updated TIA to address items raised by the City (**Attachment 4**), and a response to the summary of submissions (**Attachment 8**).

The final set of development plans were not re-advertised to the community as they did not result in additional departures to the relevant planning framework that could reasonably be considered to have an adverse impact on the adjoining properties or surrounding streetscape. These amended plans also did not result in a significantly different proposal to that which was previously advertised.

Correspondence to the previous submitters has been provided notifying them of the changes made to the proposal.

Referrals/consultation with Government/Service Agencies

Department of Transport (DoT)

The application was referred to the DoT, as the development is located within the PPMP area and subject to the Perth Parking Policy.

The DoT advised that it did not support the proposed development for the following reasons:

- The information provided indicates that 181 tenant parking bays would be provided, which exceeds the 175 tenant parking bays permitted by the Perth Parking Policy;
- The proposal is seeking for 118 short-stay parking bays for which there is no entitlement, and this is in addition to the tenant parking which exceeds the Perth Parking Policy as above; and
- Bicycle and end of trip facilities are not adequately detailed or provided for.

The DoT advised that it would support the development if these issues were resolved, including there being a maximum of 55 tenant parking bays with the remaining to be allocated to short-stay public parking.

The DoT also provided recommended conditions should the application be approved. These conditions related to:

- The allocation of parking bays;
- The provision of staff and public bicycle parking and end of trip facilities; and
- The preparation of a Parking Management Plan (PMP) and Travel Plan to address the Perth Parking Policy.

The DoT comments are included in **Attachment 9** and were provided to the applicant. The applicant provided amended plans following community consultation which included additional bicycle parking and end of trip facilities.

The amended plans were subsequently referred back to the DoT. The DoT advised:

- It maintained its previous comments in respect to the development allocating tenant and short-stay parking bays as part of the planning approval, with the PMP to address the management of the different categories;
- The additional provision of bicycle parking and end of trip facilities are supported, and would suggest that additional lockers be provided as previously recommended; and
- Wayfinding measures should be provided at the entrance of the development to direct staff towards the end of trip facilities within Undercroft 1.

The acceptability of the car parking associated with the proposed development is outlined in the Officer Comment section of this report.

Main Roads WA (MRWA)

The City received comments from MRWA which is a landowner within the consultation radius. The subject application was not required to be referred to MRWA in accordance with the WAPC's Instrument of Delegation DEL 2022/03.

MRWA provided the following advice:

- The TIA has assessed the impact of the proposed crossovers and the immediately surrounding intersections. The TIA has not considered the impact on the wider area including the Leederville Parade/Loftus Street, Loftus Street/Newcastle Street, or Charles Street/Newcastle Street intersections;
- SIDRA files were requested during the community consultation but were not provided by the applicant;
- There is significant congestion on the surrounding road network during peak periods, and the development would be impacted by this; and
- There is a major upgrade in development to the intersection of the Graham Farmer Freeway/Loftus Street/Leederville Parade. The City should note that this may result in a redistribution of traffic through the existing local intersections.

The acceptability of the traffic impacts of the development is outlined in the Officer Comment section of this report.

<u>Design Review Panel Advice</u>

The below table demonstrates how the proposal has progressed through the DRP process in accordance with the Ten Principles of Good Design:

Design review progress report			
Design quality evaluation			
	Supported		
	Pending further attention – refer to detailed comments provided		
	Not supported		
	Insufficient information for comments to be able to be provided.		
		DRP Member Referral 1 8 August 2023	**DRP Member Referral 2 14 September 2023**

Principle 1 - **Context and character**		
Principle 2 - **Landscape quality**		
Principle 3 - **Built form and scale**		
Principle 4 - **Functionality and build quality**		
Principle 5 –**Sustainability**		
Principle 6 – **Amenity**		
Principle 7 – **Legibility**		
Principle 8 – **Safety**		
Principle 9 – **Community**		
Principle 10 - **Aesthetics**		

The application was not referred to the DRP before it was lodged. Following the lodgement of the application, the proposal was referred to a Member of the City's DRP.

The DRP Member's comments are provided in **Attachment 10** and the comments in relation to the outstanding items from the first referral are summarised as follows:

- Sustainability – Further consideration should be given to the sustainability initiatives to be implemented to the proposed Office, including the provision of shading elements and natural ventilation.
- Community – The approved development provided for some tenancies which could be accessed by the local community, which appear to be removed. While the public artwork fronting Newcastle Street provides for community benefit, this is at a high level and elements should be implemented on the ground floor to maximise community engagement.
- Aesthetics – The aesthetics and articulation of the development remains consistent with the approved plans and the surrounding context however the signage elements have increased and are oversized and dominate the architectural language.

The applicant submitted amended development plans to address the DRP Member's comments and are included in **Attachment 2**. The applicant has also provided a response to these comments which is included in **Attachment 3**.

The key changes made to the proposed plans are outlined in the Public Consultation section of this report, and includes:

- A reduction in the Entry and Exit crossovers onto Newcastle Street and a resultant increase in deep soil areas;
- A reduction in the extent of signage to the Newcastle Street, Cleaver Street and Old Aberdeen Place facades; and
- Additional sun shading provided to the Office on Level 2.

The final development plans were referred to the DRP Member for review. The DRP Member advised that the amended plans and applicant's response had addressed the outstanding comments, noting the following:

- Sustainability – The roof overhangs and shading to the Office are an improvement, and the applicant's commitment to achieving a minimum 4-star Green Star rating as a condition of approval is supported.
- Community – The applicant's willingness to engage with the City in relation to the provision of smaller installations of public art along Cleaver Street is a positive and supported.
- Aesthetics – The reduction in the size and area of the proposed signage responds to the previous concerns and provides for better spacing on the façade, with the deletion of the signage on the corner of Cleaver Street and Newcastle Street a positive. Although the signage exceeds the maximum area under the Signage Policy, it would be proportionate to the scale of the development.

Planning Assessment:

The proposal has been assessed against all relevant legislative requirements of the Scheme, State and Local Planning Policies as outlined in the Legislation and Policy section of this report.

The City's Policy No. 7.7.1 – Built Form sets out that where this is inconsistent with the provisions of a specific policy which applies to an area, the provisions of that policy would prevail. The Pickle District Planning Framework also sets out that where there is a conflict between it and any other local planning policy, then the Pickle District Planning Framework would prevail. In accordance with this the proposed application has been assessed against the Pickle District Planning Framework.

The Private Realm – Built Form section of the Pickle District Planning Framework outlines the acceptable outcomes that guide development within the private realm. Where a proposal does not satisfy these acceptable outcomes, the development is to be assessed against the objectives of the Pickle District Planning Framework which are outlined in the Policy and Legislation section above.

Where the proposal does not meet the standards and acceptable outcomes, the relevant planning element is set out in the tables below and its acceptability against the relevant objectives are discussed in further detail below.

Planning Element	Previously Approved	Use Permissibility/ Acceptable Outcome	Further Discretion Required
Land Use			✓
Building Height		✓	
Street Setbacks			✓
Side & Rear Setbacks		✓	
Public Domain Interface	✓		
Pedestrian Access		✓	
Vehicle Access			✓
Façade Design		✓	
Projections & Awnings	✓		
Materials & Finishes	✓		
Roof Design	✓		

Planning Element	Previously Approved	Use Permissibility/ Acceptable Outcome	Further Discretion Required
Lift Over-Runs, Rooftop Plant Rooms & Architectural Features		✓	
Future Reuse		✓	
Landscaping			✓
Servicing & Functionality	✓		
Heritage & Character Management	✓		
Environmentally Sustainable Design	✓		
Safety, Lighting & Crime Prevention	✓		
Car & Bicycle Parking		✓	
Signage Policy			✓
Child Care Policy		✓	
Sound Attenuation Policy		✓	

Detailed Assessment:

Land Use	
Acceptable Outcome	**Proposal**
LPS2 – Clause 17 Permitted 'P' use	The proposed new land uses are as follows: <u>LPS2</u> • Office – Permitted 'P' use • Recreation-Private – Discretionary 'D' use <u>Pickle District Planning Framework</u> • Office – Contemplated Use • Recreation-Private – Preferred Use
Pickle District Planning Framework – Clause 4.1 Preferred Uses are uses which are considered to contribute to the precinct's Vision and Sub-Precinct Statements of Intent. Contemplated Uses are uses which are considered suitable if it can be demonstrated the land use will not detract from the precinct intent and the locality's amenity. These uses should be coupled with preferred uses.	
Street Setbacks	
Acceptable Outcome	**Proposal**
Pickle District Planning Framework – Clause 4.5.5 Fourth to eighth storeys to be setback 5 metres from primary street.	The proposed fifth storey (Level 2) has a nil setback to Cleaver Street to the 'Stair' and 1.3 metres to the 'Office'.

Vehicle Access	
Acceptable Outcome	**Proposal**
Pickle District Planning Framework – Clause 4.5.5 Maximum crossover width permitted is 3 metres for single crossovers and 5 metres for double crossovers.	The approved 'Loading' single crossover to Newcastle Street is proposed to be increased from 4.8 metres to 9.5 metres
Landscaping	
Acceptable Outcome	**Proposal**
Pickle District Planning Framework – Clause 4.4.12 A minimum of 12% of the site area shall be provide as deep soil areas.	The approved deep soil areas are proposed to be reduced from 2.9% to 2.85%.
Signage	
Acceptable Outcome	**Proposal**
Local Planning Policy: Signs and Advertising *Wall Signs* Maximum of one sign per 15 metres of street frontage, not exceeding 10% of the wall area to a maximum of 10m^2.	The proposal proposes increased wall signage to the development including: • *Old Aberdeen Place* Four wall signs are proposed with a total area of 93.5m^2 equivalent to 9.1% of the façade. This has increased from the approved development which had one sign with a total area of 6.8m^2 equivalent to 0.7% of the façade. • *Newcastle Street* Two wall signs are proposed with a total area of 9.6m^2 equivalent to 1.8% of the façade. This has increased from the approved development which had one sign with a total area of 5.8m^2 equivalent to 1.1% of the façade. • *Cleaver Street* 12 wall signs are proposed with a total of 146.7m^2 equivalent to 7.8% of the façade. This has increased from the approved development which had nine signs with a total area of 37.4m^2 equivalent to 1.7% of the façade.

Projecting Signs • Maximum of one sign per street frontage. • Not project more than 1 metre from the wall and not exceed 4 square metres in area; and	• Two projecting signs are proposed to the Cleaver Street frontage. The approved development did not provide for any projecting signs to any frontage. • *Cleaver Street* The 'Car Park Counter Sign' projects 1.1 metres. • *Old Aberdeen Place* The 'Car Park Counter Sign' projects 1.2 metres.

These matters are discussed in the Officer Comments section below.

Officer Comments

The acceptability of the proposal against the element objectives of each planning element is outlined below.

This includes where the proposal does not meet the specified acceptable outcomes and also where concerns were received during community consultation about certain planning elements.

Areas Requiring Further Discretion

Modification 1 – Land Use

The subject application proposes Recreation – Private and Office land uses which could operate within the development and would be in addition to the range of land uses previously approved.

Office is a contemplated use under the Pickle District Planning Framework and a permitted 'P' use within the Commercial zone under LPS2.

Recreation – Private is a preferred use under the Pickle District Planning Framework and a discretionary 'D' use within the Commercial zone under LPS2.

Community Consultation Outcomes

During the community consultation the City received submissions raising concerns with the proposed land uses, including that dedicated spaces should be provided for creative and arts uses to operate within the development.

Applicant Justification

The applicant's justification for the proposed land uses is included in **Attachment 3** and is summarised as follows:

- The existing approval provides for a range of land uses that can be accommodated within the tenancies on the Undercroft 1 level to provide a high level of flexibility, with the intention to accommodate existing entertainment and creative industry businesses which operate in the precinct;
- Tenancies T1-T3, T7 and T8 are intended to be able to accommodate the previously approved community-based uses, with tenancies T4-T6 and T9 intended to accommodate retail and entertainment uses; and
- Tenancy 10 is identified to accommodate either a Fresh Produce Market or a Gym, with flexibility requires as tenants have not been confirmed. Depending on these tenant arrangements the Fresh Produce Market would be intended to operate as a gourmet grocer, operating between 8am to 5pm Monday to Sunday. The Gym would be intended to accommodate 80 people and operate 24/7.

City Assessment

In accordance with the provisions of LPS2 discretion is not required to be exercised for the Office land use.

The proposed Recreation – Private land use would be consistent with the objectives of LPS2 and the Pickle District Planning Framework for the following reasons:

- LPS2 Objectives – The use would contribute towards a range of commercial uses within the development and the wider area. The development is sufficiently separated from residential development north of Newcastle Street, and the noise, parking and traffic impact of the development would be appropriately mitigated. The approved built form provides for a strong urban edge with activation and pedestrian interaction provided to the Cleaver Street frontage. The approved development incorporates adequate sustainable design features consistent with the Pickle District Planning Framework.

- MRS & State Planning Policies – The subject site is zoned Industrial under the MRS, with the LPS2 Commercial zone providing for a range of industrial and non-industrial uses. The MRS does not provide for specific guidance in relation to land uses, and the proposal would be consistent with the relevant state planning policies as set out below:

    - SPP 4.1: There are no existing industrial developments within the locality that would result in emissions that would impact on the Recreation – Private land use. The predominant uses in the area consists of car yards, warehouses and low-sale commercial uses. LPS2 was approved in 2018 having regard to the industrial zoning of the MRS and contemplates a mix of sensitive and low-intensity industrial uses; and

    - SPP 4.2: Private – Recreation would add to the range of land uses previously approved for the subject site, increasing the diversity of compatible uses that would provide for flexibility to adapt to future needs.

- Pickle District Planning Framework – The use would be broadly consistent with the Design Objectives and statement of intent for the Newcastle Street South sub

precinct of the Pickle District Planning Framework as it would provide for an existing land use which operates from the subject site to be integrated into the redevelopment. The Pickle District Planning Framework identifies that Recreation-Private is a preferred use, with these being uses which are considered to contribute to the vision and statement of intent of the sub precinct.

- Condition 2.1 – It is recommended that Condition 2.1 be updated to include Office and Recreation – Private within the land uses which can operate within the development.

  These uses would complement the existing community-based, food and beverage, retail, commercial and entertainment uses that are already provided for in the original approval and could operate from any of the tenancies of the development.

Modification 2 – Building Height & Street Setbacks

The subject application proposes to include a new Office on Level 2 which would have an NLA of 1,537m^2, and be located towards the southern portion of the site.

The overall building height would increase from four storeys to five storeys, with this additional height being located above the previously approved Child Care Premises. The proposed building height would be consistent with the acceptable outcomes of the Pickle District Planning Framework which identifies a maximum building height of seven storeys.

The proposed additional building height is shown below in **Figure 1**.

The acceptable outcomes of the Pickle District Planning Framework identify for a 5 metre setback to Cleaver Street. The Level 2 building would have a nil setback to the 'Stair' and a 1.3 metre setback to the 'Office' to Cleaver Street.

Figure 1 – Building Height & Cleaver Street Signage

Community Consultation Outcomes

During the community consultation the City received submissions raising concerns with the bulk and scale of the development, including the additional height being inconsistent with the existing area, and the reduced setback of Level 2 resulting in adverse streetscape and amenity impacts.

Applicant Justification

The applicant's justification for the proposed additional building height to accommodate Level 2 and the proposed setback to Cleaver Street is included in **Attachment 3** and is summarised as follows:

- The Office level is positioned centrally with the development, with minimal frontage and interface to Cleaver Street and is well setback from Old Aberdeen Place and Newcastle Street; and
- The positioning and setback of the Office as well as the overall building height would limit any impact on the streetscape and surrounding properties.

City Assessment

The proposed increase to the building height would be consistent with the acceptable outcomes of the Pickle District Planning Framework and discretion is not required to be exercised in relation to this modification.

The proposed setback of Level 2 to Cleaver Street would be consistent with the objectives of the Pickle District Planning Framework for the following reasons:

- Relationship with Level 1 – The setback of the proposed lift core to Level 2 would be consistent with the approved nil setback of the lift core to Level 1, which would provide for continuity. The substantive portion of Level 2 would the Office which would be setback 1.3 metres from Cleaver Street and recess behind the approved nil setback of the Gallery/Office Space on Level 1.

- Streetscape – The proposed 1.3 metre setback to the Office would provide for articulation to reduce the impact of building bulk on the streetscape. This impact would be further reduced by the inclusion of various façade finishes to provide for further articulation. These finishes include glazing and a steel truss feature treatment to the Office, and face brick to the lift core. The proposed colours and materials would be consistent with the lower levels of the development. The proposed Level 2 equates to approximately 25.8% of the total Cleaver Street frontage, which would further contribute towards reducing the impacts of building bulk on the streetscape.

- Amenity – The proposed setbacks would not have an adverse impact on the amenity of surrounding properties. Glazing is provided to the Office and would be setback approximately 21.6 metres from the properties on the western side of Cleaver Street to maintain visual privacy. Due to the orientation of the subject site and this separation to the west, access to adequate sunlight and ventilation would be maintained.

- DRP Comments – The proposed modification was supported by the City's DRP Member noting that the while the massing would be greater than that within the immediate context, it would be consistent with the future desired scale and built form in the area. It was also noted that the aesthetics, articulation and modulation of the proposal is generally consistent with the approved development.

Modifications 3 & 4 – Landscaping & Vehicle Access

The subject application proposes to increase the width of the each of the previously approved crossovers to Newcastle Street. This would include:

- The Entry and Exit crossovers each being widened from 2.2 metres to 3 metres; and
- The Loading crossover being widened from 4.8 metres to 9.5 metres.

The acceptable outcomes of the Pickle District Planning Framework identify for crossovers to have a maximum width of 3 metres.

As a result of the increased crossover width, the amount of deep soil areas would be reduced along the Newcastle Street frontage. This would result in an overall reduction from 2.9% to 2.85%. The acceptable outcomes of the Pickle District Planning Framework identify for 12% of the site area to be provided as deep soil areas.

The proposed modifications to the crossovers and landscaping are shown below in **Figure 2a**.

Figure 2a – Warehouse Level Landscaping & Vehicle Access

Community Consultation Outcomes

During the community consultation the City received submissions raising concerns with the inadequacy of deep soil areas and tree planting to soften the impact of the development to the Newcastle Street frontage. Concerns were also raised in relation to the adequacy of vehicle manoeuvring and safety of the crossovers to Newcastle Street, and the impact of these on the signalised intersection at Cleaver Street.

Applicant Justification

The applicant's justification for the proposed landscaping and vehicle access is included in **Attachment 3** and is summarised as follows:

- Following community consultation amended plans have been provided to reduce the width of the 'Entry' and 'Exit' crossovers, allowing for the reinstatement of deep soil areas along the Newcastle Street frontage. An additional 8m^2 of on-structure landscaping is also proposed to be added to the Child Care Premises on Level 1, to increase the overall landscaping provision;

- The previously approved 'Entry', 'Exit' and 'Loading' crossover widths would have required some minor modifications to be made to the kerb which was included as Condition 7.7 due to encroachments over the existing kerb lines; and
- Consistent with this, the additional width of each crossover would support better manoeuvrability for trailers, trucks, and service vehicles, and are supported by swept paths included in the updated TIA.

City Assessment

The proposed increase to the width of the 'Entry' and 'Exit' crossovers to 3 metres each would be consistent with the acceptable outcomes of the Pickle District Planning Framework, and discretion is not required to be exercised in relation to this modification.

The proposed 'Loading' crossover and landscaping would be consistent with the objectives of the Pickle District Planning Framework for the following reasons:

- Streetscape – The subject site currently has two existing crossovers to Newcastle Street with a cumulative width of 12 metres. The modifications to the approved three crossovers would result in an increase cumulative width of 15.6 metres. While this would contribute towards additional hardstand areas to Newcastle Street, the development would provide for adequate landscaping and tree planting which would assist to soften the visual impact on the streetscape.

- Landscaping – The development would provide for 73.7m^2 of deep soil areas along Newcastle Street which would support five trees. This planting would assist to soften the visual impact of the hardstand areas and would be a positive improvement on the current streetscape. The subject site and adjoining properties to the east provide for a streetscape which predominantly consists of hardscaped vehicle crossovers and car parking areas.

  The modifications to the crossover widths would result in a reduction of 3.5m^2 of deep soil areas adjacent to Newcastle Street. The deep soil areas provided would be of an adequate size and dimension to support the growth of the five *Melaleuca viridiflora* trees. This would remain consistent with the approved development.

  An additional 8m^2 of on-structure planting is also proposed to the Child Care Premises on Level 1 to further support the growth of the 14 trees identified within the approved development.

- Manoeuvring & Condition 7.7 – Condition 7.7 requires the modification of the existing kerb line to facilitate the 'Loading' crossover to Newcastle Street. This would involve minor works to reduce the potential for service vehicles exiting out of the development to conflict with the verge.

  The proposed modification to increase the width of the 'Loading' crossover would be to the extent necessary to satisfy Condition 7.7 as shown below in **Figure 2b** and in the TIA included in **Attachment 4** and would result in a truncating of the on-site landscaping as set out above.

The City is satisfied that the proposed width of this crossover is the minimum needed to achieve safe and functional service vehicle egress from the subject site for 12.5 metre and 19 metre service vehicles.

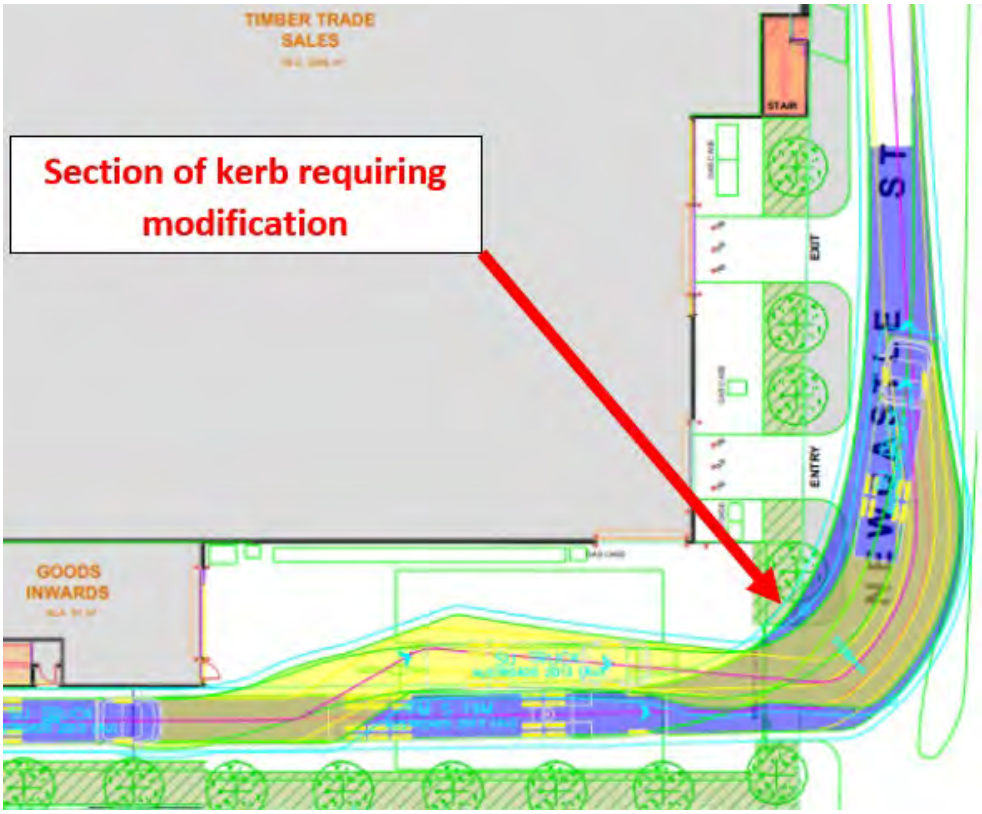

Figure 2b – 'Loading' crossover swept path

- Sightlines & Safety – The 'Exit' crossover would have a setback of 16.3 metres from the Newcastle Street and Cleaver Street intersection, which would be consistent with the approved development, while the 'Loading' crossover would be setback 34.7 metres. There would be adequate space for vehicles to queue within the site while exiting the subject site, and each of the crossovers provides for a 1.5 metre sightline truncation to ensure that there would be adequate views of vehicles and pedestrians to facilitate safe access and egress.

  Condition 7.6 of the approved development requires the provision of a pedestrian crossing to each access point to facilitate safe pedestrian movement. This condition is not proposed to be modified and would contribute towards maintain a safe environment for pedestrians along Newcastle Street.

- Condition 5.1 – Condition 5.1 requires the submission of an updated landscaping plan. This condition is recommended to be amended to reference the provision of 2.85% deep soil and 8.5% on-structure landscaping consistent with the proposed plans detailed above.

Modification 7 – Signage

The subject application proposes to increase the amount of signage to each frontage of the development as outlined below.

Frontage	Approved Development	Subject Application
Newcastle Street	• One wall sign with a total area of 5.8m^2 equivalent to 1.1% of the façade.	• Two wall signs with a total area of 9.6m^2 equivalent to 1.8% of the façade.
Cleaver Street	• Nine wall signs with a total area of 37.4m^2 equivalent to 1.7% of the façade. • No projecting sign.	• 12 wall signs a total of 146.7m^2 equivalent to 7.8% of the façade. • Two projecting signs.
Old Aberdeen Place	• One sign with a total area of 6.8m^2 equivalent to 0.7% of the façade. • No projecting sign.	• Four wall signs with a total area of 98.4m^2 equivalent to 9.6% of the façade. • One projecting sign.
Eastern Facade	• No wall sign.	• One wall sign with a total area of 7.2m^2 equivalent to 3.1% of the façade.

The extent of signage is shown in **Figure 1** above and **Figure 5** and **Figure 6** below.

Figure 5 – Old Aberdeen Place Signage

Figure 6 – Newcastle Street Signage

The proposed signage does not meet the relevant deemed to comply standards of the City's Signage Policy, and requires discretion to be exercised in regard to the following:

- Cleaver Street – 10 wall signs permitted to a maximum size of 10m^2, and projecting signs to not project more than 1 metre from the wall with a maximum of one sign to the frontage; and

- Old Aberdeen Place – Four wall signs permitted to a maximum size of 10m^2, and projecting signs to not project more than 1 metre from the wall with a maximum of one sign to the frontage.

Community Consultation Outcomes

During the community consultation the City received submissions raising concerns with the extent of signage, including that it would be over scaled and visually obtrusive to the Newcastle Street, Cleaver Street and Old Aberdeen Place streetscape.

Applicant Justification

The applicant's justification for the proposed signage is included in **Attachment 3** and is summarised as follows:

- Following community consultation amended plans were provided which removed 'Bunnings' sign proposed to the corner of Newcastle Street and Cleaver Street and reduced the size of the 'Bunnings Warehouse' and 'Hammer Logo' signage to Cleaver Street and Old Aberdeen Place. 'Bunnings Car Park' signs were added, including two to Cleaver Street and one to Old Aberdeen Place; and
- The proposed signage provides for greater space between signs to allow better integration with the façade and is proportionate to the scale of size of the development and its frontages.

City Assessment

The proposed signage to Newcastle Street and the eastern façade would be consistent with the deemed to comply standards of the Signage Policy and discretion is not required to be exercised in relation to this modification.

The proposed signage to the Cleaver Street and Old Aberdeen Place façade would be consistent with the objectives of the Signage Policy for the following reasons:

- Safety – The advertising signage would be affixed to the façade of the building and would not extend beyond the lot boundary to not adversely impact on pedestrian safety. The projecting signs would extend beyond the lot boundaries and would be between 3 metres and 7.2 metres above ground level to maintain the safety of pedestrian using the adjoining footpaths. The wall and projecting signs would display a fixed panel so as to not present as a safety hazard for vehicles.

- Façade Integration – The extent of signage would be equivalent to 7.8% of the Cleaver Street façade. The location of the panels to Cleaver Street is generally consistent with the previous approval and would not adversely impact the surrounding commercial area on the western side of Cleaver Street where signage could reasonably be expected. Of the signs proposed, five would relate to Bunnings (including two which would indicate the number of available parking bays), with the remaining nine to be used by other tenancies within the development. This mix of signage along with the separation between and placement of the panels would not result in a proliferation of signage to this façade.

  The signage panels would be integrated into the design of and equivalent to 9.1% of the Old Aberdeen Place façade. The signage would not have an adverse impact on the amenity of the streetscape as it would be facing Old Aberdeen Place, with both the Graham Farmer Freeway and Mitchell Freeway to the south of this. The mix of two signs for Bunnings and two signs for other

tenancies, along with the separation between and placement of the panels would not result in a proliferation of signage to this façade.

The City's DRP Member has reviewed the proposal and noted that the extent of signage, including to the Cleaver Street and Old Aberdeen Place facades would be integrated within the facades and proportionate to the scale of the building.

- MRWA – The proposed signage to Old Aberdeen Place would likely be visible from both the Graham Farmer Freeway and the Mitchell Freeway which are State roads and would be subject to MRWA Signage Policy. This is a policy of the State which is to be given due regard in accordance with Clause 67(2) of the LPS Regulations.

  The proposed signage would generally be consistent with the business signs standards of the MRWA Signage Policy, including in respect to Location, Content, Road User Amenity, and Design, Construction and Maintenance. This is because the signage would be affixed to the building, would not impact on driver sightlines, and would be readily distinguishable from road signs.

  The proposed signage would not be consistent with the Display standards of the MRWA Signage Policy, which restricts the content of any single business sign to a maximum of 4m^2. The four signs proposed would have an area of 14.5m^2, 4.5m^2, 37.2m^2 and 37.3m^2 respectively. There is no restriction on the number of signs permitted on a façade.

  The MRWA Signage Policy does not provide for guidance or overarching objectives to assess proposals against where they do not satisfy the policy standards. MRWA was invited to but did not provide any comments in relation to the proposed signage in its advice to the City.

  Based on this the City has applied limited weight to the MRWA Signage Policy and is satisfied that the proposed signage would not have an adverse impact on the amenity or users of the adjoining State roads. This is because:
  - The visibility of the signage would be limited by the existing trees that are located within the road reserves, as well as views of the signage being largely oblique due to the orientation of the subject site and the Graham Farmer Freeway and Mitchell Freeway being predominantly east-west;
  - The size of the signage would be proportionate to the Old Aberdeen Place face, being 9.1% of the overall façade; and
  - The signage would not be illuminated and would have a fixed advertisement.

  The MRWA Signage Policy sets out that should the signage be approved the applicant would then be required to submit an application to MRWA to approve the signage under the *Main Roads (Control of Advertisements) Regulations 1996*.

  In accordance with this a new advice note is recommended to be included to notify the applicant in relation to liaise within MRWA in relation to the need to obtain any separate approvals.

- Condition 13.1 – Condition 13.1 relates to the extent of signage the subject of the approval. It is recommended that this condition be updated to include the updated signage the subject of this application.

Impact of Additional Traffic

The approved development provided for three access points. The number and location of these access points is not proposed to change. These access points are:

- Access 1 – Three crossovers to Newcastle Street, including one which would provide left-in access to vehicles entering the timber trade area, and two which would provide left-out access to vehicles exiting the timber trade area and service driveway.
- Access 2 – One crossover which provides full access movement from Cleaver Street to the parking within Undercroft 2.
- Access 3 – Two crossovers to Old Aberdeen Place, including one which would provide full access movement from the parking area within Undercroft 1, and one which would provide left-in access to vehicles entering the service driveway.

Community Consultation Outcomes

During the community consultation the City received submissions raising concerns with the traffic generated by the proposal compared to the approved development and the impact that this would have in the immediately adjoining and surrounding streets.

Concerns were also received regarding the impact of this additional traffic adding to existing congestion and resulting in rat running through the residential areas to the north given the road network configuration, and the need for traffic management to be considered to prevent this from occurring. Concerns were also raised in relation to the accuracy and extent of the traffic flow and intersection modelling.

Applicant TIA

The applicant has submitted a TIA prepared by Stantec in accordance with the WAPC's Transport Impact Assessment Guidelines (Transport Guidelines). This is included as **Attachment 4**. The applicant provided an updated TIA in response to the concerns raised during the consultation period.

The applicant's TIA is summarised as follows:

- Road Context:
    - Newcastle Street is classified as a District Distributor A and consists of a single lane travelling in each direction, and a footpath on either side of the road. Under the MRWA road hierarchy District Distributor A roads are identified as having an indicative traffic volume of above 8,000 vehicles per day. Traffic data from November 2021 indicates that the average daily traffic volume along Newcastle Street was 8,800 vehicles in total, consisting of 4,700 travelling east and 4,100 travelling west.

      There are a number of constraints with the existing layout of Newcastle Street. This includes that vehicles travelling south along Charles Street

cannot turn right onto Newcastle Street, while vehicles (with the exception of buses) travelling west along Newcastle Street cannot turn right onto Cleaver Street.

- Cleaver Street is classified as an Access Road and consists of a single lane travelling in each direction, and a footpath on either side of the road. Under the MRWA road hierarchy Access Roads are identified as having an indicative traffic volume of 3,000 vehicles per day. Traffic data from November 2021 indicates that the average daily traffic volume along the southern portion of Cleaver Street was 820 vehicles.

  Based on these the cumulative the number of vehicles utilising the Newcastle Street and Cleaver Street intersection would be approximately 10,000 vehicles per day. This is a signalised intersection which limits movements from vehicles travelling down from the northern portion of Cleaver Street to left-only onto Newcastle Street. Vehicles travelling up from the southern portion of Cleaver Street are restricted to left or right access onto Newcastle Street.

- Old Aberdeen Place is classified as an Access Road and consists of a single lane travelling in each direction, and a footpath on either side of the road. Under the MRWA road hierarchy Access Roads are identified as having an indicative traffic volume of 3,000 vehicles per day. Traffic data was not available for Old Aberdeen Place.

  The intersection of Old Aberdeen Place and Cleaver Street is a give way intersection which gives priority to Cleaver Street, and vehicles travelling north from the Graham Farmer Freeway are not permitted to turn right into Old Aberdeen Place. Vehicles travelling south along Cleaver Street can only turn left into Old Aberdeen Place.

- Safe Active Streets – Strathcona Street and Golding Street are located approximately 40 metres and 80 metres to the east of the subject site respectively and are both designed as Safe Active Streets. This includes treatments such as speed humps, raised intersection plateaus and red asphalt marking, along with a speed limit of 30km/h.

- Intersection Performance – A SIDRA analysis was undertaken for the surrounding network to assess the intersection performance based on measures such as queue lengths, delays, and Level of Service (LOS). This assessment considered the existing performance, and the performance in 2024 and 2034 with and without the development and conclude that in each of these scenarios the intersections would operate satisfactorily.

- Traffic Generation – The proposed development is expected to generate a peak of 290 vehicle trips in the AM peak period, 455 vehicle trips in the PM peak period, and 542 vehicle trips in the weekend peak period. This is comprised of:

Land Use	AM Peak Hour		PM Peak Hour		Weekend Peak	
	In	Out	In	Out	In	Out
Hardware Store	19	21	75	67	130	116

Timber Trade Area	2	3	14	13	14	13
Fresh Food Market	45	42	52	48	69	66
Child Care	56	49	43	49	0	0
Retail Tenancies	4	13	29	29	67	67
Office	31	5	7	29	0	0
Total	**157**	**133**	**220**	**235**	**280**	**262**

- Crash Data – A crash assessment was provided based on Main Roads data over a five year period from 2018 to 2022. This data indicated that there was a total of 23 crashes along Newcastle Street within 200 metres of the subject site during this period, of which one occurred at the intersection of Cleaver Street.

  The majority of these crashes resulted in damage to vehicles, with two requiring hospital treatment (including one at the intersection) and two requiring medical attention. No fatal crashes were recorded during this period.

- Conclusion – The proposed development would be complementary to the function of the adjacent road network and no material impact is anticipated as a result of the additional uses and car parking introduced by the subject application.

City Assessment

The City's comments in relation to the findings of the TIA are outlined below.

- Vehicle Trips – The Transport Guidelines state that an increase in traffic of greater than 100 vehicle trips in the peak hour would have a high impact.

  The applicant's TIA sets out that the development would generate:
  - 290 vehicle trips in the AM peak period. In comparison with the approved development the subject application would result in an additional 117 vehicle trips;
  - 455 vehicle trips in the PM peak period. In comparison with the approved development the subject application would result in an additional 165 vehicle trips; and
  - 542 vehicle trips in the weekend peak period. In comparison with the approved development the subject application would result in an additional 174 vehicle trips.

  These vehicle trips would be considered to have a high impact based on the 100 vehicle peak hour threshold.

- Trip Distribution – These vehicle trips would be immediately distributed along Newcastle Street, Cleaver Street and Old Aberdeen Place. The use of these streets is consistent with the MRWA road hierarchy which identifies District Distributor roads as accommodating high traffic volumes between residential and commercial areas, and Access Roads providing access to abutting properties.

- Intersection Performance – The applicant's SIDRA analysis is summarised as follows:

  - *Newcastle Street and Cleaver Street* – Currently this intersection experiences an average of LOS B during each of the AM, PM and weekend peak periods. LOS B indicates an intersection having reasonable free-flow operations.

    In 2034 the intersection would reduce to an average of LOS C during the AM, PM and weekend peak period. LOS C represents an intersection being at or near free-flowing levels.

    The cumulative queuing lengths of the intersection approaches are anticipated to be:
    - Cleaver Street south – 38.7 metres in the AM, 63 metres in the PM, and 76.8 metres in weekend peak;
    - Newcastle Street east – 85.3 metres in the AM, 102.2 metres in the PM, and 108.8 metres in the weekend peak; and
    - Newcastle Street west – 38.6 metres in the AM, 95.4 metres in the PM, and 58.9 metres in the weekend peak.

    In comparison to the approved development the impact of the increased queue length would vary between 5.5 metres and 17.9 metres along the Newcastle Street approaches and 9.4 metres to 11.8 metres along the Cleaver Street approach.

    This increase would be equivalent to between two to four additional car lengths along the Newcastle Street approach and two to three additional car lengths along the Cleaver Street approach. These increases would not be considered to adversely impact on traffic flows as the SIDRA analysis concludes that the intersection would continue to maintain a satisfactory LOS.

  - *Newcastle Street and Access 1* – At 2034 this intersection would operate at an average of LOS A during each of the AM, PM and peak periods. LOS A is the highest level and indicates the best conditions for traffic flows.

    The queuing lengths of Newcastle Street east would be anticipated to be 44.5 metres in the AM peak, 61.4 metres in the PM peak, and 68 metres in the weekend peak.

    In comparison to the approved development the impact of the subject application would result in an increased queue length which varies between 5.5 metres and 5.6 metres. This would be equivalent to approximately one additional car length.

    The TIA noted although queuing at the intersection may continue beyond the access point for westbound traffic along Newcastle Street, during peak periods this would result in a delay of arrival of 5.7 seconds, which indicates that this would quickly disperse and would be consistent with the approved development.

- *Cleaver Street and Access 2* – At 2034 this intersection would operate at an average of LOS A during each of the AM, PM and peak periods.

  The queuing lengths of Cleaver Street would be anticipated to be 24.6 metres in the weekend peak.

  In comparison to the approved development the impact of the subject application would result in an increased queue length of 11.8 metres. This would be equivalent to approximately two additional car lengths.

  The additional traffic would also result in an approximately an additional two vehicles queuing within the subject site to exit the development from Undercroft 2. Any impact from this queuing would be contained within the development and would not affect Cleaver Street.

- *Old Aberdeen Place and Cleaver Street* – Currently this intersection experiences an average of LOS A during each of the AM, PM and peak periods.

  In 2034 the intersection would maintain its average of LOS A during each of the peak periods, and there being no significant increase to queuing lengths or delays.

- *Old Aberdeen Place and Access 3* – At 2034 this intersection would operate at an average of LOS A during each of the AM, PM and peak periods, and there being no significant impact on queuing lengths or delays.

- Impact on Residential Areas – Within the wider context of the subject site north of Newcastle Street, the surrounding areas include Residential zoned areas. The applicant's TIA identifies that notwithstanding that the intersection of Cleaver Street and Newcastle Street would continue to operate at an acceptable level, the development would generate additional traffic and the resultant increase in delays and queuing may encourage vehicles to seek alternative routes to and from the development.

  The existing configuration of the road network does not permit for north-south movements through the Newcastle Street and Cleaver Street intersection. This would assist to lessen the impact into the residential area to the north. Golding Street and Strathcona Street have both been designed as Safe Active Streets and include reduced road widths, speed humps and line marking, and a speed limit of 30km/h. These design measures would deter vehicles from seeking these streets as an alternative route.

- Road Network Upgrades – While the City is satisfied that there is no further need for traffic management measures as a result of the increased traffic from the subject application, the City is aware of existing traffic issues within the broader area.

  The City in consultation with the DoT and MRWA will be undertaking a broader transport analysis for the wider Pickle District area which is planned to commence in 2024. This would consider the congestion in the regional road network and identify the need for any upgrades or modifications to support the

scale of development envisaged under the recently approved Pickle District Planning Framework into the future.

- TIA Peer Review – The City engaged an external consultant to undertake a peer review of the TIA. This external consultant concluded that the findings in relation to traffic generation, vehicle movements, safety and the SIDRA analysis was acceptable.

Areas Not Requiring Further Discretion

Modification 5 – Car Parking

The subject application proposes to increase the amount of on-site car parking from 235 parking bays to 303 parking bays.

The additional areas of car parking are shown in **Figure 3** and **Figure 4** below and includes:

- An additional 59 parking bays provided within the northern portion of Undercroft 1; and
- An additional nine parking bays within the north-eastern portion of Undercroft 2.

Figure 3 – Undercroft 1 Car Parking & Tenancy Configuration

Figure 4 – Undercroft 2 Car Parking

The subject site is located within the PPMP area, and the City's Local Planning Policy: Non-Residential Parking (Parking Policy) does not apply to the development.

The Perth Parking Policy is applicable to the development and identifies maximum parking allowances for tenants as a way to reduce the need for private parking within the area, having regard to the availability of public transport, consolidated public parking, and impacts on traffic.

In accordance with the Perth Paring Policy the development would be permitted a maximum of 175 tenant parking bays to be licenced, although this would ultimately be at the discretion of the DoT.

The Perth Parking Policy also provides for short-stay parking to be provided for use by the public. The subject is located within the General Parking Zone of the Perth Parking Policy, and there is no limit of the amount of short-stay parking which can be licenced.

Community Consultation Outcomes

During the community consultation the City received submissions raising concerns with amount of parking being inadequate to meet the demands of the development, with this resulting in the increased use of on-street parking in the surrounding area which is already at capacity.

Applicant Justification

The applicant has advised that the allocation of tenant and short-stay public parking has yet to be finalised and would be addressed through the existing Condition 7.2. This condition requires the submission of a Parking Management Plan (PMP) to address the allocation of parking in accordance with the Perth Parking Policy and in consultation with the DoT.

Following community consultation and in response to the comments from the DoT included in **Attachment 9**, the applicant also submitted amended plans to provide for:

- 12 public bicycle racks along the Cleaver Street frontage;
- 50 secure bicycle parking spaces within Undercroft 1; and
- Additional end of trip facilities were also indicated on this level consisting of 56 lockers, eight showers and two bathrooms. A further 28 lockers were also indicated within the mezzanine on the Warehouse level.

These would be in addition to the 28 bicycle spaces provided in the 'Bike Store' in Undercroft 2.

City Assessment

The proposed development would be consistent with the PPMP Policy for the reasons outlined below:

- Parking Management Plan – The development proposes a total of 303 parking bays, with the allocation of tenant and short-stay public parking yet to be finalised.

  The DoT advised that it had concerns with the proposed increase of parking as the proposal does not distinguish between tenant and short-stay public parking. The DoT also advised that it would be prepared to support the development if the allocation were to be provided to include a maximum of 55 tenant parking bays with the remaining to be short-stay public parking.

  As set out above a maximum of 175 bays would be permitted to be licenced for use by tenants under the Perth Parking Policy, with the remaining bays capable of being licenced as short-stay public parking.

The DoT's concerns would be capable of being addressed through Condition 7.2 of the existing approval. This condition requires the submission of a PMP to address the allocation of tenant and short-stay public parking and would be maintained to ensure that the allocation of parking occurs consistent with the provisions of the Perth Parking Policy and in consultation with the DoT.

A new advice note is recommended to be included to notify the applicant to liaise within the DoT in relation to the licensing of tenant and short-stay public bays in accordance with the *Perth Parking Management Act 1998* and Perth Parking Policy.

- Bicycle and End of Trip Facilities – Condition 7.9 currently outlines the provision of bicycle and end of trip facilities, with the table below comparing this against the proposed provision as part of the subject application:

	Approved Development	**Subject Application**
Bicycle Parking	Cleaver Street Verge • Six spaces Undercroft 1 • 20 spaces Undercroft 2 • 28 spaces	Cleaver Street Verge • 12 spaces Undercroft 1 • 50 spaces Undercroft 2 • 28 spaces
Showers	Undercroft 1 • Six in total, three male and three female	Undercroft 1 • Eight in total, four male and four female
Toilets	Undercroft 1 • One unisex toilet	Undercroft 1 • Two unisex toilets
Lockers	Undercroft 1 • 40 lockers	Undercroft 1 • 56 lockers Warehouse • 28 lockers

The DoT advised that it had concerns in relation to the provision of bicycle and end of trip facilities, and that these should be increased and would be a consideration for when the tenant and short-stay parking bays licencing application is assessed.

The Perth Parking Policy does not provide guidance on the required number of each however the DoT suggested the following minimums based on best practice:

- 50 staff bicycle parking spaces;
- 16 customer/visitor bicycle parking spaces to be provided in Undercroft 2, and 12 customer/visitor bicycle parking spaces on Cleaver Street near the Undercroft 1 entrance; and

- Eight showers, 100 lockers, and two toilets.

As set out in the table above, the amended plans provided following community consultation provided additional bicycle parking and end of trip facilities in accordance with the DoT suggestions.

The 100 lockers recommended is based on best practice but is not a standard specified within the Perth Parking Policy. As a guide, the City's Parking Policy would require a minimum of five end of trip facilities, based on the proposed 50 staff bicycle parking bays. The City is satisfied that the proposed 84 lockers would be relative to the number of staff bicycle parking spaces to encourage the use of alternate modes of transport.

- Conditions 7.1 & 7.9 – It is recommended that Condition 7.1 be updated to reflect the 303 parking bays now provided, with Condition 7.9 to be updated to reflect the bicycle parking and end of trip facilities as set out above.

Modification 6 – Undercroft 1 Tenancies

The development proposes to reconfigure the layout and orientation of the 10 Undercroft 1 tenancies. The dimensions and size of the tenancies would vary between 120m^2 and 1,200m^2.

The overall NLA of these tenancies would increase from 1,978m^2 to 2,437m^2. The approved and proposed tenancy layout is included in **Figure 3** above.

The proposed tenancy reconfiguration would be consistent with the relevant acceptable outcomes of the Pickle District Planning Framework including in relation to Façade Design, Pedestrian Access and Public Domain Interface.

Community Consultation Outcomes

During the community consultation the City received submissions raising concerns with the lack of activation to the Cleaver Street frontage, and the reconfiguration of tenancies being poorly designed and oriented, and providing for unclear wayfinding.

Applicant Justification

The applicant's justification for the proposed reconfiguration of the Undercroft 1 tenancies is included in **Attachment 3** and is summarised as follows:

- The tenancies are proposed to be reoriented and repositioned to improve interaction with the streetscape and pedestrian access; and
- A range of tenancy sizes are proposed to provide flexibility to accommodate a range of land uses previously approved and proposed, including community-based, retail and entertainment uses that could include entertainment and creative industry businesses which currently operate in the Pickle District.

City Assessment

As the proposed tenancy reconfiguration is consistent with the acceptable outcomes of the Pickle District Planning Framework, discretion is not required to be exercised in relation to this modification.

The modifications to the tenancies were also supported by the DRP Member, whose comments are included in **Attachment 10** and are summarised as follows:

- The division tenancies on the ground floor would provide for increased amenity and opportunities for activation; and
- Legibility remains largely the same, with the general arrangements of entry points being consistent with the approved development.

Modification 8 – Child Care Premises

The development proposes to modify the size of the Child Care Premises and associated outdoor play areas on Level 1, including:

- Increasing the NLA of the Child Care Premises from 1,101m^2 to 1,094m^2;
- Reducing the northern Landscaped Outdoor Play area from 655m^2 to 635m^2; and
- Increasing the southern Landscaped Outdoor Play area from 325m^2 to 365m^2.

The Child Care Premises does not propose any increase to the previously proposed 130 children or modification to the previously approved on-structure landscaping and canopy coverage.

The modification would result in the total amount of outdoor play area increasing from 980m^2 to 1,000m^2, which would exceed the required 910m^2 of external playing space under the City's Child Care Policy.

Community Consultation

During the community consultation the City did not receive any submissions raising concerns with the Child Care Premises.

City Assessment

As the proposed modification to the internal floor area and external play area of the Child Care Premises is consistent with the Child Care Policy, discretion is not required to be exercised in relation to this modification.

Modifications to Conditions

In addition to the amendments identified above, the following conditions are also recommended to be amended:

- Public Art – Conditions 4.1 and 4.3 relate the provision of a public art contribution equivalent to 1% of the estimated cost of development in accordance with the City's Public Art Policy.

  The applicant has advised that as a result of the proposed amendments, the overall estimated cost of development has increased from $25.5 million to $28.5 million. This additional cost would result in an increasing in the public art contribution amount from $255,000 to $285,000.

  Conditions 4.1 and 4.3 are recommended to be amended to update the public art contribution in accordance with the Public Art Policy.

Condition 4.2 is recommended to be amended to reference the City's updated Public Art Policy which was approved by Council at its meeting on 14 February 2023.

- Waste Management – Condition 10.2 requires the implementation of a Waste Management Plan (WMP) that was approved as part of the original development.

  As a result of the proposed modifications, including the increased NLA and uses associated with the Undercroft 1 and Level 2 tenancies, and updated WMP would be required. The applicant has not provided an updated WMP and has advised that this would provide once the final tenant arrangements have been confirmed.

  As there would be an increase in waste generation from the development it is recommended that Condition 10.2 be amended to require an updated WMP to be provided.

  It is noted that Condition 10.1 currently requires private waste collection to be undertaken to service the development which would provide the applicant with flexibility as to the frequency and nature of waste collection, and this condition is not proposed to be amended.

- Environmentally Sustainable Design – Condition 14 requires the development to implement the recommendations of the approved sustainability report that was approved as part of the original development.

  The acceptable outcomes of the Pickle District Planning Framework identify that developments are encouraged to achieve a 5-star Green Star rating. The application did not provide an updated sustainability report, with the approved sustainability report as part of the original application identified that a 4-star Green Star rating would be achieved.

  The application has included sustainability measures to the proposed Level 2, which includes recessed glazing and shading devices to minimise solar gain and manage glare and daylight access to the Office. These measures were supported by the City's DRP Member.

  Consistent with the acceptable outcomes of the Pickle District Planning Framework and the previous approval, it is recommended that Condition 14 be amended to require an updated sustainability report be provided which demonstrates a minimum of a 4-star Green Star rating consistent with the previous approval, with these measures to subsequently be implemented.

Conclusion:

The proposal has been assessed in accordance with the City's LPS2, Pickle District Planning Framework, and other policies.

The extent of the proposed amendments to the approved development which requires the exercising of discretion relates to land use, the street setbacks, landscaping vehicle access, signage, and the additional traffic generated by the proposal.

The overall built form is consistent with the objectives of the Pickle District Planning Framework and the land uses would contribute towards a range of activities which would be compatible with and complementary to the locality. The additional traffic would be capable of being accommodated within the existing road network and the surrounding intersections would operate at an acceptable level.

The City recommends that the application be approved subject to the recommended modifications to conditions and new advice notes.

CITY OF VINCENT

ATTACHMENT 1

DEVELOPMENT ASSESSMENT PANEL MEETING

Location and Consultation Plan

CITY OF VINCENT
LOCAL PLANNING SCHEME NO. 2
SCHEME MAP 1 - LEEDERVILLE

LEGEND

METROPOLITAN REGION SCHEME RESERVES

Note: The Western Australian Planning Commission care of the Department of Planning should be consulted for full information on the actual land requirements for all Metropolitan Region Scheme Reserves.

- PARKS AND RECREATION
- R — Restricted Pubic Access
- PRIMARY REGIONAL ROADS RESERVATION
- OTHER REGIONAL ROADS RESERVATION
- RAILWAYS
- PUBLIC PURPOSES
  Particular use denoted as follows:
  - H — Hospital
  - HS — High School
  - TS — Technical School
  - CP — Car Park
  - U — University
  - CG — Commonwealth Government
  - SU — Special Use
  - WSD — Water Authority of Western Australia
  - P — Prison

CITY OF VINCENT LOCAL SCHEME RESERVES

- PUBLIC OPEN SPACE
- R — Restricted
- PUBLIC PURPOSES
  Particular use denoted as follows:
  - PS — Primary School
  - CP — Car Park
  - CU — Civic Uses
  - HS — High School
  - I — Institute for the Deaf
  - W — Water Supply Sewerage and Drainage
  - TS — Technical School

CITY OF VINCENT SCHEME ZONES

- RESIDENTIAL
- MIXED USE
- COMMERCIAL
- LOCAL CENTRE
- DISTRICT CENTRE
- RC — REGIONAL CENTRE
- SPECIAL USE
  Particular use denoted as follows:
  - CP — Car Park
  - CU — Community Use
  - FC — Function Centre
  - HC — Hall and Non Residential Club
  - H — Hotel
  - PW — Place of Worship
  - S — Service Station
- A — ADDITIONAL USE

ADDITIONAL INFORMATION & RESIDENTIAL PLANNING CODES

- CODE AREA BOUNDARY
- SCHEME AREA BOUNDARY
- R20 — DENSITY CODE

SUBJECT SITE

CITY OF VINCENT

Consultation and Location Map

No. 533-545 Newcastle Street, 1-7 Old Aberdeen Place & 6-15 Cleaver Street, West Perth

Extent of Consultation

N

CITY OF VINCENT

No. 533-545 Newcastle Street, 1-7 Old Aberdeen Place & 6-15 Cleaver Street, West Perth

N

CITY OF VINCENT

ATTACHMENT 2

DEVELOPMENT ASSESSMENT PANEL MEETING

Development Plans

SURVEY CONTROL COORDINATE LISTING

POINT	EASTING	NORTHING	ELEVATION
9000	52975.984	264754.542	20.767
9001	52908.505	264604.590	14.416
9002	52968.547	264740.683	22.718
9021	52968.598	264745.833	21.441
9022	52978.695	264735.519	19.793
9061	52994.996	264744.722	21.454
9060	53038.526	264721.645	22.493
9023	52936.145	264653.710	15.546
9024	52941.662	264644.930	15.345
9003	52959.137	264595.237	14.349
9025	52964.641	264652.072	16.604
9026	52962.467	264642.167	16.207
9027	52941.354	264604.805	14.377
9028	52960.010	264651.510	14.559
9029	52961.114	264594.707	14.348
9030	52980.317	264633.342	16.751
9032	52987.129	264654.308	16.819
9033	53006.847	264692.862	20.232
9040	53006.627	264688.685	20.555
9041	53015.589	264688.714	20.343

Rev.	Description	Date	Checked
A	Initial Issue	25/01/2022	MJD

SCALE 1:300 @ A1
ALL DISTANCES ARE IN METRES
For a true to scale reproduction of this plan, plot 'P' to A1 with the Paging Scaling set to None.

The boundaries shown on this plan were not re-established as part of this survey, therefore this plan does not guarantee their accuracy. Existing easements, encumbrance or interest are not depicted and a title search is recommended to obtain this information. Re-establishment of the cadastral boundaries is recommended for any proposed works on or near existing boundaries.

Surveyor: TGH
Survey Date: 18/01/2022
Precise Date: SCDB

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MCMULLEN NOLAN GROUP
Level 1, 345 Fitzgerald Street
Jandakot W.A. 6164
PO Box 3126, Success
W.A. 6964, Australia
Offices in: Perth | Melbourne | Kimberley | South West WA
Tel: (08) 6436 1599
Fax: (08) 6436 1500
info@mngsurvey.com.au
www.mngsurvey.com.au
ABN 54 955 933 511

MNG

N

CLIENT:
Planning Solutions (Aust) Pty Ltd

Cleaver Street
West Perth
Detail Survey

The contents of this plan are current and correct as of the date stated within the title block. All persons wishing to utilise this data should satisfy themselves as to its currency by contacting the McMullen Nolan Group

Project Engr: Mark Gibson | Datum: | PCSN_7 AHD

Job Number: 104699 - DE - 001 - A
Type | Revision Number

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MIXED USE DEVELOPMENT, WEST PERTH

LOCATION
CLEAVER STREET, WEST PERTH

CLIENT
SARACEN PROPERTIES

SCALE:

DRAWING NUMBER
1001

DRAWING
EXISTING SURVEY

DATE
AUG 2023

DRAWING STATUS
DEVELOPMENT APPLICATION

REVISION
DA043

PROJECT NUMBER
P23-8851

CLEAVER ST

15.00 16.00 17.00 18.00 19.00 20.00 21.00

SUBJECT SITE

22.00

NEWCASTLE ST

GRAHAM FARMER FWY

MITCHELL FWY

OLD ABERDEEN PL

POTENTIAL
FUTURE
STREETSCAPE
IMPROVEMENTS

15.00 16.00 17.00 18.00 19.00 20.00 21.00 22.00

LOCATION PLAN

SCALE: 1 : 250

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MIXED USE DEVELOPMENT, WEST PERTH

LOCATION
CLEAVER STREET, WEST PERTH

CLIENT
SARACEN PROPERTIES

SCALE:
1 : 250

2.5 5 7.5 10 12.5 25

DRAWING NUMBER
1002

DRAWING
LOCATION PLAN

DATE
AUG 2023

DRAWING STATUS
DEVELOPMENT APPLICATION

REVISION
DA043

PROJECT NUMBER
P23-8851

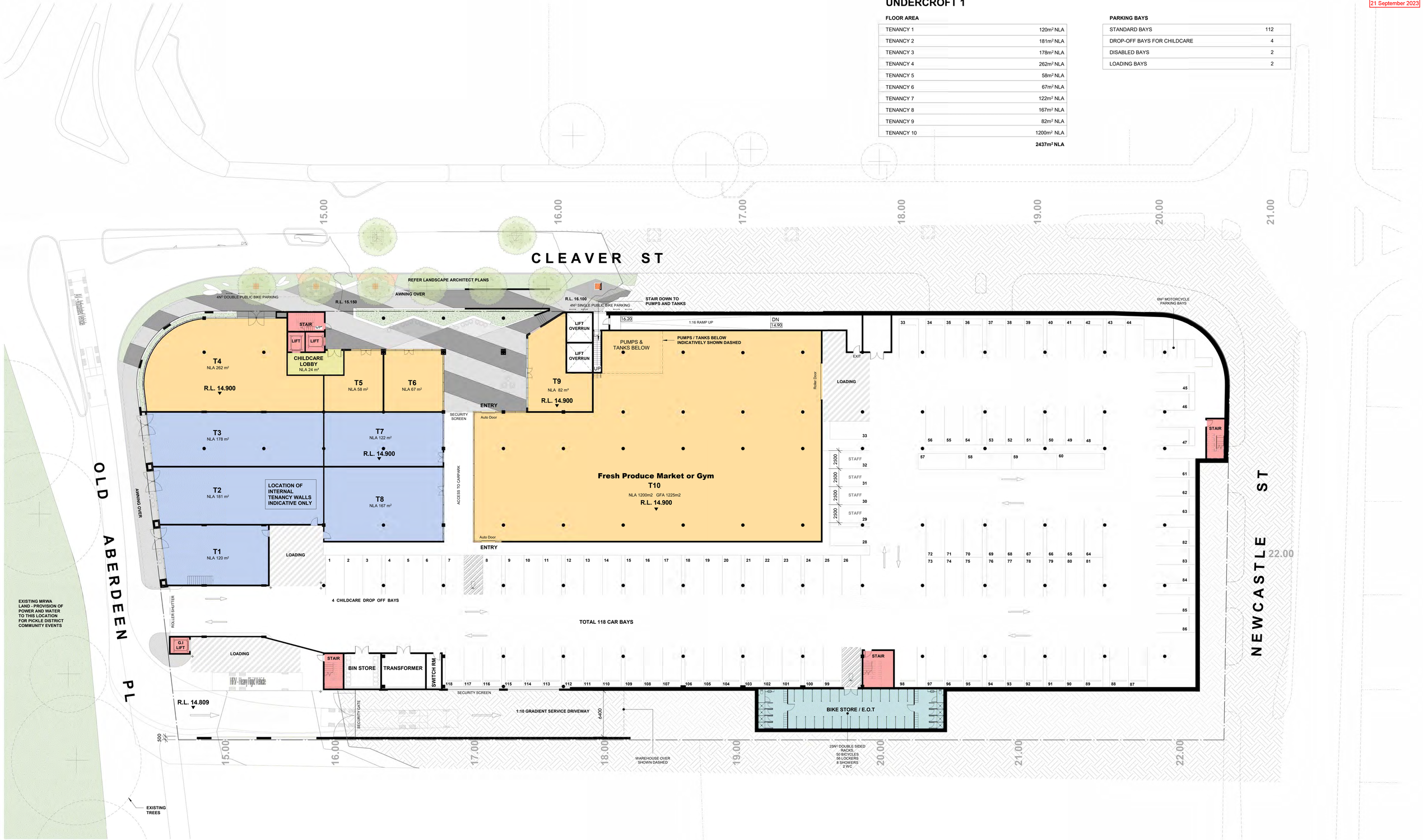
UNDERCROFT 1

FLOOR AREA

TENANCY 1	120m² NLA
TENANCY 2	181m² NLA
TENANCY 3	178m² NLA
TENANCY 4	262m² NLA
TENANCY 5	58m² NLA
TENANCY 6	67m² NLA
TENANCY 7	122m² NLA
TENANCY 8	167m² NLA
TENANCY 9	82m² NLA
TENANCY 10	1200m² NLA
	2437m² NLA

PARKING BAYS

STANDARD BAYS	112
DROP-OFF BAYS FOR CHILDCARE	4
DISABLED BAYS	2
LOADING BAYS	2



UNDERCROFT 1

SCALE: 1 : 200

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MIXED USE DEVELOPMENT, WEST PERTH

LOCATION
CLEAVER STREET, WEST PERTH

CLIENT
SARACEN PROPERTIES

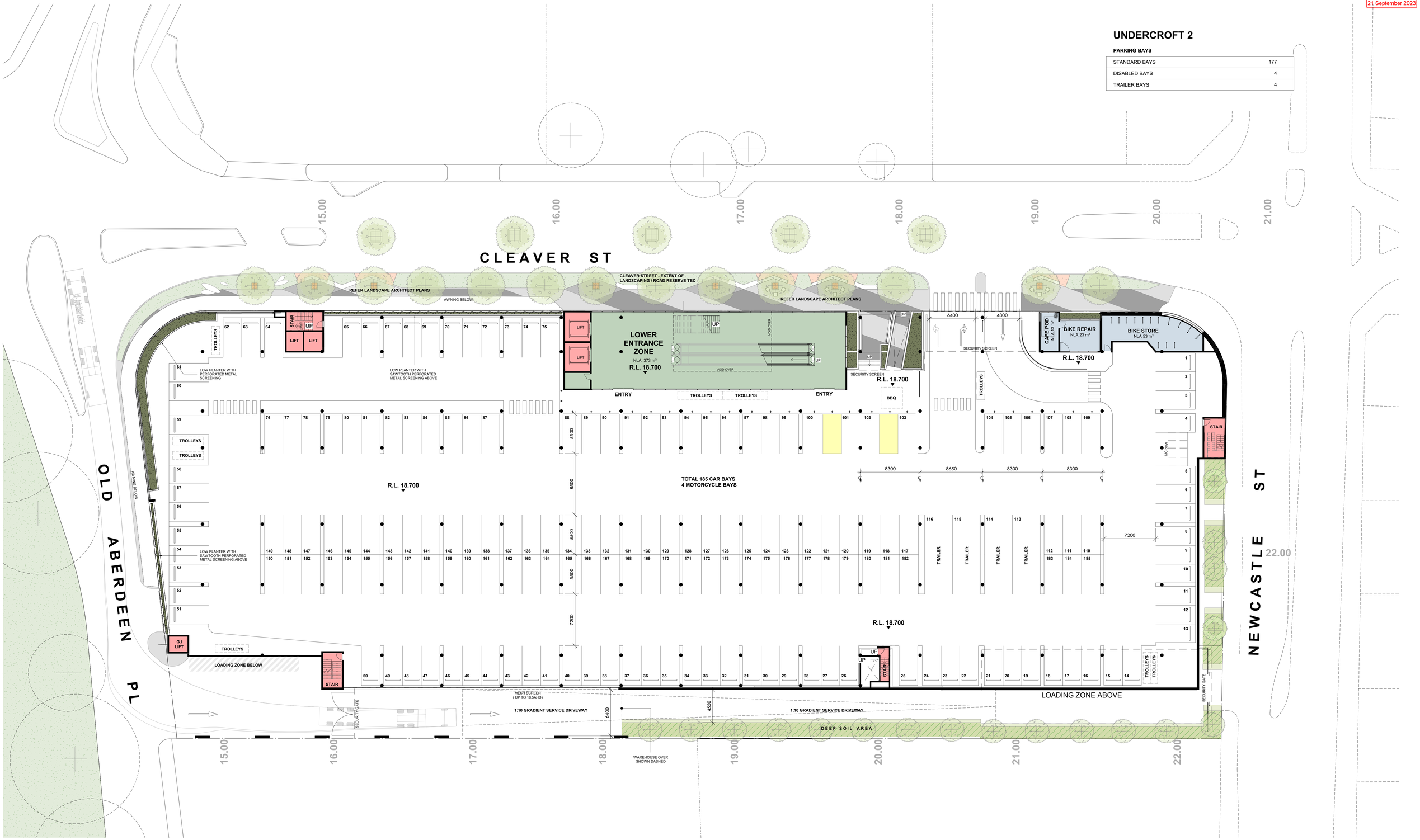
SCALE: As indicated

DRAWING NUMBER 2001
DRAWING UNDERCROFT 1
DATE AUG 2023
DRAWING STATUS DEVELOPMENT APPLICATION
REVISION DA043
PROJECT NUMBER P23-8851

UNDERCROFT 2

PARKING BAYS

STANDARD BAYS	177
DISABLED BAYS	4
TRAILER BAYS	4



UNDERCROFT 2

SCALE: 1 : 200

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MIXED USE DEVELOPMENT, WEST PERTH

LOCATION
CLEAVER STREET, WEST PERTH

CLIENT
SARACEN PROPERTIES

SCALE: As indicated

DRAWING NUMBER **2002**
DRAWING **UNDERCROFT 2**
DATE **AUG 2023**
DRAWING STATUS **DEVELOPMENT APPLICATION**
REVISION **DA043**
PROJECT NUMBER **P23-8851**

WAREHOUSE

AREAS

MAIN WAREHOUSE & STORE	3888m² NLA
TIMBER TRADE SALES	2023m² NLA
GOODS INWARDS	112m² NLA
BAGGED GOODS	712m² NLA
OUTDOOR NURSERY	600m² NLA
ENTRANCE ZONE	100m² NLA
BALCONY	29m² NLA
	7,464m² NLA

MEZZANINE PLAN

WAREHOUSE
SCALE: 1 : 200

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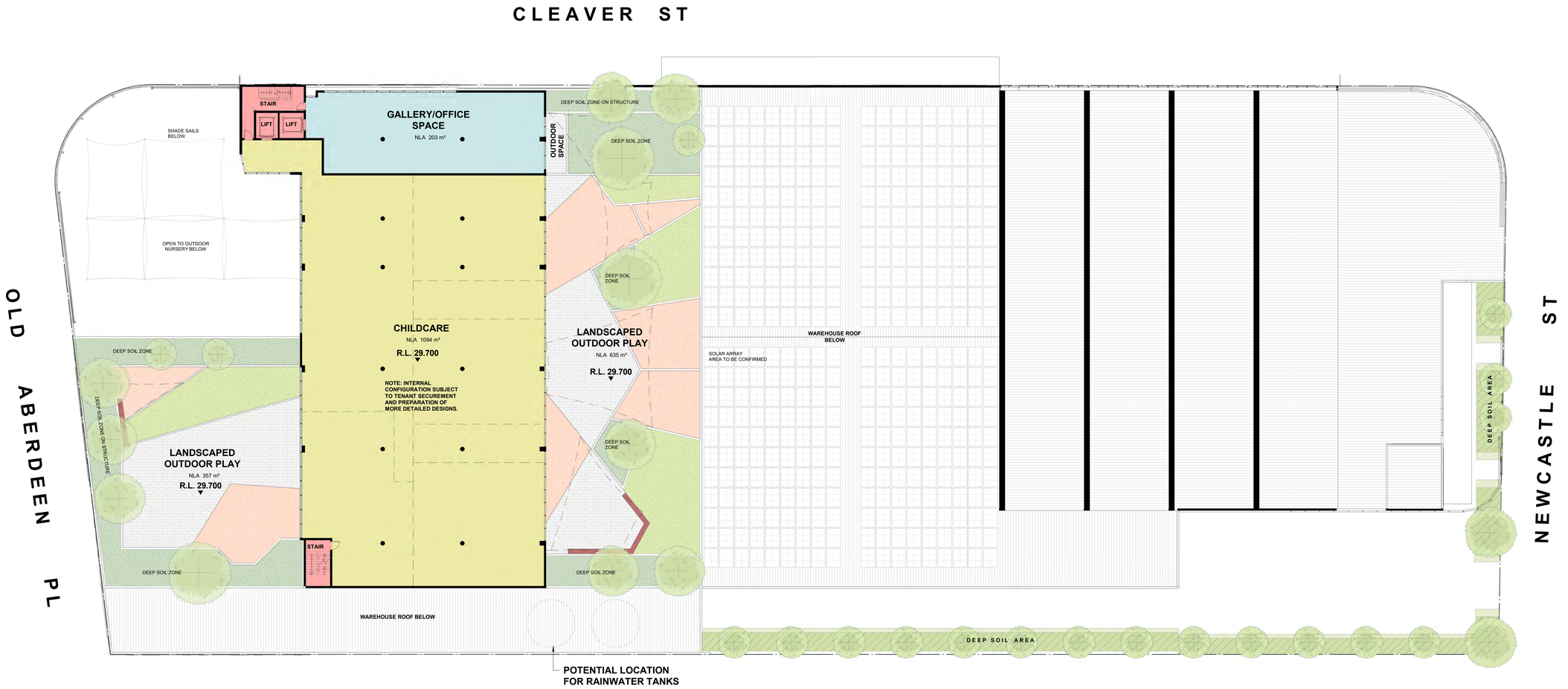
MIXED USE DEVELOPMENT, WEST PERTH

LOCATION
CLEAVER STREET, WEST PERTH

CLIENT
SARACEN PROPERTIES

SCALE: As indicated

DRAWING NUMBER 2003
DRAWING WAREHOUSE
DATE AUG 2023
DRAWING STATUS DEVELOPMENT APPLICATION
REVISION DA043
PROJECT NUMBER P23-8851



CHILDCARE
SCALE: 1 : 200

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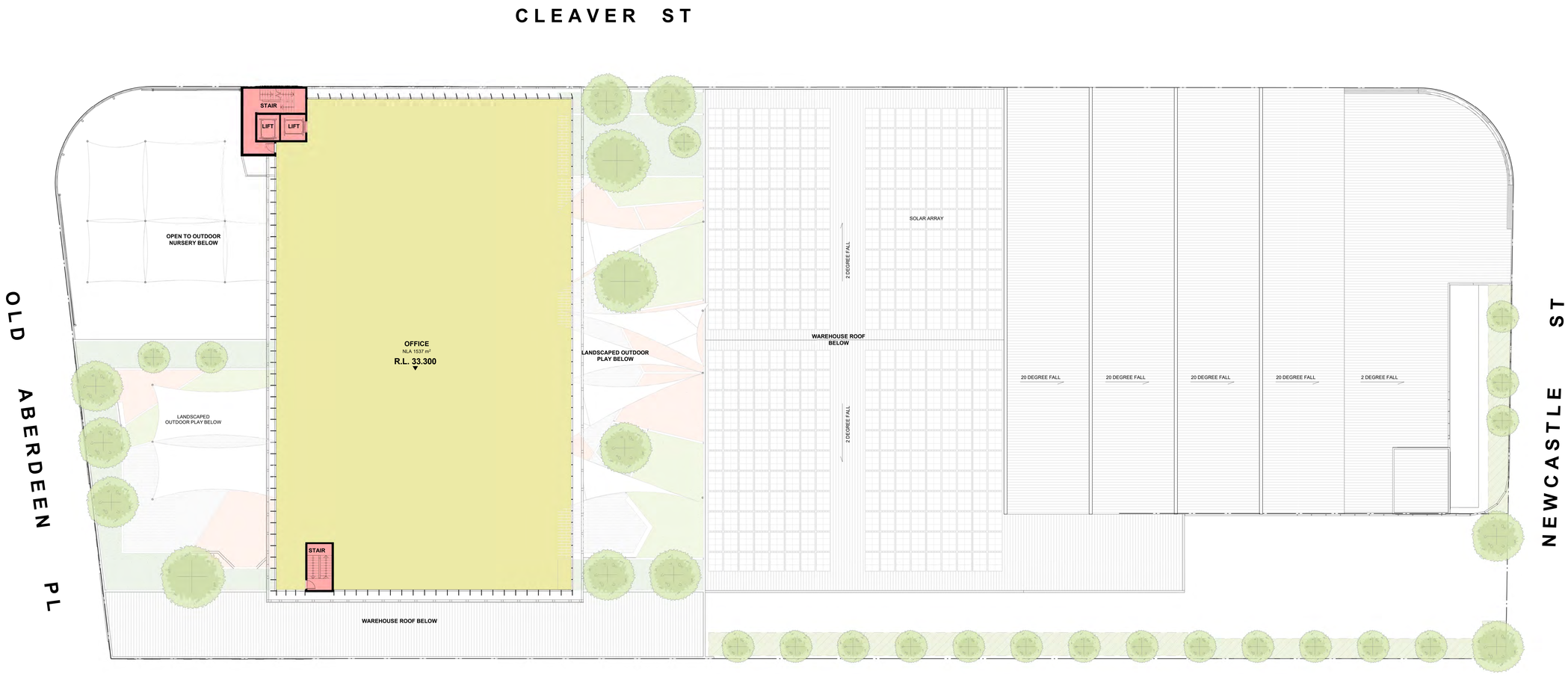
MIXED USE DEVELOPMENT, WEST PERTH

LOCATION
CLEAVER STREET, WEST PERTH
CLIENT
SARACEN PROPERTIES

SCALE:
1 : 200
0 1 2 5 5 10 10

DRAWING NUMBER
2004
DRAWING
CHILDCARE
DATE
AUG 2023
DRAWING STATUS
DEVELOPMENT APPLICATION
REVISION
DA043
PROJECT NUMBER
P23-8851



LEVEL 2
SCALE: 1 : 200

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MIXED USE DEVELOPMENT, WEST PERTH

LOCATION
CLEAVER STREET, WEST PERTH

CLIENT
SARACEN PROPERTIES

SCALE:
1 : 200
0 2 4 6 8 10 10

DRAWING NUMBER
2005

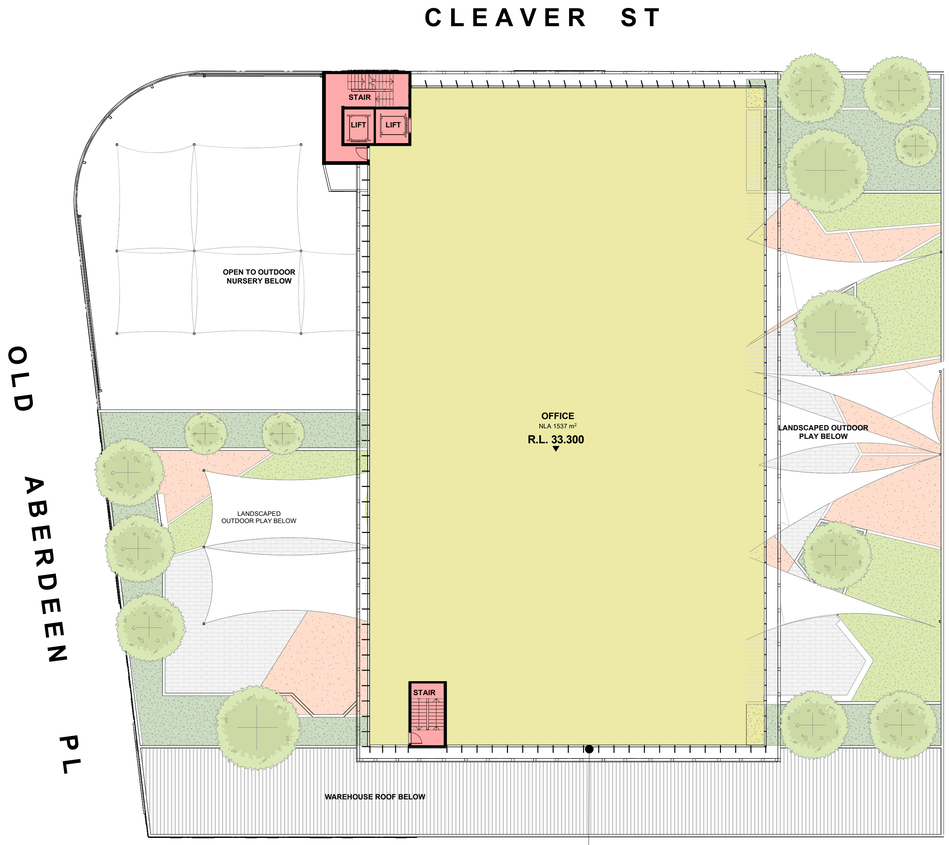
DRAWING
LEVEL 2

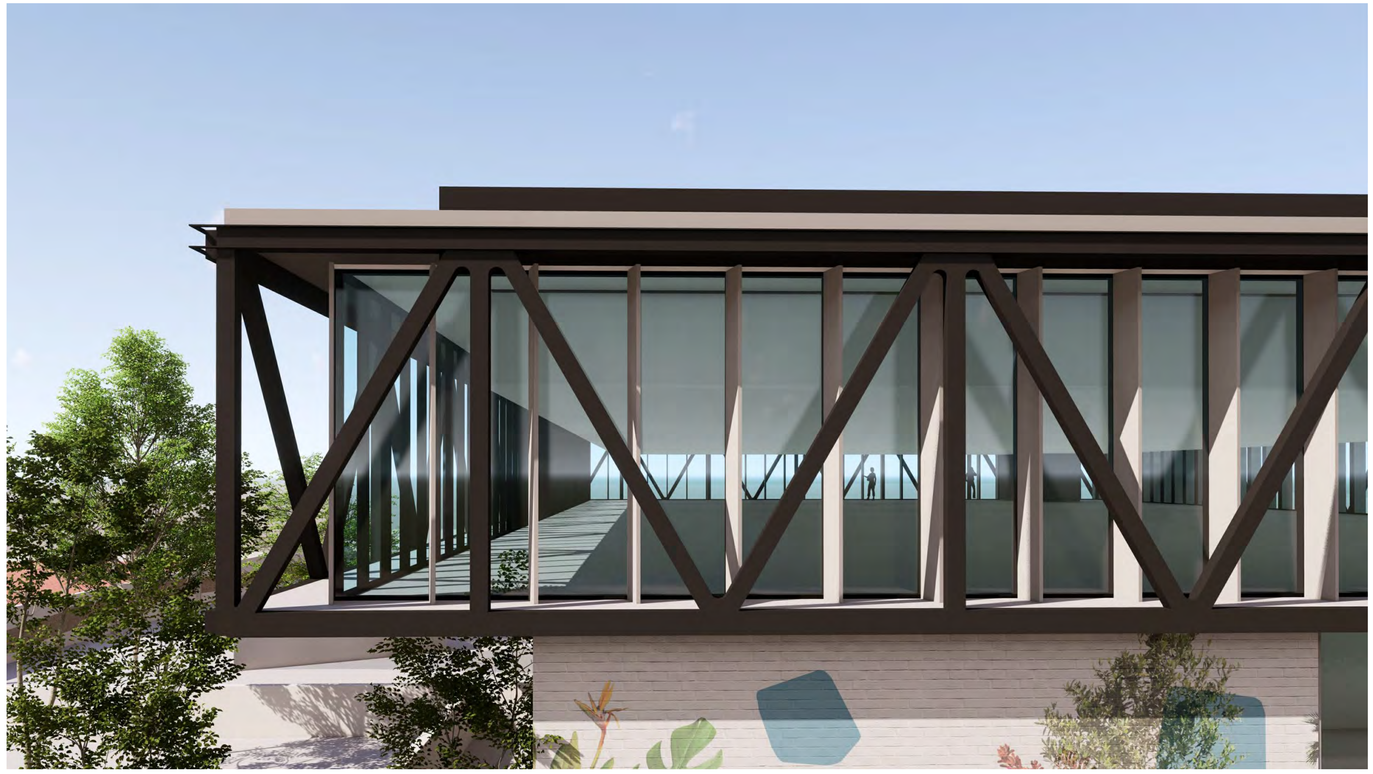
DATE
AUG 2023

DRAWING STATUS
DEVELOPMENT APPLICATION

REVISION
DA043

PROJECT NUMBER
P23-8851





INCREASED OVERHANG & LOUVRES ADDED FOR SUN SHADING

Office
SCALE: 1 : 200

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MIXED USE DEVELOPMENT, WEST PERTH

LOCATION
CLEAVER STREET, WEST PERTH

CLIENT
SARACEN PROPERTIES

SCALE:
1 : 200
0 2 4 6 8 10 20

DRAWING NUMBER
2006

DRAWING
OFFICE

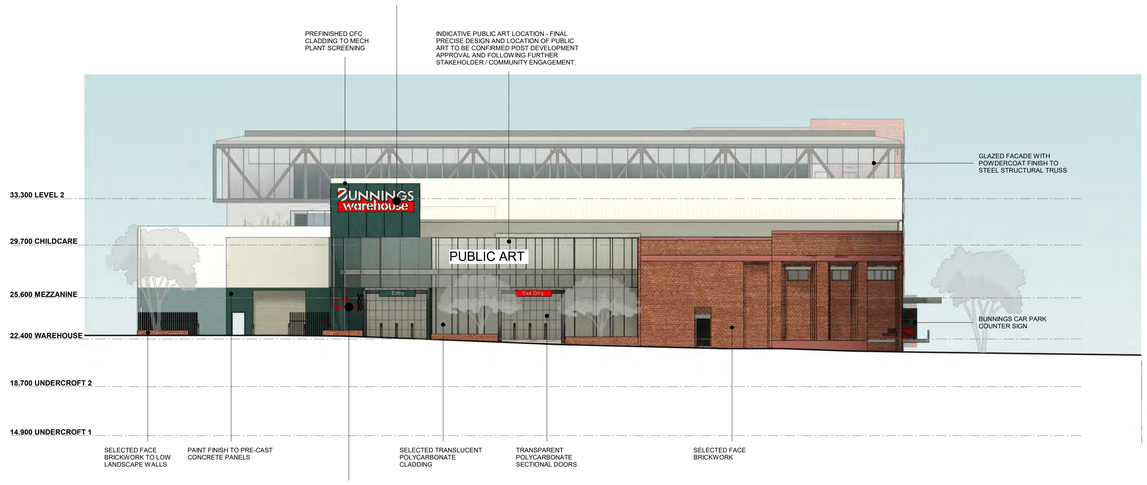
DATE
AUG 2023

DRAWING STATUS
DEVELOPMENT APPLICATION

REVISION
DA043

PROJECT NUMBER
P23-8851

BUNNINGS SIGNAGE 11m²



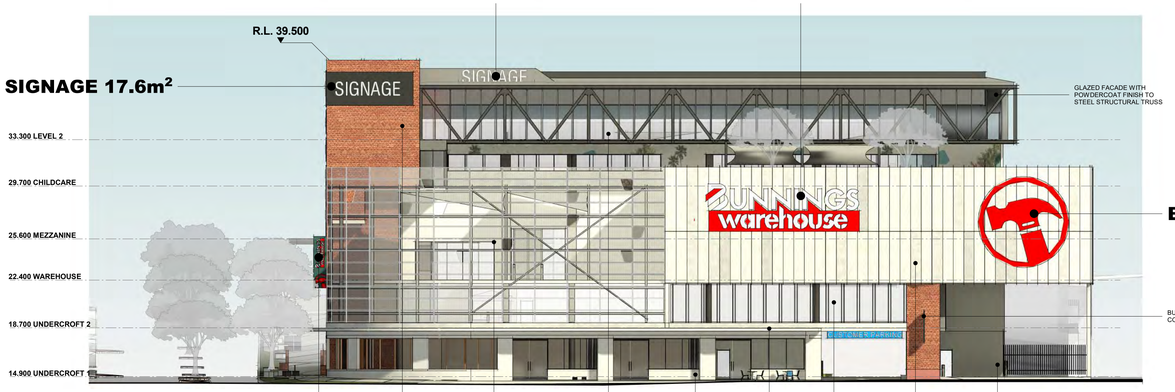
BUNNINGS SIGNAGE 2.8m²

NORTH ELEVATION

SCALE: 1 : 200

SIGNAGE 7.7m²

BUNNINGS SIGNAGE 44m²



SOUTH ELEVATION

SCALE: 1 : 200

BUNNINGS SIGNAGE 4m²

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MIXED USE DEVELOPMENT, WEST PERTH

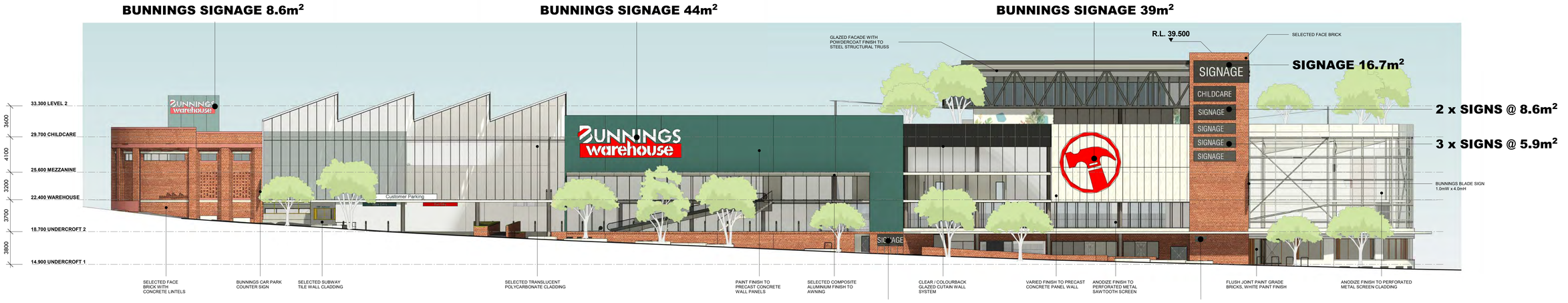
LOCATION
CLEAVER STREET, WEST PERTH

CLIENT
SARACEN PROPERTIES

SCALE: 1 : 200 @B1

2 4 6 8 10 20

DRAWING NUMBER 3001
DRAWING ELEVATIONS
DATE AUG 2023
DRAWING STATUS DEVELOPMENT APPLICATION
REVISION DA043
PROJECT NUMBER P23-8851



WEST ELEVATION

SCALE: 1 : 200

EAST ELEVATION

SCALE: 1 : 200

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MIXED USE DEVELOPMENT, WEST PERTH

LOCATION
CLEAVER STREET, WEST PERTH

CLIENT
SARACEN PROPERTIES

SCALE:
1 : 200
2 4 6 8 10 20

DRAWING NUMBER
3002

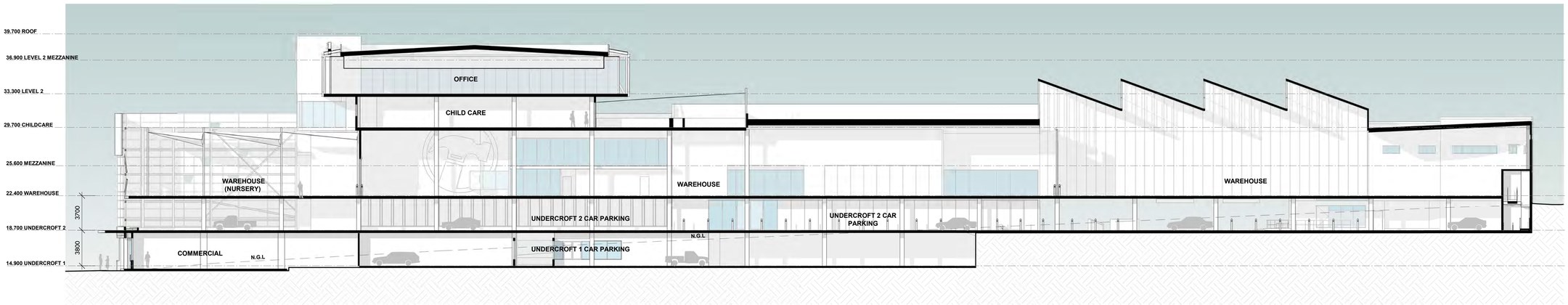
DRAWING
ELEVATIONS

DATE
AUG 2023

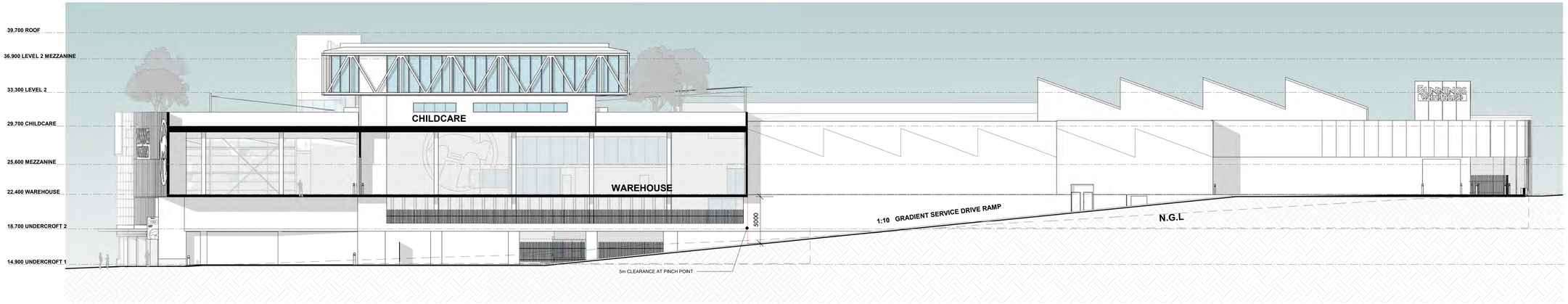
DRAWING STATUS
DEVELOPMENT APPLICATION

REVISION
DA043

PROJECT NUMBER
P23-8851



SECTION 1
SCALE: 1 : 200



SECTION 2
SCALE: 1 : 200

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MIXED USE DEVELOPMENT, WEST PERTH

LOCATION
CLEAVER STREET, WEST PERTH

CLIENT
SARACEN PROPERTIES

SCALE:
1 : 200
2 4 6 8 10 20

DRAWING NUMBER
4001

DRAWING
SECTIONS

DATE
AUG 2023

DRAWING STATUS
DEVELOPMENT APPLICATION

REVISION
DA043

PROJECT NUMBER
P23-8851

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MIXED USE DEVELOPMENT, WEST PERTH

LOCATION
CLEAVER STREET, WEST PERTH

CLIENT
SARACEN PROPERTIES

SCALE:

DRAWING NUMBER
6001

DRAWING
PERSPECTIVES

DATE
AUG 2023

DRAWING STATUS
DEVELOPMENT APPLICATION

REVISION
DA036

PROJECT NUMBER
P23-8851

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MIXED USE DEVELOPMENT, WEST PERTH

LOCATION
CLEAVER STREET, WEST PERTH

CLIENT
SARACEN PROPERTIES

SCALE:

DRAWING NUMBER
6002

DRAWING
PERSPECTIVES

DATE
AUG 2023

DRAWING STATUS
DEVELOPMENT APPLICATION

REVISION
DA036

PROJECT NUMBER
P23-8851

CITY OF VINCENT

ATTACHMENT 3

DEVELOPMENT ASSESSMENT PANEL MEETING

Applicant's Planning Report

PS ref: 8496

8 June 2023

Chief Executive Officer
City of Vincent
PO Box 82
Leederville 6902

Attention: Planning Services

Dear Sir/Madam,

DAP FORM 2 APPLICATION
MINOR AMENDMENTS TO APPROVED COMMERCIAL DEVELOPMENT
CORNER NEWCASTLE STREET, CLEAVER STREET AND OLD ABERDEEN PLACE, WEST PERTH

Planning Solutions acts on behalf of Saracen Properties Pty Ltd, the proponent of the approved commercial development on 533-545 Newcastle Street, 1-7 Old Aberdeen Place and 6-15 Cleaver Street, West Perth (**subject site**).

This application seeks to amend the commercial development approved on the subject site by the Metro Inner-North Joint Development Assessment Panel (**JDAP**) on 14 November 2022. Specifically, the application seeks to:

- Amend condition 13.1 of the JDAP development approval, in accordance with Regulation 17(1)(b) of the *Planning and Development (Development Assessment Panels) Regulations 2011* (**DAP Regulations**); and
- Amend aspects of the approved development, which do not substantially change the development approved, in accordance with Regulation 17(1)(c) of the DAP Regulations.

This application is made pursuant to Regulation 17 of the DAP Regulations, whereby the JDAP is the decision-making authority.

With regard to the above, please find enclosed:

1. DAP Form 2, signed by the applicant.
2. City of Vincent's Development Application Form and Checklist, signed by applicant.
3. Metropolitan Region Scheme Form 1, signed by the applicant.
4. Landowner consent letter signed by the registered proprietors.
5. JDAP development approval - **Appendix 1**.
6. Certificate of Titles applicable to the subject site - **Appendix 2**.
7. Amended Development Plans - **Appendix 3**.
8. Transport Impact Assessment - **Appendix 4**.
9. Acoustic Assessment - **Appendix 5**.

PLANNING SOLUTIONS
URBAN & REGIONAL PLANNING
PS
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Cloisters Square PO 6850
admin@planningsolutions.com.au
www.planningsolutions.com.au
ACN 143 573 184 ABN 23 143 573 184
Planning Solutions (Aust) Pty Ltd

The following submission discusses various matters pertaining to the proposal, including:

- Background
- Site details
- Proposed amendments
- Town planning considerations

BACKGROUND

The development application for the proposed commercial development on the subject site was approved by the Metro Inner-North JDAP meeting on 1 November 2022. The JDAP development approval issued on 14 November 2022 includes 16 conditions of approval and 14 advice notes.

Refer **Appendix 1** for the JDAP development approval.

Representatives from Saracen Properties and Planning Solutions met with the City's officers on 5 April 2023 to discuss the proposed amendments to the approved development. The City advised it considers it is suitable to progress the amended proposal as an application to amend the original development approval (Form 2 application), in accordance with Regulation 17(1)(c) of the DAP Regulations.

SITE DETAILS

Legal description

Refer to **Table 1** below for a description of the subject site.

Table 1: Lot details

Lot	No.	Street	Plan / Diagram	Volume	Folio	Area (m²)
103	533	Newcastle Street	DP 302201	602	151A	597
27	545	Newcastle Street	D 29698	1278	793	1,763
1	1	Old Aberdeen Place	D 10896	1232	531	845
5	5	Old Aberdeen Place	P 87	1890	378	1,113
100	5	Old Aberdeen Place	DP 302201			215
101	7	Old Aberdeen Place	DP 302201	1258	270	880
102	12	Cleaver Street				503
26	12	Cleaver Street	D 13767	1275	433	1,682
21	4	Cleaver Street	D 11903	1586	634	587
22	6	Cleaver Street	D 11903	1082	379	587
					Total	8,772

Refer **Appendix 2** for a copy of the Certificates of Title.

Context

The subject site is located approximately 1.2km north-west of the Perth city centre and 700m south of the Vincent city centre, within the municipality of the City of Vincent (**City**) and the locality of West Perth.

The subject site is bounded by Newcastle Street, Cleaver Street, Old Aberdeen Place and adjoining lots. Newcastle Street connects the subject site to the wider Perth Metropolitan region via Mitchell Freeway to the south and Loftus Street to the west.

PROPOSED AMENDMENTS

The application seeks to:

- Amend condition 13.1 of the JDAP development approval, in accordance with Regulation 17(1)(b) of the DAP Regulations; and
- Amend aspects of the approved development, which do not substantially change the development approved, in accordance with Regulation 17(1)(c) of the DAP Regulations.

Amendment to Condition 13.1

Condition 13.1 of the JDAP development approval states:

> *All signage shown on the approved plans is to be in strict compliance with the City's Signs and Advertising Local Planning Policy, and be kept in a good state of repair, safe, non-climbable, and free from graffiti for the duration of its display on-site, to the satisfaction of the City.*

The application seeks to amend condition 13.1 to incorporate the proposed tenant signage, as depicted in amended development plans.

> *Aside from the signage shown on the approved plans, ~~all~~ signage ~~shown on the approved plans~~ is to be in strict compliance with the City's Signs and Advertising Local Planning Policy, and be kept in a good state of repair, safe, non-climbable, and free from graffiti for the duration of its display on-site, to the satisfaction of the City.*

The merits underpinning the amended condition is outlined in the assessment of the proposed signage in accordance with the City's Local Planning Policy – Signs and Advertising.

Amendments to Approved Development

Table 2 below outlines the proposed amendments to the approved development.

Table 2: Proposed amendments to approved development

Level	Proposed Amendments
Undercroft 1	• General reconfiguration and mix of the retail tenancies, increasing from 1,998m^2 to 2,437m^2 NLA. • Replacement of the studio / workshop (T8), showroom (T9) and entertainment / event space (T10) with a 1,200m^2 NLA fresh produce marker or gym. • Relocation and reconfiguration of the retail / entertainment tenancies along the Old Aberdeen Place frontage to accommodate a number of mixed size tenancies. • Revised and enlarged entrance to Cleaver Street providing access to the fresh produce marker or gym. • Repositioning of the internal parking areas and an additional 59 short-stay parking bays for public use. • Minor relocation of the bike store and end of trip facilities. • New transformer room adjoining the bin store.
Undercroft 2	• 9 additional standard parking bays within the north eastern parking area.

Warehouse	• No changes.
Child Care	• Minor changes to the floorspace configuration, with a minor increase of 16m^2 NLA.
Level 2	• Reinstate Level 2 with a 1,537m^2 NLA office tenancy, increasing the building height to 39.500 RL.
External Elevations	• Inclusion of detailed tenant signage generally consistent with the location of signage identified on the approved plans. • Signage comprising: o Cleaver Street elevation – three Bunnings wall mounted signs and seven multi-tenant signs on the face brick façade. o Newcastle Street elevation - two Bunnings wall mounted signs. o Old Aberdeen Place elevation – three Bunnings wall mounted signs and two tenant signs on Level 2. o East elevation - one Bunnings wall mounted sign.

Refer **Appendix 3** for the Amended Development Plans.

The proposal does not include any modifications to the approved crossovers or access arrangements, the warehouse / trade supplies tenancy or any material changes to the size, scale and appearance of the built form. Aside from reinstating Level 2, all proposed changes are internal and do not alter the essence of the overall design, or materially change the scale and intensity of the development.

Land Uses / Activities

Tenancies T1, T2, T3, T7 and T8 are identified as Retail / Entertainment, with the intention to provide flexibility for the uses that can be accommodated. It is intended that these tenancies comprise some of the existing entertainment and creative industry business within the precinct, with a mix of tenancy sizes also proposed to cater for various activities.

Tenancy T10 is identified as a Fresh Produce Market or Gym. As the tenants have not been determined, it is intended to provide flexibility until the ultimate land use / tenant is confirmed. The Fresh Produce Market will provide for the sale of fresh and gourmet food including fruit / vegetable, breads, meats and seafood, and will likely operate from 8:00am to 5:00pm, Monday to Sunday. The Fresh Produce Market will operate in a similar manner to a gourmet grocer, and not provide for the sale of any non-food or other domestic related items.

The alternative use for Tenancy T10 is a Gym. The proposed Gym will operate 24 hours, 7 days a week and accommodate up to 80 people within the premises. Tenancy T10 is located internally within the proposed development and is accessed through the Cleaver Street entrance and the internal car park.

A Transport Impact Assessment (**TIA**) has been prepared to assess the proposed development and amendments including the additional land uses and floorspace. The TIA concludes that the proposed development will be complementary to the function of the adjacent road network and no material impacts are anticipated.

Refer **Appendix 4** for the Transport Impact Assessment.

TOWN PLANNING CONSIDERATIONS

DAP Regulation 1 (c) Justification

This application seeks to amend aspects of the approved development which do not substantially change the development approved, in accordance with Regulation 17(1)(c) of the DAP Regulations.

Practice Note 4 – Annex A of the Development Assessment Panel Practice Notes applies to this application. Sections 5 to 8 of Practice Note 4 sets out the relevant matters to be considered by the decision maker when determining a Form 2 application.

Section 7 of Practice Note states:

> *(b) A decision-maker must consider whether the proposed development is essentially or materially the same as currently approved. For example, a decision-maker must ask whether the changes would alter the essence of the design and results as currently approved.*
>
> *(c) The comparison is not merely one of comparing physical features or components of development; rather, it involves both a qualitative and quantitative assessment. For example, a seemingly minor alteration may be a substantial change on the basis of qualitative assessment, whilst a seemingly significant qualitative alteration to the proposed physical form of the development or works, may not in fact be substantial.*

The proposed amendments to the approved development are considered appropriate for determination as a Form 2 application for the following reasons:

- The cumulative changes do not materially modify the approved development and the development is effectively the same as currently approved.
- The re-positioning and reconfiguration of the tenancies at Undercroft 1 level, along with the reinstatement of the tenancy on level 2, do not materially change the size, scale and intensity of the approved development.
- The level 2 tenancy was included in the original development application and was removed from the proposal following community consultation. Accordingly, level 2 has been contemplated in the development proposal and Form 1 application.
- The proposed amendments do not materially alter the essence of the approved design and appearance /aesthetics of the approved development. The built form considerations and design elements material to the development have been retained.
- The proposal does not include any changes to the warehouse / trade supplies tenancy or child care tenancy which are material components of the approved development.
- The proposed tenant signage is generally consistent with the signage locations depicted on the approved development plans.
- The proposed amendments will not impact the amenity of the adjoining properties and streetscape in the context of the approved development.
- Technical report (traffic and acoustic assessments) demonstrates the proposed amendments will not have any material impact on the approved development or amenity of the locality.

Metropolitan Region Scheme

The subject site is zoned Industrial under the provisions of the Metropolitan Region Scheme (**MRS**). There are no MRS reserves affecting the subject site.

City of Vincent Local Planning Scheme No. 2

The City of Vincent *Local Planning Scheme No. 2* (**LPS2**) applies to the subject site. The provisions of LPS2 are supplemented by the deemed provisions in Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*. Where a deemed provision is inconsistent with a provision ofLPS2, the deemed provision prevails to the extent of the inconsistency.

Zoning

The subject site is zoned Commercial pursuant to the provisions of LPS2. The proposed amendments to the approved development include compatible commercial uses, whilst maintaining a well designed and compatible development design. Accordingly, the proposed amendments are consistent with the objectives of the Commercial zone under LPS2.

Use class and permissibility

The application will continue to accommodate a range of commercial land uses, in accordance with condition 2.1 of the JDAP approval. In addition to the approved land uses listed in condition 2.1 of the JDAP approval, **Table 3** below outlines new land uses that are proposed as part of the application.

Table 3: Land use classification and permissibility under LPS2

Tenancy	Land Use	Comment	Permissibility
Tenancy 10, Undercroft 1 level - Fresh produce market or Gym	**Shop**: *means premises other than a bulky goods showroom, a liquor store – large or a liquor store – small used to sell goods by retail, to hire goods, or to provide services of a personal nature, including hairdressing or beauty therapy services;*	The proposed fresh produce market will provide for the sale of fresh food including fruit / vegetable, breads, meats and seafood.	'P' within the Commercial zone.
	Recreation – Private: *means premises that are –* *(a) used for indoor or outdoor leisure, recreation or sport; and* *(b) not usually open to the public without charge;*	The proposed gym will be used for indoor leisure and operate 24 hours a day, 7 days per week.	'D' within the Commercial zone.
Level 2 - Office	**Office:** *means premises used for administration, clerical, technical, professional or similar business activities;*	The proposed office will be used for administrative and professional purposes.	'P' within the Commercial zone, subject to clause 32.

Under Table 1 - Zoning Table of LPS2, Shop and Office are 'P' permitted uses in the Commercial zone and Recreation – Private is a 'D' discretionary use. The additional land uses proposed in this application are compatible with the approved commercial development and are appropriately integrated into the overall development.

Local Planning Policy Framework

Local Planning Policy 7.1.1 – Built Form Policy

The City's Planning Policy 7.1.1 – *Built Form* (**LPP7.1.1**) applies to development in the City of Vincent. The subject site is identified within the 'Mixed Use' Built Form Area, pursuant to Figure 1 of LPP7.1.1. Building Height is the only applicable development requirement within the mixed use area. All other development requirements are to align with the Town Centre development requirements.

As the proposed amendments are minor in nature and do not materially affect the entire built form outcome, only the provisions that are relevant to the proposed amendments have been included within the assessment below. Further, element objectives have only been provided where the acceptable outcome cannot be demonstrated or achieved. An assessment against the relevant provisions of the policy is contained in **Table 4** below.

Table 4: LPP7.1.1 Built Forms Policy Assessment

Section 3: Mixed Use 3.1: Building Height		
#	**Objective**	**Applicant response**
Acceptable Outcomes		
3.1.1	*Development that is consistent with the building heights provided in Table 3-3.1 and Figure 2.*	Figure 2 of LPP7.1.1 depicts a maximum of 7 storeys on the subject site. The proposed development comprises varying building heights up to 6 levels.
3.1.2	*External fixtures may extend beyond the maximum height in Table 3-3.1 and Figure 2 where they are not visible from the street or neighbouring properties.*	Not applicable - the proposed development is below the maximum height.
3.2: Mixed Use Development Requirements		
3.2.1	*All development requirements of Section 1 – Town Centres applies with the exception of Clause 1.1.*	
Section 1 – Town Centre		
1.6: Visual Privacy		
Element Objectives		
1.6.1	*The orientation and design of buildings, windows and balconies minimises direct overlooking of habitable rooms and private outdoor living areas of neighbouring properties.*	The proposed addition to the building height has been designed to prevent all overlooking to surrounding properties (which are predominately commercial / industrial in nature).
1.7: Public Domain Interface		
Acceptable Outcome		
1.7.2	*Upper level balconies and/or windows overlook the street and public domain areas.*	The windows of the proposed office overlook the street and hardware store nursery.
1.13 Façade Design		
Acceptable Outcome		
1.13.4	*Development shall identify key design elements in the local area and streetscape through an Urban Design Study and integrate and knowledge these design elements whilst avoiding the use of faux materials.*	The steel structural truss on the façade of the office level reflects the existing design elements and context within the surrounding locality.
1.13.5	*Commercial Building facades visible from the public realm shall:* • *Incorporate a variety of materials, colours, textures and depths;* • *Not present a blank, monotonous, repetitious or dominant building treatment;* • *Incorporate architectural or functional elements integrated into the facade, rather than cosmetic or superficial attachments to the building;* • *Incorporate vertical articulation by using tall and narrow facade treatments;* • *Incorporate articulation such as doorways, windows, seating ledges, sills, stall risers and other detailing;* • *Minimise use of shallow framings systems and thin wall/glazing systems;*	The proposed amendment only incorporates a small portion of the façade, and does not vary the majority of the built form aspects of the approved development. The proposed addition integrates well into the approved built form, utilising a glazed façade with steel structural truss providing visual articulation.

	• *Integrate fire boosters, mail boxes and external fixtures into the building design or screen them so they appear as part of the facade; and* • *Integrate signage into the design and articulation on the ground floor.*	
1.13.6	*Where provided, doorways shall have a depth between 500mm and 1.5m to clearly articulate entrances to commercial buildings and tenancies.*	Entry points for pedestrians are clearly identified throughout the site to ensure legibility.
1.13.10	*Security measures shall be:* • *Located and installed internally behind the glazing line or recessed between elements in the facade such as columns or doorway recesses; and* • *Transparent and visually permeable to allow views inside the building and enable internal light sources to be seen from the street.*	CPTED core design principles have been applied throughout the revised plans, this includes: • Natural surveillance is maximized to all areas. • Adequate lighting is provided and surveillance is supplemented with security cameras where appropriate (such as in car parking areas and service driveway). • Public and private areas are clearly identified.
1.14: Roof Design		
Acceptable Outcome		
1.14.1	*The roof form or top of building complements the facade design and desired streetscape character.*	The roofscape of the office addition has been carefully considered, with the elevations reflecting the typology prevalent in the area and complimenting the saw toothed roofs.
1.14.2	*Building services located on the roof are not visually obtrusive when viewed from the street.*	The proposed office tenancy on the roof is not viewed to be visually obtrusive as the aesthetics, throughout the development, have been carefully considered taking into account the existing context and character, the potential (or desired) future character, existing built form and scale of the area.

Local Planning Policy – Signs and Advertising

Local Planning Policy - Signs and Advertising (**Signs LPP**) stipulates the requirements and standards applicable to advertising signs. The application incorporates the following signage:

Elevation	Signage type
Western Elevation	"Bunnings Warehouse" roof sign.
	"Bunnings Warehouse" wall sign.
	Wall sign (hammer).
	Wall sign (tenancy).
	Wall sign (tenancy).
	Wall sign (tenancy).
	Wall sign (child care centre tenancy).
	Wall sign (tenancy).
	"Bunnings Warehouse" projecting sign.
Eastern Elevation	"Bunnings Warehouse" roof sign.
Northern Elevation	"Bunnings Warehouse" wall sign.

	"Bunnings Warehouse" roof sign.
	"Bunnings Warehouse" wall sign.
Southern Elevation	Wall sign (tenancy).
	Wall sign (tenancy).
	"Bunnings Warehouse" wall sign.
	Wall sign (hammer).

Table 5 below provides an assessment of the proposed signage against the relevant provisions of the Signs LPP.

Table 5 - Assessment against the relevant signage requirements of the Signs LPP

Provision	Applicant's comment	Compliant
General Standards		
Advertising signs only relate to services and products available on the site on which the advertising sign is located.	*All proposed signage only relates to services and products available on the site on which the advertising sign is located.*	✓
Advertising signs projecting from walls or under verandahs maintain a pedestrian clearance of 2.75 metres.	All projecting signs have a pedestrian clearance of over 2.75 metres.	✓
A maximum of four (4) different sign types in accordance with Clause 10 for sites in non-residential zones, and a maximum as per Clause 9 for sites in the Residential zone.	Only 4 types of different signs are proposed.	✓
Advertising signs do not extend outside the building envelope, obstruct major openings or project above the line of the parapet or building roof top.	No proposed signage extends outside the building envelope, obstruct major openings or project above the line of the parapet or building roof top.	✓
Advertising signs do not protrude over Council property, including footpaths unless approval has been granted under the provisions of the Local Government Property Local Law 2008.	No proposed signs protrude over council property.	✓
Projecting Sign		
Maximum of one sign per street frontage;	Only one projecting sign is proposed.	✓
Have a minimum clearance of 2.75 metres from the finished ground level to the lowest part of the sign;	The proposed projecting sign has a pedestrian clearance of over 2.75 metres.	✓
Not project more than 1 metre from the wall and not exceed 4 square metres in area; and	The proposed sign is 1 metre from the wall and 4m^2.	✓
Not project above the top of the wall to which it is attached.	The proposed projecting sign does not project above the top of the wall.	✓
Roof Signs		
Maximum of one sign per street frontage;	Only one roof sign is proposed on the northern and eastern frontage.	✓
Be affixed parallel to the fascia or portion of the building to which it is attached;	The proposed roof signs are affixed to the building.	✓
Not project more than 300 millimetres from the portion of the building to which it is attached;	The proposed roof signs do not project more than 300 millimetres.	✓
Not be within 500 millimetres of either end of the fascia, roof or parapet of the building to which it is attached.	The proposed roof signs are not within 500 millimetres of either end of the fascia, roof or parapet of the building	✓

Maximum sign area of 10m²	The proposed roof sign on the eastern elevation comprises an area of 8.61m². The proposed roof sign on the northern elevation is 10.97m². The minor variation is considered appropriate having regard to the size of the sign in the context of the overall elevation.	✓ **Variation**
Wall Signs		
Maximum of one sign per 15 metres of street frontage, not exceeding 10 percent of the wall area to a maximum of 10 metres square; and	<u>Wall signs per frontage</u> The Cleaver Street frontage is approximately 152m and contains 9 wall signs. The Newcastle Street frontage is approximately 60m and contains 1 wall sign. The Old Aberdeen Place frontage is approximately 60m and contains 4 signs. <u>Wall area</u> **West Elevation** Total façade area: 1866.7m2 Signage area: 184.0m2 Signage area as percentage of façade: 9.8% **North Elevation** Total façade area: 412.1m2 Signage area: 21.4m2 Signage as percentage of façade: 5.1% **South Elevation** Total façade area: 1032.4 Signage area 136.8m2 Signage as percentage of façade: 13.2%	 ✓ ✓ ✓ ✓ ✓ **Variation**

The proposed signage is considered appropriate for the following reasons:

- The total wall signage area comprises 9.8% of the western elevation and 5.1% of the eastern elevation, which complies with the 10% signage coverage requirement of the Signs LPP.
- The total wall signage area of the southern elevation is 13.2% and a minor variation is sought. It is considered the proposed signage integrates into the design of the development and does result in the proliferation of signage.
- The 10m² signage requirement is not a suitable standard having regard to large commercial developments, particularly the size and scale of the proposed development. It is considered the proposed advertising signs are of an appropriate size and scale having regard to the substantial frontages and expansive elevations of the proposed development.

As demonstrated above, the proposed signage is generally compliant with the provisions of the Signs LPP and warrants approval accordingly.

LPP7.5.21 – Sound Attenuation

LPP7.5.21 provides a framework to minimise the adverse impacts of noise, establishes a criteria for identifying potential noise impacts, and provides a process that assists consultants and developers determine potential noise mitigation measures.

The Acoustic Assessment prepared by Herring Storrer Acoustics states that the noise levels associated with the commercial space that is proposed to either accommodate a fresh produce market or gym, located in the undercroft, has a negligible impact. Airborne noise impact levels would be negligible due to the proposed location of the gym (or fresh food market).

Further, noise level emissions associated with the typical noise sources requiring assessment at this stage of such a development, being deliveries and forklift movements, have been found to comply with the Environmental Protection Regulations 1997. Refer to **Appendix 5** for a copy of the Acoustic Assessment.

Perth Parking Management Plan Area (PPMP)

The subject site is located within the PPMP area and is subject to the Perth Parking Policy. As outlined in the City's Responsible Authority Report (**RAR**) for the Form 1 application, the City's Local Planning Policy 7.7.1 - Non-residential Development Parking Requirements does not apply to the proposed development. Notwithstanding, the Transport Impact Assessment demonstrates a sufficient on-site parking supply is proposed to cater for the proposed land uses / activities.

According to the Department of Transport, under the PPMP Policy the proposed development is permitted to accommodate a maximum of 175 tenant parking bays to be licenced. The amended development proposal incorporates an additional 68 bays, increasing the overall parking supply to 303 parking bays.

The 175 tenant parking bays to be licenced will not be modified as part of the amended proposal. The remaining 128 parking bays will be provided for short-stay parking for use by the public. As outlined in the City's RAR, there is no limit on the amount of short-stay parking which can be licenced.

The control of access, allocation and management of tenant and public parking, pricing structures and security measures can be addressed in a Parking Management Plan, as required in accordance with condition 7.2 of the JDAP development approval.

State Planning Policy 4.2 - Activity Centres

State Planning Policy 4.2 – Activity Centres (**SPP4.2**) identifies activity centres within the State and considers the distribution, function and broad land use considerations for activity centres. For commercial developments (including bulky goods) which would attract a significant number of employees, customers or vehicle traffic, it is intended they are located within or adjacent to an activity centre.

The proposal includes a mix of retail / entertainment uses and a possible fresh produce market. The fresh produce market comprises 1,200m^2 NLA and will provide for the sale of food related items only. The nature of these activities is intended to provide a local convenient offering and complement the other commercial offerings incorporated with the proposed development. The proposed retail tenancies and fresh produce market are not of a size or scale that will undermine the established and planning activity centre hierarchy.

CONCLUSION

This application submission has provided planning and design justification for the proposed amendments to the approved commercial development.

The proposal appropriately responds to all the relevant aspects of the planning framework and warrants approval for the following key reasons:

- The City has advised it is suitable to progress the amended proposal as an application to amend the original development approval (Form 2 application), in accordance with Regulation 17(1)(c) of the DAP Regulations.
- The proposed additional land uses are capable of approval within the Commercial zone under LPS2, and are entirely compatible with the approved commercial development.
- The proposed amendments comply with the requirements of LPS2, and performs strongly against the various design element objectives of the LPP7.1.1 – Built Form Policy.
- The proposed development is supported by expert consultant reports demonstrating the suitability of the amended design with respect to transport/access and acoustic impacts.

Having regard to the above, it is considered the application warrants approval by the Metro Inner-North Joint Development Assessment Panel.

Yours faithfully,

Marc Re

MARC RE
SENIOR ASSOCIATE

230608 8496 DAP Form 2 Letter - West Perth commercial development

APPENDIX 1
JDAP DEVELOPMENT APPROVAL

PS ref: 8496
City ref: 5.2023.171.1

1 September 2023

City of Vincent
PO Box 82
LEEDERVILLE WA 6902

Attention: Mitchell Hoad, Specialist Planner

Dear Sir,

CORNER NEWCASTLE STREET, CLEAVER STREET AND OLD ABERDEEN PLACE, WEST PERTH
MINOR AMENDMENTS TO APPROVED COMMERCIAL DEVELOPMENT
RESPONSE TO REQUEST FOR FURTHER INFORMATION

Planning Solutions acts on behalf of Saracen Properties Pty Ltd, the proponent of the approved commercial development on 533-545 Newcastle Street, 1-7 Old Aberdeen Place and 6-15 Cleaver Street, West Perth (**subject site**).

We refer to City's letter dated 11 August 2023 providing an assessment of the application and requesting further information and justification. The City has provided comments and requested further information and justification in relation to:

1. Identified amendments in the proposal requiring further clarification.
2. Internal referral comments from the City's Engineering department.
3. Comments from the City's Design Review Panel member.
4. External referral comments from the Department of Transport.

A response by the applicant to the above matters has been provided in **Tables 1-3** accordingly. Amended Development Plans (**Appendix 1**) and a revised Transport Impact Assessment (**Appendix 2**) have been prepared to inform the assessment and should be read in conjunction with the information provided below.

Table 1 – Applicant response and justification to the City's Assessment comments

City Comments	Applicant Response
Land Use	
The development proposes to include Office and Recreation-Private uses to the approved uses list. *This modification and require further discretion to be exercised in relation to the Recreation-Private land use, which is a 'D' use under LPS2.*	In addition to the City's comments, it is noted that the tenancy layout and design in the Undercroft 1 Level has been modified. Refer to the Amended Development Plans at **Appendix 1.** The previously approved development included three internal tenancies at Undercroft 1 Level that were intended to be occupied by a studio / workshop, showroom and entertainment / event space (Tenancies T8, T9 and T10). These tenancies were internal facing, had limited street frontage and were primarily accessed via the internal car park.

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City Comments	Applicant Response
	Due to the undesirable layout and frontage of these tenancies, the amended proposal seeks to reconfigure Undercroft Level 1 and shift these tenancies towards Old Aberdeen Street facing the street or fronting the Cleaver Street main entrance and walkway. Reorientating and repositioning the tenancies to be more external facing offers a better design outcome and significantly improves access for the tenancies. Tenancies T1, T2, T3, T7 and T8 are intended to be similar to those previously approved community based uses, while Tenancies T4, T5, T6 and T9 are intended to be used for retail and entertainment purposes. A number of land uses have been approved and proposed in order to provide a high level of flexibility, with the intention to accommodate existing entertainment and creative industry businesses within the precinct.
Building Height	
The development proposes to increase the development to a height of five storeys. The proposed height would be consistent with the number of storeys permitted under the Built Form Policy, but would require further discretion to be exercised in relation to the concealed roof height. *The Built Form Policy identifies for concealed roofs to have a height of 23.6 metres. The development proposes:* • *Lift Core – 24.6 metre concealed roof; and* • *Office – 22.46 metre to 23.67 metre concealed roof.* *Under the draft Pickle District Planning Framework (PDPF) the building height would be within the 10 storeys identified for the Newcastle Street South area. It is also noted that a 5 metre setback would be required from Cleaver Street, with a nil setback proposed.* *It is suggested that additional justification be provided in respect to the building height and street setback. Amended plans should also be considered in respect to the setback of the Office from Cleaver Street.*	With regards to building height, the concealed roof of the lift core is considered a minor encroachment and is appropriate in light of the scale of the development, along with the previous approved development. The office level is appropriately positioned centrally within the development, with a minimal frontage and interface with Cleaver Street. The office level is well setback from Old Aberdeen Street and Newcastle Street, and the height will limit any impact on the streetscape and surrounding developments.
Landscaping	
The development proposes to reduce the deep soil zones to 2.77%, equivalent to 243.4 square metres. *Further discretion would be required to be exercised with both the Built Form Policy and draft PDPF identifying for 12% deep soil zones to be provided.* *The modification appears to relate to the increasing of the width of the Newcastle Street access points, discussed below.* *It is suggested that amended plans be provided to increase the amount of landscaping to at least be equivalent to that which was previously approved.* *If amended plans are not provided it is suggested that*	Refer to the Amended Development Plans at **Appendix 1**. The width of the Newcastle Street entry and exit crossovers have been reduced to 3.0 metres each, thereby reinstating 8m^2 of landscaping along the Newcastle Street frontage. The egress crossover for service vehicles has been maintained to provide safe and functional access. To offset this, an additional 8m^2 deep soil area has been added to the child care level in the outdoor play area along the eastern boundary. The total landscaping area has now increased to 259.4m^2, above the approved landscaping provision of 254.3m^2.

City Comments	Applicant Response
justification should be provided addressing this.	
Vehicle Access	
The development proposes to increase the width of the access points to Newcastle Street, including: • *Entry – 4.3 metres wide;* • *Exit – 4.3 metres wide; and* • *Loading – 9.5 metres wide.* *Further discretion would be required to be exercised with both the Built Form Policy and draft PDPF identifying for single crossovers to have a maximum width of 3 metres.* *It is suggested that amended plans be provided to reduce the width of the crossovers to be as narrow as possible (whilst still being functional) with justification provided addressing the width.*	Refer to the Amended Development Plans at **Appendix 1** and the revised Transport Impact Assessment and Swept Path Analysis at **Appendix 2.** The entry and exit access points to Newcastle Street (previously proposed at 4.3 metres wide each) have been reduced to 3 metres. The width of the crossover for the loading and service area has been retained. This loading bay crossover width has been retained to enable the safe and functional movement of trucks and larger service vehicles onto the Newcastle Street without impacting the surrounding traffic flow, network or road infrastructure. It is noted that this crossover is a left-out turn only and the crossover width is required to appropriately facilitate this movement. The Swept Path Analysis and Assessment in the TIA at **Appendix 2** demonstrates a 9.5 metre crossover width is required to accommodate the turning and manoeuvring of a 19 metre semi-trailer.
Façade Design	
The development proposes the following tenancy widths as a result of the reconfiguration of the Undercroft 1 level: *T1 – 8.2 metres;* *T2 – 7.7 metres;* *T3 – 7.4 metres;* *T4 – 19.3 metres to 24.7 metres;* *T5 – 5.4 metres to 8.1 metres;* *T6 – 8 metres;* *T7 – 7.4 metres;* *T8 – 10.1 metres;* *T9 – 5.3 metres to 9.3 metres; and* *T10 – 17.7 metres to 29 metres.* *Further discretion would be required to be exercised for tenancies T4, and T8-T10, with the Built Form Policy identifying for tenancies to have a maximum width of 9 metres. Justification is encouraged to be provided in relation to this.*	The range of tenancy widths is proposed to cater for a diverse mix of tenants and land uses, where a variety of tenancy sizes will be accommodated. The differentiating sizes of the tenancies offer flexibility for the uses that can be accommodated. It is intended that these tenancies comprise some of the existing entertainment and creative industry business within the precinct, with a mix of tenancy sizes also proposed to cater for various other activities. The wider facade frontages for Tenancies T4, T8, T9 & T0 located on the ground level will also provide opportunities for community interaction with the tenancies as well as passive surveillance.
Environmentally Sustainable Design (ESD)	
The development did not provide an updated ESD report demonstrating the Green Star rating that the development would achieve. *Further discretion would be required to be exercised with both the Built Form Policy and draft PDPF identifying for developments to achieve a 5 star Green Star rating.* *Justification should be provided as to how the development (predominantly the new Office level) would incorporate the measures identified in both the Built Form Policy and draft*	The applicant is agreeable to the City's approach to amend Condition 14 to require an updated ESD report as a condition of approval, which would achieive a 4-star Green Star rating consistent with the previous ESD report. In relation to the office level, the development has been modified to provide an increased overhang on the external edge and louvers for additional sun control. The updated ESD report would further detail the sustainability measures

City Comments	Applicant Response
PDPF. *It is also likely that the City would recommend that Condition 14 be amended to require an updated ESD report prior to the lodging of a building permit.*	incorporated by the new office level. Refer to the Amended Development Plans at **Appendix 1**.
Signage	
It is suggested that amended plans be provided reducing the extent of signage to each frontage. Particular consideration should be given to: *<u>Old Aberdeen Place</u>* • *Reducing the extent of signage, noting the MRWA approval would be required in accordance with its Policy and Application Guidelines for Advertising Signs, and this identifies signage having a maximum area of 4sqm;* *<u>Cleaver Street</u>* • *Reducing the extent of the large Bunnings text and logo signs, to be more in keeping with the extent of signage of the approved development in these locations;* • *Removing the Bunnings signs proposed to façade at the corner of Newcastle Street and Cleaver Street, with there already being existing signage approved to sit on the tower element behind this wall; and* *<u>Newcastle Street</u>* • *Similar to above, removing the Bunnings sign proposed to façade at the corner of Newcastle Street and Cleaver Street, with there already being existing signage approved to sit on the tower element behind this wall.*	Refer to the Amended Development Plans at **Appendix 1**. In response to the City's comments, the following modifications have been made to the proposed signage: • Removal of the Bunnings sign proposed on the façade at the corner of Newcastle Street and Cleaver Street. • Reduction of the Bunnings Warehouse signs and Hammer logo signs facing Cleaver Street and Old Aberdeen Street (four signs in total) by 25% each. • Inclusion of two Bunnings car park signs – one along the Cleaver Street frontage and one along the Old Aberdeen frontage in proximity to the car park entrances. The larger Bunnings signs have been reduced in size to allow greater space between the edge of the signage and edge of the façade elements, in response to the DRP member comments. This allows for the proposed signage to further integrate into the façade. The proposed signage is suitably located and proportioned in size to the scale of the development, noting the development's substantial street frontages and building height. Whilst the four large Bunnings signs exceed the 10m^2 signage requirement under the City's Signs LPP, it is considered this requirement does not appropriately contemplate large scale commercial developments of this nature. Accordingly, the reduced signs are considered appropriate having regard to the scale of the proposed development.
Car Parking	
The development proposes to increase the number of on-site parking bays to 300.	The car parking bays have been numbered in the Amended Development Plans at **Appendix 1**. 303 car parking bays, 10 motorcycle bays and 2 loading bays are proposed.

Table 2 – Applicant and traffic consultant response to internal referral comments.

Engineering Comments	Applicant / Stantec Response
Plans • *Within Undercroft 1 there are a couple of areas where the HRV swept path is shown conflicting with internal kerbs (included below).* *It is suggested that the kerb be replaced by internal line marking to provide for adequate manoeuvring.* • *The HRV swept path for exiting the Old Aberdeen Place crossover and turning left would require the vehicle to crossover onto the opposite lane of traffic as well as conflict with the southern portion of the verge (shown below).* *The City would not support this movement and would recommend that HRV movements be restricted to a right turn only.*	• The identified internal accessway at Undercroft 1 Level has been modified to remove the kerbs and replace with line marking, to increase the width and manoeuvring space of the accessway. Refer to the Amended Development Plans at **Appendix 1**. • HRVs egressing the Old Aberdeen Crossover and turning left are not proposed and are unlikely to occur, as Old Aberdeen Street is a cul-de-sac and Golding Street is a safe active street with limited road width.
Transport Impact Assessment	
TIA – Crash Data • *Table 2.4 and Figure 2-10 makes reference to crash data from 2018-2022. This data should be reviewed to ensure that this is the most recent data available.*	• This is the most recent data available from the Main Roads Crash Map.

TIA – Car and Bicycle Parking
• *Table 3.1 identifies that 303 parking bays are proposed, however the figures included under Section 3.4.2 total 309 bays.*
Please provide confirmation of the number of parking bays proposed. It may also assist to update the plans to provide for numbered bays.
• *Table 3.3 outlines the provision for long stay parking as part of the proposed amendment. Condition 7.9 of the Form 1 approval provides for the required number of end of trip facilities and bicycle spaces.*
The TIA should be updated to reflect this, in conjunction with comments provide by the Department of Transport (DoT).
• *In relation to end of trip facilities the Undercroft 1 plan does not specify the provision of facilities to be provided (including showers or lockers), to confirm whether the space provided is adequate to address Condition 7.9.*
	• The car parking tables have been reviewed and have been amended. The total number of bays is 303.
	• The TIA has been updated to include the number of bicycle bays and end-of-trip facilities.
	• This has been provided in the updated TIA. A summary of the EoT and bicycle parking provisions are as follows:
	  • 6 public bicycle parking racks along Cleaver Street.
	  • End-of-trip facilities at Undercroft 1 with 50 secure bicycle parking bays, 56 lockers, 8 showers and 2 WC.
	  • 14 double sided bicycle parking bays (28 in total) at Undercroft 2.

TIA – Trip Generation Rates • *The trip generation rates for the Retail and Office land uses are sourced from ITE, and the City notes that these rates are lower than the NSW RTA guide which would be more reflective of local conditions.* *The trip generation rates (and supporting figures and SIDRA analysis) should be updated to be in accordance with the NSWA RTA guide to ensure that the proposed traffic generation is accurately reflected.*	• The trip generation rates for the retail and office have been updated in the revised TIA. • The entertainment land uses have not been finalised at this stage and are only indicative. It is likely that the majority of these tenancies will be retail though for the purposes of comparison, a range of trip generation rates for the entertainment land uses were reviewed.

• *The plans indicate for Tenancies T1, T2, T3, T7 and T8 as retail and entertainment uses. Whilst the TIA's evaluation of these tenancies in consideration of the "Retail" land use is appropriate, comment is unable to be provided with regard to the "Entertainment" land use, in the absence of further information.* • *Consideration should be given to the traffic generation of "Entertainment" uses, given the original approval provides for a range of uses to operate from the tenancies without the need for further approval.* • *The Office space yield in Table 6-1 reflects the addition of Level 2, but does not account for the space of the Office/Gallery on the Child Care Centre Level.* *The TIA should be updated to include the Office/Gallery in the trip generation forecast.*	• The trip generation for the retail land uses is likely to be higher than the entertainment land uses during regular weekday peak periods (weekend peaks are typically higher for entertainment land uses) Therefore, the use of retail land uses is conservative. A comparison of the trip generation rates of several entertainment land uses has been provided in the updated TIA. • The office yield and the associated trip generation has been amended in the revised TIA.
<u>TIA – Traffic Analysis</u> • *The intersection analysis within Tables 6-7, 6-9 to 6-13, and 6-16 to 6-20 have some discrepancies with the TIA submitted as part of the original development. Within these tables there are instances where the 95% Queue and Delay have reduced, or where the LOS has improved.* *Given there is an increase in traffic associated with the additional floor space during the peak periods, including 122 in the AM peak, 134 in the PM peak, and 169 on the Weekend peak, further clarification should be provided as to the conclusions that this increase would not impact, or in some instances would improve, the intersection performance.* • *In Tables 6-10 and 6-11, the Newcastle St (E) approach has different DOS and 95% Queue results for the Left Turn and Thru movements, despite this approach having only one lane.* *This may be due to a transcription error given that the Newcastle St (E) thru and Access 1 left turn share the same DOS and 95% queue results in Tables 6-10 and 6-11, and should be reviewed to confirm the results are being displayed correctly.*	• The variation in these results may have been caused by the versions of SIDRA 9 used in the assessment (the earlier assessments may have been assessed using earlier version of SIDRA 9). For the purpose of clarity, the SIDRA assessment has been checked and updated using the most current version (9.0.3.9771). • The SIDRA results tables have been amended in the revised TIA.

Table 3 – Applicant response to DRP member comments

DRP Comments	Applicant Response
Principle 5 – Sustainability *The City suggests providing amended plans and justification to address the sustainability measures to be implemented on the new Office level. This would also to assist in addressing the City's above comments in respect to the implementation of ESD measures consistent with the Built Form Policy and draft PDPF.*	As outlined above, the new office level has an increased overhang on the external edge and additional louvers for sun control. The revised ESD report would further detail the sustainability measures incorporated by the new office level. The applicant is agreeable to the City's approach to amend Condition 14 to require an updated ESD report as a condition of approval, which would achieive a 4-star Green Star rating consistent with the previous ESD report.

Principle 9 – Community *The City suggests giving further consideration to the location of public art, in addition that already identified for the Newcastle Street frontage and required by Condition 4. Additional justification could also be provided to address for community spaces to operate within the reconfigured tenancies.*	In accordance with Condition 4, public art is required to be installed prior to the use or occupation of the development. As the detailed design phase progresses, the proponent will actively engage with the City for the location and design of public art. As outlined above, Tenancies T1, T2, T3, T7 and T8 are intended to be similar to those previously approved community based uses, while Tenancies T4, T5, T6 and T9 are intended to be used for retail and entertainment purposes. A number of land uses have been approved and proposed in order to provide a high level of flexibility, with the intention to accommodate existing entertainment and creative industry businesses within the precinct.
Principle 10 – Aesthetics *The City suggests providing amended plans to reduce the extent of signage proposed. This would also assist in addressing the City's above comments in respect to reducing the amount of signage to better align with the objectives of the City's Signs and Advertising Policy.*	Refer to the applicant response provided under 'Signage' in **Table 1** above. All relevant signage considerations have been addressed.

External Referral Comments – Department of Transport

It is requested the allocation of tenant and short-stay car parking bays is determined prior to the occupation or use of the development through a Parking Management Plan, consistent with conditions 7.1 and 7.2 of the previous JDAP development approval.

As previously advised, it is difficult for car parking bay allocations to be finalised as not all tenants have been secured and confirmed. Tenants will require varying parking numbers and on-going discussions and negotiations will need to occur as part of the preparation of the Parking Management Plan.

The provision of high quality end of trip facilities and bicycle infrastructure has been included in the amendments and details the following:

Undercroft Level 1

- 6 on-street public bicycle bays along Cleaver Street.
- Secure bicycle store room accommodating 50 bicycles bays and 56 lockers.
- End of trip facilities with 8 showers and 2 toilets.

Undercroft Level 2

- Bicycle store room accommodating 28 bicycle bays.
- Bicycle repair room comprising 23m^2.

The amount of end of trip facilities and bicycle infrastructure provided, as detailed above, is appropriate to accommodate the proposed land uses and businesses.

Pickles District Planning Framework

Separate to the above RFI matters, the 'Pickles District Planning Framework' (**PDPF**) was approved by the City at its Ordinary Council Meeting on 22 August 2023.

Table 4 below provides a response against the Development Objectives in Clause 3.2 of the PDPS. The development objectives aim to support the urban renewal of the precinct, which the approved development will contribute to.

Table 4 – Applicant response to PDFP Development Objectives.

Development Objective	Applicant Response
1. Enhance the creativity and uniqueness that lives within the precinct through the prioritisation of cultural infrastructure.	Tenancies at Undercroft 1 Level are intended to comprise some of the existing entertainment and creative industry business within the precinct. The approved development will result in a substantial community benefit through the provision of essential child care services, a variety of retail, food and beverage offerings, the generation of significant local employment opportunities, and enhanced opportunities for community interaction.
2. Invest in the community through opportunities that create inclusiveness, social interaction and connectedness.	
3. Foster existing development, each with a distinctive character and sense of place.	The design of the approved development cleverly integrates the character of the existing area whilst balancing the need for the activation of this locality. Through articulation, carefully considered layouts, landscaping and material palettes; the development intends to enhance the overall amenity and use of the area.
4. Contribute to Vincent's green network by increasing green spaces and planting appropriate vegetation that will mitigate the urban heat island effect.	In the approved development, landscaping has been extensively provided where possible to not only ensure the development presents well to three streetscapes, but also provides the greatest tree canopy possible across the site. The existing development on the subject site currently do not comprise any landscaping or deep soil areas.
5. Deliver human-scale places with furniture, landscaping, activation, and public art.	In the approved development, visual interest and streetscape activation has been provided through permeable/translucent facade materials to the garden nursery and the breaking up of the built form along Cleaver Street to ensure added interest, preventing a long and overpowering façade along the main street frontage. Landscaped space in front of the Cleaver Street facing tenancies have been included to increase activation and provide an entrance statement at pedestrian level and as vehicles come off Leederville Parade.
6. Design places with fine grain and three dimensional detail that is visually interesting when viewed up close, where it matters most.	
7. Implement sustainable and accessible transport initiatives, with greater emphasis and provision for walking, cycling, and public transport use.	The amendments in the proposal include the provision of high quality end of trip facilities and bicycle infrastructure. This includes but is not limited to on-street public bicycle bays, staff bicycle store room with lockers, end of trip facilities with showers, public bicycle store room and bicycle repair room. This encourages other modes of sustainable transport use for both staff employed at the development and the community.
8. Incentivise innovative and sustainable design that respects people, place and the planet.	In terms of social and economic impact, the approved development will result in significant benefits as it will: • Will create an important community meeting focal point with opportunities for social interaction, actively contributing to creating a sense of community in the area; • Facilitate the establishment of new businesses; and

	• Create direct and indirect employment opportunities. • From an environmental point of view, the building includes various design features which would reduce dependency on resources, including windows and large openings providing cross-ventilation, high quality internal fixtures with longevity, etc. The proposed development contains enhanced landscaped areas, trees and on-structure planting.
9. Retain existing buildings (where appropriate) to maintain the industrial feel and be creative in the ways in which buildings are re used and activated.	The development has been approved and this objective has no relevance to the proposed amendments. It is noted the subject site currently contains multiple brick warehouses and commercial buildings, which are in poor to average condition and are reaching the end of their economic life.

CONCLUSION

The information contained within the above should be read in conjunction with the Amended Development Plans and the revised Transport Impact Assessment, as attached to this RFI submission.

Should you have any queries or require further clarification in regard to the proposal, please do not hesitate to contact the writer.

Yours faithfully,

Marc Re

MARC RE
SENIOR ASSOCIATE

230901 8496 - Applicant Response to RFI

CITY OF VINCENT

ATTACHMENT 4

DEVELOPMENT ASSESSMENT PANEL MEETING

Transport Impact Assessment

Mixed Use Development – West Perth

Transport Impact Assessment

Final

Prepared for: Saracen Developments Pty Ltd

Date: 22 September 2023

Ref: 300304793

Stantec

Revision

Revision	Date	Comment	Prepared By	Approved By
Rev E	7 June 2023	Final	SH/EH	SJL
Rev F	7 June 2023	Final	SH/EH	SJL
Rev G	1 September 2023	Final	EH	SJL
Rev H	22 September 2023	Final	EH	SJL

For and on behalf of

Stantec Australia Pty Ltd

Ground Floor, 226 Adelaide Terrace, Perth WA 6000

Acknowledgment of Country

In the spirit of reconciliation, Stantec acknowledges the Traditional Custodians of country throughout Australia and their connections to land, sea and community. We pay our respect to their Elders past and present, and extend that respect to all Aboriginal and Torres Strait Islander peoples.

Limitations

CONTENTS

TRANSPORT IMPACT ASSESSMENT FOR

Mixed Use Development – West Perth

Appendices

1. Introduction

1.1 Background and Proposal

Stantec has been engaged by Saracen Properties Pty Ltd to prepare a Transport Impact Assessment (TIA) of the proposed Mixed-Use development on Cleaver Street, West Perth. The extent of the site is shown in **Figure 1.1**, and extends along Cleaver Street, between Old Aberdeen Place to the south and Newcastle Street to the north, covering an area of 8,773m2.

The site is located within an existing commercial and retail area, with residential development on the northern side of Newcastle Street and Mitchell Freeway to the south of Old Aberdeen Place and Leederville Parade.

This report is an amendment to a previously undertaken assessment for the site due to a proposed change in some tenancy uses, and provision of additional car parking spaces (refer Cardo TIA report CW1200121 August 2022).

Figure 1.1 – Subject Site

Source: Nearmap

The proposed tenancies include retail, commercial, child care centre, and either a gymnasium or fresh produce market uses. The site also includes a Bunnings Warehouse and there will be undercroft parking accommodating a total of 305 parking spaces, including 4 drop off spaces for the child care centre, 6 accessible spaces, 4 trailer parking spaces, and 2 loading bays.

2. Existing Situation

2.1 Site Location

The subject site is bound by Newcastle Street, Cleaver Street and Old Aberdeen Place to the north, west and east. The site encompasses nine existing individual lots, with multiple access points along all frontages. Refer **Figure 2.1**.

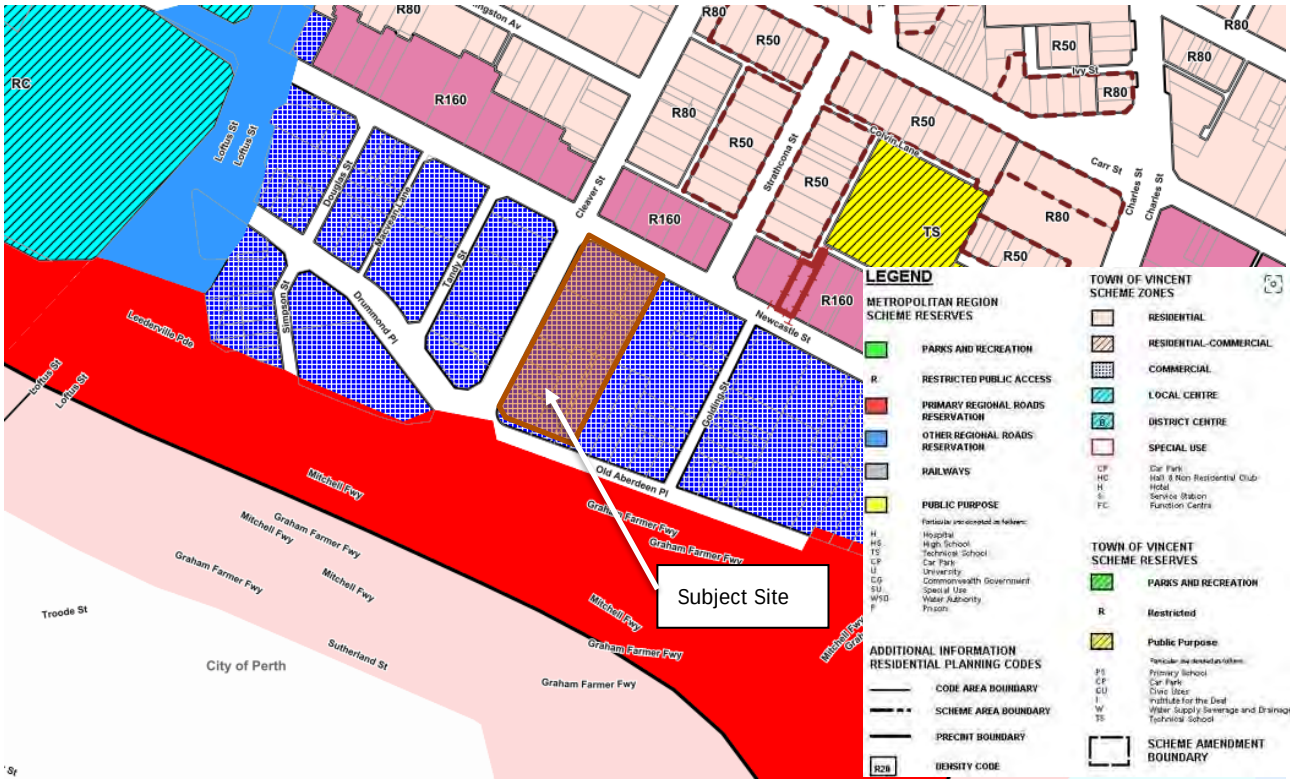
Figure 2.1 – Site Location

Source: Nearmap

2.2 Surrounding Land Uses

The site is located within a Commercial use zone in the Mixed Use Area, as noted in the City of Vincent Local Planning Scheme No. 2. (LSP No. 2) The Commercial use zone extends on the southern side of Newcastle Street to the north-west and south-east. North of Newcastle Street the land use is predominantly Residential land use with the Activity Corridor fronting Newcastle Street. Refer **Figure 2.2** and **Figure 2.3**.

Figure 2.2 – Land Use LPS No.2



Source: City of Vincent Online Mapping

Figure 2.3 – Built Form LSP No.2

Source: City of Vincent Online Mapping

2.3 Existing Road Network

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

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

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

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

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

The subject site's surrounding road network is further described in. The layout and classification of the roads under the Main Roads WA Road Hierarchy surrounding the Site are presented in **Table 2.1** and illustrated in **Figure 2.4**.

Table 2.1 – Road Network

Road Name	Road Hierarchy	Jurisdiction	No. of Lanes	No. of Footpaths	Road Width (m)	Posted Speed Limit (km/h)
Newcastle Street	Distributor A	Local Govt.	2	2	12m (including on-street parking)	60
Cleaver Street	Access Road	Local Govt.	2	2	14.8m (2.3m median and on-street parking)	50
Old Aberdeen Place	Access Road	Local Govt.	2	2	7.6m	50

Figure 2.4 – MWWA Road Hierarchy

Source: MRWA Road Mapping Information System

2.4 Existing Traffic Volumes

Traffic volumes have collated from SCATS data obtained from MRWA Traffic Map and is summarised in **Table 2.2**.

Table 2.2 – Existing Traffic Volumes

Road Name	Date	Daily Traffic Volume	AM Peak	PM Peak
Newcastle Street/Cleaver Street	November 2021	~10,000 (all movements)	850 (all movements)	930 (all movements)
Cleaver Street (southern approach)		820 (one way)	86 (one way)	75 (one way)
Newcastle Street (eastern approach)		4,700 (one way)	400 (one way)	400 (one way)
Newcastle Street (western approach)		4,100 (one way)	300 (one way)	430 (one way)

2.5 Existing Intersections

There are two intersections adjacent to the subject site, Newcastle Street and Cleaver Street to the north, and Old Aberdeen Street and Cleaver Street to the south/west.

Newcastle Street and Cleaver Street is traffic signal controlled, with a single lane approach from the north and south. There are two eastbound lanes and a single westbound lane plus designated right turn lane for buses only. There is no permitted through movement on Cleaver Street, with northbound traffic having to turn left or right into Newcastle Street and southbound traffic restricted to left turn only movements into Newcastle Street.

Figure 2.5 – Newcastle Street and Cleaver Street

Source: Nearmap

Cleaver Street and Old Aberdeen Place is a give way controlled intersection. Cleaver Street is connected to Mitchell Freeway on-ramp, with traffic travelling from the west having right of way through the intersection. The north, north-west and eastern approaches are give way controlled with traffic movement restricted to left out from Drummond Place (northbound up Cleaver Street), and west or north from Old Aberdeen Place.

Figure 2.6 – Newcastle Street and Cleaver Street

Source: Nearmap

2.6 Existing Pedestrian and Cycle Facilities

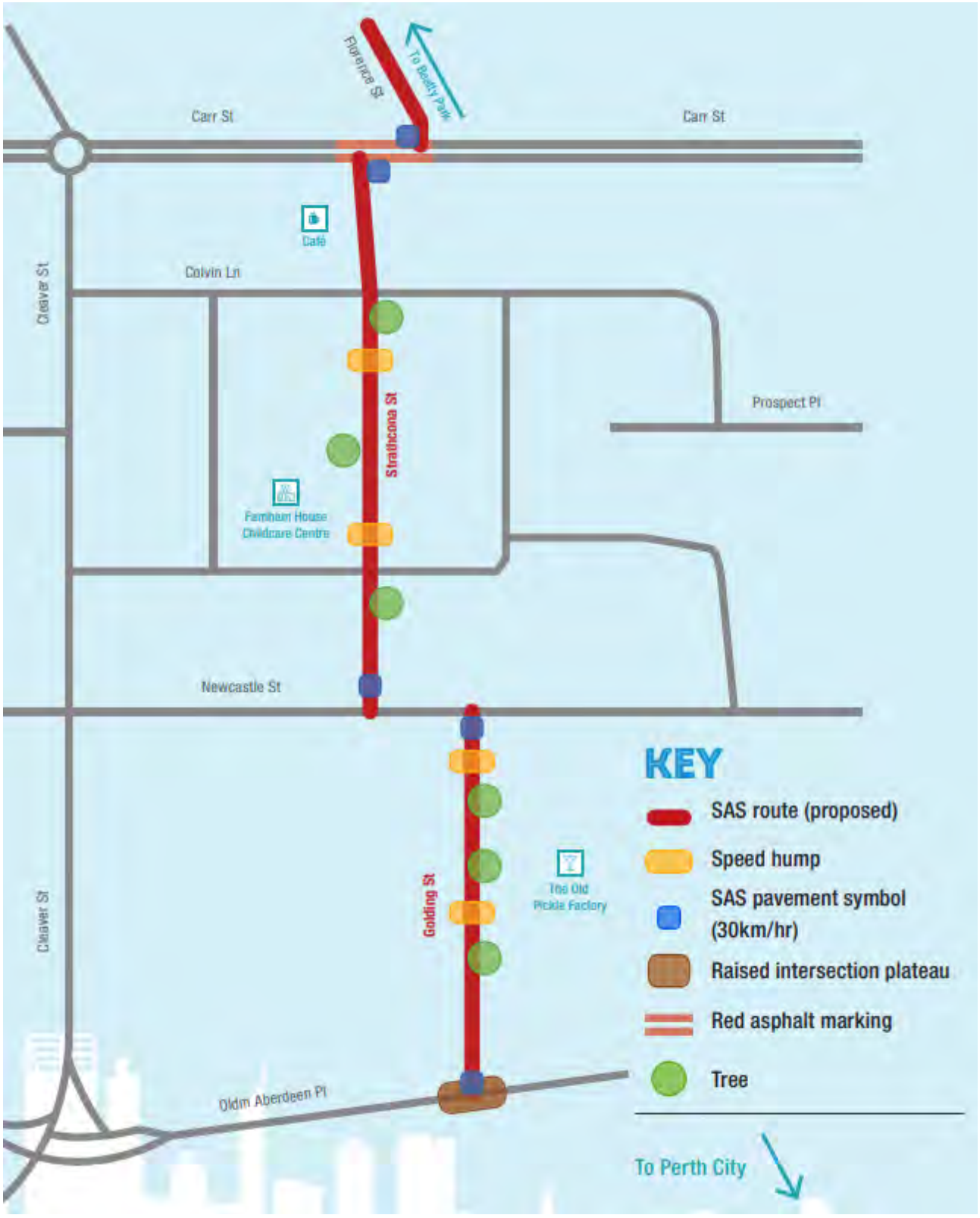
The site is surrounding by “good road riding” environments with cycling facilities along Cleaver Street and Carr Street north of the site, and the Principal Shared Path (PSP) that runs parallel to Graham Farmer Freeway, as demonstrated in Department of Transport’s Perth Bike Map in **Figure 2.7**.

Figure 2.7 – Perth Bike Map

Source: Department of Transport

Recent improvements within the Local Precinct have not been captured in this mapping, including upgrade works to Cleaver Street south of Newcastle Street (resurfacing, better parking delineation and street trees) and the Safe Active Street along Golding, Strathcona and Florence Street. This route links the Principal Shared Path with Beatty Park and the broader shared path network to the north of the Precinct.

Figure 2.8 – Golding and Strathcona Streets Safe Active Streets Map



Source: Department of Transport

2.7 Existing Public transport Facilities

The nearest bus stop is located 150m from the subject site on Newcastle Street proving access to services 15, 402, 403 and 404 as shown in **Figure 2.9**. This bus route caters for passengers travelling to and from the Perth Busport connecting destinations including Stirling Station, Glendalough Station and Osborne Park.

Leederville Train Station is located just over 800m southwest of the Site. It is serviced by the Joondalup Line, which provides connection to stations along the Joondalup and Mandurah Lines. Bus frequency information is summarised in **Table 2.3**.

Overall, the site has an excellent access to public transport.

Table 2.3 – Public Transport Routes and Frequencies

Bus Route	Route Description	Frequencies		
		Weekdays	Saturdays	Sundays and Public Holidays
15	Perth Busport to Glenalough Station	10-15 minutes	30 minutes	60 minutes
402	Perth Busport to Stirling Station	18-20 minutes during peak hours	15-20 minutes	60 minutes
403	Perth Busport to Stirling Station	10 minutes during peak hours	30 minutes	60 minutes
404	Perth Busport to Osborne Park	20-30 minutes during peak hours	60 minutes	No service

Figure 2.9 – Bus Stop Locations

2.8 Crash Assessment

A review of crashes that have been reported within the 5 year period from 2018 – 2022 have been undertaken using the MRWA Crash Analysis Reporting System Crash Map. **Table 2.4** provides a summary of all crashes that occurred within 200m of the Site, with the location of these crashes shown in **Figure 2.10**.

Table 2.4 – Total Crashes

Type of Crash (RUM Code)	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Sideswipe Same Direction	-	-	-	2	3	**5**
Right Angle	-	-	2	4	1	**7**
Hit Object	-	-	-	2		**2**
Rear End	-	-	-	2	2	**4**
Non Collision	-	1	-	-	-	**1**
Right Turn Thru	-	1	-	-	-	**1**
Unspecified	-	-	-	-	3	**3**
Total	**0**	**2**	**2**	**10**	**9**	**23**

In particular, the following **Table 2.5** describes the crash history for the Newcastle Street / Cleaver Street signalised intersection.

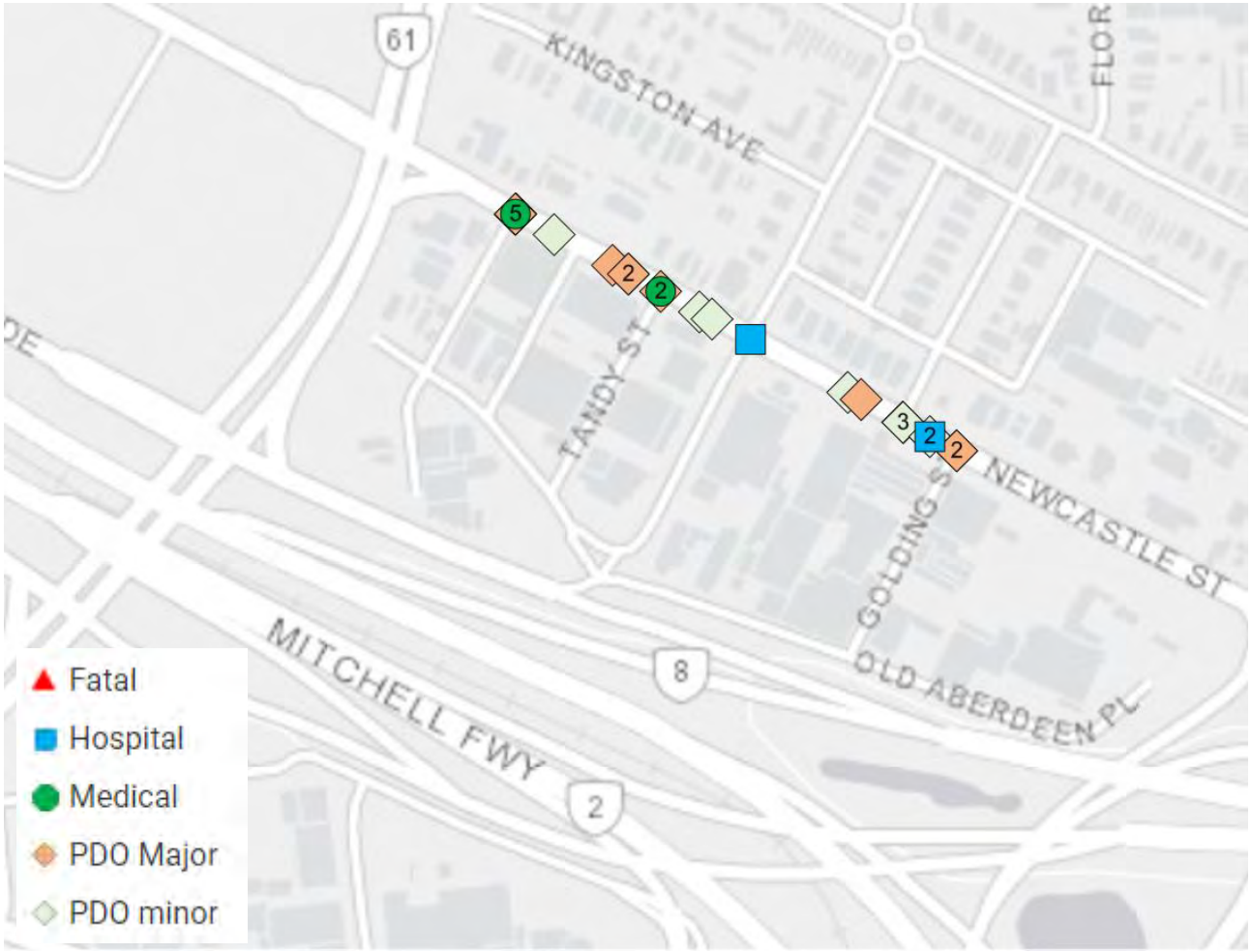
Table 2.5 – Newcastle St - Cleaver St Intersection Crashes

Type of Crash (RUM Code)	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Non Collision	-	1	-	-	-	**1**
Total	**0**	**1**	**0**	**0**	**0**	**1**

Crash data are summarised as follows:

- A total of 23 crashes were recorded within 200 metres of the Site, with no fatal crashes were recorded.
- 10 crashes occurred along the Newcastle Street midblock with majority causing minor property damage.
- 13 crashes occurred at intersections to Newcastle Street.
- Newcastle St/Cleaver St intersection recorded 1 crash.

Figure 2.10 – Crash Map



Source: Main Roads Crash Map

3. Development Proposal

3.1 Proposed Land Use

The proposed mixed use development consists of the following uses:

- Main Warehouse – 5,441 m^2
- Timber Trade Area – 2,023 m^2
- Undercroft tenancies consisting of:
  - Retail – 469 m^2
  - Retail/entertainment – 768 m^2
  - Fresh produce market or gym – 1,200 m^2
- Gallery / Office Space - 203 m^2
- Child Care Centre – 130 children
- Office – 1,537 m^2
- 2 levels of carparking

The final use for is yet to be determined for the gym/market tenancy, therefore both are considered and discussed herein.

Figure 3.1 shows the Warehouse facility. The development plans are included in Appendix B.

Figure 3.1 – Site Plan

Source: Meyer Shircore Architects

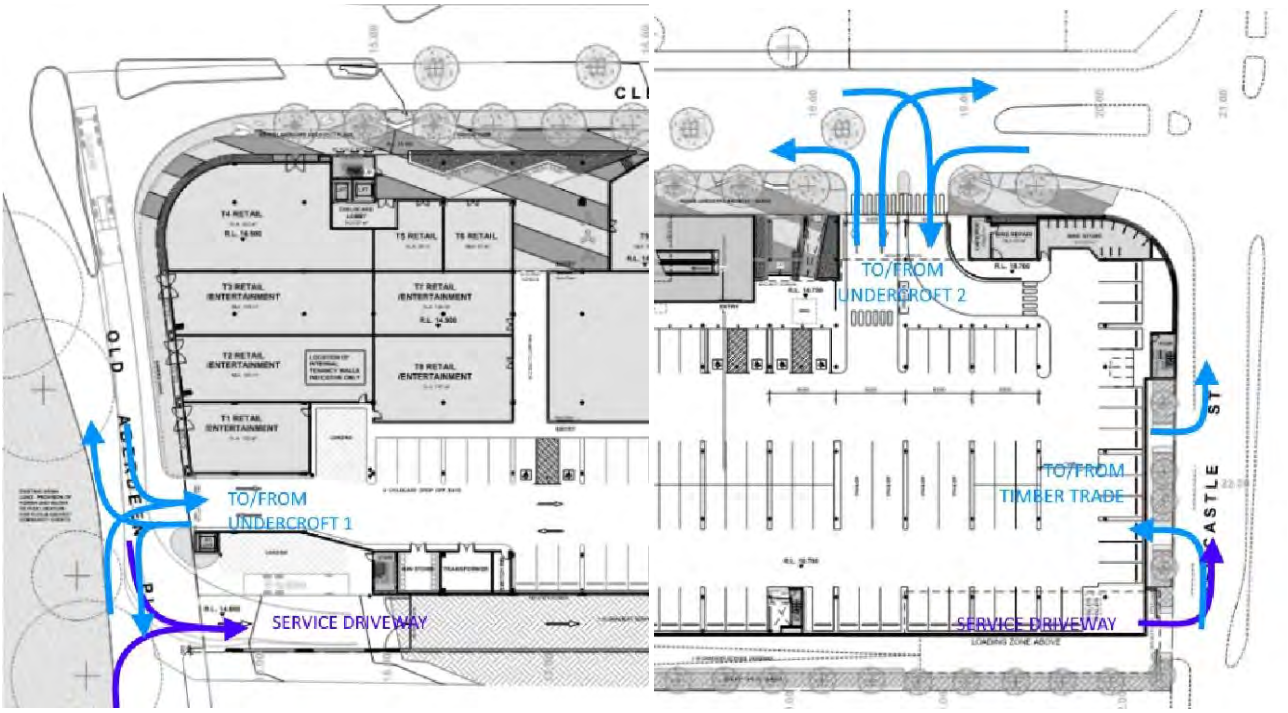
3.2 Access Arrangements

A service lane is proposed along the eastern boundary of the site, to enable service / delivery movements (one way, south to north) and access via Old Aberdeen Place (inbound and outbound) for childcare and retail vehicle parking.

Three site access points are proposed, as shown in **Figure 3.2**.

- Access 1: Left-In-Left-Out (LILO) on Newcastle Road for light vehicles and trailers using the timber trade area
- Access 2: Full movement access on Cleaver Street to the main car park
- Access 3: Full movement access via Old Aberdeen Street for childcare and retail.

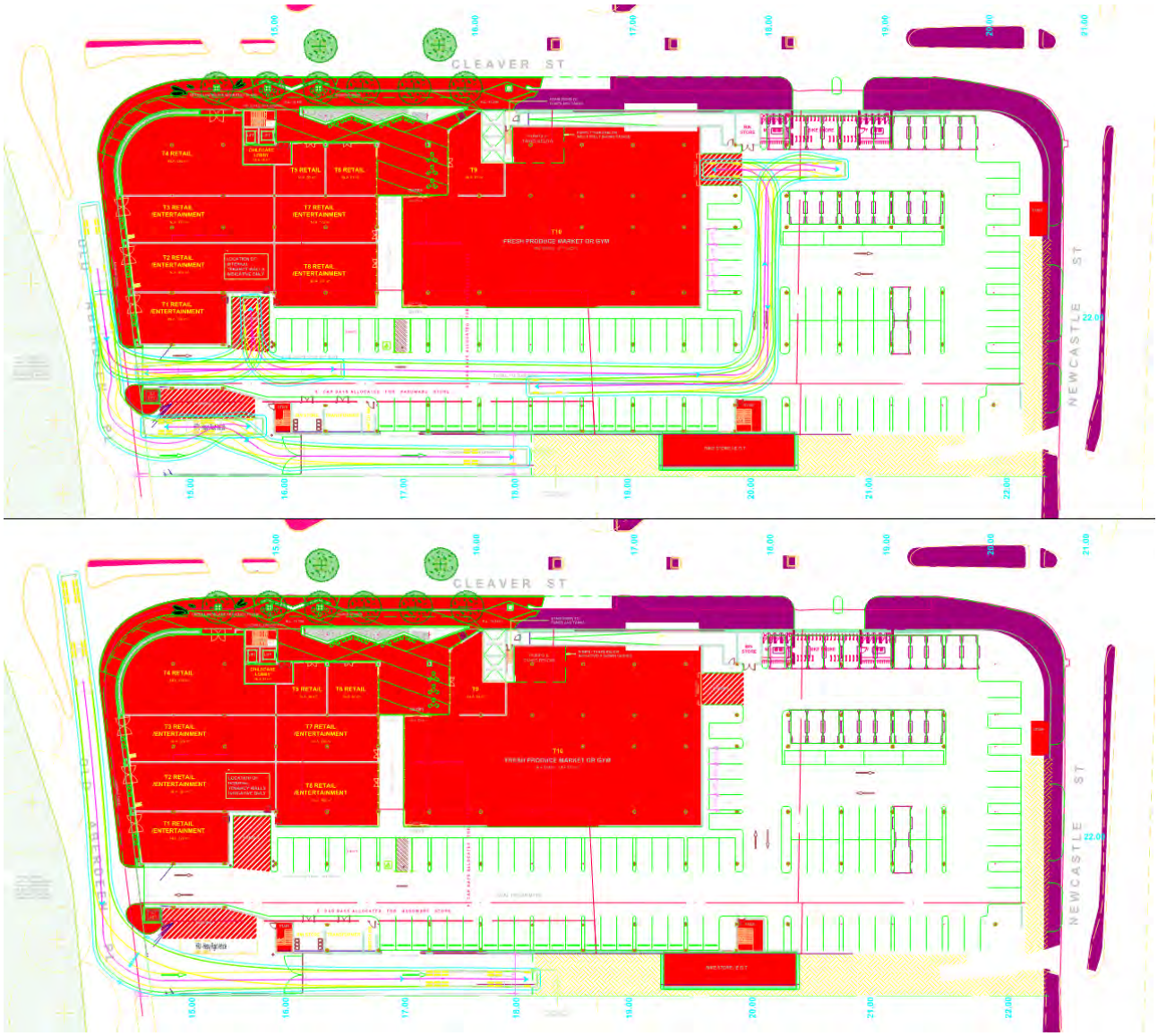
Figure 3.2 – Access Locations – Undercroft 1 (left) and Undercroft 2 (right)



A swept path analysis has been undertaken for the proposed development using the design vehicles listed below:

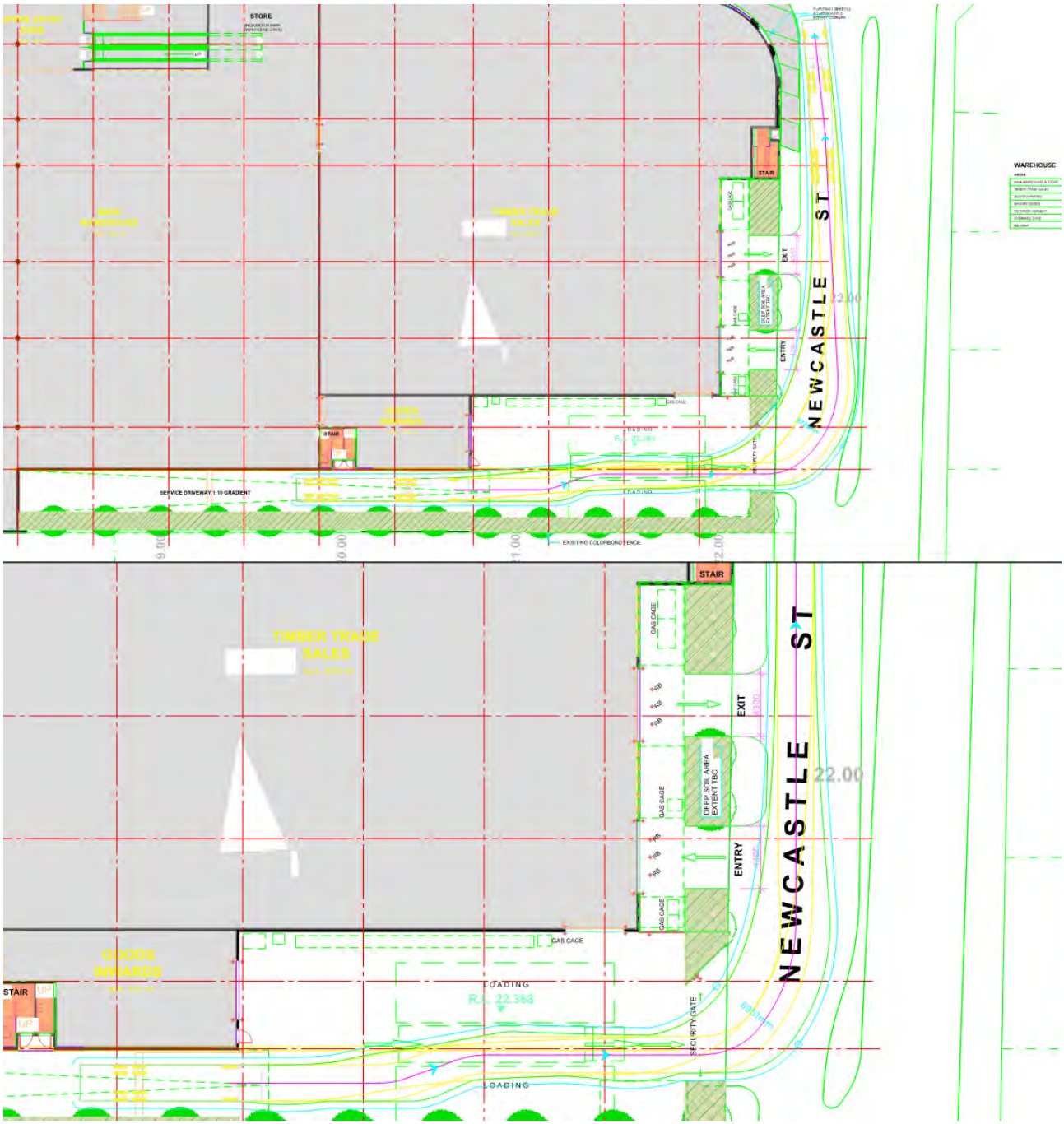
- 19m articulated semi-trailer (the largest potential service vehicle likely to be used for this application), via the service lane (shown in **Figure 3.3**, passing a 12.5m HRV in the loading zone) and **Figure 3.4**.
- 6.4m service vehicle within Undercroft 1 (**Figure 3.5**)
- Car-with-Trailer, to and from the timber trade area (Figure 3-5) and Undercroft 2 trailer bays (**Figure 3.6**).

Figure 3.3 – 19m AV and 12.5m HRV entering service driveway, service vehicle circulating Undercroft 1



While the inbound 19m semi-trailer movement deviates across the centreline, traffic volumes along Old Aberdeen Place are very low, and forward visibility is high. Trucks entering the service lane can easily wait for the road to clear before proceeding, without impact to network function.

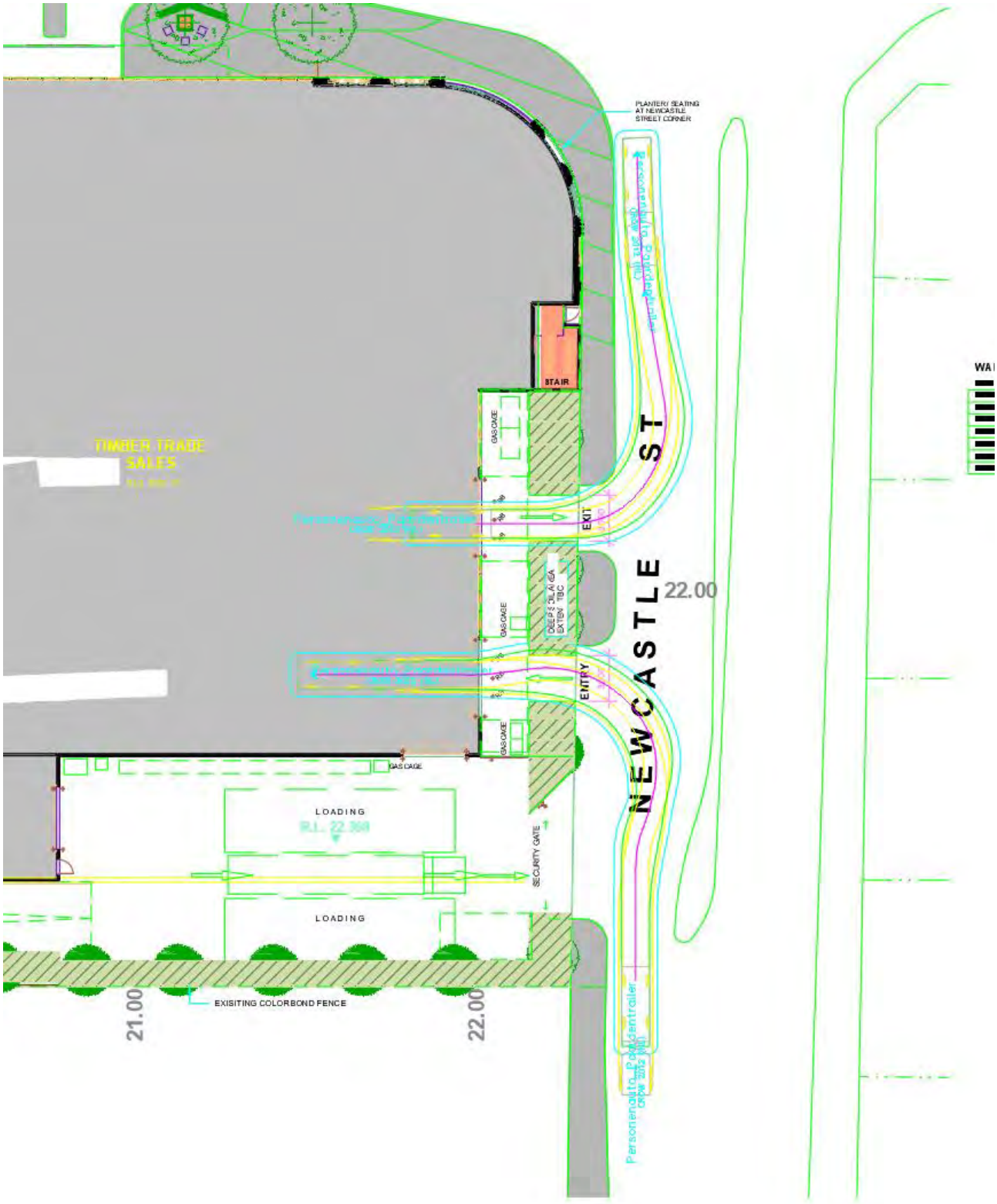
Figure 3.4 – 19m AV and 12.5m HRV exiting the service driveway



Swept paths for the 19m semi-trailer and 12.5m HRV are shown above in **Figure 3.4**, indicating the appropriate staging position within the loading zone and confirming the left-turn egress onto Newcastle Street. At no point does the service vehicle's wheels contact the existing kerbing.

Minor modifications to cross-over kerb lines along Newcastle Street will be required to accommodate the truck swept paths, the extent of which are shown in the swept path assessment.

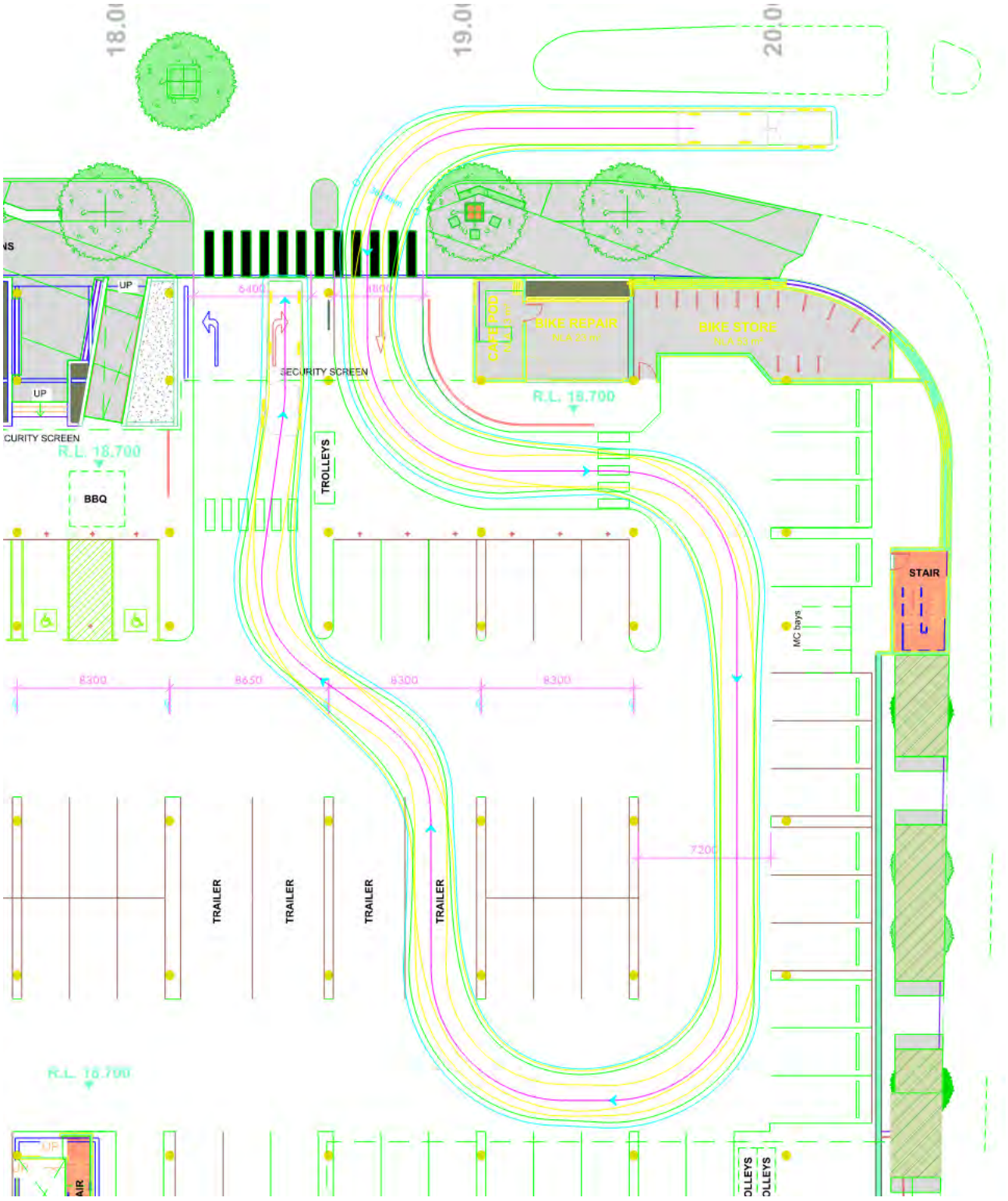
Figure 3.5 – Car with trailer in and out of Timber Trade



The use of the timber trade is low and pedestrian activity is unlikely to delay the arrival or departure of vehicles by more than a few seconds. As such, there is little risk of pedestrian obstruction resulting in traffic issues along Newcastle Street.

Alternative orientations for timber trade and service vehicle access have been investigated, with the above arrangement selected as providing the least impact on pedestrian movement while maximising separation and safety. Mountable aprons at the crossovers can also be considered to improve manoeuvrability at these locations.

Figure 3.6 – Car with trailer in and out of Undercroft 2 trailer bays



The function of this access has been reviewed from a safety and pedestrian impact perspective. It is noted that even during the weekend peak period, traffic arrivals to this crossover will not be significant, averaging one vehicle per 30s. As such, there is ample space for internal queuing before the first few bays, with little risk of queue spill-back issues. The impact of pedestrian movements would be even less, given an average pedestrian crossing time of less than 4 seconds.

An alternative arrangement has been investigated, comprising restriction of Access 2 to left-in/left-out. In this case, the removal of the right-turn facility is considered to be extremely detrimental to Site access, as there would be no viable route for inbound traffic from the Freeway. Further, these imposed turning restrictions would compromise connection to the wider network for outbound trips from Access 2 would require a circuitous route that would force traffic onto Golding Street.

SIDRA modelling of the local network also indicates that the operation of this access under full-movement control remains at a high Level of Service and does not negatively impact the function of the adjacent signalised intersection.

As such, reducing Access 2 to left-in/left-out would be both unnecessary and detrimental to both the Site and local amenity.

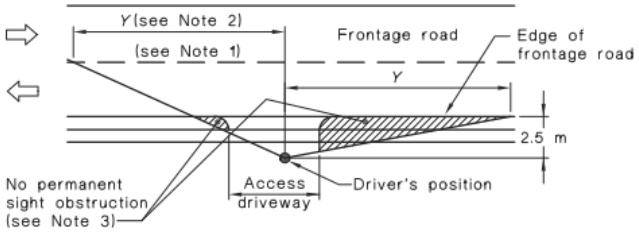
Additional detail of access crossovers and interface will be required at the design stage, however there appear to be no issues with accommodating any of the proposed design vehicles. Minor adjustments to kerblines may be required to support these movements.

3.3 Sight Distance Requirements

Sight distance from all the crossovers and the service lane from the proposed development will be assessed against the Sight distance at access driveway exits according to AS2890.1-2004 as shown in **Figure 3.7**.

Figure 3.7 – Sight Distance Requirements at Access Driveways

AS/NZS 2890.1:2004 32



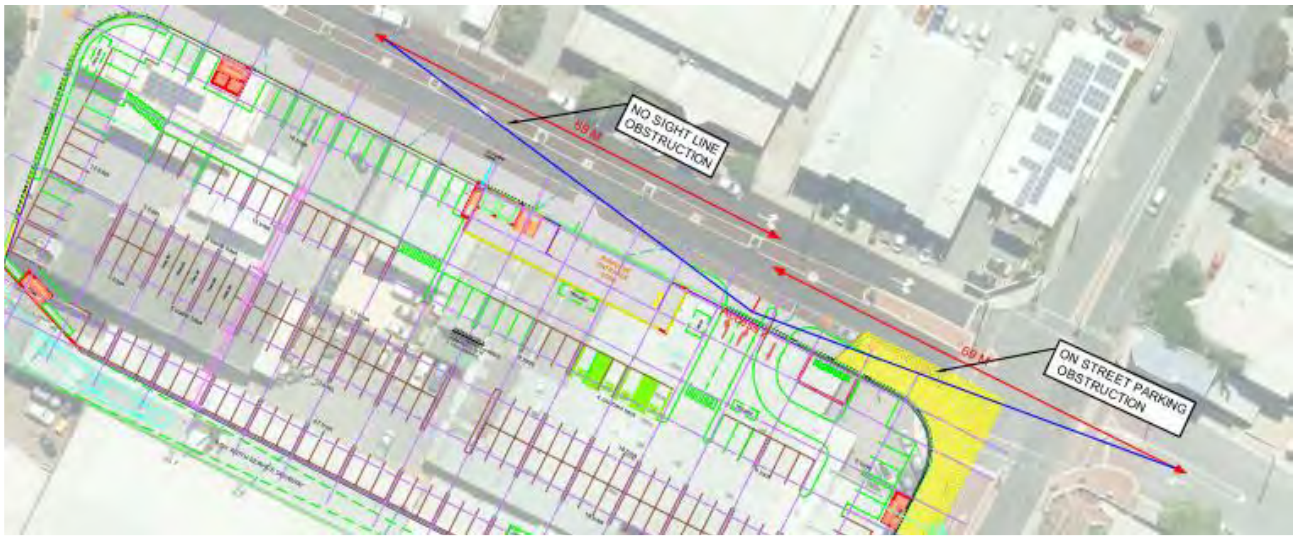
Frontage road speed (Note 4) km/h	Distance (Y) along frontage road m		
	Access driveways other than domestic (Note 5)		Domestic property access (Note 6)
	Desirable 5 s gap	Minimum SSD	
40	55	35	30
50	69	45	40
60	83	65	55
70	97	85	70
80	111	105	95
90	125	130	Use values from 2nd and 3rd columns
100	139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

Source: Australian Guidelines AS:2890.1-2004

Figure 3.8, **Figure 3.9**, and **Figure 3.10** show the sight distance requirement for all crossovers to the proposed development. The stop position chosen is 2.5m from the edge of the road in all cases. The results show that only minor or temporary obstructions are present within the sightline envelope.

Figure 3.8 – Sightline Assessment for Access 1 and Service Lane

Figure 3.9 – Sightline Assessment for Access 2



Note that the outbound vehicles have the potential to stage at the carriageway edge, which will further improve sightlines.

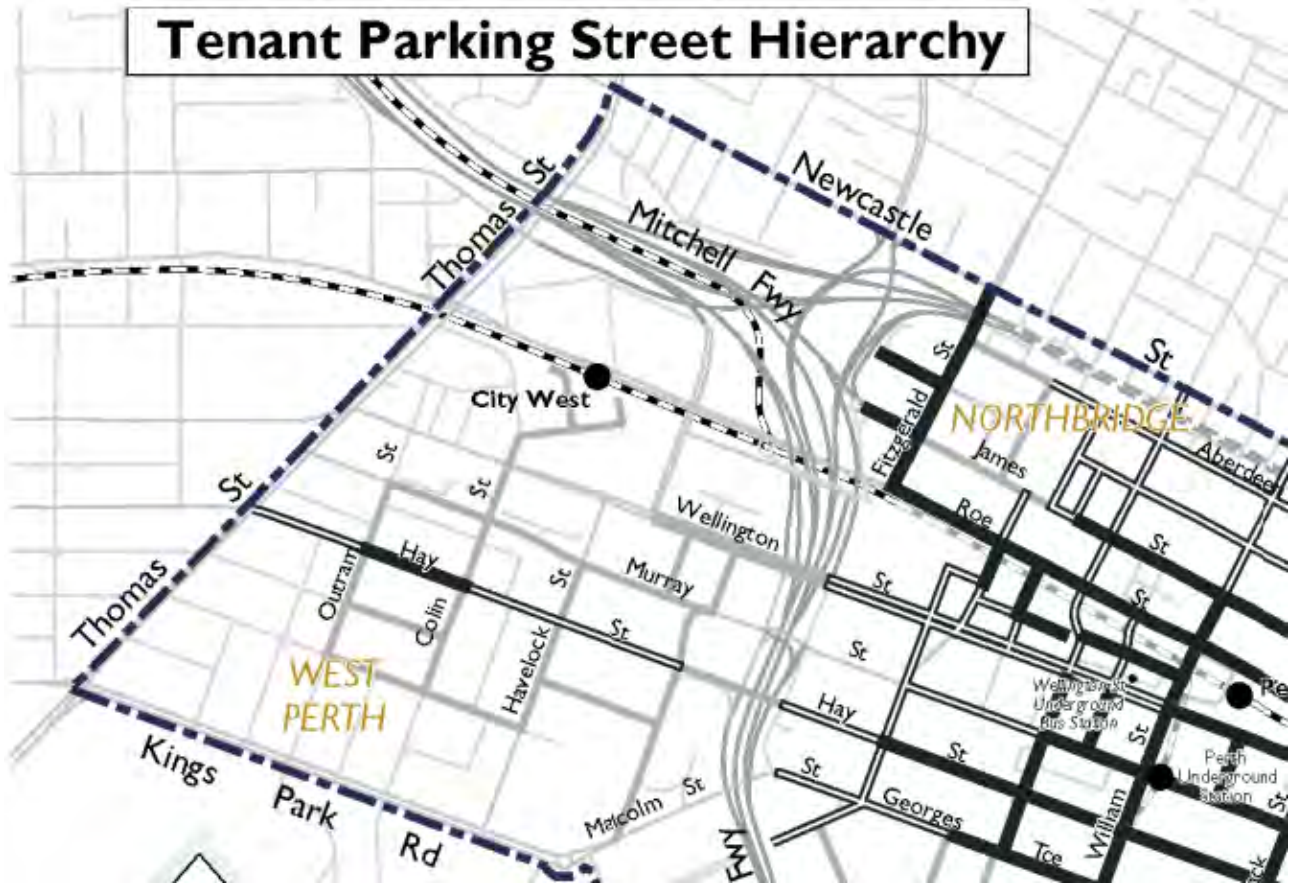
Figure 3.10 – Sightline Assessment for Access 3

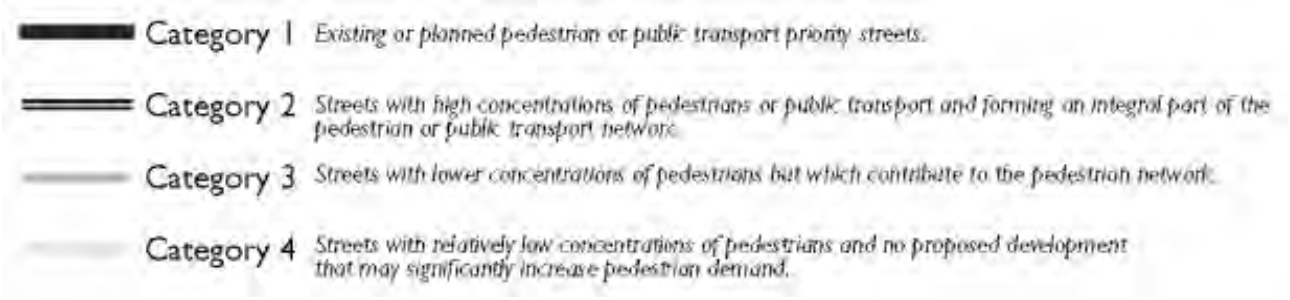
3.4 Car Parking

3.4.1 Statutory Car Parking Requirements

The site is located within the Perth Parking Management Area (PPMA). The Perth Parking Policy (PPP) defines the streets within the area by Category, however the streets surrounding the subject site are not categorised specifically but are consistent with Category 3 or 4 type streets.

Figure 3.11 – Tenant Parking Street Hierarchy





Source: Perth Parking Policy

The proposal is significantly reducing the number of access points from the current situation and combining access for several lots, therefore providing "Integrated Access". The site will be accessible from locations on both the Cleaver Street and Newcastle Street frontages, which the Department of Transport considers as Category 3 streets, therefore the PPP notes a maximum of 200 tenant car parking spaces per hectare, as shown in **Figure 3.12**.

Figure 3.12 – Tenant Parking Allowances

Street priority	Maximum allowance (bays per 10,000m² of lot area)*1	
	At grade access	Integrated access
Category 1	80 or replacement of existing licensed tenant parking bays, whichever is less	120 or replacement of existing licensed tenant parking bays, whichever is less
Category 2	100	150
Category 3	150	200
Category 4	200	250

Source: Perth Parking Policy

With a total Site area of 8,773m^2, the maximum parking provision to be provided is 175 spaces.

The subject site is also located with the General Parking Zone (GPZ), which allows for parking supply to exceed that of the tenant supply, to be approved by the Local Council (City of Vincent). A review has been undertaken to determine the car parking space requirements in accordance with the City of Vincent's Planning and Building Policy Manual No. 7.7.1 for the proposed uses within the site.

The statutory car parking requirements for the proposed uses are provided in **Table 3.1**, allocated to sites located within the Mixed Use Area. As the gym/market tenancy is not confirmed, the requirements were calculated with both land uses separately as shown in the table below.

Table 3.1 – Statutory Parking Requirements and Provision - CoV

Land Use	Min. parking	Max. Parking	Yield	Parking Required	Parking Provision
Warehouse	1.5 spaces per 100m² NLA	2.0 spaces per 100m² NLA	5,441 m²	82 min. 109 max.	289 bays 6 disabled bays 4 trailer bays 4 childcare drop-off bays
Timber Trade Area	1.5 spaces per 100m² NLA	2.0 spaces per 100m² NLA	2,023 m²	30 min. 40 max.	
Gym	0.2 spaces per person	0.5 spaces per person	1,200 m² 80 persons	16 min. 40 max.	
Fresh Food Market	4 spaces per 100m² NLA	5 spaces per 100m² NLA	1,200 m²	48 min. 60 max.	
Retail	4 spaces per 100m² NLA	5 spaces per 100m² NLA	1,237 m²	49 min. 62 max.	
Childcare	0.2 spaces per child	0.25 space per child	130 children	24 min. 30 max.	
Office	2.0 spaces per 100m² NLA	2.5 spaces per 100m² NLA	1,740 m²	35 min. 44 max.	
Total (with Gym)				**236-325 bays**	**303 bays**
Total (with Market)				**268-345 bays**	

The proposed 303 car parking spaces provided on site are in alignment with the requirements of the City's Policy with either the gym or market tenancy.

3.4.2 Proposed Parking Provision

The proposed development car parking supply comprises of 303 bays across two separate areas:

1. Undercroft 1: consisting of 112 general access parking bays (including 4 staff bays), 4 dedicated childcare pick-up/drop-off bays, 6 motorcycle bays and 2 ACROD bays.

   This parking facility will largely support the retail tenancies, childcare and the staff requirements for the development.
2. Undercroft 2: consisting of 177 parking bays, including 4 ACROD bays and 4 trailer bays allocated to the hardware store.

This parking facility will provide for customer needs as part of the development, as well as community use in support of the wider Pickle District.

All parking and access geometry will comply with the appropriate Standards.

The proposed development would be managed to make general parking bays available for public use. This would include access controls and timing restrictions / paid parking to disincentivise external long-stay commuters. Bay allocation and access control mechanisms will be defined in detail as part of a future Parking Management Plan.

It is understood that all identified parking bays would be licensed under the provisions of the PPP.

3.4.3 Bicycle Parking Requirements

Requirements for bicycle parking and end-of-trip facilities for the development are given in the City of Vincent Planning and Building Policy Manual No.7.7.1 for the proposed land use as indicated in **Table 3.2**.

Table 3.2 – Bicycle Parking Requirements

Land Use	Parking Requirements		Yield	Parking Required	
	Short Term	Long Term		Short Term	Long Term
Warehouse	N/A	1 space per 100 m² NLA	5,441 m²	N/A	54
Timber Trade Area	N/A	1 space per 100 m² NLA	2,023 m²	N/A	20
Gym	0.019 spaces per person	0.042 spaces per person	80 persons	2	3
Fresh Food Market	1.6 spaces per 100 m² NLA	0.9 spaces per 100 m² NLA	1,200 m²	19	11
Retail	1.6 spaces per 100 m² NLA	0.9 spaces per 100 m² NLA	1,237 m²	20	11
Childcare	0.019 spaces per person	0.042 spaces per person	130 children	2	5
Office	0.2 spaces per 100 m² NLA	0.8 spaces per 100 m² NLA	1,740 m^2	4	14
Total (with Gym)				**28**	**107**
Total (with Market)				**45**	**115**

These provision rates are based on generic development templates and should be considered in the context of the specific uses proposed for this development. Assuming that there should be sufficient long-stay bike parking to accommodate a 20% mode share by employees, then a review of expected employee numbers should illustrate a realistic requirement for bike parking infrastructure.

Best-practice guidelines for employee parking demand, as established by ITE Parking Generation and ULI's Shared Parking have been compared with employment density figures from the City of Perth's The Evolving City (2009) to estimate the number of employees likely to be on-site.

These two different types of assessment create the following broad ranges for employment in FTEs (full time equivalents):

- Warehouse/Timber Trade/Gym: 0.3-0.6 employees per 100 sq.m
- Child care: 1 employee per 5-7 children
- Retail: 1.0-3.3 employees per 100 sq.m
- Office 4.2 employees per 100 sq.m

The outcomes from this assessment are detailed in **Table 3.3** below.

Table 3.3 – Bicycle Parking Need Calculation and Provision

Land Use	Estimated Employment	Yield	Parking Required for 20% mode share
Warehouse	22 – 45	5,441 m²	4.4 – 9
Timber Trade Area		2,023 m²	
Gym	4 – 7	1,200 m² (80 persons)	0.8 – 1.4
Fresh Food Market	12 – 40	1,200 m²	2.4 – 8
Retail	13 – 41	1,237 m²	2.6 – 8.2
Childcare	19 – 26	130 children	3.8 – 5.2
Office	65	1,740 m^2	14.6
Total (with Gym)			**26 – 38**
Total (with Market)			**28 – 45**

Total employment for the proposed development is therefore in the order of 120 – 215 FTEs. This can be compared against the City's policy requirement of **107 – 113** employee bike parking bays.

Applying an extremely generous 20% cycling mode share target, the actual need for long stay parking would be between 26-45 bays; significantly fewer than identified in the City's Policy 7.7.1.

As such, the proposed supply of long-stay and short-stay bike parking is expected to substantially exceed the demand and be sufficiently robust to accommodate cycling demand growth through to the 2031 horizon.

With respect to end-of-trip facilities, the proposed development provides the following:

- 6 public bicycle parking racks along Cleaver Street.
- End-of-trip facilities at Undercroft 1 with 50 secure bicycle parking bays, 56 lockers, 8 showers and 2 WC.
- 14 double sided bicycle parking bays (28 in total) at Undercroft 2.

The proposed bicycle parking and end-of-trip facilities are in line with recommendations from the Department of Transport.

4. Changes to Surrounding Area

4.1 Road Network

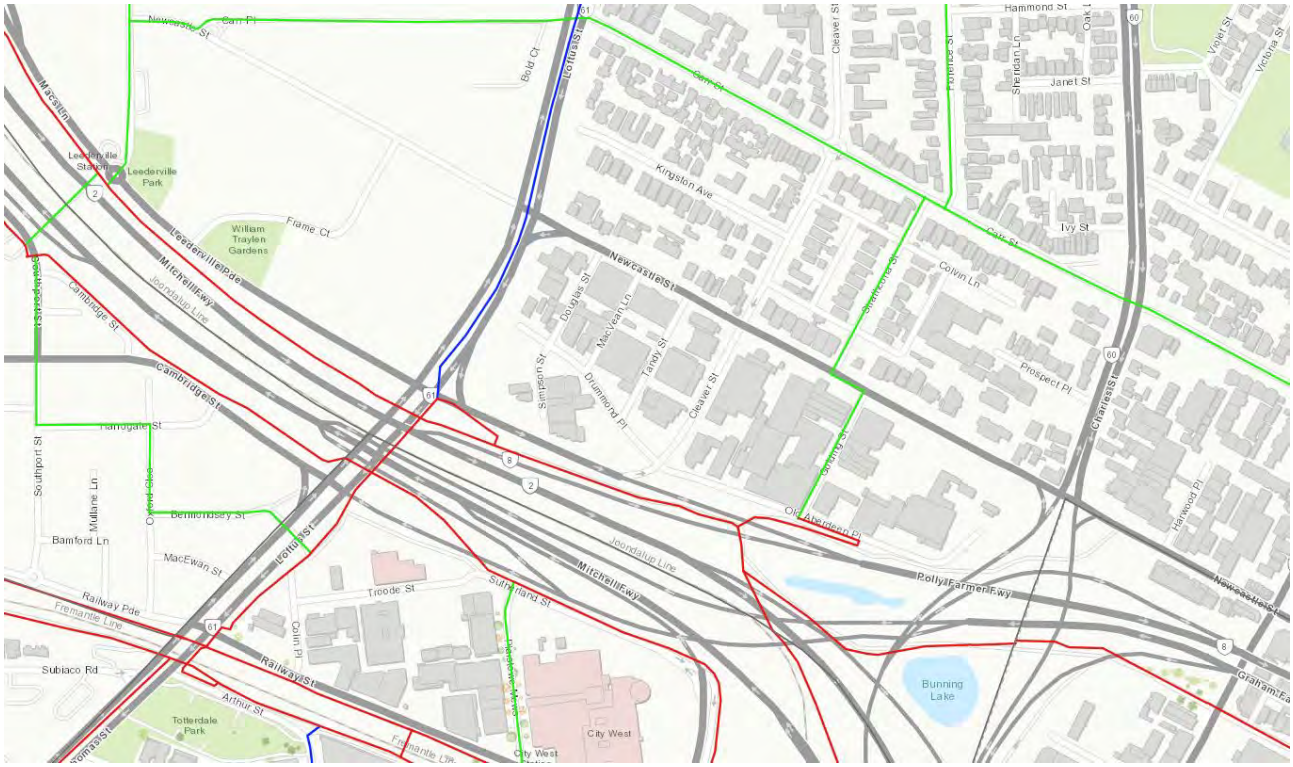
Recent upgrades to Cleaver Street have been completed by the City as part of the Pickle District Activity Plan. Cardno contacted the City of Vincent and met with Main Roads WA, but was not made aware of any further changes to nearby surrounding road network.

4.2 Pedestrian/Cycle Networks

The Department of Transport's Long Term Cycle Network (LTCN) plan indicates the status of bike routes within the local network. As **Figure 4.1** shows, the long term plans for cycling include the Safe Active Street established, providing connection between Vincent Street and Graham Farmer Freeway PSP.

There are no routes and no improvements identified along Cleaver Street or Newcastle Street that would impact the proposed development.

Figure 4.1 – Proposed Strategic Bicycle Routes



Source: Department of Transport

4.3 Intersection Controls

Cardno contacted the City of Vincent and was not made aware of any changes to nearby intersection controls.

4.4 Public Transport Services

Cardno contacted the Public Transport Authority and were advised of no planned changes in the immediate future to the existing public transport facilities.

However, the City of Vincent's Accessible City Strategy identifies a potential for improvements to public transport in the Precinct in the form of a City of Vincent Circular Route, which would connect Activity Centres across the LGA. This is likely to represent a long-term improvement to public transport connectivity, particularly for east-west trips.

5. Integration with Surrounding Area

5.1 Surrounding Attractors/Generators

The key generators for the Site will be the surrounding residential and commercial areas, which will support the childcare and home improvement uses on-site.

5.2 Proposed Changes to Surrounding Land Use

The proposed development is located within the City of Vincent's Pickle District, which is intended to develop into a "creative precinct, home to new and diverse creative businesses including art galleries, artist and design studios, a boutique theatre, photographic studios and creative co-op working spaces."

5.3 Impacts on Nearby Residential Streets

The orientation of the local road network limits the opportunities for efficient bypass trips through the residential area to the north of Newcastle Street. In all cases, the arterial road network (Newcastle Street, Loftus Street and London Street) provides more convenient access to regional destinations to the north.

As such, the impact of through movements on residential amenity is considered to be minimal.

There is a potential for the signalised intersection at Newcastle Street / Cleaver Street to be modified to allow for more direct movements between Newcastle Street and Vincent Street. Given the existing low traffic volumes on Cleaver Street, this would not be likely to result in an appreciable increase in traffic, but would provide a more attractive route through the northern residential zone and reduce traffic along the Golding / Strathcona SAS and other local streets.

6. Analysis of Transport Networks

6.1 Analysis Parameters

6.1.1 Assessment Years and Time Period

Three assessment years as per below will be analysed:

- Existing Condition – 2021 traffic data
- Year 2024: Assumed opening year of the development:
- Year 2034: 10-year horizon after the completion of the development.

Based on examination of SCATS data for Newcastle Street/Cleaver Street Intersection, the following peak hours were identified for analysis:

- Weekday AM Peak: 8:00 to 9:00 AM
- Weekday PM Peak: 4:45 to 5:45 PM
- Weekend Peak: 10:00 to 11:00 AM

6.1.2 Analysis Overview

To identify the impact of the proposed development on the surrounding road network, the intersection performance of the following intersection has been analysed using SIDRA analysis software:

- Newcastle Street/Cleaver Street
- Newcastle Street/Access 1;
- Cleaver Street/Access 2;
- Old Aberdeen Place/Drummond Place/ Cleaver St; and
- Old Aberdeen Pl/Access 3

The following scenarios have been analysed as part of this assessment:

- Scenario 1 – Existing Traffic without Development;
- Scenario 2 – 2024 Traffic with and without Development;
- Scenario 3 – 2034 Traffic with and without Development.

6.2 Key Factors and Assumptions

- Existing traffic volumes were obtained from the MRWA's SCATS data with the turning movement proportions extracted from detectors and by application of gravity modelling;
- Opening year has been assumed to be 2024;
- Main Roads traffic map historical counts showed little to no traffic growth on Newcastle Street during peak periods. However, a future growth rate of 1% per annum has been applied for the opening year and to the 10-year horizon analysis for a robust assessment;
- Traffic distributions have been determined separately for the main on-site land uses and allocated to the network based on existing traffic flow proportions.

6.3 Background Traffic

Background traffic flow for Newcastle Street/Cleaver Street is sourced from Main Roads WA Traffic Map Scats data recorded in 2021. Supplemental video survey counts completed at Cleaver Street / Old Aberdeen Place have been used to inform assessment at this intersection and adjacent access points.

Refer to **Figure 6.1** for background traffic volume at Newcastle St/Cleaver St.

Future background traffic was estimated by applying a linear growth rate of 1% per annum from the 2021 traffic volumes **Figure 6.2** and **Figure 6.3** shows the future background volumes.

Figure 6.1 – Background Traffic 2021

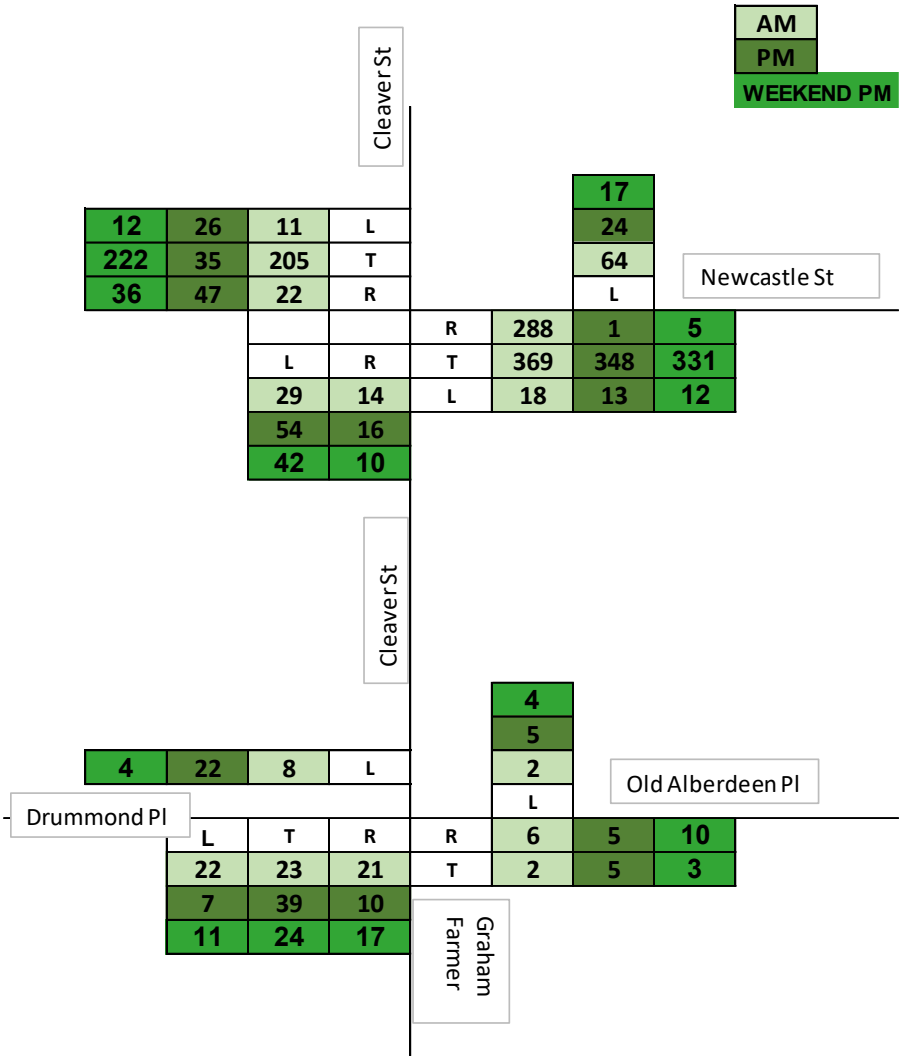


Figure 6.2 – Background Traffic 2024

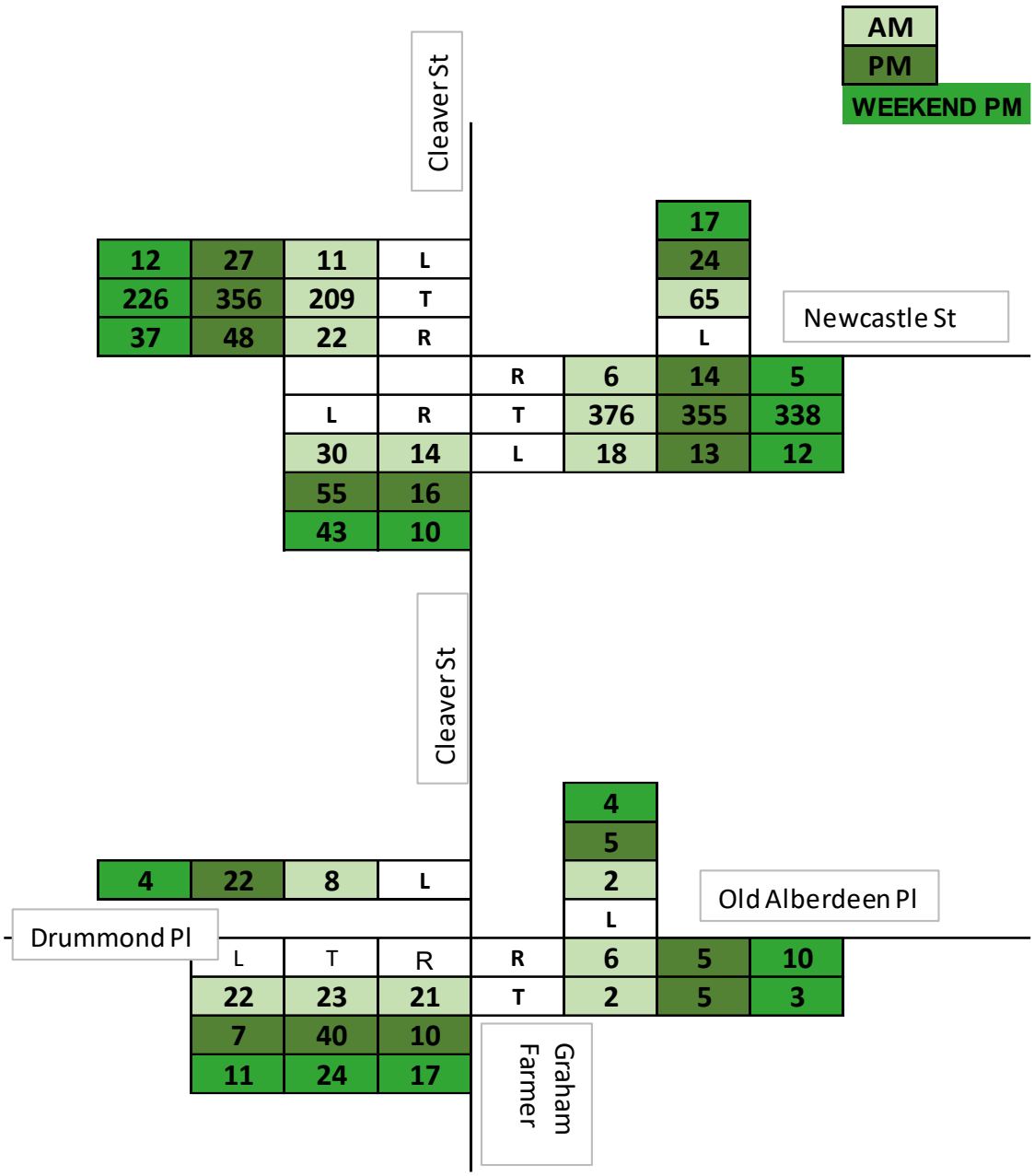
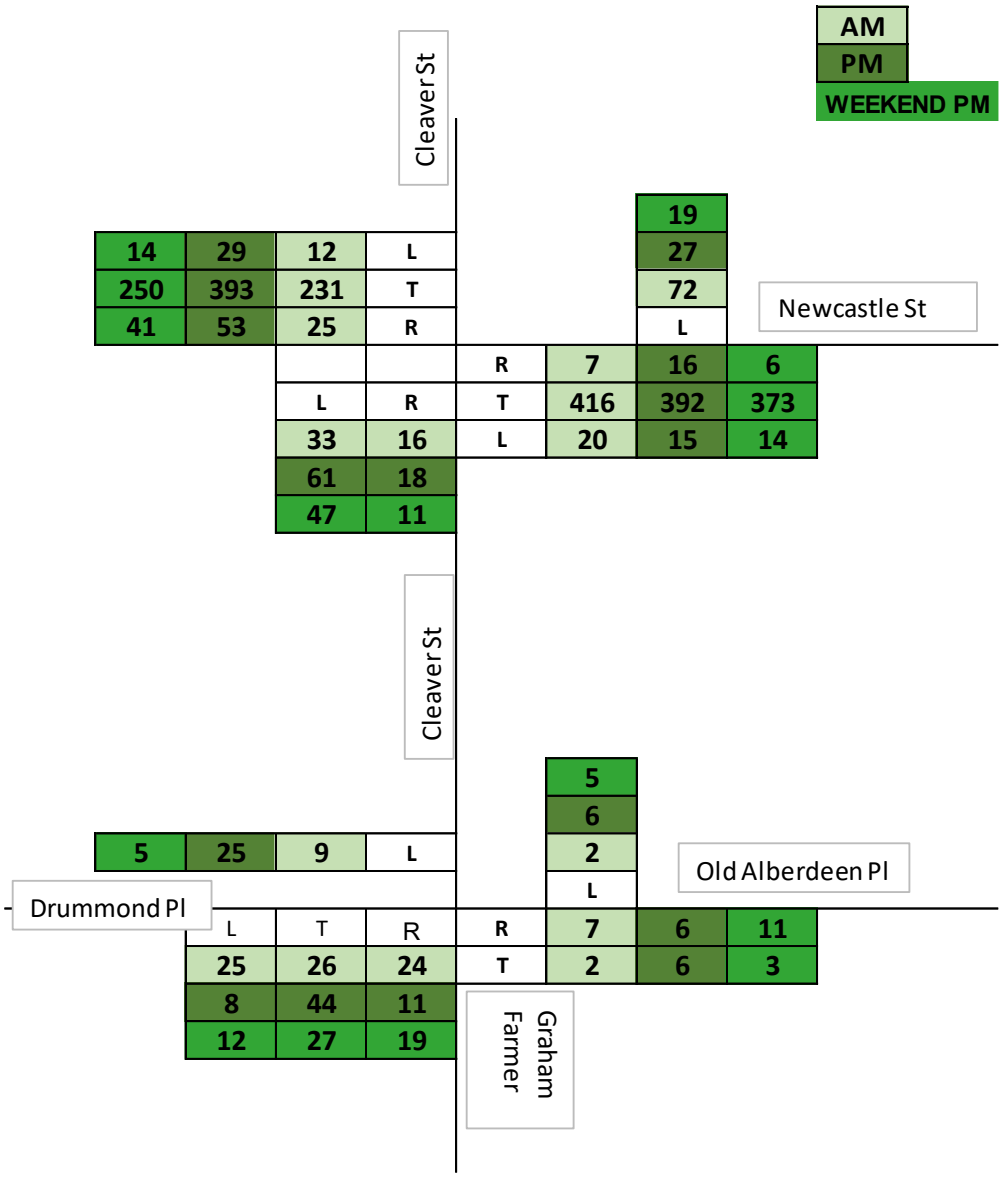


Figure 6.3 – Background Traffic 2034



6.4 Development Traffic Generation

Trip generation rates for the components of the proposed development are outlined in the **Table 6.1** below. The adopted trip rates are a conservative estimate of the traffic generated by the proposed development. ***RTA** does not provide a trip generation rate for the AM peak therefore, the PM peak for the office land use has been substituted in its place.

Table 6.2 and **Table 6.3** shows the distribution rates and development trip generation.

As the gym is an existing land use within the existing development, it will not add any additional trips to the surrounding road network. Therefore, the trip generation for the market has been selected as the trip generation for this use is higher providing a more robust assessment of the surrounding road network.

Regarding the entertainment land use, refer to **Section 6.4.1** for additional details.

Table 6.1 – Trip Generation Rates

Land Use	ITE Code/Source	Yield	AM Peak	PM Peak	Weekend Peak
Hardware Store	Previous Bunnings Traffic Assessments	5,441 m²	0.72	2.6	4.5
Timber Trade Area	Previous Bunnings Traffic Assessments	2,023 m²	0.21	1.3	1.3
Fresh Food Market	850	1,200 m²	7.18	8.18	11.13
Childcare	RTA	130 children	0.8	0.7	-
Retail	ITE 10th ed. (812)	1,237 m²	1.25	4.6	10.7
Office	ITE 10th ed. (710)	1,740 m²	2*	2	-

**RTA does not provide a trip generation rate for the AM peak therefore, the PM peak for the office land use has been substituted in its place.*

Table 6.2 – Trip Distribution

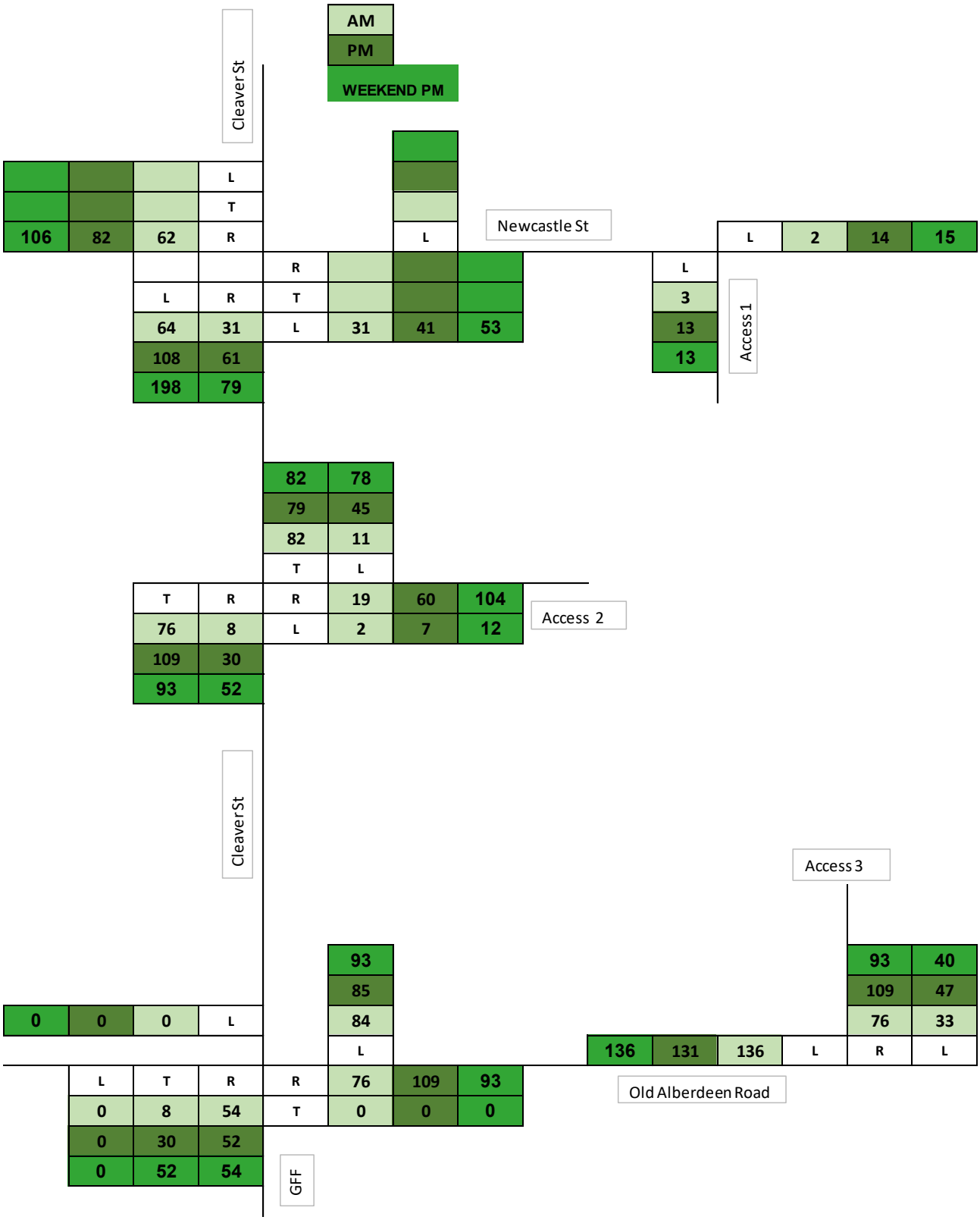
Land Use	AM Peak Hour		PM Peak Hour		Weekend Peak	
	In	Out	In	Out	In	Out
Hardware Store	47%	53%	53%	47%	53%	47%
Timber Trade Area	47%	53%	53%	47%	53%	47%
Fresh Food Market	52%	48%	52%	48%	51%	49%
Childcare	53%	47%	47%	53%	-	-
Retail	55%	45%	48%	52%	48%	52%
Office	88%	12%	18%	82%	-	-

Table 6.3 – Development Trip Generation at Opening Year 2024

Land Use	AM Peak Hour		PM Peak Hour		Weekend Peak	
	In	Out	In	Out	In	Out
Hardware Store	19	21	75	67	130	116
Timber Trade Area	2	3	14	13	14	13
Fresh Food Market	45	42	52	48	69	66
Childcare	56	49	43	49	0	0
Retail	4	13	29	29	67	67
Office	31	5	7	29	0	0
Total	**157**	**133**	**220**	**235**	**280**	**262**

Figure 6.4 shows the distribution of the estimated development traffic.

Figure 6.4 – Development Traffic Flows



6.4.1 Potential Entertainment Land Use

Entertainment land uses covers a large spectrum of businesses and shop types with significant variances in trip generation depending on the type of entertainment use. To illustrate this, **Table 6.4** provides a comparison of several types of entertainment land uses and its respective trip generation rates.

Table 6.4 – Comparison of Entertainment Land Uses

Land Use	ITE Code/Source	AM Peak	PM Peak	Weekend Peak
Bingo Centre	Surveys	0.41 trips per person	0.49 trips per person	-
Gaming Premise	Surveys	-	0.79 trips per person	-
Exhibition Centre	Surveys	-	0.22 trips per person	-
Library	590	6.73 trips per 100 m^2	9.18 trips per 100 m^2	13.56 trips per 100 m^2
Museum	580	0.38 trips per 100 m^2	0.19 trips per 100 m^2	0.71 trips per 100 m^2
Cinema	444	3.09 trips per 100 m^2	15.13 trips per 100 m^2	29.49 trips per 100 m^2
Function Centre	Online Source	0.3 trips per person		

The entertainment land uses such as bingo centre, gaming premise, exhibition centre and function centre are based on the anticipated number of patrons. As a point of comparison, the number of patrons have been adjusted to match the volumes of retail trips in calculated for the PM peak (58 trips).

- Bingo Centre – 118 people
- Gaming Premise – 74 people
- Exhibition Centre – 264 people
- Function Centre – 193 people

If entertainment land uses are to be contemplated for the site, the above analysis provides an indicative patron threshold where the traffic generated is equivalent to the retail land use. Note that the above analysis does not take into account physical capacity limits which may limit the number of people that can be accommodated.

Entertainment land uses such as library, museum and cinema are typically standalone sites and/or occupy a significant amount of area, much larger than the tenancies of this Site.

Though the type of entertainment land uses have not been confirmed for the proposed development at this stage, it is likely that the majority of the tenancies will be retail as the size of these tenancies are well suited to small retail and service type businesses.

6.5 Total Background and Development Traffic

Estimated total background and development traffic for year 2022 and 2032 are shown in **Figure 6.5** and **Figure 6.6** respectively.

Figure 6.5 – Background and Development Traffic Flow 2024

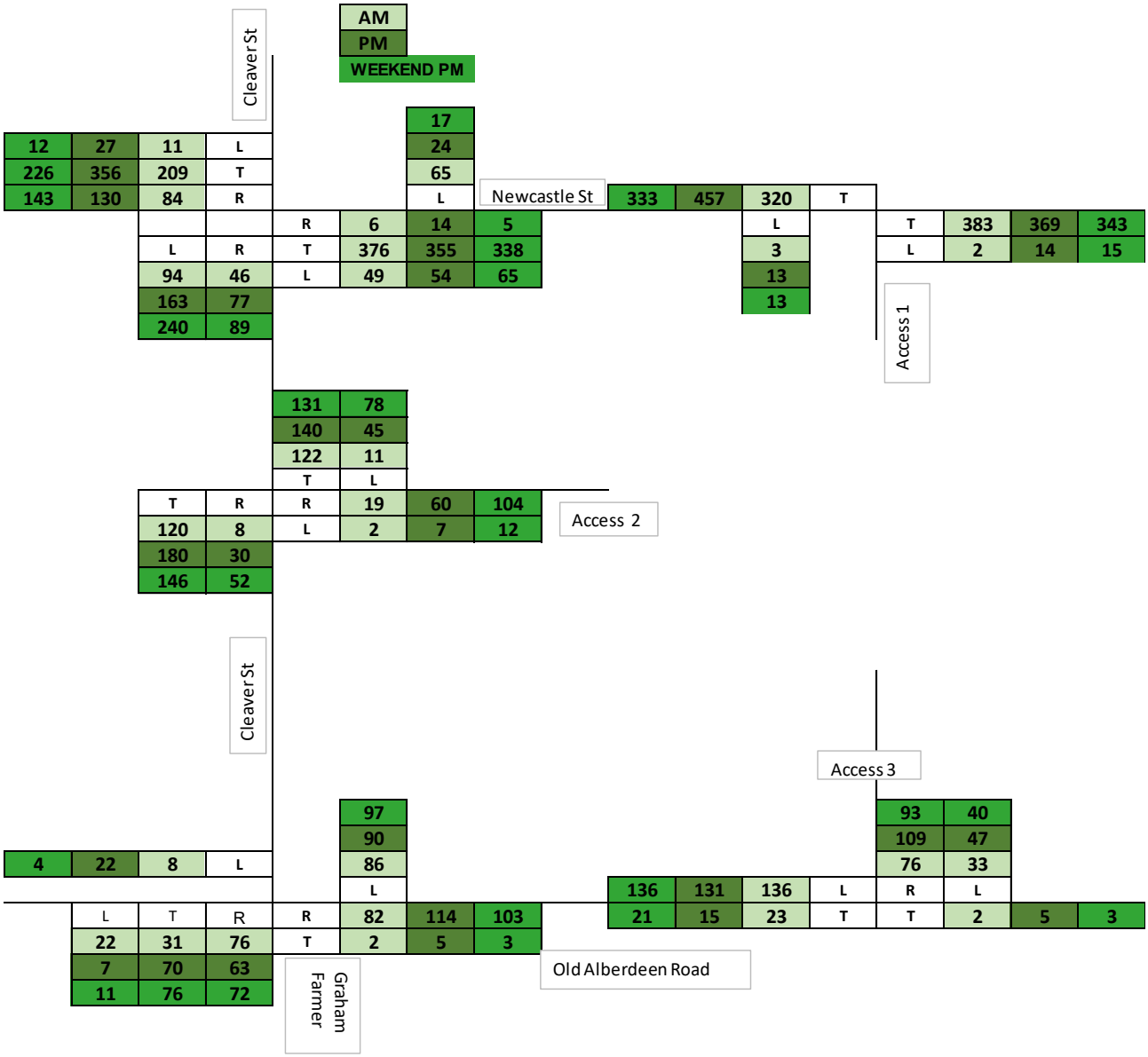
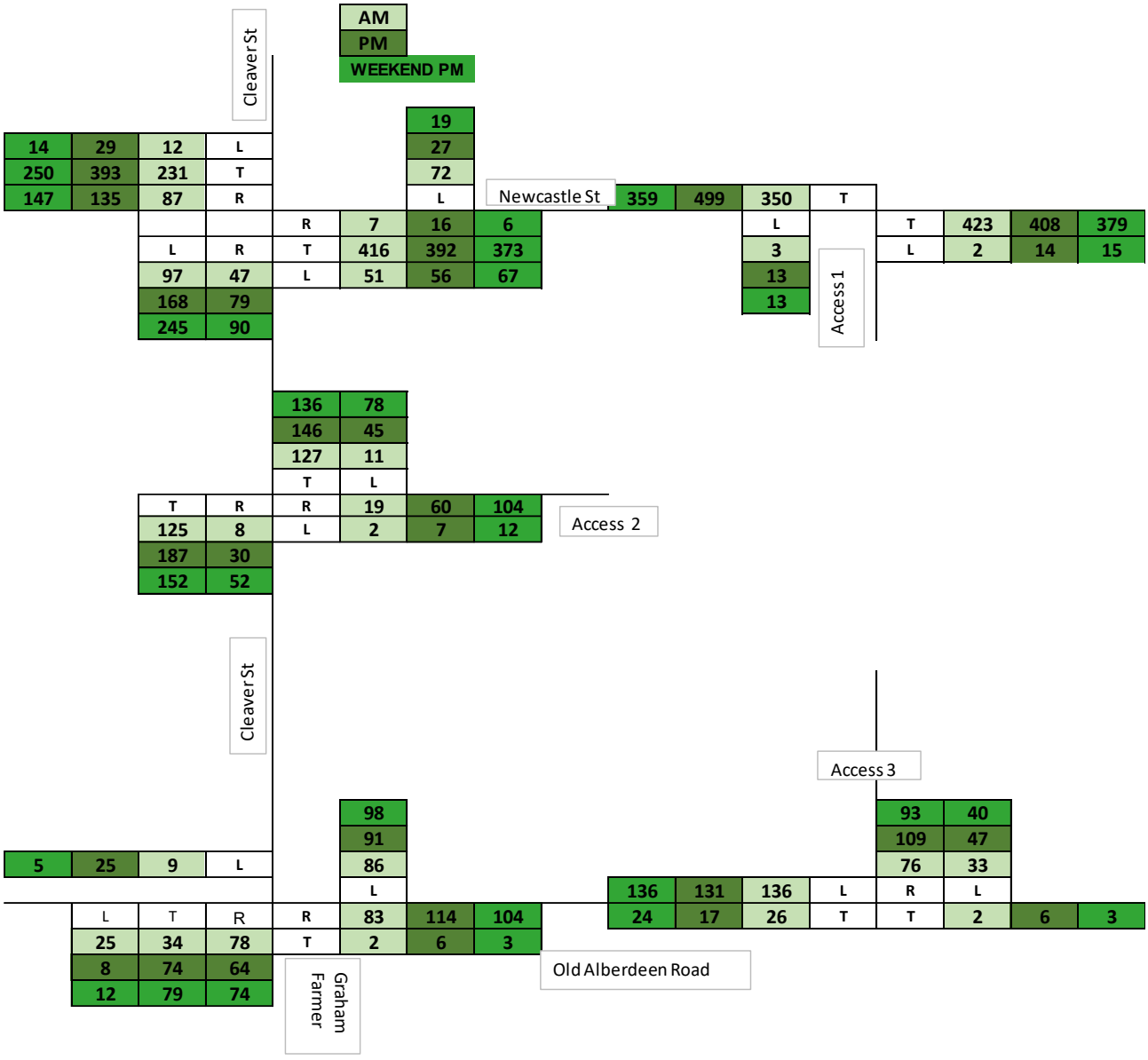


Figure 6.6 – Background and Development Traffic Flow 2034



6.6 Intersection Performance

The identified intersections have been analysed using the SIDRA analysis program. This program calculates the performance of intersections based on input parameters, including geometry and traffic volumes. As an output SIDRA provides values for the Degree of Saturation (DOS), queue lengths, delays, level of service, and 95th Percentile Queue. These parameters are defined as follows:

- Degree of Saturation (DOS): is the ratio of the arrival traffic flow to the capacity of the approach during the same period. The theoretical intersection capacity is exceeded for an un-signalized intersection where DOS > 0.80;
- 95% Queue: is the statistical estimate of the queue length up to or below which 95% of all observed queues would be expected;
- Average Delay: is the average of all travel time delays for vehicles through the intersection. An unsignalized intersection can be considered to be operating at capacity where the average delay exceeds 40 seconds for any movement; and

- Level of Service (LOS): is the qualitative measure describing operational conditions within a traffic stream and the perception by motorists and/or passengers. The different levels of service can generally be described as shown in **Table 6.5**.

Table 6.5 – Level of Service (LOS) Performance Criteria

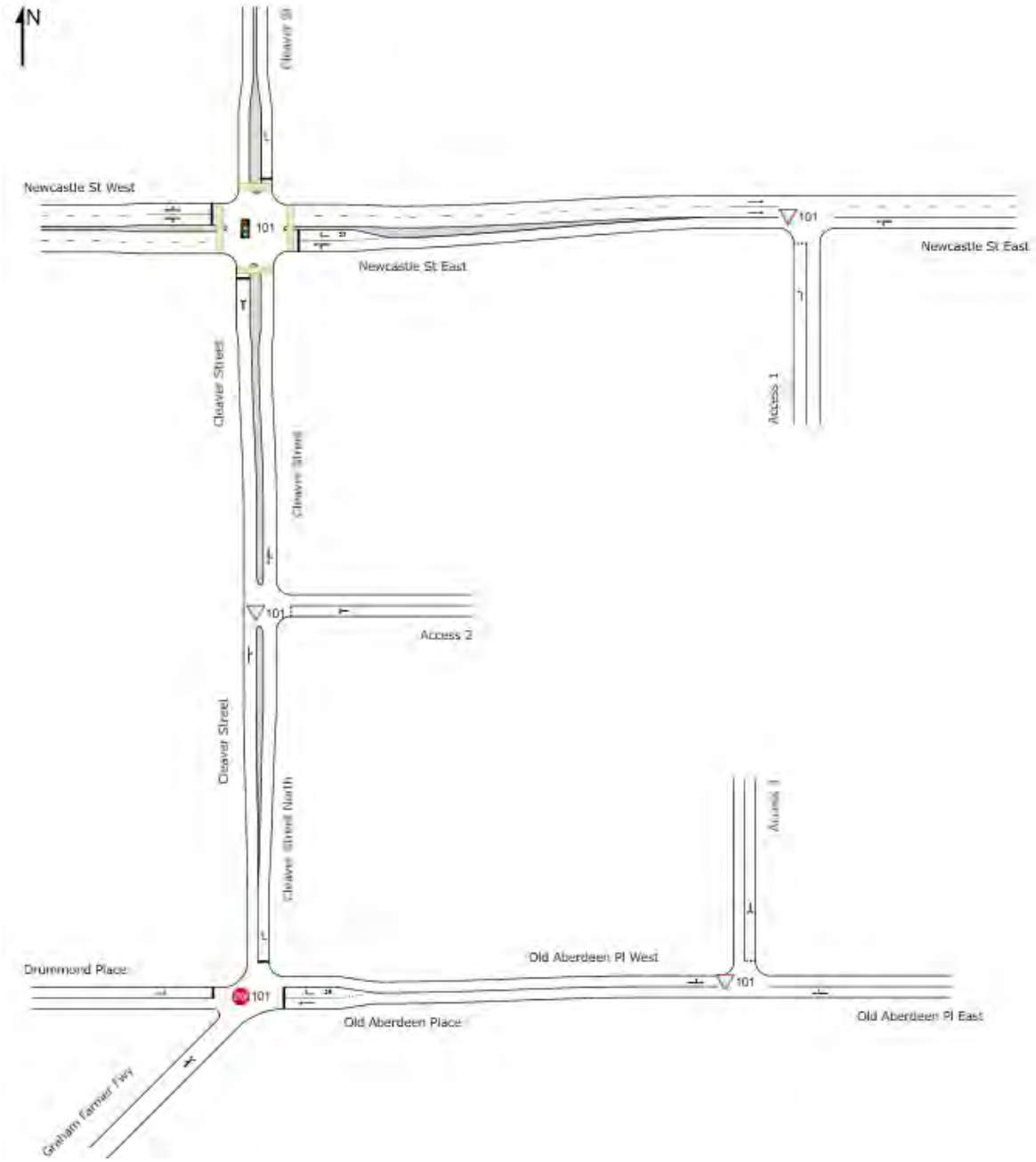
LOS	Description	Signalized Intersection	Unsignalized Intersection
A	Free-flow operations (best condition)	≤10 sec	≤10 sec
B	Reasonable free-flow operations	10-20 sec	10-15 sec
C	At or near free-flow operations	20-35 sec	15-25 sec
D	Decreasing free-flow levels	35-55 sec	25-35 sec
E	Operations at capacity	55-80 sec	35-50 sec
F	A breakdown in vehicular flow (worst condition)	≥80 sec	≥50 sec

A LOS exceeding these values indicates that the road section is exceeding its practical capacity. Above these values, users of the intersection are likely to experience unsatisfactory queueing and delays during the peak hour periods.

6.7 Traffic Analysis

Analysis has been undertaken using the SIDRA traffic analysis software. Details of the results are presented in **Appendix C**. Opening year scenarios for all the intersections analysed has been modelled as a network in SIDRA. **Figure 6.7** illustrates the SIDRA network model for all the intersections to be analysed.

Figure 6.7 – SIDRA Network Model



6.7.1 Newcastle Street / Cleaver Street Intersection

The SIDRA layout of the Newcastle Street/Cleaver Street Intersection is presented in **Figure 6.8** and **Figure 6.9** shows signal Phasing. The analysis results are presented in **Table 6.6** to **Table 6.10**.

Figure 6.8 – Newcastle Street / Cleaver Street Intersection

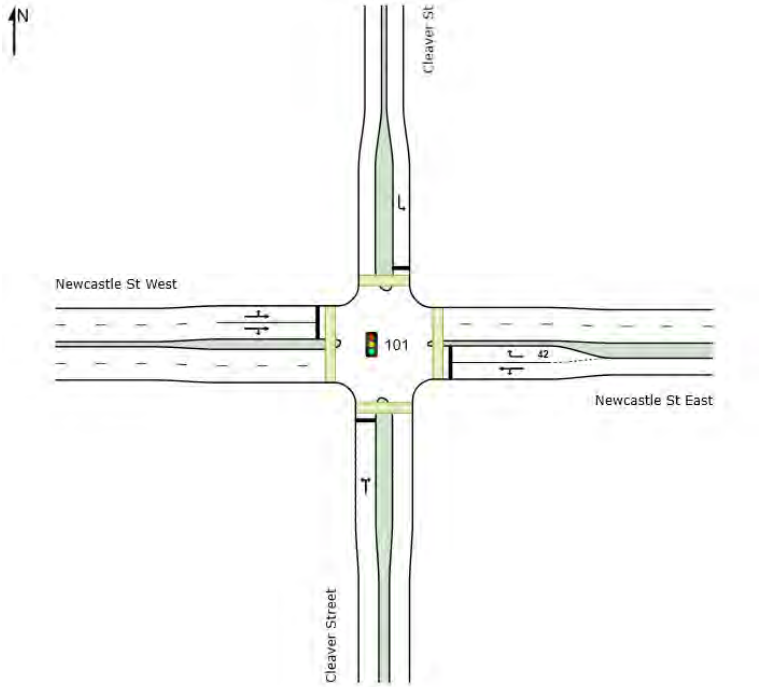
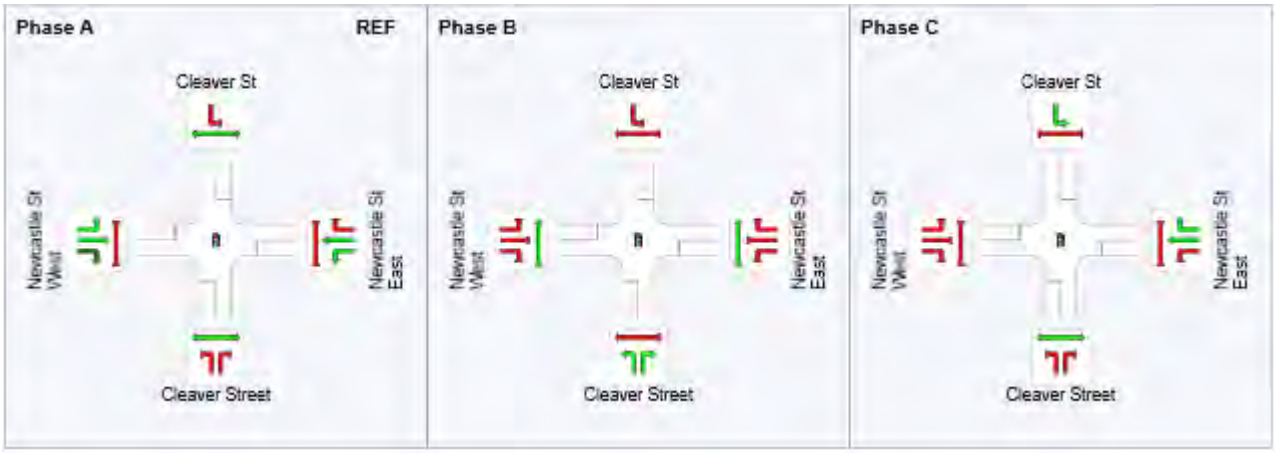


Figure 6.9 – Newcastle Street / Cleaver Street Intersection – Signal Phasing



The existing cycle time has been retained for each peak period scenario.

Table 6.6 – Scenario 1: Newcastle Street/Cleaver Street – Existing 2022

Intersection Approach		Newcastle St/Cleaver St - Existing											
		AM Peak				PM Peak				Weekend peak			
		DOS	Delay	LOS	95% Queue (m)	DOS	Delay	LOS	95% Queue (m)	DOS	Delay	LOS	95% Queue (m)
Cleaver St (S)	L	0.186	33.7	C	10.8	0.258	36.1	D	19.5	0.239	39.6	D	15.5
	R	0.186	33.7	C	10.8	0.258	36.1	D	19.5	0.239	39.6	D	15.5
Newcastle St (E)	L	0.437	16.7	B	64.9	0.386	17.0	B	63.3	0.339	15.2	B	55.9
	T	0.437	11.1	B	64.9	0.386	11.4	B	63.3	0.339	9.6	A	55.9
	R	0.040	37.2	D	1.6	0.105	42.7	D	4.1	0.039	43.8	D	1.5
Cleaver St (N)	L	0.431	37.2	D	17.7	0.180	41.1	D	7.2	0.132	42.5	D	5.3
Newcastle St (W)	L	0.153	15.1	B	19.4	0.261	16.2	B	39.8	0.155	14.2	B	22.8
	T	0.153	10.2	B	19.4	0.261	11.5	B	39.8	0.155	9.1	A	22.8
	R	0.153	16.9	B	16.1	0.261	18.6	B	32.3	0.155	15.7	B	17.9
All Vehicles		0.437	15.0	B	64.9	0.386	15.3	B	63.3	0.339	13.3	B	55.9

Table 6.7 – Scenario 2: Newcastle Street/Cleaver Street – 2024 without Development

Intersection Approach		Newcastle St/Cleaver St 2024 without Development											
		AM Peak				PM Peak				Weekend peak			
		DOS	Delay	LOS	95% Queue (m)	DOS	Delay	LOS	95% Queue (m)	DOS	Delay	LOS	95% Queue (m)
Cleaver St (S)	L	0.191	34.8	C	11.0	0.262	37.1	D	19.8	0.244	40.6	D	15.8
	R	0.191	34.7	C	11.0	0.262	37.1	D	19.8	0.244	40.6	D	15.8
Newcastle St (E)	L	0.445	16.8	B	66.5	0.393	17.0	B	64.8	0.346	15.2	B	57.3
	T	0.445	11.1	B	66.5	0.393	11.4	B	64.8	0.346	9.6	A	57.3
	R	0.040	37.2	D	1.6	0.105	42.7	D	4.1	0.039	43.8	D	1.5
Cleaver St (N)	L	0.438	39.4	D	18.0	0.180	43.3	D	7.2	0.132	44.7	D	5.3
Newcastle St (W)	L	0.156	15.1	B	18.0	0.267	16.2	B	40.9	0.159	14.2	B	5.3
	T	0.156	10.2	B	19.7	0.267	11.5	B	40.9	0.159	9.1	A	23.4
	R	0.156	16.9	B	19.7	0.267	18.6	B	33.0	0.159	15.8	B	18.2
All Vehicles		0.445	15.3	B	66.5	0.393	15.4	B	64.8	0.346	13.4	B	57.3

Table 6.8 – Scenario 2: Newcastle Street/Cleaver Street – Opening Year 2024 (with Development)

Intersection Approach		Newcastle St/Cleaver St - 2024 with Development											
		AM Peak				PM Peak				Weekend peak			
		DOS	Delay	LOS	95% Queue (m)	DOS	Delay	LOS	95% Queue (m)	DOS	Delay	LOS	95% Queue (m)
Cleaver St (S)	L	0.496	31.9	C	36.0	0.506	28.5	C	52.2	0.605	28.1	C	52.2
	R	0.496	31.9	C	36.0	0.506	28.5	C	52.2	0.605	28.1	C	52.2
Newcastle St (E)	L	0.512	15.7	B	40.8	0.567	21.4	C	40.8	0.601	24.0	C	40.8
	T	0.512	12.8	B	40.8	0.567	18.5	B	40.8	0.601	21.1	C	40.8
	R	0.040	34.4	C	1.6	0.105	40.0	D	4.1	0.039	41.0	D	1.5
Cleaver St (N)	L	0.438	37.3	D	18.0	0.180	41.1	D	7.2	0.132	42.5	D	5.3
Newcastle St (W)	L	0.264	16.9	B	35.5	0.521	24.0	C	85.4	0.353	24.6	C	53.3
	T	0.264	11.3	B	35.5	0.521	18.5	B	85.4	0.353	19.0	B	53.3
	R	0.269	24.3	C	17.8	0.521	32.7	C	36.7	0.624	38.3	D	43.4
All Vehicles		0.512	18.4	B	40.8	0.567	23.0	C	85.4	0.624	25.5	C	53.3

Table 6.9 – Scenario 3: Newcastle Stret/Cleaver Street – 2034 without Development

Intersection Approach		Newcastle St/Cleaver St 2034 without Development											
		AM Peak				PM Peak				Weekend peak			
		DOS	Delay	LOS	95% Queue (m)	DOS	Delay	LOS	95% Queue (m)	DOS	Delay	LOS	95% Queue (m)
Cleaver St (S)	L	0.212	33.9	C	12.3	0.291	36.3	D	22.1	0.267	39.8	D	17.4
	R	0.212	33.9	C	12.3	0.291	36.3	D	22.1	0.267	39.8	D	17.4
Newcastle St (E)	L	0.493	17.1	B	75.8	0.435	17.3	B	73.7	0.382	15.5	B	65.0
	T	0.493	11.5	B	75.8	0.435	11.7	B	73.7	0.382	9.9	A	65.0
	R	0.047	37.3	D	1.8	0.120	42.9	D	4.7	0.047	43.9	D	1.8
Cleaver St (N)	L	0.485	37.6	D	20.0	0.202	41.2	D	8.1	0.148	42.6	D	5.9
Newcastle St (W)	L	0.177	15.2	B	22.7	0.302	16.5	B	47.2	0.180	14.3	B	26.8
	T	0.177	10.8	B	22.7	0.302	12.0	B	47.2	0.180	9.4	A	26.8
	R	0.177	18.3	B	18.6	0.302	19.5	B	36.6	0.180	16.5	B	20.4
All Vehicles		0.493	15.5	B	75.8	0.435	15.7	B	73.7	0.382	13.6	B	65.0

Table 6.10 – Scenario 3: Newcastle Street/Cleaver Street – 2034 with Development

Intersection Approach		Newcastle St/Cleaver St - 2034 with Development											
		AM Peak				PM Peak				Weekend peak			
		DOS	Delay	LOS	95% Queue (m)	DOS	Delay	LOS	95% Queue (m)	DOS	Delay	LOS	95% Queue (m)
Cleaver St (S)	L	0.562	33.3	C	38.1	0.546	29.7	C	52.2	0.642	29.2	C	52.2
	R	0.562	33.2	C	38.1	0.546	29.6	C	52.2	0.642	29.2	C	52.2
Newcastle St (E)	L	0.546	15.4	B	40.8	0.601	21.1	C	40.8	0.635	23.6	C	40.8
	T	0.546	12.5	B	40.8	0.601	18.2	B	40.8	0.635	20.7	C	40.8
	R	0.047	34.5	C	1.8	0.120	40.1	D	4.7	0.047	41.1	D	1.8
Cleaver St (N)	L	0.485	37.5	D	20.0	0.202	41.2	D	8.1	0.148	42.6	D	5.9
Newcastle St (W)	L	0.283	16.5	B	38.6	0.560	23.7	C	95.4	0.379	24.1	C	58.9
	T	0.283	10.8	B	38.6	0.560	18.2	B	95.4	0.379	18.5	B	58.9
	R	0.284	24.4	C	18.2	0.560	33.9	C	38.3	0.671	39.7	D	46.1
All Vehicles		0.562	18.2	B	40.8	0.601	23.0	C	95.4	0.671	25.6	C	58.9

6.7.2 Newcastle Street and Access 1 Intersection

The SIDRA layout of the Newcastle Street/Access 1 Intersection is presented in **Figure 6.10** and the analysis results are presented in **Table 6.11** and **Table 6.12**.

Figure 6.10 – Newcastle Street/Access 1 Intersection

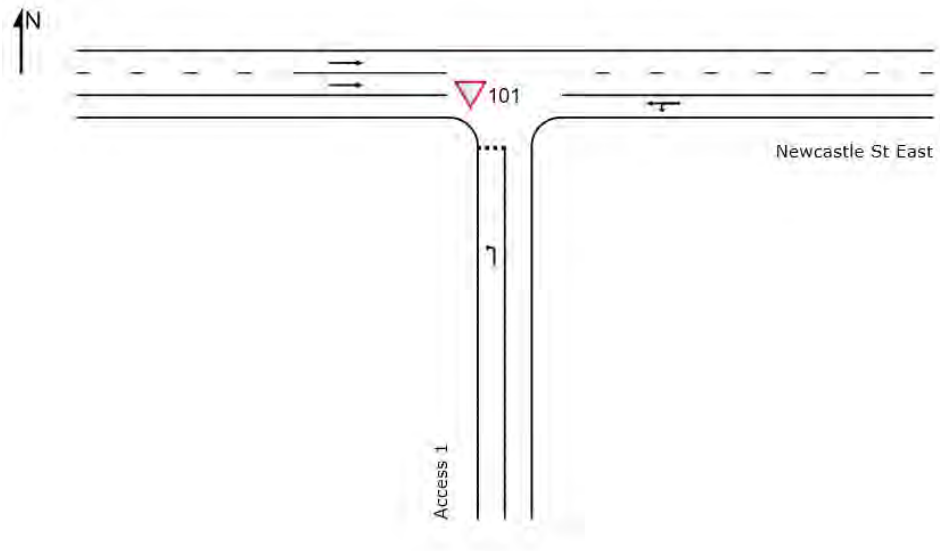


Table 6.11 – Scenario 2: Newcastle Street/ Access 1 – Opening Year 2024 with Development

Intersection Approach		Newcastle St/ Access 1 – 2024 with Development											
		AM Peak				PM Peak				Weekend peak			
		DOS	Delay	LOS	95% Queue (m)	DOS	Delay	LOS	95% Queue (m)	DOS	Delay	LOS	95% Queue (m)
Access 1 (S)	L	0.006	1.5	A	0.3	0.025	1.4	A	1.8	0.025	1.3	A	2.2
Newcastle St (E)	T	0.220	5.7	A	36.8	0.220	5.7	A	52	0.205	5.7	A	58.2
	L	0.220	0.1	A	36.8	0.220	0.1	A	52	0.205	0.1	A	58.2
Newcastle St (W)	T	0.086	0.0	A	0	0.131	0.0	A	0	0.095	0.0	A	0
All Vehicles		0.220	0.1	A	36.8	0.220	0.1	A	52	0.205	0.2	A	58.2

Table 6.12 – Scenario 3: Newcastle Street/ Access 1 – 2034 with Development

Intersection Approach		Newcastle St/ Access 1 – 2024 with Development											
		AM Peak				PM Peak				Weekend peak			
		DOS	Delay	LOS	95% Queue (m)	DOS	Delay	LOS	95% Queue (m)	DOS	Delay	LOS	95% Queue (m)
Access 1 (S)	L	0.006	1.7	A	0.3	0.027	1.6	A	2	0.026	1.5	A	2.3
Newcastle St (E)	T	0.243	5.7	A	44.5	0.242	5.7	A	61.4	0.226	5.7	A	68
	L	0.243	0.1	A	44.5	0.242	0.1	A	61.4	0.226	0.1	A	68
Newcastle St (W)	T	0.094	0.0	A	0	0.143	0.0	A	0	0.103	0.0	A	0
All Vehicles		0.243	0.1	A	44.5	0.242	0.1	A	61.4	0.226	0.2	A	68

Access 1 is restricted to left-in/left-out. As such, queues extending along Newcastle Street that may obstruct the driveway will simply delay arrival and departure (as shown by the peak period queuing for Newcastle Street east approach. However, SIDRA results show that this queue fully disperses for all peak periods, allowing vehicles to easily join the roadway even during the peak period.

6.7.3 Cleaver Street and Access 2 Intersection

The SIDRA layout of the Cleaver Street/Access 2 Intersection is presented in **Figure 6.11** and the analysis results are presented in **Table 6.13** and **Table 6.14**.

Figure 6.11 – Cleaver Street / Access 2 Intersection

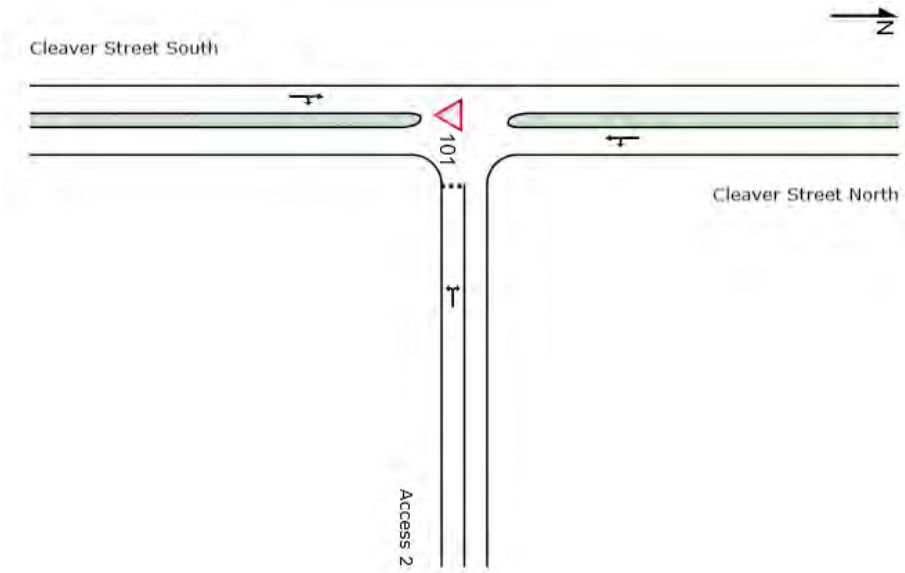


Table 6.13 – Scenario 2: Cleaver Street / Access 2 Intersection – Opening Year 2024 with Development

Intersection Approach		Cleaver St/ Access 2 – 2024 with Development											
		AM Peak				PM Peak				Weekend peak			
		DOS	Delay	LOS	95% Queue (m)	DOS	Delay	LOS	95% Queue (m)	DOS	Delay	LOS	95% Queue (m)
Cleaver St (S)	T	0.084	0.0	A	0.6	0.121	0.2	A	8.1	0.119	0.4	A	21.9
	R	0.084	5.1	A	0.6	0.121	5.4	A	8.1	0.119	5.5	A	21.9
Access 2 (E)	L	0.025	0.4	A	0.6	0.145	0.5	A	4.1	0.248	0.5	A	23.8
	R	0.025	1.4	A	0.6	0.145	2.1	A	4.1	0.248	2.1	A	23.8
Cleaver St (N)	L	0.074	3.1	A	0.0	0.103	3.1	A	0.0	0.118	3.1	A	0.0
	T	0.074	0.0	A	0.0	0.103	0.0	A	0.0	0.118	0.0	A	0.0
All Vehicles		0.084	0.4	A	0.6	0.145	1.0	A	8.1	0.248	1.6	A	23.8

Table 6.14 – Scenario 3: Cleaver Street / Access 2 Intersection – Opening Year 2034 with Development

Intersection Approach	Cleaver St/ Access 2 – 2034 with Development												
		AM Peak				PM Peak				Weekend peak			
		DOS	Delay	LOS	95% Queue (m)	DOS	Delay	LOS	95% Queue (m)	DOS	Delay	LOS	95% Queue (m)
Cleaver St (S)	T	0.093	0.0	A	0.6	0.125	0.2	A	10.8	0.123	0.4	A	24.6
	R	0.093	5.2	A	0.6	0.125	5.4	A	10.8	0.123	5.5	A	24.6
Access 2 (E)	L	0.027	0.4	A	0.6	0.147	0.5	A	5.3	0.251	0.5	A	25.6
	R	0.027	1.5	A	0.6	0.147	2.2	A	5.3	0.251	2.2	A	25.6
Cleaver St (N)	L	0.077	3.1	A	0.0	0.107	3.1	A	0.0	0.120	3.1	A	0.0
	T	0.077	0.0	A	0.0	0.107	0.0	A	0.0	0.120	0.0	A	0.0
All Vehicles		0.093	0.4	A	0.6	0.147	1.0	A	10.8	0.251	1.5	A	25.6

The impact of queues along Cleaver Street on access operation is expected to be minimal, even under the '2034 with development scenario'. While the queue extends past the Access 2 during some peak periods, it is shown to fully disperse every cycle, which allows vehicles to join flows from the Site in all circumstances.

In this location, impacts of queuing are minimal and wholly retained on-site, with no adverse operational or safety impacts on the network.

6.7.4 Old Aberdeen Place / Cleaver Street / Drummond Pl Intersection

The SIDRA layout of the Old Aberdeen Place/Cleaver Street/ Drummond Place Intersection is presented in **Figure 6.12** and the analysis results are presented in **Table 6.15** to **Table 6.19**.

Figure 6.12 – Old Aberdeen Place / Cleaver Street / Drummond Place Intersection

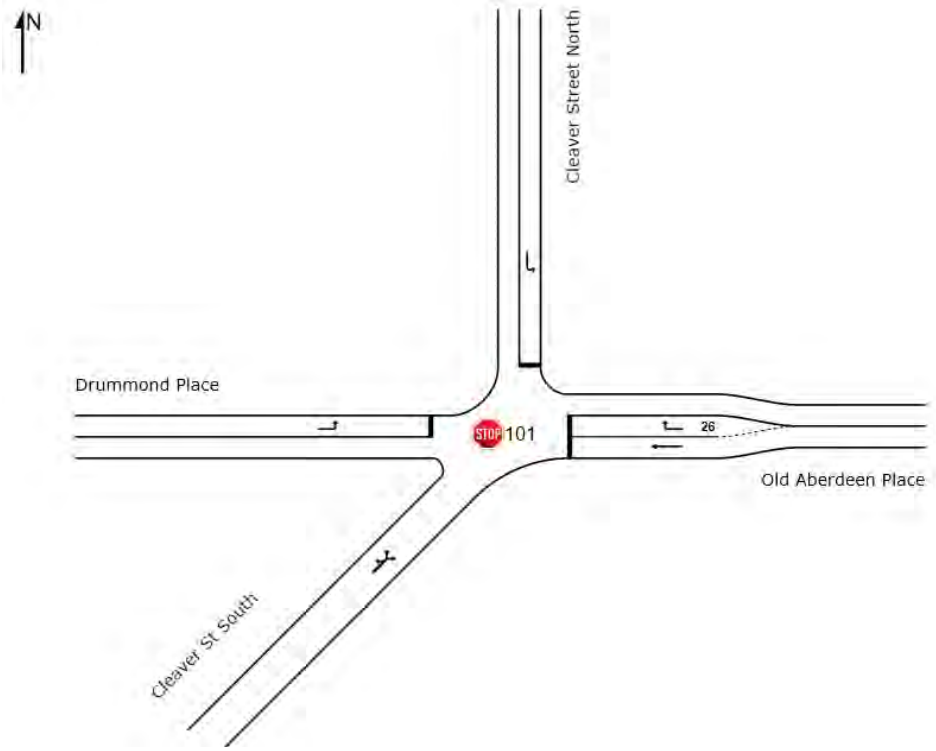


Table 6.15 – Scenario 1: Old Aberdeen Place / Cleaver Street / Drummond Place – Existing 2022

Intersection Approach		Old Aberdeen Pl / Cleaver St / Drummond Pl – Existing 2022											
		AM Peak				PM Peak				Weekend peak			
		DOS	Delay	LOS	95% Queue (m)	DOS	Delay	LOS	95% Queue (m)	DOS	Delay	LOS	95% Queue (m)
Old Aberdeen Pl (E)	T	0.002	7.9	A	0.0	0.004	7.9	A	0.1	0.003	7.8	A	0.1
	R	0.006	7.6	A	0.2	0.005	7.7	A	0.1	0.010	7.6	A	0.3
Cleaver St (N)	L	0.002	8.0	A	0.0	0.004	7.9	A	0.1	0.003	7.9	A	0.1
Drummond Place(W)	L	0.006	8.0	A	0.2	0.017	8.0	A	0.5	0.003	8.0	A	0.1
Graham Farmer Fwy (SW)	L	0.038	5.5	A	0.2	0.031	5.5	A	0.5	0.029	5.5	A	0.1
	L	0.038	3.8	A	0.0	0.031	3.8	A	0.0	0.029	3.8	A	0.0
	R	0.038	3.9	A	0.0	0.031	3.9	A	0.0	0.029	3.9	A	0.0
All Vehicles		0.038	5.1	A	0.2	0.031	5.6	A	0.5	0.029	5.2	A	0.3

Table 6.16 – Scenario 2: Old Aberdeen Place / Cleaver Street / Drummond Place – 2024 without Development

Intersection Approach		Old Aberdeen Pl / Cleaver St / Drummond Pl - 2024 without Development											
		AM Peak				PM Peak				Weekend peak			
		DOS	Delay	LOS	95% Queue (m)	DOS	Delay	LOS	95% Queue (m)	DOS	Delay	LOS	95% Queue (m)
Old Aberdeen Pl (E)	T	0.002	7.9	A	0.0	0.004	7.9	A	0.1	0.003	7.8	A	0.1
	R	0.006	7.6	A	0.2	0.005	7.7	A	0.1	0.010	7.6	A	0.3
Cleaver St (N)	L	0.002	8.0	A	0.0	0.004	7.9	A	0.1	0.003	7.9	A	0.1
Drummond Place(W)	L	0.006	8.0	A	0.2	0.017	8.0	A	0.5	0.003	8.0	A	0.1
Graham Farmer Fwy (SW)	L	0.038	5.5	A	0.2	0.031	5.5	A	0.5	0.029	5.5	A	0.1
	L	0.038	3.8	A	0.0	0.031	3.8	A	0.0	0.029	3.8	A	0.0
	R	0.038	3.9	A	0.0	0.031	3.9	A	0.0	0.029	3.9	A	0.0
All Vehicles		0.038	5.1	A	0.2	0.031	5.6	A	0.5	0.029	5.2	A	0.3

Table 6.17 – Scenario 2: Old Aberdeen Place / Cleaver Street / Drummond Place – 2024 with Development

Intersection Approach		Old Aberdeen Pl / Cleaver St / Drummond Pl - 2024 with Development											
		AM Peak				PM Peak				Weekend peak			
		DOS	Delay	LOS	95% Queue (m)	DOS	Delay	LOS	95% Queue (m)	DOS	Delay	LOS	95% Queue (m)
Old Aberdeen Pl (E)	T	0.002	7.4	A	0.1	0.005	7.4	A	0.1	0.003	7.5	A	0.1
	R	0.094	7.3	A	2.5	0.138	7.6	A	3.8	0.125	7.6	A	3.4
Cleaver St (N)	L	0.070	8.2	A	2.2	0.072	8.2	A	2.3	0.079	8.2	A	2.5
Drummond Place(W)	L	0.006	8.0	A	0.2	0.018	8.2	A	0.5	0.003	8.2	A	0.1
Graham Farmer Fwy (SW)	L	0.070	5.5	A	0.0	0.074	5.5	A	0.0	0.085	5.5	A	0.0
	L	0.070	3.8	A	0.0	0.074	3.8	A	0.0	0.085	3.8	A	0.0
	R	0.070	3.9	A	0.0	0.074	3.9	A	0.0	0.085	3.9	A	0.0
All Vehicles		0.094	6.2	A	2.5	0.138	6.4	A	3.8	0.125	6.2	A	3.4

Table 6.18 – Scenario 3: Old Aberdeen Place / Cleaver Street / Drummond Place – 2034 without Development

Intersection Approach		Old Aberdeen Pl / Cleaver St / Drummond Pl - 2034 without Development											
		AM Peak				PM Peak				Weekend peak			
		DOS	Delay	LOS	95% Queue (m)	DOS	Delay	LOS	95% Queue (m)	DOS	Delay	LOS	95% Queue (m)
Old Aberdeen Pl (E)	T	0.002	7.9	A	0.0	0.005	7.9	A	0.1	0.003	7.9	A	0.1
	R	0.007	7.6	A	0.2	0.006	7.7	A	0.2	0.011	7.6	A	0.3
Cleaver St (N)	L	0.002	8.0	A	0.0	0.005	7.9	A	0.1	0.004	8.0	A	0.1
Drummond Place(W)	L	0.007	8.0	A	0.2	0.020	8.1	A	0.6	0.004	8.0	A	0.1
Graham Farmer Fwy (SW)	L	0.043	5.5	A	0.2	0.035	5.5	A	0.6	0.032	5.5	A	0.1
	L	0.043	3.8	A	0.0	0.035	3.8	A	0.0	0.032	3.8	A	0.0
	R	0.043	3.9	A	0.0	0.035	3.9	A	0.0	0.032	3.9	A	0.0
All Vehicles		0.043	5.1	A	0.2	0.035	5.6	A	0.6	0.032	5.2	A	0.3

Table 6.19 – Scenario 3: Old Aberdeen Place / Cleaver Street / Drummond Place – 2034 with Development

Intersection Approach		Old Aberdeen Pl / Cleaver St / Drummond Pl - 2034 with Development											
		AM Peak				PM Peak				Weekend peak			
		DOS	Delay	LOS	95% Queue (m)	DOS	Delay	LOS	95% Queue (m)	DOS	Delay	LOS	95% Queue (m)
Old Aberdeen Pl (E)	T	0.002	7.4	A	0.1	0.006	7.5	A	0.2	0.003	7.6	A	0.1
	R	0.096	7.3	A	2.6	0.139	7.7	A	3.9	0.127	7.6	A	3.5
Cleaver St (N)	L	0.073	8.2	A	2.3	0.073	8.2	A	2.3	0.080	8.2	A	2.6
Drummond Place(W)	L	0.007	8.0	A	0.2	0.020	8.2	A	0.6	0.004	8.2	A	0.1
Graham Farmer Fwy (SW)	L	0.074	5.5	A	0.2	0.078	5.5	A	0.6	0.088	5.5	A	0.1
	L	0.074	3.8	A	0.0	0.078	3.8	A	0.0	0.088	3.8	A	0.0
	R	0.074	3.9	A	0.0	0.078	3.9	A	0.0	0.088	3.9	A	0.0
All Vehicles		0.096	6.2	A	2.6	0.139	6.4	A	3.9	0.127	6.2	A	3.5

6.7.5 Old Aberdeen Place and Access 3 Intersection

The SIDRA layout of the Old Aberdeen Place and Access 3 is presented in **Figure 6.13** and the analysis results are presented in **Table 6.20** and **Table 6.21**.

Figure 6.13 – Old Aberdeen Place / Access 3 Intersection

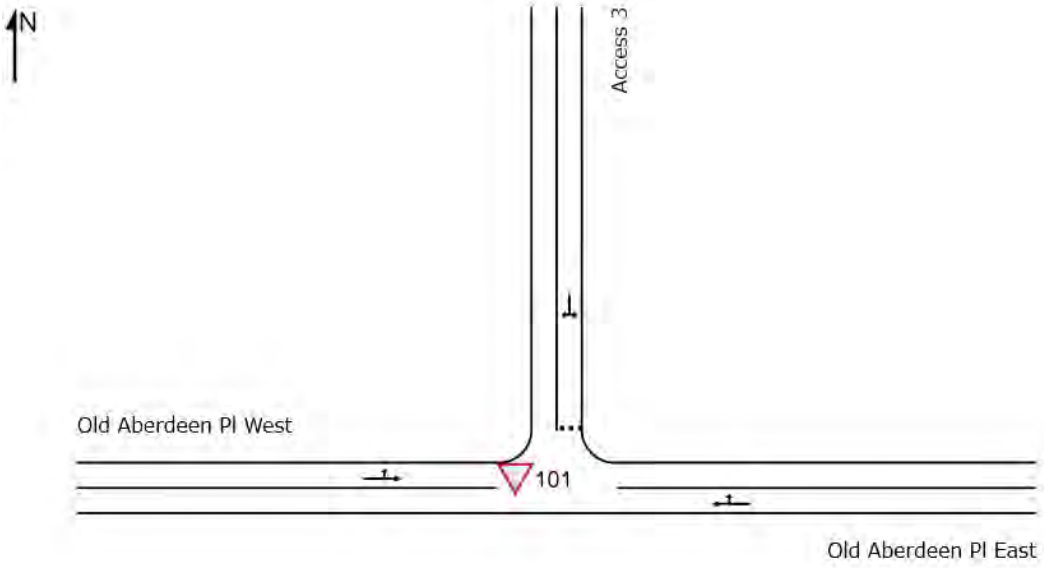


Table 6.20 – Scenario 2: Old Aberdeen Place / Access 3 – Opening Year 2024 with Development

Intersection Approach		Old Aberdeen Pl/ Access 3 - 2024 with Development											
		AM Peak				PM Peak				Weekend peak			
		DOS	Delay	LOS	95% Queue (m)	DOS	Delay	LOS	95% Queue (m)	DOS	Delay	LOS	95% Queue (m)
Old Aberdeen Pl (E)	T	0.002	0.2	A	0.0	0.004	0.1	A	0.1	0.002	0.2	A	0.1
	R	0.002	5.0	A	0.0	0.004	5.1	A	0.1	0.002	5.1	A	0.1
Access 3 (N)	L	0.089	0.1	A	2.3	0.127	0.0	A	3.4	0.109	0.1	A	2.9
	R	0.089	1.0	A	2.3	0.127	0.9	A	3.4	0.109	1.0	A	2.9
Old Aberdeen Pl (W)	L	0.090	3.8	A	0.0	0.086	3.8	A	0.0	0.092	3.8	A	0.0
	T	0.090	0.0	A	0.0	0.086	0.0	A	0.0	0.092	0.0	A	0.0
All Vehicles		0.090	2.2	A	2.3	0.127	2.0	A	3.4	0.109	2.1	A	2.9

Table 6.21 – Scenario 3: Old Aberdeen Place / Access 3 – Opening Year 2034 with Development

Intersection Approach		Old Aberdeen Pl/ Access 3 - 2034 with Development											
		AM Peak				PM Peak				Weekend peak			
		DOS	Delay	LOS	95% Queue (m)	DOS	Delay	LOS	95% Queue (m)	DOS	Delay	LOS	95% Queue (m)
Old Aberdeen Pl (E)	T	0.002	0.2	A	0.0	0.004	0.1	A	0.1	0.002	0.2	A	0.1
	R	0.002	5.0	A	0.0	0.004	5.1	A	0.1	0.002	5.1	A	0.1
Access 3 (N)	L	0.089	0.1	A	2.3	0.127	0.1	A	3.5	0.109	0.1	A	2.9
	R	0.089	1.0	A	2.3	0.127	1.0	A	3.5	0.109	1.0	A	2.9
Old Aberdeen Pl (W)	L	0.091	3.8	A	0.0	0.087	3.8	A	0.0	0.094	3.8	A	0.0
	T	0.091	0.0	A	0.0	0.087	0.0	A	0.0	0.094	0.0	A	0.0
All Vehicles		0.091	2.2	A	2.3	0.127	2.0	A	3.5	0.109	2.1	A	2.9

7. Summary

This Transport Impact Assessment outlines the transport aspects of the proposed development focusing on traffic operations, access. Included are discussions regarding pedestrian, cycle and public transport considerations.

This report has been prepared in accordance with the *WAPC Transport Impact Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016)*.

The following conclusions have been made regarding the proposal:

The proposed development is a mixed use development on Newcastle Street located within the jurisdiction of the City of Vincent.

The proposed mixed use development consists of the following uses:

- Main Warehouse – 5,441 m^2
- Timber Trade Area – 2,023 m^2
- Undercroft tenancies consisting of:
  - Retail – 469 m^2
  - Retail/entertainment – 768 m^2
  - Fresh produce market or gym – 1,200 m^2
- Gallery / Office Space - 203 m^2
- Child Care Centre – 130 children
- Office – 1,537 m^2
- 2 levels of carparking, comprising 303 car bays and 4 motorcycle bays.

- The proposed development is estimated to generate approximately 295 vehicle trips in the Weekday AM Peak Hour, 424 vehicle trips during Weekday PM Peak Hour and 537 trips in the Weekend Peak Hour.
- The Site will be served by delivery vehicles up to and including 19.0m AVs (semi-trailers). A service lane is proposed along the western boundary, providing one-way movement for service vehicles up to 19m in length (south to north).
- Swept path analysis of the entry/egress points and internal circulation shows that the all design vehicles can be accommodated.
- Three vehicular access points are proposed to the development; along Newcastle Street, Cleaver Street and Old Aberdeen Place.
- SIDRA analysis of the site access points and adjacent key intersections was undertaken with the following conclusion: All intersections operate satisfactorily in all scenarios, up to and including the 10- year horizon (2034).
- The proposed parking provision meets the requirements of both the Perth Parking Policy and the City of Vincent's Non-residential Parking Requirements.
- The Site has good access to public transport. The nearest bus stops are located at Newcastle street approximately 150 m away from the proposed development. The bus stops are accessible by footpaths.
- Overall, the proposed development will be complementary to the function of the adjacent road network and no material impact is anticipated. Even with the inclusion of the additional land uses introduced as part of this amendment, the assessment resulted in negligible impacts to the surrounding road network.

Appendices

We design with community in mind

Appendix A. WAPC Checklist

Item	Provided	Comments / Proposals
Introduction/Background		
name of applicant and consultant	Section 1	
development location and context	Section 2	
brief description of development proposal	Section 1	
key issues	N/A	
Background information	Section 1	
Existing situation		
existing site uses (if any)	Section 2.2	
existing parking and demand (if appropriate)	N/A	
existing access arrangements	Section 2	
existing site traffic	Section 2.4	
surrounding land uses	Section 2.2	
surrounding road network	Section 2	
traffic management on frontage roads	Section 2	
traffic flows on surrounding roads (usually am and pm peak hours)	Section 2	
traffic flows at major intersections (usually am and pm peak hours)	Section 6.2	
operation of surrounding intersections	Section 6.5	
existing pedestrian/cycle networks	Section 2.6	
existing public transport services surrounding the development	Section 2.7	
Crash data	Section 2.8	
Development proposal		
regional context	Section 2.2	
proposed land uses	Section 3.1	
table of land uses and quantities	Section 3.1	
access arrangements	Section 3.2	
parking provision	Section 3.4	
end of trip facilities	N/A	

any specific issues	N/A	
road network	N/A	
intersection layouts and controls	N/A	
pedestrian/cycle networks and crossing facilities	N/A	
public transport services	N/A	
Integration with surrounding area		
surrounding major attractors/generators	Section 5.1	
committed developments and transport proposals	Section 4	
proposed changes to land uses within 1200 metres	Section 5.2	
travel desire lines from development to these attractors/generators	N/A	
adequacy of existing transport networks	N/A	
deficiencies in existing transport networks	N/A	
remedial measures to address deficiencies	N/A	
Analysis of transport networks		
assessment years	Section 6.1	
time periods	Section 6.1	
development generated traffic	Section 6.4	
distribution of generated traffic	Section 6.4	
parking supply & demand	Section 3.4	
base and "with development" traffic flows	Section 6.4	
analysis of development accesses	Section 6.7	
impact on surrounding roads	Section 6.7	
impact on intersections	Section 6.7	
impact on neighbouring areas	Section 5	
road safety	Section 2.8	
public transport access	Section 4	
pedestrian access / amenity	Section 4	
cycle access / amenity	Section 4	
analysis of pedestrian / cycle networks	Section 4	
safe walk/cycle to school (for residential and school site developments only)	N/A	
Traffic management plan (where appropriate)	N/A	

Appendix B. Development Plans

CLEAVER ST

15.00 16.00 17.00 18.00 19.00 20.00 21.00

SUBJECT SITE

GRAHAM FARMER FWY

MITCHELL FWY

OLD ABERDEEN PL

POTENTIAL FUTURE STREETSCAPE IMPROVEMENTS

NEWCASTLE ST

22.00

15.00 16.00 17.00 18.00 19.00 20.00 21.00 22.00

LOCATION PLAN

SCALE: 1 : 250

meyer shircore architects
Suite 2, Ground Floor 437 Roberts Road Subiaco WA 6008
T: 08 9381 851 E: mail@meyershircore.com.au

MIXED USE DEVELOPMENT, WEST PERTH

LOCATION
CLEAVER STREET, WEST PERTH

CLIENT
SARACEN PROPERTIES

SCALE:
1 : 250

2.5 5 7.5 10 12.5 25

DRAWING NUMBER
1002

DRAWING
LOCATION PLAN

DATE
AUG 2023

DRAWING STATUS
DEVELOPMENT APPLICATION

REVISION
DA043

PROJECT NUMBER
P23-8851

UNDERCROFT 1

FLOOR AREA

TENANCY 1	120m² NLA
TENANCY 2	181m² NLA
TENANCY 3	178m² NLA
TENANCY 4	262m² NLA
TENANCY 5	58m² NLA
TENANCY 6	67m² NLA
TENANCY 7	122m² NLA
TENANCY 8	167m² NLA
TENANCY 9	82m² NLA
TENANCY 10	1200m² NLA
	2437m² NLA

PARKING BAYS

STANDARD BAYS	112
DROP-OFF BAYS FOR CHILDCARE	4
DISABLED BAYS	2
LOADING BAYS	2

BICYCLE RACKS ADDED

KERBING REMOVED

M/C BAYS

CLEAVER ST

OLD ABERDEEN PL

NEWCASTLE ST

REFER LANDSCAPE ARCHITECT PLANS

AWNING OVER

4N° DOUBLE PUBLIC BIKE PARKING

R.L. 15.150

R.L. 16.100

4N° SINGLE PUBLIC BIKE PARKING

STAIR DOWN TO PUMPS AND TANKS

6N° MOTORCYCLE PARKING BAYS

STAIR UP

LIFT

LIFT

CHILDCARE LOBBY NLA 24 m²

T4 NLA 262 m²

R.L. 14.900

T5 NLA 58 m²

T6 NLA 67 m²

T9 NLA 82 m²

R.L. 14.900

LIFT OVERRUN

LIFT OVERRUN

UP

1:16 RAMP UP

DN 14.90

PUMPS & TANKS BELOW

PUMPS / TANKS BELOW INDICATIVELY SHOWN DASHED

EXIT

LOADING

Roller Door

ENTRY

SECURITY SCREEN

Auto Door

T3 NLA 178 m²

T7 NLA 122 m²

R.L. 14.900

T2 NLA 181 m²

LOCATION OF INTERNAL TENANCY WALLS INDICATIVE ONLY

T8 NLA 167 m²

ACCESS TO CARPARK

AWNING OVER

Fresh Produce Market or Gym

T10

NLA 1200m2 GFA 1225m2

R.L. 14.900

Auto Door

ENTRY

T1 NLA 120 m²

LOADING

STAFF

STAFF

STAFF

STAFF

2500

2500

2500

2500

STAIR

4 CHILDCARE DROP OFF BAYS

TOTAL 118 CAR BAYS

ROLLER SHUTTER

GJ LIFT

LOADING

HRV - Heavy Rigid Vehicle

STAIR

BIN STORE

TRANSFORMER

SWITCH RM

SECURITY SCREEN

STAIR

R.L. 14.809

SECURITY GATE

1:10 GRADIENT SERVICE DRIVEWAY

6400

BIKE STORE / E.O.T

500

WAREHOUSE OVER SHOWN DASHED

25N° DOUBLE SIDED RACKS, 50 BICYCLES 58 LOCKERS 8 SHOWERS 2 WC

E.O.T FACILITIES DETAILED

EXISTING MRWA LAND - PROVISION OF POWER AND WATER TO THIS LOCATION FOR PICKLE DISTRICT COMMUNITY EVENTS

EXISTING TREES

15.00 16.00 17.00 18.00 19.00 20.00 21.00 22.00

UNDERCROFT 1

SCALE: 1 : 200

meyer shircore architects
Suite 2, Ground Floor 437 Roberts Road Subiaco WA 6008
T: 08 9381 851 E: msa@meyershircore.com.au

MIXED USE DEVELOPMENT, WEST PERTH

LOCATION
CLEAVER STREET, WEST PERTH

CLIENT
SARACEN PROPERTIES

SCALE: As indicated

DRAWING NUMBER 2001

DRAWING UNDERCROFT 1

DATE AUG 2023

DRAWING STATUS DEVELOPMENT APPLICATION

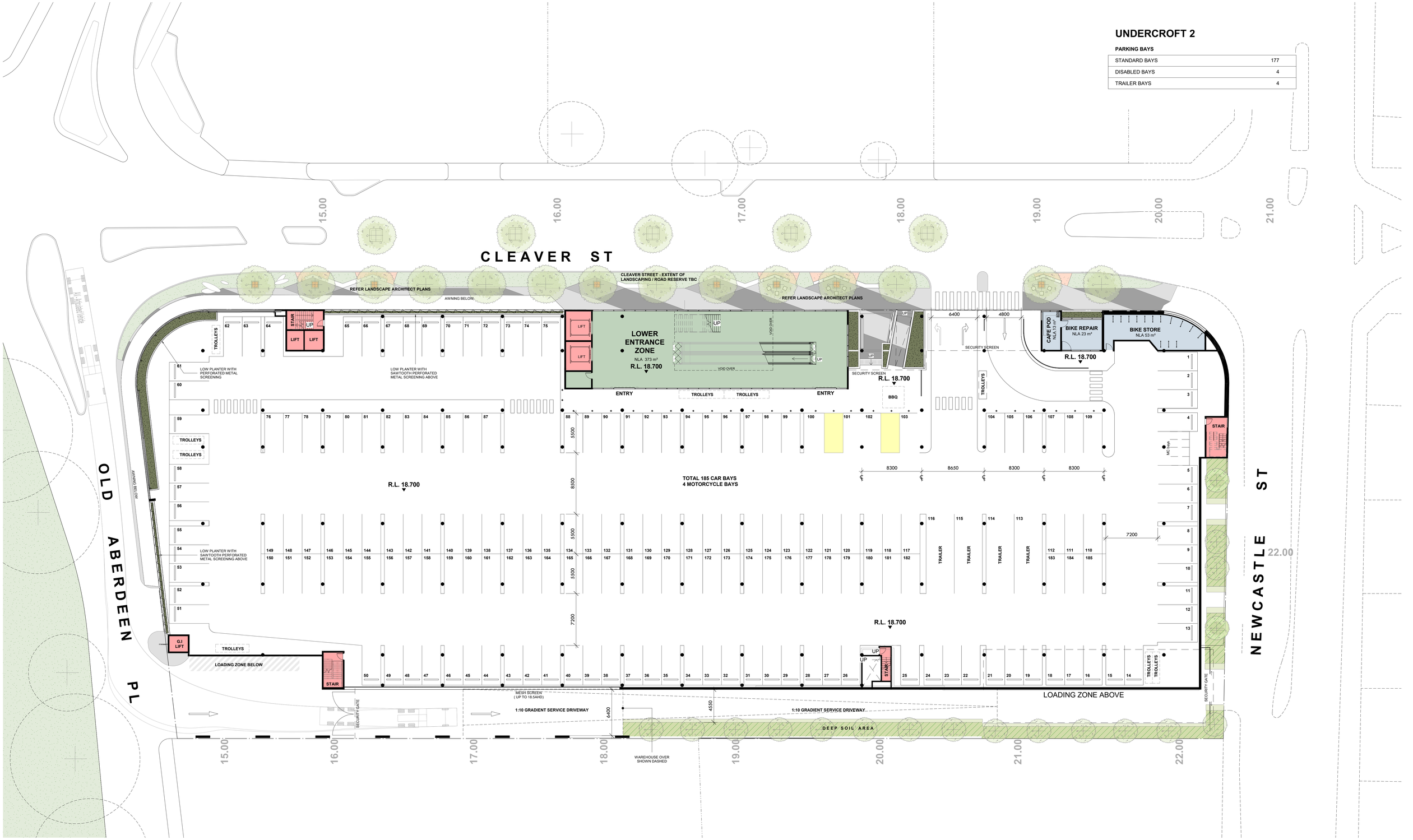
REVISION DA043

PROJECT NUMBER P23-8851

UNDERCROFT 2

PARKING BAYS

STANDARD BAYS	177
DISABLED BAYS	4
TRAILER BAYS	4



UNDERCROFT 2

SCALE: 1 : 200

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MIXED USE DEVELOPMENT, WEST PERTH

LOCATION
CLEAVER STREET, WEST PERTH

CLIENT
SARACEN PROPERTIES

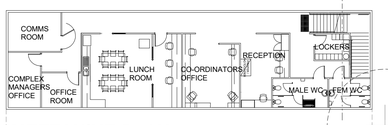
SCALE: As indicated

DRAWING NUMBER **2002**
DRAWING **UNDERCROFT 2**
DATE **AUG 2023**
DRAWING STATUS **DEVELOPMENT APPLICATION**
REVISION **DA043**
PROJECT NUMBER **P23-8851**

WAREHOUSE

AREAS

MAIN WAREHOUSE & STORE	3888m² NLA
TIMBER TRADE SALES	2023m² NLA
GOODS INWARDS	112m² NLA
BAGGED GOODS	712m² NLA
OUTDOOR NURSERY	600m² NLA
ENTRANCE ZONE	100m² NLA
BALCONY	29m² NLA
	7,464m² NLA



MEZZANINE PLAN

CLEAVER ST

15.00 16.00 17.00 18.00 19.00 20.00 21.00 22.00

AWNING OVER

AWNING OVER

STAIR UP

LIFT LIFT

SHADE SAILS OVER SHOWN DASHED

LIFT

UPPER ENTRY ZONE
NLA 100 m²

UP

UP

STORE
(INCLUDED IN MAIN WAREHOUSE AREA)

MEZZANINE OVER

PLANTER / SEATING AT NEWCASTLE STREET CORNER

OUTDOOR NURSERY
NLA 600 m²

MAIN WAREHOUSE
NLA 3882 m²

TIMBER TRADE SALES
NLA 2020 m²

STAIR

GAS CAGE

OLD ABERDEEN PL

BAGGED GOODS

BAGGED GOODS
NLA 711 m²

GJ LIFT

UP

STAIR

UP STAIR UP

UP

GOODS INWARDS
NLA 112 m²

GAS CAGE

LOADING
R.L. 22.368

SERVICE DRIVEWAY 1:10 GRADIENT

LOADING

SECURITY GATE

EXISITING COLORBOND FENCE

NEWCASTLE ST

RISER 150 TYP.

EXIT 3000

DEEP SOIL AREA EXTENT TBC

ENTRY 3000

CROSSOVERS REDUCED
8m² DEEP SOIL ADDED

WAREHOUSE

SCALE: 1 : 200

meyer shircore architects
Suite 2, Ground Floor 437 Roberts Road Subiaco WA 6008
T: 08 9381 851 E: msa@meyershircore.com.au

MIXED USE DEVELOPMENT, WEST PERTH

LOCATION
CLEAVER STREET, WEST PERTH

CLIENT
SARACEN PROPERTIES

SCALE: As indicated

DRAWING NUMBER **2003**

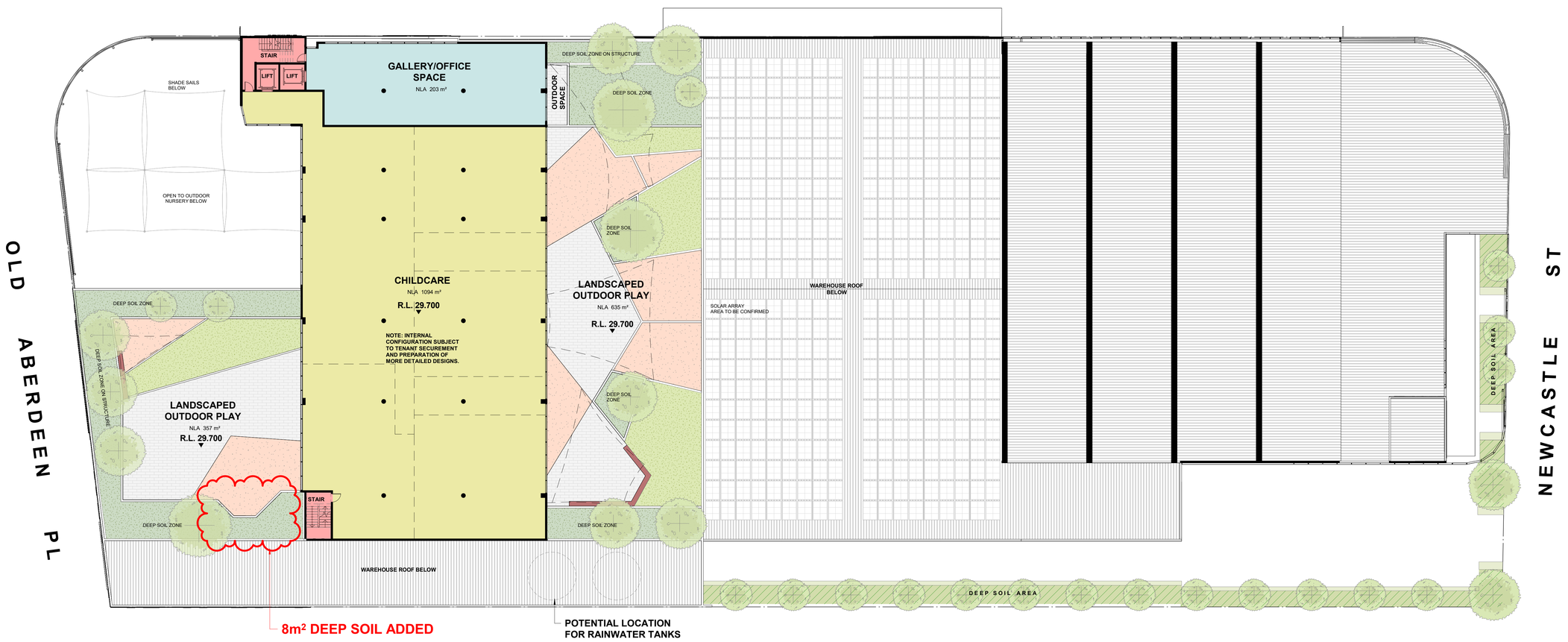
DRAWING **WAREHOUSE**

DATE **AUG 2023**

DRAWING STATUS **DEVELOPMENT APPLICATION**

REVISION **DA043**

PROJECT NUMBER **P23-8851**



CHILDCARE
SCALE: 1 : 200

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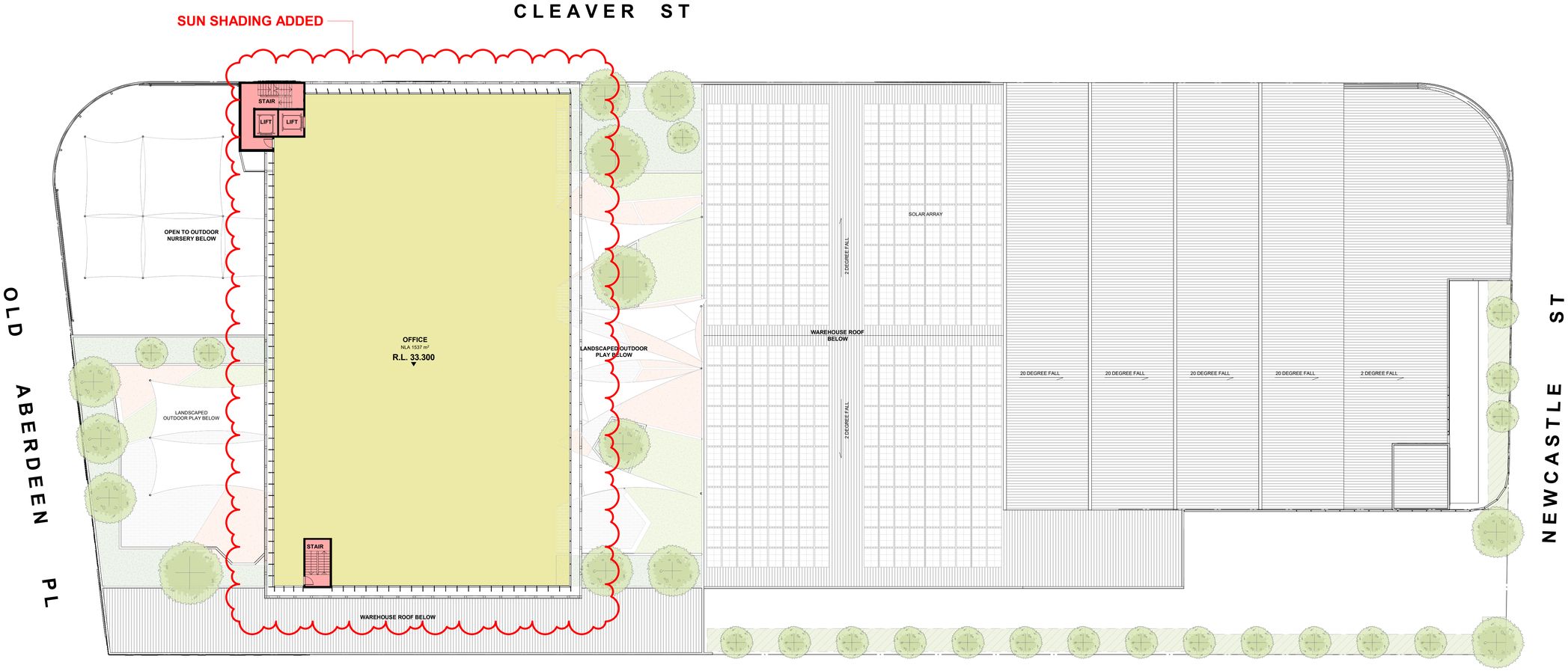
MIXED USE DEVELOPMENT, WEST PERTH

LOCATION
CLEAVER STREET, WEST PERTH
CLIENT
SARACEN PROPERTIES

SCALE:
1 : 200
0 1 2 3 4 5 10 20

DRAWING NUMBER
2004
DRAWING
CHILDCARE
DATE
AUG 2023
DRAWING STATUS
DEVELOPMENT APPLICATION
REVISION
DA043
PROJECT NUMBER
P23-8851



LEVEL 2

SCALE: 1 : 200

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MIXED USE DEVELOPMENT, WEST PERTH

LOCATION
CLEAVER STREET, WEST PERTH

CLIENT
SARACEN PROPERTIES

SCALE:
1 : 200

0 2 4 6 8 10 20

DRAWING NUMBER
2005

DRAWING
LEVEL 2

DATE
AUG 2023

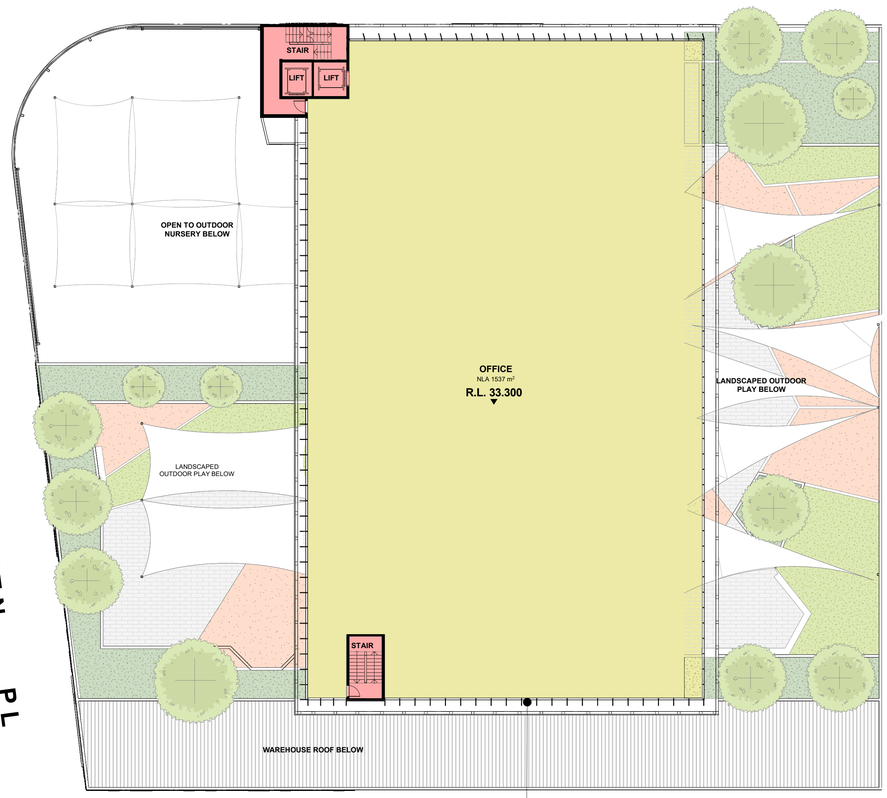
DRAWING STATUS
DEVELOPMENT APPLICATION

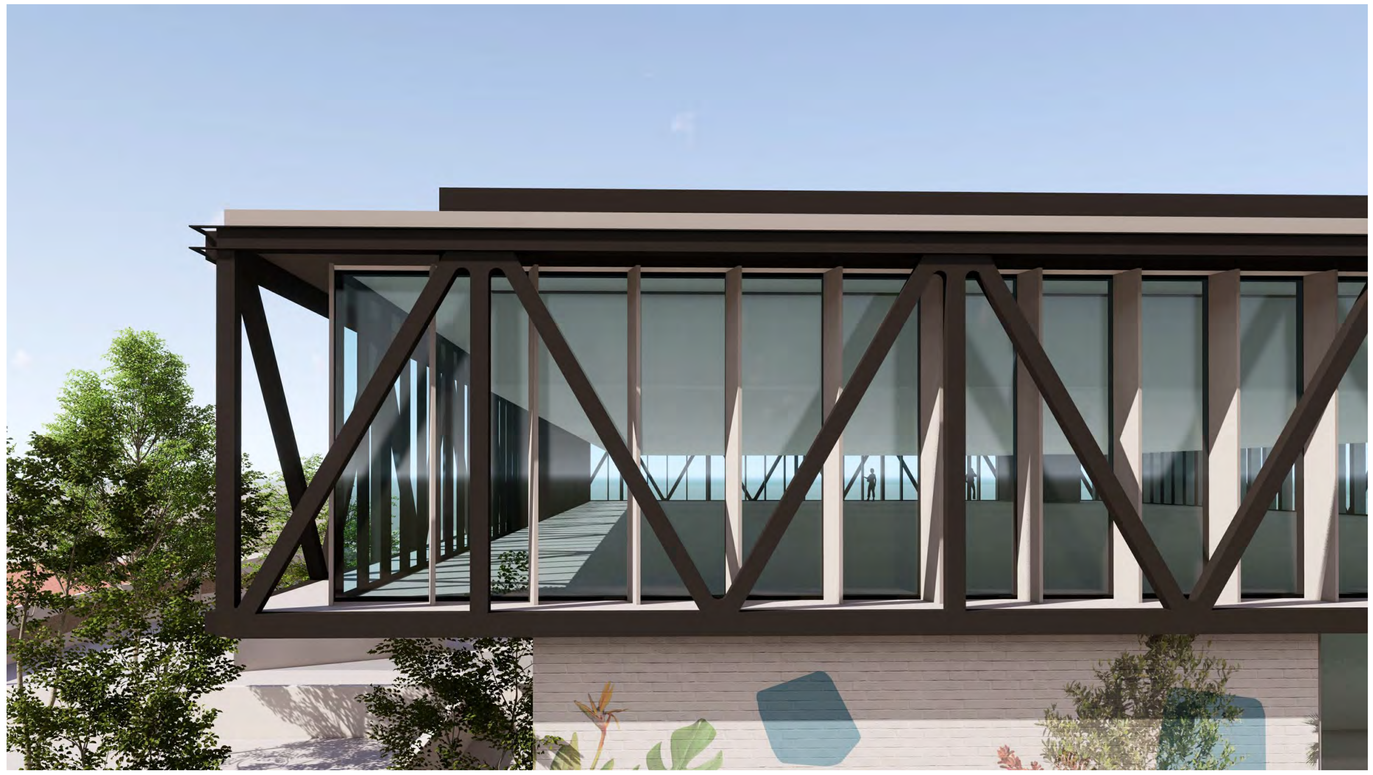
REVISION
DA043

PROJECT NUMBER
P23-8851

CLEAVER ST

OLD ABERDEEN PL





INCREASED OVERHANG & LOUVRES ADDED FOR SUN SHADING

Office

SCALE: 1 : 200

meyer shircore architects
Suite 2, Ground Floor 437 Roberts Road Subiaco WA 6008
T: 08 9381 851 E: msa@meyershircore.com.au

MIXED USE DEVELOPMENT, WEST PERTH

LOCATION
CLEAVER STREET, WEST PERTH

CLIENT
SARACEN PROPERTIES

SCALE:
1 : 200

0 2 4 6 8 10 20

DRAWING NUMBER
2006

DRAWING
OFFICE

DATE
AUG 2023

DRAWING STATUS
DEVELOPMENT APPLICATION

REVISION
DA043

PROJECT NUMBER
P23-8851

Appendix C. SIDRA Results

MOVEMENT SUMMARY

Site: 101 [Newcastle Street/Cleaver St AM-Existing (Site Folder: Existing)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 67 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cleaver Street														
1	L2	29	6.0	31	6.0	0.186	33.7	LOS C	1.4	10.8	0.92	0.73	0.92	30.1
3	R2	14	6.0	15	6.0	* 0.186	33.7	LOS C	1.4	10.8	0.92	0.73	0.92	30.0
Approach		43	6.0	45	6.0	0.186	33.7	LOS C	1.4	10.8	0.92	0.73	0.92	30.1
East: Newcastle St East														
4	L2	18	6.0	19	6.0	* 0.437	16.7	LOS B	8.3	64.9	0.67	0.59	0.67	43.9
5	T1	369	6.0	388	6.0	0.437	11.1	LOS B	8.3	64.9	0.67	0.59	0.67	50.5
6	R2	6	6.0	6	6.0	0.040	37.2	LOS D	0.2	1.6	0.94	0.65	0.94	32.2
Approach		393	6.0	414	6.0	0.437	11.7	LOS B	8.3	64.9	0.67	0.59	0.67	49.9
North: Cleaver St														
7	L2	64	6.0	67	6.0	* 0.431	37.2	LOS D	2.3	17.7	0.99	0.75	0.99	31.1
Approach		64	6.0	67	6.0	0.431	37.2	LOS D	2.3	17.7	0.99	0.75	0.99	31.1
West: Newcastle St West														
10	L2	11	6.0	12	6.0	0.153	15.1	LOS B	2.5	19.4	0.56	0.48	0.56	42.6
11	T1	205	6.0	216	6.0	0.153	10.2	LOS B	2.5	19.4	0.58	0.51	0.58	50.8
12	R2	22	6.0	23	6.0	0.153	16.9	LOS B	2.1	16.1	0.61	0.54	0.61	42.8
Approach		238	6.0	251	6.0	0.153	11.0	LOS B	2.5	19.4	0.58	0.51	0.58	49.8
All Vehicles		738	6.0	777	6.0	0.437	15.0	LOS B	8.3	64.9	0.68	0.59	0.68	46.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Cleaver Street												
P1	Full	50	53	27.8	LOS C	0.1	0.1	0.91	0.91	191.9	213.3	1.11
East: Newcastle St East												
P2	Full	50	53	27.8	LOS C	0.1	0.1	0.91	0.91	194.1	216.2	1.11
North: Cleaver St												
P3	Full	50	53	27.8	LOS C	0.1	0.1	0.91	0.91	191.0	212.1	1.11
West: Newcastle St West												
P4	Full	50	53	27.8	LOS C	0.1	0.1	0.91	0.91	194.9	217.2	1.11

All Pedestrians	200	211	27.8	LOS C	0.1	0.1	0.91	0.91	193.0	214.7	1.11

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 101 [Newcastle Street/Cleaver St PM-Existing (Site Folder: Existing)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 76 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cleaver Street South														
1	L2	54	6.0	57	6.0	0.258	36.1	LOS D	2.5	19.5	0.92	0.75	0.92	29.2
3	R2	16	6.0	17	6.0	* 0.258	36.1	LOS D	2.5	19.5	0.92	0.75	0.92	29.2
Approach		70	6.0	74	6.0	0.258	36.1	LOS D	2.5	19.5	0.92	0.75	0.92	29.2
East: Newcastle St East														
4	L2	13	4.0	14	4.0	0.386	17.0	LOS B	8.3	63.3	0.63	0.55	0.63	43.9
5	T1	348	4.0	366	4.0	0.386	11.4	LOS B	8.3	63.3	0.63	0.55	0.63	50.4
6	R2	14	4.0	15	4.0	0.105	42.7	LOS D	0.5	4.1	0.96	0.69	0.96	30.7
Approach		375	4.0	395	4.0	0.386	12.7	LOS B	8.3	63.3	0.64	0.56	0.64	49.0
North: Cleaver St North														
7	L2	24	4.0	25	4.0	* 0.180	41.1	LOS D	0.9	7.2	0.97	0.70	0.97	30.3
Approach		24	4.0	25	4.0	0.180	41.1	LOS D	0.9	7.2	0.97	0.70	0.97	30.3
West: Newcastle St West														
10	L2	26	4.0	27	4.0	0.261	16.2	LOS B	5.2	39.8	0.58	0.52	0.58	42.0
11	T1	349	4.0	367	4.0	0.261	11.5	LOS B	5.2	39.8	0.60	0.55	0.60	49.8
12	R2	47	4.0	49	4.0	* 0.261	18.6	LOS B	4.2	32.3	0.64	0.59	0.64	41.5
Approach		422	4.0	444	4.0	0.261	12.6	LOS B	5.2	39.8	0.61	0.55	0.61	48.5
All Vehicles		891	4.2	938	4.2	0.386	15.3	LOS B	8.3	63.3	0.66	0.57	0.66	46.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Cleaver Street South												
P1	Full	50	53	32.3	LOS D	0.1	0.1	0.92	0.92	196.4	213.3	1.09
East: Newcastle St East												
P2	Full	50	53	32.3	LOS D	0.1	0.1	0.92	0.92	198.6	216.2	1.09
North: Cleaver St North												
P3	Full	50	53	32.3	LOS D	0.1	0.1	0.92	0.92	195.5	212.1	1.09
West: Newcastle St West												
P4	Full	50	53	32.3	LOS D	0.1	0.1	0.92	0.92	199.4	217.2	1.09

All Pedestrians	200	211	32.3	LOS D	0.1	0.1	0.92	0.92	197.5	214.7	1.09

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 101 [Newcastle Street/Cleaver St Weekend-Existing (Site Folder: Existing)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 79 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cleaver Street South														
1	L2	42	6.0	44	6.0	0.239	39.6	LOS D	2.0	15.5	0.94	0.74	0.94	28.0
3	R2	10	6.0	11	6.0	* 0.239	39.6	LOS D	2.0	15.5	0.94	0.74	0.94	28.0
Approach		52	6.0	55	6.0	0.239	39.6	LOS D	2.0	15.5	0.94	0.74	0.94	28.0
East: Newcastle St East														
4	L2	12	4.0	13	4.0	* 0.339	15.2	LOS B	7.3	55.9	0.56	0.50	0.56	45.4
5	T1	331	4.0	348	4.0	0.339	9.6	LOS A	7.3	55.9	0.56	0.50	0.56	51.7
6	R2	5	4.0	5	4.0	0.039	43.8	LOS D	0.2	1.5	0.95	0.65	0.95	30.5
Approach		348	4.0	366	4.0	0.339	10.3	LOS B	7.3	55.9	0.57	0.50	0.57	51.0
North: Cleaver St North														
7	L2	17	4.0	18	4.0	* 0.132	42.5	LOS D	0.7	5.3	0.96	0.69	0.96	29.9
Approach		17	4.0	18	4.0	0.132	42.5	LOS D	0.7	5.3	0.96	0.69	0.96	29.9
West: Newcastle St West														
10	L2	12	4.0	13	4.0	0.155	14.2	LOS B	3.0	22.8	0.50	0.44	0.50	43.1
11	T1	222	4.0	234	4.0	0.155	9.1	LOS A	3.0	22.8	0.51	0.47	0.51	51.5
12	R2	36	4.0	38	4.0	0.155	15.7	LOS B	2.3	17.9	0.54	0.53	0.54	43.4
Approach		270	4.0	284	4.0	0.155	10.2	LOS B	3.0	22.8	0.52	0.48	0.52	50.2
All Vehicles		687	4.2	723	4.2	0.339	13.3	LOS B	7.3	55.9	0.59	0.51	0.59	47.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Cleaver Street South												
P1	Full	50	53	33.8	LOS D	0.1	0.1	0.93	0.93	197.9	213.3	1.08
East: Newcastle St East												
P2	Full	50	53	33.8	LOS D	0.1	0.1	0.93	0.93	200.1	216.2	1.08
North: Cleaver St North												
P3	Full	50	53	33.8	LOS D	0.1	0.1	0.93	0.93	197.0	212.1	1.08
West: Newcastle St West												
P4	Full	50	53	33.8	LOS D	0.1	0.1	0.93	0.93	200.9	217.2	1.08

All Pedestrians	200	211	33.8	LOS D	0.1	0.1	0.93	0.93	199.0	214.7	1.08

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 101 [Cleaver St/Old Aberdeen Pl AM- Existing (Site Folder: Existing)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Old Aberdeen Place														
5	T1	2	6.0	2	6.0	0.002	7.9	LOS A	0.0	0.0	0.15	1.02	0.15	39.2
6	R2	6	6.0	6	6.0	0.006	7.6	LOS A	0.0	0.2	0.14	0.94	0.14	38.2
Approach		8	6.0	8	6.0	0.006	7.7	LOS A	0.0	0.2	0.14	0.96	0.14	38.5
North: Cleaver Street North														
7	L2	2	6.0	2	6.0	0.002	8.0	LOS A	0.0	0.0	0.08	0.97	0.08	38.1
Approach		2	6.0	2	6.0	0.002	8.0	LOS A	0.0	0.0	0.08	0.97	0.08	38.1
West: Drummond Place														
10	L2	8	6.0	8	6.0	0.006	8.0	LOS A	0.0	0.2	0.09	0.96	0.09	37.6
Approach		8	6.0	8	6.0	0.006	8.0	LOS A	0.0	0.2	0.09	0.96	0.09	37.6
SouthWest: Cleaver St South														
30b	L3	22	6.0	23	6.0	0.038	5.5	LOS A	0.0	0.0	0.00	0.53	0.00	40.6
30a	L1	23	6.0	24	6.0	0.038	3.8	LOS A	0.0	0.0	0.00	0.53	0.00	38.3
32a	R1	21	6.0	22	6.0	0.038	3.9	LOS A	0.0	0.0	0.00	0.53	0.00	40.1
Approach		66	6.0	69	6.0	0.038	4.4	NA	0.0	0.0	0.00	0.53	0.00	39.7
All Vehicles		84	6.0	88	6.0	0.038	5.1	NA	0.0	0.2	0.02	0.62	0.02	39.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Cleaver St/Old Aberdeen Pl PM- Existing (Site Folder: Existing)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Old Aberdeen Place														
5	T1	5	6.0	5	6.0	0.004	7.9	LOS A	0.0	0.1	0.14	1.03	0.14	39.2
6	R2	5	6.0	5	6.0	0.005	7.7	LOS A	0.0	0.1	0.17	0.92	0.17	38.1
Approach		10	6.0	11	6.0	0.005	7.8	LOS A	0.0	0.1	0.15	0.97	0.15	38.7
North: Cleaver Street North														
7	L2	5	6.0	5	6.0	0.004	7.9	LOS A	0.0	0.1	0.05	0.99	0.05	38.1
Approach		5	6.0	5	6.0	0.004	7.9	LOS A	0.0	0.1	0.05	0.99	0.05	38.1
West: Drummond Place														
10	L2	22	6.0	23	6.0	0.017	8.0	LOS A	0.1	0.5	0.12	0.94	0.12	37.6
Approach		22	6.0	23	6.0	0.017	8.0	LOS A	0.1	0.5	0.12	0.94	0.12	37.6
SouthWest: Cleaver St South														
30b	L3	7	6.0	7	6.0	0.031	5.5	LOS A	0.0	0.0	0.00	0.51	0.00	41.0
30a	L1	39	6.0	41	6.0	0.031	3.8	LOS A	0.0	0.0	0.00	0.51	0.00	38.7
32a	R1	10	6.0	11	6.0	0.031	3.9	LOS A	0.0	0.0	0.00	0.51	0.00	40.5
Approach		56	6.0	59	6.0	0.031	4.1	NA	0.0	0.0	0.00	0.51	0.00	39.4
All Vehicles		93	6.0	98	6.0	0.031	5.6	NA	0.1	0.5	0.05	0.69	0.05	38.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Cleaver St/Old Aberdeen Pl Weekend- Existing (Site Folder: Existing)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Old Aberdeen Place														
5	T1	3	6.0	3	6.0	0.003	7.8	LOS A	0.0	0.1	0.14	1.03	0.14	39.2
6	R2	10	6.0	11	6.0	0.010	7.6	LOS A	0.0	0.3	0.13	0.94	0.13	38.2
Approach		13	6.0	14	6.0	0.010	7.6	LOS A	0.0	0.3	0.13	0.96	0.13	38.4
North: Cleaver Street North														
7	L2	4	6.0	4	6.0	0.003	7.9	LOS A	0.0	0.1	0.07	0.97	0.07	38.1
Approach		4	6.0	4	6.0	0.003	7.9	LOS A	0.0	0.1	0.07	0.97	0.07	38.1
West: Drummond Place														
10	L2	4	6.0	4	6.0	0.003	8.0	LOS A	0.0	0.1	0.09	0.96	0.09	37.6
Approach		4	6.0	4	6.0	0.003	8.0	LOS A	0.0	0.1	0.09	0.96	0.09	37.6
SouthWest: Cleaver St South														
30b	L3	11	6.0	12	6.0	0.029	5.5	LOS A	0.0	0.0	0.00	0.52	0.00	40.9
30a	L1	24	6.0	25	6.0	0.029	3.8	LOS A	0.0	0.0	0.00	0.52	0.00	38.5
32a	R1	17	6.0	18	6.0	0.029	3.9	LOS A	0.0	0.0	0.00	0.52	0.00	40.3
Approach		52	6.0	55	6.0	0.029	4.2	NA	0.0	0.0	0.00	0.52	0.00	39.7
All Vehicles		73	6.0	77	6.0	0.029	5.2	NA	0.0	0.3	0.03	0.65	0.03	39.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Newcastle Street/Cleaver St AM - 2024 WOD (Site Folder: 2024 - WOD)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 67 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cleaver Street														
1	L2	30	6.0	32	6.0	0.191	34.8	LOS C	1.4	11.0	0.92	0.73	0.92	30.5
3	R2	14	6.0	15	6.0	* 0.191	34.7	LOS C	1.4	11.0	0.92	0.73	0.92	30.4
Approach		44	6.0	46	6.0	0.191	34.8	LOS C	1.4	11.0	0.92	0.73	0.92	30.5
East: Newcastle St East														
4	L2	18	6.0	19	6.0	* 0.445	16.8	LOS B	8.5	66.5	0.67	0.59	0.67	44.5
5	T1	376	6.0	396	6.0	0.445	11.1	LOS B	8.5	66.5	0.67	0.59	0.67	50.5
6	R2	6	6.0	6	6.0	0.040	37.2	LOS D	0.2	1.6	0.94	0.65	0.94	35.6
Approach		400	6.0	421	6.0	0.445	11.8	LOS B	8.5	66.5	0.67	0.59	0.67	50.0
North: Cleaver St														
7	L2	65	6.0	68	6.0	* 0.438	39.4	LOS D	2.3	18.0	0.99	0.75	0.99	35.0
Approach		65	6.0	68	6.0	0.438	39.4	LOS D	2.3	18.0	0.99	0.75	0.99	35.0
West: Newcastle St West														
10	L2	11	6.0	12	6.0	0.156	15.1	LOS B	2.5	19.7	0.56	0.48	0.56	48.7
11	T1	209	6.0	220	6.0	0.156	10.2	LOS B	2.5	19.7	0.58	0.51	0.58	50.8
12	R2	22	6.0	23	6.0	0.156	16.9	LOS B	2.1	16.4	0.61	0.54	0.61	43.5
Approach		242	6.0	255	6.0	0.156	11.0	LOS B	2.5	19.7	0.58	0.51	0.58	50.2
All Vehicles		751	6.0	791	6.0	0.445	15.3	LOS B	8.5	66.5	0.69	0.59	0.69	47.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Cleaver Street												
P1	Full	50	53	27.8	LOS C	0.1	0.1	0.91	0.91	191.9	213.3	1.11
East: Newcastle St East												
P2	Full	50	53	27.8	LOS C	0.1	0.1	0.91	0.91	194.1	216.2	1.11
North: Cleaver St												
P3	Full	50	53	27.8	LOS C	0.1	0.1	0.91	0.91	191.0	212.1	1.11
West: Newcastle St West												
P4	Full	50	53	27.8	LOS C	0.1	0.1	0.91	0.91	194.9	217.2	1.11

All Pedestrians	200	211	27.8	LOS C	0.1	0.1	0.91	0.91	193.0	214.7	1.11

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 101 [Newcastle Street/Cleaver St PM - 2024 WOD (Site Folder: 2024 - WOD)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 76 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cleaver Street South														
1	L2	55	6.0	58	6.0	0.262	37.1	LOS D	2.5	19.8	0.92	0.75	0.92	29.6
3	R2	16	6.0	17	6.0	* 0.262	37.1	LOS D	2.5	19.8	0.92	0.75	0.92	29.5
Approach		71	6.0	75	6.0	0.262	37.1	LOS D	2.5	19.8	0.92	0.75	0.92	29.6
East: Newcastle St East														
4	L2	13	4.0	14	4.0	0.393	17.0	LOS B	8.5	64.8	0.63	0.56	0.63	44.6
5	T1	355	4.0	374	4.0	0.393	11.4	LOS B	8.5	64.8	0.63	0.56	0.63	50.4
6	R2	14	4.0	15	4.0	0.105	42.7	LOS D	0.5	4.1	0.96	0.69	0.96	34.1
Approach		382	4.0	402	4.0	0.393	12.8	LOS B	8.5	64.8	0.64	0.56	0.64	49.3
North: Cleaver St North														
7	L2	24	4.0	25	4.0	* 0.180	43.3	LOS D	0.9	7.2	0.97	0.71	0.97	34.0
Approach		24	4.0	25	4.0	0.180	43.3	LOS D	0.9	7.2	0.97	0.71	0.97	34.0
West: Newcastle St West														
10	L2	27	4.0	28	4.0	0.267	16.2	LOS B	5.3	40.9	0.59	0.53	0.59	48.4
11	T1	356	4.0	375	4.0	0.267	11.5	LOS B	5.3	40.9	0.61	0.55	0.61	49.8
12	R2	48	4.0	51	4.0	* 0.267	18.6	LOS B	4.3	33.0	0.64	0.59	0.64	42.1
Approach		431	4.0	454	4.0	0.267	12.6	LOS B	5.3	40.9	0.61	0.55	0.61	49.0
All Vehicles		908	4.2	956	4.2	0.393	15.4	LOS B	8.5	64.8	0.66	0.58	0.66	46.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Cleaver Street South												
P1	Full	50	53	32.3	LOS D	0.1	0.1	0.92	0.92	196.4	213.3	1.09
East: Newcastle St East												
P2	Full	50	53	32.3	LOS D	0.1	0.1	0.92	0.92	198.6	216.2	1.09
North: Cleaver St North												
P3	Full	50	53	32.3	LOS D	0.1	0.1	0.92	0.92	195.5	212.1	1.09
West: Newcastle St West												
P4	Full	50	53	32.3	LOS D	0.1	0.1	0.92	0.92	199.4	217.2	1.09

All Pedestrians	200	211	32.3	LOS D	0.1	0.1	0.92	0.92	197.5	214.7	1.09

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 101 [Newcastle Street/Cleaver St Weekend - 2024 WOD (Site Folder: 2024 - WOD)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 79 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cleaver Street South														
1	L2	43	6.0	45	6.0	0.244	40.6	LOS D	2.0	15.8	0.94	0.74	0.94	28.4
3	R2	10	6.0	11	6.0	* 0.244	40.6	LOS D	2.0	15.8	0.94	0.74	0.94	28.3
Approach		53	6.0	56	6.0	0.244	40.6	LOS D	2.0	15.8	0.94	0.74	0.94	28.4
East: Newcastle St East														
4	L2	12	4.0	13	4.0	* 0.346	15.2	LOS B	7.5	57.3	0.57	0.50	0.57	46.1
5	T1	338	4.0	356	4.0	0.346	9.6	LOS A	7.5	57.3	0.57	0.50	0.57	51.6
6	R2	5	4.0	5	4.0	0.039	43.8	LOS D	0.2	1.5	0.95	0.65	0.95	33.7
Approach		355	4.0	374	4.0	0.346	10.3	LOS B	7.5	57.3	0.57	0.50	0.57	51.1
North: Cleaver St North														
7	L2	17	4.0	18	4.0	* 0.132	44.7	LOS D	0.7	5.3	0.96	0.69	0.96	33.6
Approach		17	4.0	18	4.0	0.132	44.7	LOS D	0.7	5.3	0.96	0.69	0.96	33.6
West: Newcastle St West														
10	L2	12	4.0	13	4.0	0.159	14.2	LOS B	3.1	23.4	0.50	0.44	0.50	49.9
11	T1	226	4.0	238	4.0	0.159	9.1	LOS A	3.1	23.4	0.51	0.47	0.51	51.5
12	R2	37	4.0	39	4.0	0.159	15.8	LOS B	2.4	18.2	0.54	0.53	0.54	44.1
Approach		275	4.0	289	4.0	0.159	10.2	LOS B	3.1	23.4	0.52	0.48	0.52	50.6
All Vehicles		700	4.2	737	4.2	0.346	13.4	LOS B	7.5	57.3	0.59	0.52	0.59	48.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Cleaver Street South												
P1	Full	50	53	33.8	LOS D	0.1	0.1	0.93	0.93	197.9	213.3	1.08
East: Newcastle St East												
P2	Full	50	53	33.8	LOS D	0.1	0.1	0.93	0.93	200.1	216.2	1.08
North: Cleaver St North												
P3	Full	50	53	33.8	LOS D	0.1	0.1	0.93	0.93	197.0	212.1	1.08
West: Newcastle St West												
P4	Full	50	53	33.8	LOS D	0.1	0.1	0.93	0.93	200.9	217.2	1.08

All Pedestrians	200	211	33.8	LOS D	0.1	0.1	0.93	0.93	199.0	214.7	1.08

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 101 [Cleaver St/Old Aberdeen Pl AM- 2024 WOD (Site Folder: 2024 - WOD)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Old Aberdeen Place														
5	T1	2	6.0	2	6.0	0.002	7.9	LOS A	0.0	0.0	0.15	1.02	0.15	39.2
6	R2	6	6.0	6	6.0	0.006	7.6	LOS A	0.0	0.2	0.14	0.94	0.14	38.2
Approach		8	6.0	8	6.0	0.006	7.7	LOS A	0.0	0.2	0.14	0.96	0.14	38.5
North: Cleaver Street North														
7	L2	2	6.0	2	6.0	0.002	8.0	LOS A	0.0	0.0	0.08	0.97	0.08	38.1
Approach		2	6.0	2	6.0	0.002	8.0	LOS A	0.0	0.0	0.08	0.97	0.08	38.1
West: Drummond Place														
10	L2	8	6.0	8	6.0	0.006	8.0	LOS A	0.0	0.2	0.09	0.96	0.09	37.6
Approach		8	6.0	8	6.0	0.006	8.0	LOS A	0.0	0.2	0.09	0.96	0.09	37.6
SouthWest: Cleaver St South														
30b	L3	22	6.0	23	6.0	0.038	5.5	LOS A	0.0	0.0	0.00	0.53	0.00	40.6
30a	L1	23	6.0	24	6.0	0.038	3.8	LOS A	0.0	0.0	0.00	0.53	0.00	38.3
32a	R1	21	6.0	22	6.0	0.038	3.9	LOS A	0.0	0.0	0.00	0.53	0.00	40.1
Approach		66	6.0	69	6.0	0.038	4.4	NA	0.0	0.0	0.00	0.53	0.00	39.7
All Vehicles		84	6.0	88	6.0	0.038	5.1	NA	0.0	0.2	0.02	0.62	0.02	39.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Cleaver St/Old Aberdeen Pl PM- 2024 WOD (Site Folder: 2024 - WOD)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Old Aberdeen Place														
5	T1	5	6.0	5	6.0	0.004	7.9	LOS A	0.0	0.1	0.14	1.03	0.14	39.2
6	R2	5	6.0	5	6.0	0.005	7.7	LOS A	0.0	0.1	0.17	0.92	0.17	38.1
Approach		10	6.0	11	6.0	0.005	7.8	LOS A	0.0	0.1	0.16	0.97	0.16	38.7
North: Cleaver Street North														
7	L2	5	6.0	5	6.0	0.004	7.9	LOS A	0.0	0.1	0.05	0.99	0.05	38.1
Approach		5	6.0	5	6.0	0.004	7.9	LOS A	0.0	0.1	0.05	0.99	0.05	38.1
West: Drummond Place														
10	L2	22	6.0	23	6.0	0.017	8.0	LOS A	0.1	0.5	0.12	0.94	0.12	37.6
Approach		22	6.0	23	6.0	0.017	8.0	LOS A	0.1	0.5	0.12	0.94	0.12	37.6
SouthWest: Cleaver St South														
30b	L3	7	6.0	7	6.0	0.031	5.5	LOS A	0.0	0.0	0.00	0.51	0.00	41.0
30a	L1	40	6.0	42	6.0	0.031	3.8	LOS A	0.0	0.0	0.00	0.51	0.00	38.7
32a	R1	10	6.0	11	6.0	0.031	3.9	LOS A	0.0	0.0	0.00	0.51	0.00	40.5
Approach		57	6.0	60	6.0	0.031	4.0	NA	0.0	0.0	0.00	0.51	0.00	39.4
All Vehicles		94	6.0	99	6.0	0.031	5.6	NA	0.1	0.5	0.05	0.69	0.05	38.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Cleaver St/Old Aberdeen Pl Weekend- 2024 WOD (Site Folder: 2024 - WOD)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Old Aberdeen Place														
5	T1	3	6.0	3	6.0	0.003	7.8	LOS A	0.0	0.1	0.14	1.03	0.14	39.2
6	R2	10	6.0	11	6.0	0.010	7.6	LOS A	0.0	0.3	0.13	0.94	0.13	38.2
Approach		13	6.0	14	6.0	0.010	7.6	LOS A	0.0	0.3	0.13	0.96	0.13	38.4
North: Cleaver Street North														
7	L2	4	6.0	4	6.0	0.003	7.9	LOS A	0.0	0.1	0.07	0.97	0.07	38.1
Approach		4	6.0	4	6.0	0.003	7.9	LOS A	0.0	0.1	0.07	0.97	0.07	38.1
West: Drummond Place														
10	L2	4	6.0	4	6.0	0.003	8.0	LOS A	0.0	0.1	0.09	0.96	0.09	37.6
Approach		4	6.0	4	6.0	0.003	8.0	LOS A	0.0	0.1	0.09	0.96	0.09	37.6
SouthWest: Cleaver St South														
30b	L3	11	6.0	12	6.0	0.029	5.5	LOS A	0.0	0.0	0.00	0.52	0.00	40.9
30a	L1	24	6.0	25	6.0	0.029	3.8	LOS A	0.0	0.0	0.00	0.52	0.00	38.5
32a	R1	17	6.0	18	6.0	0.029	3.9	LOS A	0.0	0.0	0.00	0.52	0.00	40.3
Approach		52	6.0	55	6.0	0.029	4.2	NA	0.0	0.0	0.00	0.52	0.00	39.7
All Vehicles		73	6.0	77	6.0	0.029	5.2	NA	0.0	0.3	0.03	0.65	0.03	39.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Newcastle Street/Cleaver St AM - 2024 WD (Site Folder: 2024 - WD)]

Network: N102 [2024 WD-AM (Network Folder: 2024 WD)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 67 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cleaver Street														
1	L2	99	6.0	99	6.0	0.496	31.9	LOS C	4.6	36.0	0.96	0.79	0.96	28.4
3	R2	48	6.0	48	6.0	* 0.496	31.9	LOS C	4.6	36.0	0.96	0.79	0.96	4.8
Approach		147	6.0	147	6.0	0.496	31.9	LOS C	4.6	36.0	0.96	0.79	0.96	23.7
East: Newcastle St East														
4	L2	52	6.0	52	6.0	* 0.512	15.7	LOS B	5.2	40.8	0.72	0.65	0.72	8.6
5	T1	396	6.0	396	6.0	0.512	12.8	LOS B	5.2	40.8	0.72	0.65	0.72	42.6
6	R2	6	6.0	6	6.0	0.040	34.4	LOS C	0.2	1.6	0.94	0.65	0.94	23.7
Approach		454	6.0	454	6.0	0.512	13.5	LOS B	5.2	40.8	0.73	0.65	0.73	40.7
North: Cleaver St														
7	L2	68	6.0	68	6.0	* 0.438	37.3	LOS D	2.3	18.0	0.99	0.75	0.99	22.2
Approach		68	6.0	68	6.0	0.438	37.3	LOS D	2.3	18.0	0.99	0.75	0.99	22.2
West: Newcastle St West														
10	L2	12	6.0	12	6.0	0.264	16.9	LOS B	4.5	35.5	0.63	0.54	0.63	41.8
11	T1	220	6.0	220	6.0	0.264	11.3	LOS B	4.5	35.5	0.63	0.54	0.63	43.6
12	R2	91	6.0	91	6.0	0.269	24.3	LOS C	2.3	17.8	0.77	0.76	0.77	33.6
Approach		322	6.0	322	6.0	0.269	15.1	LOS B	4.5	35.5	0.67	0.60	0.67	40.2
All Vehicles		992	6.0	992	6.0	0.512	18.4	LOS B	5.2	40.8	0.76	0.66	0.76	35.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Cleaver Street											
P1	Full	53	27.8	LOS C	0.1	0.1	0.91	0.91	191.9	213.3	1.11
East: Newcastle St East											
P2	Full	53	27.8	LOS C	0.1	0.1	0.91	0.91	194.1	216.2	1.11
North: Cleaver St											
P3	Full	53	27.8	LOS C	0.1	0.1	0.91	0.91	191.0	212.1	1.11
West: Newcastle St West											
P4	Full	53	27.8	LOS C	0.1	0.1	0.91	0.91	194.9	217.2	1.11
All Pedestrians		211	27.8	LOS C	0.1	0.1	0.91	0.91	193.0	214.7	1.11

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 101 [Newcastle St / Access 1- AM- 2024 WD (Site Folder: 2024 - WD)]

Network: N102 [2024 WD-AM (Network Folder: 2024 WD)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Access 1														
1	L2	3	6.0	3	6.0	0.006	1.5	LOS A	0.0	0.3	0.42	0.25	0.42	15.3
Approach		3	6.0	3	6.0	0.006	1.5	LOS A	0.0	0.3	0.42	0.25	0.42	15.3
East: Newcastle St East														
4	L2	2	6.0	2	6.0	0.220	5.7	LOS A	4.7	36.8	0.00	0.00	0.00	57.6
5	T1	403	6.0	403	6.0	0.220	0.1	LOS A	4.7	36.8	0.00	0.00	0.00	59.8
Approach		405	6.0	405	6.0	0.220	0.1	NA	4.7	36.8	0.00	0.00	0.00	59.8
West:														
11	T1	337	0.0	337	0.0	0.086	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		337	0.0	337	0.0	0.086	0.0	NA	0.0	0.0	0.00	0.00	0.00	60.0
All Vehicles		745	3.3	745	3.3	0.220	0.1	NA	4.7	36.8	0.00	0.00	0.00	59.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Cleaver St / Access 2- AM- 2024 WD (Site Folder: 2024 - WD)]

Network: N102 [2024 WD-AM (Network Folder: 2024 WD)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cleaver Street														
2	T1	126	6.0	126	6.0	0.084	0.0	LOS A	0.1	0.6	0.04	0.03	0.04	47.7
3	R2	8	6.0	8	6.0	0.084	5.1	LOS A	0.1	0.6	0.04	0.03	0.04	49.3
Approach		135	6.0	135	6.0	0.084	0.4	NA	0.1	0.6	0.04	0.03	0.04	47.8
East: Access 2														
4	L2	2	6.0	2	6.0	0.025	0.4	LOS A	0.1	0.6	0.28	0.23	0.28	15.3
6	R2	20	6.0	20	6.0	0.025	1.4	LOS A	0.1	0.6	0.28	0.23	0.28	15.3
Approach		22	6.0	22	6.0	0.025	1.3	LOS A	0.1	0.6	0.28	0.23	0.28	15.3
North: Cleaver Street														
7	L2	12	6.0	12	6.0	0.074	3.1	LOS A	0.0	0.0	0.00	0.04	0.00	14.6
8	T1	128	6.0	128	6.0	0.074	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	46.1
Approach		140	6.0	140	6.0	0.074	0.3	NA	0.0	0.0	0.00	0.04	0.00	37.4
All Vehicles		297	6.0	297	6.0	0.084	0.4	NA	0.1	0.6	0.04	0.05	0.04	42.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Old Aberdeen Pl/ Access 3 AM - 2024 WD (Site Folder: 2024 - WD)]

Network: N102 [2024 WD-AM (Network Folder: 2024 WD)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Old Aberdeen Pl East														
5	T1	2	0.0	2	0.0	0.002	0.2	LOS A	0.0	0.0	0.18	0.18	0.18	43.0
6	R2	1	0.0	1	0.0	0.002	5.0	LOS A	0.0	0.0	0.18	0.18	0.18	42.7
Approach		3	0.0	3	0.0	0.002	1.8	NA	0.0	0.0	0.18	0.18	0.18	42.9
North: Access 3														
7	L2	35	0.0	35	0.0	0.089	0.1	LOS A	0.3	2.3	0.11	0.13	0.11	37.6
9	R2	80	0.0	80	0.0	0.089	1.0	LOS A	0.3	2.3	0.11	0.13	0.11	17.5
Approach		115	0.0	115	0.0	0.089	0.7	LOS A	0.3	2.3	0.11	0.13	0.11	29.0
West: Old Aberdeen Pl West														
10	L2	143	0.0	143	0.0	0.090	3.8	LOS A	0.0	0.0	0.00	0.45	0.00	12.7
11	T1	24	0.0	24	0.0	0.090	0.0	LOS A	0.0	0.0	0.00	0.45	0.00	42.1
Approach		167	0.0	167	0.0	0.090	3.3	NA	0.0	0.0	0.00	0.45	0.00	16.5
All Vehicles		285	0.0	285	0.0	0.090	2.2	NA	0.3	2.3	0.04	0.32	0.04	19.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Cleaver St/Old Aberdeen Pl AM- 2024 WD (Site Folder: 2024 - WD)]

Network: N102 [2024 WD-AM (Network Folder: 2024 WD)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Old Aberdeen Place														
5	T1	2	6.0	2	6.0	0.002	7.4	LOS A	0.0	0.1	0.27	0.97	0.27	34.6
6	R2	86	6.0	86	6.0	0.094	7.3	LOS A	0.3	2.5	0.28	0.92	0.28	19.7
Approach		88	6.0	88	6.0	0.094	7.3	LOS A	0.3	2.5	0.28	0.92	0.28	20.6
North: Cleaver Street North														
7	L2	91	6.0	91	6.0	0.070	8.2	LOS A	0.3	2.2	0.19	0.92	0.19	28.4
Approach		91	6.0	91	6.0	0.070	8.2	LOS A	0.3	2.2	0.19	0.92	0.19	28.4
West: Drummond Place														
10	L2	8	6.0	8	6.0	0.006	8.0	LOS A	0.0	0.2	0.10	0.95	0.10	34.3
Approach		8	6.0	8	6.0	0.006	8.0	LOS A	0.0	0.2	0.10	0.95	0.10	34.3
SouthWest: Graham Farmer Fwy														
30b	L3	23	6.0	23	6.0	0.070	5.5	LOS A	0.0	0.0	0.00	0.52	0.00	40.9
30a	L1	33	6.0	33	6.0	0.070	3.8	LOS A	0.0	0.0	0.00	0.52	0.00	34.2
32a	R1	80	6.0	80	6.0	0.070	3.9	LOS A	0.0	0.0	0.00	0.52	0.00	34.2
Approach		136	6.0	136	6.0	0.070	4.1	NA	0.0	0.0	0.00	0.52	0.00	36.3
All Vehicles		323	6.0	323	6.0	0.094	6.2	NA	0.3	2.5	0.13	0.75	0.13	30.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Newcastle Street/Cleaver St PM - 2024 WD (Site Folder: 2024 - WD)]

Network: N101 [2024 WD - PM (Network Folder: 2024 WD)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 76 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cleaver Street														
1	L2	172	6.0	172	6.0	0.506	28.5	LOS C	6.7	52.2	0.89	0.80	0.89	29.8
3	R2	81	6.0	81	6.0	* 0.506	28.5	LOS C	6.7	52.2	0.89	0.80	0.89	5.3
Approach		253	6.0	253	6.0	0.506	28.5	LOS C	6.7	52.2	0.89	0.80	0.89	25.3
East: Newcastle St East														
4	L2	57	4.0	57	4.0	0.567	21.4	LOS C	5.3	40.8	0.81	0.72	0.81	6.3
5	T1	374	4.0	374	4.0	0.567	18.5	LOS B	5.3	40.8	0.81	0.72	0.81	37.8
6	R2	15	4.0	15	4.0	0.105	40.0	LOS D	0.5	4.1	0.96	0.68	0.96	22.2
Approach		445	4.0	445	4.0	0.567	19.6	LOS B	5.3	40.8	0.82	0.72	0.82	35.1
North: Cleaver St														
7	L2	25	4.0	25	4.0	* 0.180	41.1	LOS D	0.9	7.2	0.97	0.70	0.97	21.2
Approach		25	4.0	25	4.0	0.180	41.1	LOS D	0.9	7.2	0.97	0.70	0.97	21.2
West: Newcastle St West														
10	L2	28	4.0	28	4.0	0.521	24.0	LOS C	11.1	85.4	0.80	0.70	0.80	38.6
11	T1	375	4.0	375	4.0	0.521	18.5	LOS B	11.1	85.4	0.80	0.71	0.80	37.1
12	R2	137	4.0	137	4.0	* 0.521	32.7	LOS C	4.8	36.7	0.90	0.80	0.90	29.2
Approach		540	4.0	540	4.0	0.521	22.4	LOS C	11.1	85.4	0.83	0.73	0.83	34.9
All Vehicles		1263	4.4	1263	4.4	0.567	23.0	LOS C	11.1	85.4	0.84	0.74	0.84	32.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Cleaver Street											
P1	Full	53	32.3	LOS D	0.1	0.1	0.92	0.92	196.4	213.3	1.09
East: Newcastle St East											
P2	Full	53	32.3	LOS D	0.1	0.1	0.92	0.92	198.6	216.2	1.09
North: Cleaver St											
P3	Full	53	32.3	LOS D	0.1	0.1	0.92	0.92	195.5	212.1	1.09
West: Newcastle St West											
P4	Full	53	32.3	LOS D	0.1	0.1	0.92	0.92	199.4	217.2	1.09
All Pedestrians		211	32.3	LOS D	0.1	0.1	0.92	0.92	197.5	214.7	1.09

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 101 [Newcastle St / Access 1- PM- 2024 WD (Site Folder: 2024 - WD)]

Network: N101 [2024 WD - PM (Network Folder: 2024 WD)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Access 1														
1	L2	14	6.0	14	6.0	0.025	1.4	LOS A	0.2	1.8	0.42	0.28	0.42	15.3
Approach		14	6.0	14	6.0	0.025	1.4	LOS A	0.2	1.8	0.42	0.28	0.42	15.3
East: Newcastle St East														
4	L2	15	6.0	15	6.0	0.220	5.7	LOS A	6.7	52.0	0.00	0.02	0.00	57.3
5	T1	388	6.0	388	6.0	0.220	0.1	LOS A	6.7	52.0	0.00	0.02	0.00	59.5
Approach		403	6.0	403	6.0	0.220	0.3	NA	6.7	52.0	0.00	0.02	0.00	59.4
West:														
11	T1	481	6.0	481	6.0	0.131	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		481	6.0	481	6.0	0.131	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		898	6.0	898	6.0	0.220	0.1	NA	6.7	52.0	0.01	0.01	0.01	59.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Cleaver St / Access 2- PM- 2024 WD (Site Folder: 2024 - WD)]

Network: N101 [2024 WD - PM (Network Folder: 2024 WD)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cleaver Street														
2	T1	189	6.0	189	6.0	0.121	0.2	LOS A	1.0	8.1	0.12	0.08	0.12	44.6
3	R2	32	6.0	32	6.0	0.121	5.4	LOS A	1.0	8.1	0.12	0.08	0.12	46.3
Approach		221	6.0	221	6.0	0.121	0.9	NA	1.0	8.1	0.12	0.08	0.12	44.9
East: Access 2														
4	L2	7	6.0	7	6.0	0.145	0.5	LOS A	0.5	4.1	0.34	0.33	0.34	14.3
6	R2	63	6.0	63	6.0	0.145	2.1	LOS A	0.5	4.1	0.34	0.33	0.34	14.3
Approach		71	6.0	71	6.0	0.145	1.9	LOS A	0.5	4.1	0.34	0.33	0.34	14.3
North: Cleaver Street														
7	L2	47	6.0	47	6.0	0.103	3.1	LOS A	0.0	0.0	0.00	0.13	0.00	14.3
8	T1	147	6.0	147	6.0	0.103	0.0	LOS A	0.0	0.0	0.00	0.13	0.00	40.2
Approach		195	6.0	195	6.0	0.103	0.8	NA	0.0	0.0	0.00	0.13	0.00	26.0
All Vehicles		486	6.0	486	6.0	0.145	1.0	NA	1.0	8.1	0.10	0.13	0.10	35.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Cleaver St/Old Aberdeen Pl PM- 2024 WD (Site Folder: 2024 - WD)]

Network: N101 [2024 WD - PM (Network Folder: 2024 WD)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Old Aberdeen Place														
5	T1	5	6.0	5	6.0	0.005	7.4	LOS A	0.0	0.1	0.28	0.97	0.28	34.6
6	R2	120	6.0	120	6.0	0.138	7.6	LOS A	0.5	3.8	0.33	0.93	0.33	19.2
Approach		125	6.0	125	6.0	0.138	7.6	LOS A	0.5	3.8	0.32	0.93	0.32	20.8
North: Cleaver Street North														
7	L2	95	6.0	95	6.0	0.072	8.2	LOS A	0.3	2.3	0.17	0.93	0.17	28.4
Approach		95	6.0	95	6.0	0.072	8.2	LOS A	0.3	2.3	0.17	0.93	0.17	28.4
West: Drummond Place														
10	L2	23	6.0	23	6.0	0.018	8.2	LOS A	0.1	0.5	0.17	0.92	0.17	34.3
Approach		23	6.0	23	6.0	0.018	8.2	LOS A	0.1	0.5	0.17	0.92	0.17	34.3
SouthWest: Graham Farmer Fwy														
30b	L3	7	6.0	7	6.0	0.074	5.5	LOS A	0.0	0.0	0.00	0.51	0.00	41.2
30a	L1	74	6.0	74	6.0	0.074	3.8	LOS A	0.0	0.0	0.00	0.51	0.00	34.6
32a	R1	66	6.0	66	6.0	0.074	3.9	LOS A	0.0	0.0	0.00	0.51	0.00	34.6
Approach		147	6.0	147	6.0	0.074	3.9	NA	0.0	0.0	0.00	0.51	0.00	35.3
All Vehicles		391	6.0	391	6.0	0.138	6.4	NA	0.5	3.8	0.16	0.77	0.16	29.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Old Aberdeen Pl/ Access 3 PM - 2024 WD (Site Folder: 2024 - WD)]

Network: N101 [2024 WD - PM (Network Folder: 2024 WD)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Old Aberdeen Pl East														
5	T1	5	6.0	5	6.0	0.004	0.1	LOS A	0.0	0.1	0.10	0.09	0.10	46.1
6	R2	1	6.0	1	6.0	0.004	5.1	LOS A	0.0	0.1	0.10	0.09	0.10	45.5
Approach		6	6.0	6	6.0	0.004	0.9	NA	0.0	0.1	0.10	0.09	0.10	46.0
North: Access 3														
7	L2	49	0.0	49	0.0	0.127	0.0	LOS A	0.5	3.4	0.09	0.13	0.09	37.8
9	R2	115	0.0	115	0.0	0.127	0.9	LOS A	0.5	3.4	0.09	0.13	0.09	17.7
Approach		164	0.0	164	0.0	0.127	0.7	LOS A	0.5	3.4	0.09	0.13	0.09	29.2
West: Old Aberdeen Pl West														
10	L2	138	6.0	138	6.0	0.086	3.8	LOS A	0.0	0.0	0.00	0.47	0.00	12.6
11	T1	16	6.0	16	6.0	0.086	0.0	LOS A	0.0	0.0	0.00	0.47	0.00	41.8
Approach		154	6.0	154	6.0	0.086	3.4	NA	0.0	0.0	0.00	0.47	0.00	15.3
All Vehicles		324	3.0	324	3.0	0.127	2.0	NA	0.5	3.4	0.05	0.29	0.05	20.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Newcastle Street/Cleaver St Weekend - 2024 WD (Site Folder: 2024 - WD)]

Network: N101 [2024 WD - Weekend (Network Folder: 2024 WD)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 79 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cleaver Street														
1	L2	253	6.0	253	6.0	0.605	28.1	LOS C	6.7	52.2	0.90	0.82	0.90	30.0
3	R2	94	6.0	94	6.0	* 0.605	28.1	LOS C	6.7	52.2	0.90	0.82	0.90	5.4
Approach		346	6.0	346	6.0	0.605	28.1	LOS C	6.7	52.2	0.90	0.82	0.90	26.3
East: Newcastle St East														
4	L2	68	4.0	68	4.0	0.601	24.0	LOS C	5.3	40.8	0.85	0.75	0.85	5.6
5	T1	356	4.0	356	4.0	0.601	21.1	LOS C	5.3	40.8	0.85	0.75	0.85	36.0
6	R2	5	4.0	5	4.0	0.039	41.0	LOS D	0.2	1.5	0.95	0.64	0.95	21.9
Approach		429	4.0	429	4.0	0.601	21.8	LOS C	5.3	40.8	0.85	0.75	0.85	33.3
North: Cleaver St														
7	L2	18	4.0	18	4.0	* 0.132	42.5	LOS D	0.7	5.3	0.96	0.69	0.96	20.9
Approach		18	4.0	18	4.0	0.132	42.5	LOS D	0.7	5.3	0.96	0.69	0.96	20.9
West: Newcastle St West														
10	L2	13	4.0	13	4.0	0.353	24.6	LOS C	7.0	53.3	0.76	0.65	0.76	38.4
11	T1	238	4.0	238	4.0	0.353	19.0	LOS B	7.0	53.3	0.76	0.65	0.76	36.9
12	R2	151	4.0	151	4.0	* 0.624	38.3	LOS D	5.7	43.4	0.96	0.84	1.01	26.8
Approach		401	4.0	401	4.0	0.624	26.4	LOS C	7.0	53.3	0.83	0.72	0.86	32.5
All Vehicles		1195	4.6	1195	4.6	0.624	25.5	LOS C	7.0	53.3	0.86	0.76	0.87	30.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Cleaver Street											
P1	Full	53	33.8	LOS D	0.1	0.1	0.93	0.93	197.9	213.3	1.08
East: Newcastle St East											
P2	Full	53	33.8	LOS D	0.1	0.1	0.93	0.93	200.1	216.2	1.08
North: Cleaver St											
P3	Full	53	33.8	LOS D	0.1	0.1	0.93	0.93	197.0	212.1	1.08
West: Newcastle St West											
P4	Full	53	33.8	LOS D	0.1	0.1	0.93	0.93	200.9	217.2	1.08
All Pedestrians		211	33.8	LOS D	0.1	0.1	0.93	0.93	199.0	214.7	1.08

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 101 [Newcastle St / Access 1- Weekend- 2024 WD (Site Folder: 2024 - WD)]

Network: N101 [2024 WD - Weekend (Network Folder: 2024 WD)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Access 1														
1	L2	14	6.0	14	6.0	0.025	1.3	LOS A	0.3	2.2	0.40	0.26	0.40	15.4
Approach		14	6.0	14	6.0	0.025	1.3	LOS A	0.3	2.2	0.40	0.26	0.40	15.4
East: Newcastle St East														
4	L2	16	6.0	16	6.0	0.205	5.7	LOS A	7.5	58.2	0.00	0.02	0.00	57.2
5	T1	361	6.0	361	6.0	0.205	0.1	LOS A	7.5	58.2	0.00	0.02	0.00	59.4
Approach		377	6.0	377	6.0	0.205	0.3	NA	7.5	58.2	0.00	0.02	0.00	59.3
West:														
11	T1	351	6.0	351	6.0	0.095	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		351	6.0	351	6.0	0.095	0.0	NA	0.0	0.0	0.00	0.00	0.00	60.0
All Vehicles		741	6.0	741	6.0	0.205	0.2	NA	7.5	58.2	0.01	0.02	0.01	59.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Cleaver St / Access 2- Weekend- 2024 WD (Site Folder: 2024 - WD)]

Network: N101 [2024 WD - Weekend (Network Folder: 2024 WD)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cleaver Street														
2	T1	154	6.0	154	6.0	0.119	0.4	LOS A	2.8	21.9	0.21	0.15	0.21	41.0
3	R2	55	6.0	55	6.0	0.119	5.5	LOS A	2.8	21.9	0.21	0.15	0.21	42.8
Approach		208	6.0	208	6.0	0.119	1.7	NA	2.8	21.9	0.21	0.15	0.21	41.5
East: Access 2														
4	L2	13	6.0	13	6.0	0.248	0.5	LOS A	3.0	23.8	0.35	0.34	0.35	14.2
6	R2	109	6.0	109	6.0	0.248	2.1	LOS A	3.0	23.8	0.35	0.34	0.35	14.2
Approach		122	6.0	122	6.0	0.248	2.0	LOS A	3.0	23.8	0.35	0.34	0.35	14.2
North: Cleaver Street														
7	L2	82	6.0	82	6.0	0.118	3.1	LOS A	0.0	0.0	0.00	0.20	0.00	14.0
8	T1	138	6.0	138	6.0	0.118	0.0	LOS A	0.0	0.0	0.00	0.20	0.00	36.6
Approach		220	6.0	220	6.0	0.118	1.2	NA	0.0	0.0	0.00	0.20	0.00	21.4
All Vehicles		551	6.0	551	6.0	0.248	1.6	NA	3.0	23.8	0.16	0.21	0.16	29.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Cleaver St/Old Aberdeen Pl Weekend- 2024 WD (Site Folder: 2024 - WD)]

Network: N101 [2024 WD - Weekend (Network Folder: 2024 WD)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Old Aberdeen Place														
5	T1	3	6.0	3	6.0	0.003	7.5	LOS A	0.0	0.1	0.30	0.96	0.30	34.5
6	R2	108	6.0	108	6.0	0.125	7.6	LOS A	0.4	3.4	0.32	0.93	0.32	19.2
Approach		112	6.0	112	6.0	0.125	7.6	LOS A	0.4	3.4	0.32	0.93	0.32	20.3
North: Cleaver Street North														
7	L2	102	6.0	102	6.0	0.079	8.2	LOS A	0.3	2.5	0.18	0.92	0.18	28.4
Approach		102	6.0	102	6.0	0.079	8.2	LOS A	0.3	2.5	0.18	0.92	0.18	28.4
West: Drummond Place														
10	L2	4	6.0	4	6.0	0.003	8.2	LOS A	0.0	0.1	0.18	0.91	0.18	34.3
Approach		4	6.0	4	6.0	0.003	8.2	LOS A	0.0	0.1	0.18	0.91	0.18	34.3
SouthWest: Graham Farmer Fwy														
30b	L3	12	6.0	12	6.0	0.085	5.5	LOS A	0.0	0.0	0.00	0.51	0.00	41.1
30a	L1	80	6.0	80	6.0	0.085	3.8	LOS A	0.0	0.0	0.00	0.51	0.00	34.5
32a	R1	76	6.0	76	6.0	0.085	3.9	LOS A	0.0	0.0	0.00	0.51	0.00	34.5
Approach		167	6.0	167	6.0	0.085	4.0	NA	0.0	0.0	0.00	0.51	0.00	35.5
All Vehicles		385	6.0	385	6.0	0.125	6.2	NA	0.4	3.4	0.14	0.74	0.14	29.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Old Aberdeen Pl/ Access 3 Weekend - 2024 WD (Site Folder: 2024 - WD)]

Network: N101 [2024 WD - Weekend (Network Folder: 2024 WD)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Old Aberdeen Pl East														
5	T1	3	6.0	3	6.0	0.002	0.2	LOS A	0.0	0.1	0.15	0.13	0.15	44.4
6	R2	1	6.0	1	6.0	0.002	5.1	LOS A	0.0	0.1	0.15	0.13	0.15	44.0
Approach		4	6.0	4	6.0	0.002	1.4	NA	0.0	0.1	0.15	0.13	0.15	44.3
North: Access 3														
7	L2	42	0.0	42	0.0	0.109	0.1	LOS A	0.4	2.9	0.10	0.13	0.10	37.7
9	R2	98	0.0	98	0.0	0.109	1.0	LOS A	0.4	2.9	0.10	0.13	0.10	17.5
Approach		140	0.0	140	0.0	0.109	0.7	LOS A	0.4	2.9	0.10	0.13	0.10	29.0
West: Old Aberdeen Pl West														
10	L2	143	6.0	143	6.0	0.092	3.8	LOS A	0.0	0.0	0.00	0.45	0.00	12.7
11	T1	22	6.0	22	6.0	0.092	0.0	LOS A	0.0	0.0	0.00	0.45	0.00	42.0
Approach		165	6.0	165	6.0	0.092	3.3	NA	0.0	0.0	0.00	0.45	0.00	16.2
All Vehicles		309	3.3	309	3.3	0.109	2.1	NA	0.4	2.9	0.05	0.30	0.05	20.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Newcastle Street/Cleaver St AM - 2034 WOD (Site Folder: 2034 WOD)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 67 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cleaver Street														
1	L2	33	6.0	35	6.0	0.212	33.9	LOS C	1.6	12.3	0.93	0.73	0.93	30.0
3	R2	16	6.0	17	6.0	* 0.212	33.9	LOS C	1.6	12.3	0.93	0.73	0.93	30.0
Approach		49	6.0	52	6.0	0.212	33.9	LOS C	1.6	12.3	0.93	0.73	0.93	30.0
East: Newcastle St East														
4	L2	20	6.0	21	6.0	* 0.493	17.1	LOS B	9.7	75.8	0.69	0.61	0.69	43.5
5	T1	416	6.0	438	6.0	0.493	11.5	LOS B	9.7	75.8	0.69	0.61	0.69	50.3
6	R2	7	6.0	7	6.0	0.047	37.3	LOS D	0.2	1.8	0.94	0.66	0.94	34.6
Approach		443	6.0	466	6.0	0.493	12.1	LOS B	9.7	75.8	0.69	0.61	0.69	49.7
North: Cleaver St														
7	L2	72	6.0	76	6.0	* 0.485	37.6	LOS D	2.6	20.0	0.99	0.76	0.99	31.3
Approach		72	6.0	76	6.0	0.485	37.6	LOS D	2.6	20.0	0.99	0.76	0.99	31.3
West: Newcastle St West														
10	L2	12	6.0	13	6.0	0.177	15.2	LOS B	2.9	22.7	0.57	0.49	0.57	41.4
11	T1	231	6.0	243	6.0	0.177	10.8	LOS B	2.9	22.7	0.60	0.52	0.60	50.4
12	R2	25	6.0	26	6.0	0.177	18.3	LOS B	2.4	18.6	0.65	0.57	0.65	41.7
Approach		268	6.0	282	6.0	0.177	11.7	LOS B	2.9	22.7	0.60	0.53	0.60	49.3
All Vehicles		832	6.0	876	6.0	0.493	15.5	LOS B	9.7	75.8	0.70	0.60	0.70	45.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Cleaver Street												
P1	Full	50	53	27.8	LOS C	0.1	0.1	0.91	0.91	191.9	213.3	1.11
East: Newcastle St East												
P2	Full	50	53	27.8	LOS C	0.1	0.1	0.91	0.91	194.1	216.2	1.11
North: Cleaver St												
P3	Full	50	53	27.8	LOS C	0.1	0.1	0.91	0.91	191.0	212.1	1.11
West: Newcastle St West												
P4	Full	50	53	27.8	LOS C	0.1	0.1	0.91	0.91	194.9	217.2	1.11

All Pedestrians	200	211	27.8	LOS C	0.1	0.1	0.91	0.91	193.0	214.7	1.11

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 101 [Newcastle Street/Cleaver St PM - 2034 WOD (Site Folder: 2034 WOD)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 76 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cleaver Street South														
1	L2	61	6.0	64	6.0	0.291	36.3	LOS D	2.8	22.1	0.92	0.76	0.92	29.2
3	R2	18	6.0	19	6.0	* 0.291	36.3	LOS D	2.8	22.1	0.92	0.76	0.92	29.1
Approach		79	6.0	83	6.0	0.291	36.3	LOS D	2.8	22.1	0.92	0.76	0.92	29.2
East: Newcastle St East														
4	L2	15	4.0	16	4.0	0.435	17.3	LOS B	9.6	73.7	0.65	0.58	0.65	43.6
5	T1	392	4.0	413	4.0	0.435	11.7	LOS B	9.6	73.7	0.65	0.58	0.65	50.1
6	R2	16	4.0	17	4.0	0.120	42.9	LOS D	0.6	4.7	0.96	0.69	0.96	30.7
Approach		423	4.0	445	4.0	0.435	13.1	LOS B	9.6	73.7	0.66	0.58	0.66	48.8
North: Cleaver St North														
7	L2	27	4.0	28	4.0	* 0.202	41.2	LOS D	1.1	8.1	0.97	0.71	0.97	30.2
Approach		27	4.0	28	4.0	0.202	41.2	LOS D	1.1	8.1	0.97	0.71	0.97	30.2
West: Newcastle St West														
10	L2	29	4.0	31	4.0	0.302	16.5	LOS B	6.2	47.2	0.60	0.54	0.60	41.9
11	T1	393	4.0	414	4.0	0.302	12.0	LOS B	6.2	47.2	0.62	0.57	0.62	49.5
12	R2	53	4.0	56	4.0	* 0.302	19.5	LOS B	4.8	36.6	0.67	0.62	0.67	40.8
Approach		475	4.0	500	4.0	0.302	13.1	LOS B	6.2	47.2	0.63	0.57	0.63	48.2
All Vehicles		1004	4.2	1057	4.2	0.435	15.7	LOS B	9.6	73.7	0.67	0.59	0.67	46.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Cleaver Street South												
P1	Full	50	53	32.3	LOS D	0.1	0.1	0.92	0.92	196.4	213.3	1.09
East: Newcastle St East												
P2	Full	50	53	32.3	LOS D	0.1	0.1	0.92	0.92	198.6	216.2	1.09
North: Cleaver St North												
P3	Full	50	53	32.3	LOS D	0.1	0.1	0.92	0.92	195.5	212.1	1.09
West: Newcastle St West												
P4	Full	50	53	32.3	LOS D	0.1	0.1	0.92	0.92	199.4	217.2	1.09

All Pedestrians	200	211	32.3	LOS D	0.1	0.1	0.92	0.92	197.5	214.7	1.09

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 101 [Newcastle Street/Cleaver St Weekend - 2034 WOD (Site Folder: 2034 WOD)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 79 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cleaver Street South														
1	L2	47	6.0	49	6.0	0.267	39.8	LOS D	2.2	17.4	0.94	0.75	0.94	28.0
3	R2	11	6.0	12	6.0	* 0.267	39.8	LOS D	2.2	17.4	0.94	0.75	0.94	27.9
Approach		58	6.0	61	6.0	0.267	39.8	LOS D	2.2	17.4	0.94	0.75	0.94	28.0
East: Newcastle St East														
4	L2	14	4.0	15	4.0	* 0.382	15.5	LOS B	8.5	65.0	0.58	0.52	0.58	45.1
5	T1	373	4.0	393	4.0	0.382	9.9	LOS A	8.5	65.0	0.58	0.52	0.58	51.4
6	R2	6	4.0	6	4.0	0.047	43.9	LOS D	0.2	1.8	0.95	0.65	0.95	30.5
Approach		393	4.0	414	4.0	0.382	10.6	LOS B	8.5	65.0	0.59	0.52	0.59	50.7
North: Cleaver St North														
7	L2	19	4.0	20	4.0	* 0.148	42.6	LOS D	0.8	5.9	0.96	0.69	0.96	29.9
Approach		19	4.0	20	4.0	0.148	42.6	LOS D	0.8	5.9	0.96	0.69	0.96	29.9
West: Newcastle St West														
10	L2	14	4.0	15	4.0	0.180	14.3	LOS B	3.5	26.8	0.51	0.45	0.51	43.0
11	T1	250	4.0	263	4.0	0.180	9.4	LOS A	3.5	26.8	0.53	0.48	0.53	51.3
12	R2	41	4.0	43	4.0	0.180	16.5	LOS B	2.7	20.4	0.56	0.55	0.56	42.8
Approach		305	4.0	321	4.0	0.180	10.6	LOS B	3.5	26.8	0.53	0.49	0.53	49.9
All Vehicles		775	4.1	816	4.1	0.382	13.6	LOS B	8.5	65.0	0.60	0.53	0.60	47.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Cleaver Street South												
P1	Full	50	53	33.8	LOS D	0.1	0.1	0.93	0.93	197.9	213.3	1.08
East: Newcastle St East												
P2	Full	50	53	33.8	LOS D	0.1	0.1	0.93	0.93	200.1	216.2	1.08
North: Cleaver St North												
P3	Full	50	53	33.8	LOS D	0.1	0.1	0.93	0.93	197.0	212.1	1.08
West: Newcastle St West												
P4	Full	50	53	33.8	LOS D	0.1	0.1	0.93	0.93	200.9	217.2	1.08

All Pedestrians	200	211	33.8	LOS D	0.1	0.1	0.93	0.93	199.0	214.7	1.08

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 101 [Cleaver St/Old Aberdeen Pl AM- 2034 WOD (Site Folder: 2034 WOD)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Old Aberdeen Place														
5	T1	2	6.0	2	6.0	0.002	7.9	LOS A	0.0	0.0	0.17	1.01	0.17	39.2
6	R2	7	6.0	7	6.0	0.007	7.6	LOS A	0.0	0.2	0.15	0.93	0.15	38.2
Approach		9	6.0	9	6.0	0.007	7.7	LOS A	0.0	0.2	0.15	0.95	0.15	38.4
North: Cleaver Street North														
7	L2	2	6.0	2	6.0	0.002	8.0	LOS A	0.0	0.0	0.09	0.96	0.09	38.1
Approach		2	6.0	2	6.0	0.002	8.0	LOS A	0.0	0.0	0.09	0.96	0.09	38.1
West: Drummond Place														
10	L2	9	6.0	9	6.0	0.007	8.0	LOS A	0.0	0.2	0.09	0.96	0.09	37.6
Approach		9	6.0	9	6.0	0.007	8.0	LOS A	0.0	0.2	0.09	0.96	0.09	37.6
SouthWest: Cleaver St South														
30b	L3	25	6.0	26	6.0	0.043	5.5	LOS A	0.0	0.0	0.00	0.53	0.00	40.6
30a	L1	26	6.0	27	6.0	0.043	3.8	LOS A	0.0	0.0	0.00	0.53	0.00	38.3
32a	R1	24	6.0	25	6.0	0.043	3.9	LOS A	0.0	0.0	0.00	0.53	0.00	40.1
Approach		75	6.0	79	6.0	0.043	4.4	NA	0.0	0.0	0.00	0.53	0.00	39.7
All Vehicles		95	6.0	100	6.0	0.043	5.1	NA	0.0	0.2	0.03	0.62	0.03	39.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Cleaver St/Old Aberdeen Pl PM- 2034 WOD (Site Folder: 2034 WOD)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Old Aberdeen Place														
5	T1	6	6.0	6	6.0	0.005	7.9	LOS A	0.0	0.1	0.15	1.02	0.15	39.2
6	R2	6	6.0	6	6.0	0.006	7.7	LOS A	0.0	0.2	0.18	0.92	0.18	38.1
Approach		12	6.0	13	6.0	0.006	7.8	LOS A	0.0	0.2	0.17	0.97	0.17	38.7
North: Cleaver Street North														
7	L2	6	6.0	6	6.0	0.005	7.9	LOS A	0.0	0.1	0.06	0.99	0.06	38.1
Approach		6	6.0	6	6.0	0.005	7.9	LOS A	0.0	0.1	0.06	0.99	0.06	38.1
West: Drummond Place														
10	L2	25	6.0	26	6.0	0.020	8.1	LOS A	0.1	0.6	0.13	0.94	0.13	37.6
Approach		25	6.0	26	6.0	0.020	8.1	LOS A	0.1	0.6	0.13	0.94	0.13	37.6
SouthWest: Cleaver St South														
30b	L3	8	6.0	8	6.0	0.035	5.5	LOS A	0.0	0.0	0.00	0.51	0.00	41.0
30a	L1	44	6.0	46	6.0	0.035	3.8	LOS A	0.0	0.0	0.00	0.51	0.00	38.7
32a	R1	11	6.0	12	6.0	0.035	3.9	LOS A	0.0	0.0	0.00	0.51	0.00	40.5
Approach		63	6.0	66	6.0	0.035	4.1	NA	0.0	0.0	0.00	0.51	0.00	39.4
All Vehicles		106	6.0	112	6.0	0.035	5.6	NA	0.1	0.6	0.05	0.69	0.05	38.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Cleaver St/Old Aberdeen Pl Weekend- 2034 WOD (Site Folder: 2034 WOD)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Old Aberdeen Place														
5	T1	3	6.0	3	6.0	0.003	7.9	LOS A	0.0	0.1	0.15	1.02	0.15	39.2
6	R2	11	6.0	12	6.0	0.011	7.6	LOS A	0.0	0.3	0.14	0.94	0.14	38.2
Approach		14	6.0	15	6.0	0.011	7.6	LOS A	0.0	0.3	0.14	0.96	0.14	38.4
North: Cleaver Street North														
7	L2	5	6.0	5	6.0	0.004	8.0	LOS A	0.0	0.1	0.08	0.97	0.08	38.1
Approach		5	6.0	5	6.0	0.004	8.0	LOS A	0.0	0.1	0.08	0.97	0.08	38.1
West: Drummond Place														
10	L2	5	6.0	5	6.0	0.004	8.0	LOS A	0.0	0.1	0.10	0.96	0.10	37.6
Approach		5	6.0	5	6.0	0.004	8.0	LOS A	0.0	0.1	0.10	0.96	0.10	37.6
SouthWest: Cleaver St South														
30b	L3	12	6.0	13	6.0	0.032	5.5	LOS A	0.0	0.0	0.00	0.52	0.00	40.9
30a	L1	27	6.0	28	6.0	0.032	3.8	LOS A	0.0	0.0	0.00	0.52	0.00	38.5
32a	R1	19	6.0	20	6.0	0.032	3.9	LOS A	0.0	0.0	0.00	0.52	0.00	40.4
Approach		58	6.0	61	6.0	0.032	4.2	NA	0.0	0.0	0.00	0.52	0.00	39.7
All Vehicles		82	6.0	86	6.0	0.032	5.2	NA	0.0	0.3	0.03	0.65	0.03	39.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Newcastle Street/Cleaver St AM - 2034 WD (Site Folder: 2034 - WD)]

Network: N101 [2034 WD-AM (Network Folder: 2034 WD)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 67 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cleaver Street														
1	L2	102	6.0	102	6.0	0.562	33.3	LOS C	4.9	38.1	0.98	0.80	0.98	27.8
3	R2	49	6.0	49	6.0	* 0.562	33.2	LOS C	4.9	38.1	0.98	0.80	0.98	4.6
Approach		152	6.0	152	6.0	0.562	33.3	LOS C	4.9	38.1	0.98	0.80	0.98	23.2
East: Newcastle St East														
4	L2	54	6.0	54	6.0	* 0.546	15.4	LOS B	5.2	40.8	0.73	0.66	0.73	8.8
5	T1	438	6.0	438	6.0	0.546	12.5	LOS B	5.2	40.8	0.73	0.66	0.73	42.9
6	R2	7	6.0	7	6.0	0.047	34.5	LOS C	0.2	1.8	0.94	0.65	0.94	23.6
Approach		499	6.0	499	6.0	0.546	13.1	LOS B	5.2	40.8	0.73	0.66	0.73	41.1
North: Cleaver St														
7	L2	76	6.0	76	6.0	* 0.485	37.5	LOS D	2.6	20.0	0.99	0.76	0.99	22.1
Approach		76	6.0	76	6.0	0.485	37.5	LOS D	2.6	20.0	0.99	0.76	0.99	22.1
West: Newcastle St West														
10	L2	13	6.0	13	6.0	0.283	16.5	LOS B	4.9	38.6	0.63	0.54	0.63	42.0
11	T1	243	6.0	243	6.0	0.283	10.8	LOS B	4.9	38.6	0.63	0.54	0.63	44.1
12	R2	92	6.0	92	6.0	0.284	24.4	LOS C	2.3	18.2	0.78	0.76	0.78	33.5
Approach		347	6.0	347	6.0	0.284	14.6	LOS B	4.9	38.6	0.67	0.60	0.67	40.7
All Vehicles		1074	6.0	1074	6.0	0.562	18.2	LOS B	5.2	40.8	0.76	0.66	0.76	35.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Cleaver Street											
P1	Full	53	27.8	LOS C	0.1	0.1	0.91	0.91	191.9	213.3	1.11
East: Newcastle St East											
P2	Full	53	27.8	LOS C	0.1	0.1	0.91	0.91	194.1	216.2	1.11
North: Cleaver St											
P3	Full	53	27.8	LOS C	0.1	0.1	0.91	0.91	191.0	212.1	1.11
West: Newcastle St West											
P4	Full	53	27.8	LOS C	0.1	0.1	0.91	0.91	194.9	217.2	1.11
All Pedestrians		211	27.8	LOS C	0.1	0.1	0.91	0.91	193.0	214.7	1.11

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 101 [Newcastle St / Access 1- AM- 2034 WD (Site Folder: 2034 - WD)]

Network: N101 [2034 WD-AM (Network Folder: 2034 WD)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Access 1														
1	L2	3	6.0	3	6.0	0.006	1.7	LOS A	0.0	0.3	0.45	0.28	0.45	15.1
Approach		3	6.0	3	6.0	0.006	1.7	LOS A	0.0	0.3	0.45	0.28	0.45	15.1
East: Newcastle St East														
4	L2	2	6.0	2	6.0	0.243	5.7	LOS A	5.7	44.5	0.00	0.00	0.00	57.6
5	T1	445	6.0	445	6.0	0.243	0.1	LOS A	5.7	44.5	0.00	0.00	0.00	59.8
Approach		447	6.0	447	6.0	0.243	0.1	NA	5.7	44.5	0.00	0.00	0.00	59.8
West:														
11	T1	368	0.0	368	0.0	0.094	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		368	0.0	368	0.0	0.094	0.0	NA	0.0	0.0	0.00	0.00	0.00	60.0
All Vehicles		819	3.3	819	3.3	0.243	0.1	NA	5.7	44.5	0.00	0.00	0.00	59.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Cleaver St / Access 2- AM- 2034 WD (Site Folder: 2034 - WD)]

Network: N101 [2034 WD-AM (Network Folder: 2034 WD)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cleaver Street														
2	T1	132	6.0	132	6.0	0.093	0.0	LOS A	0.1	0.6	0.04	0.03	0.04	47.7
3	R2	8	6.0	8	6.0	0.093	5.2	LOS A	0.1	0.6	0.04	0.03	0.04	49.3
Approach		140	6.0	140	6.0	0.093	0.4	NA	0.1	0.6	0.04	0.03	0.04	47.8
East: Access 2														
4	L2	2	6.0	2	6.0	0.027	0.4	LOS A	0.1	0.6	0.29	0.24	0.29	15.3
6	R2	20	6.0	20	6.0	0.027	1.5	LOS A	0.1	0.6	0.29	0.24	0.29	15.3
Approach		22	6.0	22	6.0	0.027	1.4	LOS A	0.1	0.6	0.29	0.24	0.29	15.3
North: Cleaver Street														
7	L2	12	6.0	12	6.0	0.077	3.1	LOS A	0.0	0.0	0.00	0.04	0.00	14.6
8	T1	134	6.0	134	6.0	0.077	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	46.2
Approach		145	6.0	145	6.0	0.077	0.2	NA	0.0	0.0	0.00	0.04	0.00	37.7
All Vehicles		307	6.0	307	6.0	0.093	0.4	NA	0.1	0.6	0.04	0.05	0.04	42.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Old Aberdeen Pl/ Access 3 AM - 2034 WD (Site Folder: 2034 - WD)]

Network: N101 [2034 WD-AM (Network Folder: 2034 WD)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Old Aberdeen Pl East														
5	T1	2	0.0	2	0.0	0.002	0.2	LOS A	0.0	0.0	0.18	0.18	0.18	43.0
6	R2	1	0.0	1	0.0	0.002	5.0	LOS A	0.0	0.0	0.18	0.18	0.18	42.7
Approach		3	0.0	3	0.0	0.002	1.8	NA	0.0	0.0	0.18	0.18	0.18	42.9
North: Access 3														
7	L2	35	0.0	35	0.0	0.089	0.1	LOS A	0.3	2.3	0.11	0.13	0.11	37.6
9	R2	80	0.0	80	0.0	0.089	1.0	LOS A	0.3	2.3	0.11	0.13	0.11	17.4
Approach		115	0.0	115	0.0	0.089	0.7	LOS A	0.3	2.3	0.11	0.13	0.11	29.0
West: Old Aberdeen Pl West														
10	L2	143	0.0	143	0.0	0.091	3.8	LOS A	0.0	0.0	0.00	0.44	0.00	12.7
11	T1	27	0.0	27	0.0	0.091	0.0	LOS A	0.0	0.0	0.00	0.44	0.00	42.2
Approach		171	0.0	171	0.0	0.091	3.2	NA	0.0	0.0	0.00	0.44	0.00	17.0
All Vehicles		288	0.0	288	0.0	0.091	2.2	NA	0.3	2.3	0.05	0.32	0.05	20.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Cleaver St/Old Aberdeen Pl AM- 2034 WD (Site Folder: 2034 - WD)]

Network: N101 [2034 WD-AM (Network Folder: 2034 WD)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Old Aberdeen Place														
5	T1	2	6.0	2	6.0	0.002	7.4	LOS A	0.0	0.1	0.28	0.96	0.28	34.6
6	R2	87	6.0	87	6.0	0.096	7.3	LOS A	0.3	2.6	0.28	0.92	0.28	19.6
Approach		89	6.0	89	6.0	0.096	7.3	LOS A	0.3	2.6	0.28	0.92	0.28	20.5
North: Cleaver Street North														
7	L2	94	6.0	94	6.0	0.073	8.2	LOS A	0.3	2.3	0.19	0.92	0.19	28.4
Approach		94	6.0	94	6.0	0.073	8.2	LOS A	0.3	2.3	0.19	0.92	0.19	28.4
West: Drummond Place														
10	L2	9	6.0	9	6.0	0.007	8.0	LOS A	0.0	0.2	0.11	0.95	0.11	34.3
Approach		9	6.0	9	6.0	0.007	8.0	LOS A	0.0	0.2	0.11	0.95	0.11	34.3
SouthWest: Graham Farmer Fwy														
30b	L3	26	6.0	26	6.0	0.074	5.5	LOS A	0.0	0.0	0.00	0.52	0.00	40.9
30a	L1	36	6.0	36	6.0	0.074	3.8	LOS A	0.0	0.0	0.00	0.52	0.00	34.2
32a	R1	82	6.0	82	6.0	0.074	3.9	LOS A	0.0	0.0	0.00	0.52	0.00	34.2
Approach		144	6.0	144	6.0	0.074	4.2	NA	0.0	0.0	0.00	0.52	0.00	36.4
All Vehicles		337	6.0	337	6.0	0.096	6.2	NA	0.3	2.6	0.13	0.75	0.13	30.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Newcastle Street/Cleaver St PM - 2034 WD (Site Folder: 2034 - WD)]

Network: N101 [2034 WD - PM (Network Folder: 2034 WD)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 76 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cleaver Street														
1	L2	177	6.0	177	6.0	0.546	29.7	LOS C	6.7	52.2	0.91	0.81	0.91	29.3
3	R2	83	6.0	83	6.0	* 0.546	29.6	LOS C	6.7	52.2	0.91	0.81	0.91	5.1
Approach		260	6.0	260	6.0	0.546	29.7	LOS C	6.7	52.2	0.91	0.81	0.91	24.8
East: Newcastle St East														
4	L2	59	4.0	59	4.0	0.601	21.1	LOS C	5.3	40.8	0.82	0.73	0.82	6.4
5	T1	413	4.0	413	4.0	0.601	18.2	LOS B	5.3	40.8	0.82	0.73	0.82	38.1
6	R2	17	4.0	17	4.0	0.120	40.1	LOS D	0.6	4.7	0.96	0.69	0.96	22.1
Approach		488	4.0	488	4.0	0.601	19.3	LOS B	5.3	40.8	0.82	0.73	0.82	35.4
North: Cleaver St														
7	L2	28	4.0	28	4.0	* 0.202	41.2	LOS D	1.1	8.1	0.97	0.71	0.97	21.2
Approach		28	4.0	28	4.0	0.202	41.2	LOS D	1.1	8.1	0.97	0.71	0.97	21.2
West: Newcastle St West														
10	L2	31	4.0	31	4.0	0.560	23.7	LOS C	12.5	95.4	0.81	0.71	0.81	38.8
11	T1	414	4.0	414	4.0	0.560	18.2	LOS B	12.5	95.4	0.81	0.72	0.81	37.4
12	R2	142	4.0	142	4.0	* 0.560	33.9	LOS C	5.0	38.3	0.92	0.81	0.92	28.7
Approach		586	4.0	586	4.0	0.560	22.3	LOS C	12.5	95.4	0.84	0.74	0.84	35.0
All Vehicles		1363	4.4	1363	4.4	0.601	23.0	LOS C	12.5	95.4	0.85	0.75	0.85	32.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Cleaver Street											
P1	Full	53	32.3	LOS D	0.1	0.1	0.92	0.92	196.4	213.3	1.09
East: Newcastle St East											
P2	Full	53	32.3	LOS D	0.1	0.1	0.92	0.92	198.6	216.2	1.09
North: Cleaver St											
P3	Full	53	32.3	LOS D	0.1	0.1	0.92	0.92	195.5	212.1	1.09
West: Newcastle St West											
P4	Full	53	32.3	LOS D	0.1	0.1	0.92	0.92	199.4	217.2	1.09
All Pedestrians		211	32.3	LOS D	0.1	0.1	0.92	0.92	197.5	214.7	1.09

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 101 [Newcastle St / Access 1- PM- 2034 WD (Site Folder: 2034 - WD)]

Network: N101 [2034 WD - PM (Network Folder: 2034 WD)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Access 1														
1	L2	14	6.0	14	6.0	0.027	1.6	LOS A	0.3	2.0	0.44	0.31	0.44	15.1
Approach		14	6.0	14	6.0	0.027	1.6	LOS A	0.3	2.0	0.44	0.31	0.44	15.1
East: Newcastle St East														
4	L2	15	6.0	15	6.0	0.242	5.7	LOS A	7.9	61.4	0.00	0.02	0.00	57.3
5	T1	429	6.0	429	6.0	0.242	0.1	LOS A	7.9	61.4	0.00	0.02	0.00	59.5
Approach		444	6.0	444	6.0	0.242	0.3	NA	7.9	61.4	0.00	0.02	0.00	59.4
West:														
11	T1	525	6.0	525	6.0	0.143	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		525	6.0	525	6.0	0.143	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		983	6.0	983	6.0	0.242	0.1	NA	7.9	61.4	0.01	0.01	0.01	59.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Cleaver St / Access 2- PM- 2034 WD (Site Folder: 2034 - WD)]

Network: N101 [2034 WD - PM (Network Folder: 2034 WD)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cleaver Street														
2	T1	197	6.0	197	6.0	0.125	0.2	LOS A	1.4	10.8	0.12	0.08	0.12	44.7
3	R2	32	6.0	32	6.0	0.125	5.4	LOS A	1.4	10.8	0.12	0.08	0.12	46.4
Approach		228	6.0	228	6.0	0.125	0.9	NA	1.4	10.8	0.12	0.08	0.12	44.9
East: Access 2														
4	L2	7	6.0	7	6.0	0.147	0.5	LOS A	0.7	5.3	0.35	0.34	0.35	14.2
6	R2	63	6.0	63	6.0	0.147	2.2	LOS A	0.7	5.3	0.35	0.34	0.35	14.2
Approach		71	6.0	71	6.0	0.147	2.0	LOS A	0.7	5.3	0.35	0.34	0.35	14.2
North: Cleaver Street														
7	L2	47	6.0	47	6.0	0.107	3.1	LOS A	0.0	0.0	0.00	0.12	0.00	14.3
8	T1	154	6.0	154	6.0	0.107	0.0	LOS A	0.0	0.0	0.00	0.12	0.00	40.5
Approach		201	6.0	201	6.0	0.107	0.7	NA	0.0	0.0	0.00	0.12	0.00	26.4
All Vehicles		500	6.0	500	6.0	0.147	1.0	NA	1.4	10.8	0.10	0.13	0.10	35.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Cleaver St/Old Aberdeen Pl PM- 2034 WD (Site Folder: 2034 - WD)]

Network: N101 [2034 WD - PM (Network Folder: 2034 WD)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Old Aberdeen Place														
5	T1	6	6.0	6	6.0	0.006	7.5	LOS A	0.0	0.2	0.29	0.97	0.29	34.5
6	R2	120	6.0	120	6.0	0.139	7.7	LOS A	0.5	3.9	0.33	0.93	0.33	19.2
Approach		126	6.0	126	6.0	0.139	7.7	LOS A	0.5	3.9	0.33	0.93	0.33	21.0
North: Cleaver Street North														
7	L2	96	6.0	96	6.0	0.073	8.2	LOS A	0.3	2.3	0.17	0.93	0.17	28.4
Approach		96	6.0	96	6.0	0.073	8.2	LOS A	0.3	2.3	0.17	0.93	0.17	28.4
West: Drummond Place														
10	L2	26	6.0	26	6.0	0.020	8.2	LOS A	0.1	0.6	0.18	0.92	0.18	34.3
Approach		26	6.0	26	6.0	0.020	8.2	LOS A	0.1	0.6	0.18	0.92	0.18	34.3
SouthWest: Graham Farmer Fwy														
30b	L3	8	6.0	8	6.0	0.078	5.5	LOS A	0.0	0.0	0.00	0.51	0.00	41.2
30a	L1	78	6.0	78	6.0	0.078	3.8	LOS A	0.0	0.0	0.00	0.51	0.00	34.6
32a	R1	67	6.0	67	6.0	0.078	3.9	LOS A	0.0	0.0	0.00	0.51	0.00	34.6
Approach		154	6.0	154	6.0	0.078	3.9	NA	0.0	0.0	0.00	0.51	0.00	35.3
All Vehicles		402	6.0	402	6.0	0.139	6.4	NA	0.5	3.9	0.16	0.77	0.16	29.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Old Aberdeen Pl/ Access 3 PM - 2034 WD (Site Folder: 2034 - WD)]

Network: N101 [2034 WD - PM (Network Folder: 2034 WD)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Old Aberdeen Pl East														
5	T1	6	6.0	6	6.0	0.004	0.1	LOS A	0.0	0.1	0.09	0.08	0.09	46.6
6	R2	1	6.0	1	6.0	0.004	5.1	LOS A	0.0	0.1	0.09	0.08	0.09	45.9
Approach		7	6.0	7	6.0	0.004	0.8	NA	0.0	0.1	0.09	0.08	0.09	46.5
North: Access 3														
7	L2	49	0.0	49	0.0	0.127	0.1	LOS A	0.5	3.5	0.09	0.13	0.09	37.7
9	R2	115	0.0	115	0.0	0.127	1.0	LOS A	0.5	3.5	0.09	0.13	0.09	17.6
Approach		164	0.0	164	0.0	0.127	0.7	LOS A	0.5	3.5	0.09	0.13	0.09	29.1
West: Old Aberdeen Pl West														
10	L2	138	6.0	138	6.0	0.087	3.8	LOS A	0.0	0.0	0.00	0.46	0.00	12.7
11	T1	18	6.0	18	6.0	0.087	0.0	LOS A	0.0	0.0	0.00	0.46	0.00	41.9
Approach		156	6.0	156	6.0	0.087	3.4	NA	0.0	0.0	0.00	0.46	0.00	15.7
All Vehicles		327	3.0	327	3.0	0.127	2.0	NA	0.5	3.5	0.05	0.29	0.05	20.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Newcastle Street/Cleaver St Weekend - 2034 WD (Site Folder: 2034 - WD)]

Network: N101 [2024 WD-Weekend (Network Folder: 2034 WD)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 79 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cleaver Street														
1	L2	258	6.0	258	6.0	0.642	29.2	LOS C	6.7	52.2	0.92	0.83	0.92	29.5
3	R2	95	6.0	95	6.0	* 0.642	29.2	LOS C	6.7	52.2	0.92	0.83	0.92	5.2
Approach		353	6.0	353	6.0	0.642	29.2	LOS C	6.7	52.2	0.92	0.83	0.92	25.8
East: Newcastle St East														
4	L2	71	4.0	71	4.0	0.635	23.6	LOS C	5.3	40.8	0.85	0.76	0.85	5.7
5	T1	393	4.0	393	4.0	0.635	20.7	LOS C	5.3	40.8	0.85	0.76	0.85	36.2
6	R2	6	4.0	6	4.0	0.047	41.1	LOS D	0.2	1.8	0.95	0.65	0.95	21.9
Approach		469	4.0	469	4.0	0.635	21.4	LOS C	5.3	40.8	0.85	0.76	0.85	33.7
North: Cleaver St														
7	L2	20	4.0	20	4.0	* 0.148	42.6	LOS D	0.8	5.9	0.96	0.69	0.96	20.9
Approach		20	4.0	20	4.0	0.148	42.6	LOS D	0.8	5.9	0.96	0.69	0.96	20.9
West: Newcastle St West														
10	L2	15	4.0	15	4.0	0.379	24.1	LOS C	7.7	58.9	0.76	0.65	0.76	38.6
11	T1	263	4.0	263	4.0	0.379	18.5	LOS B	7.7	58.9	0.76	0.65	0.76	37.2
12	R2	155	4.0	155	4.0	* 0.671	39.7	LOS D	6.0	46.1	0.97	0.86	1.08	26.3
Approach		433	4.0	433	4.0	0.671	26.3	LOS C	7.7	58.9	0.83	0.73	0.87	32.6
All Vehicles		1275	4.6	1275	4.6	0.671	25.6	LOS C	7.7	58.9	0.87	0.77	0.88	30.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Cleaver Street											
P1	Full	53	33.8	LOS D	0.1	0.1	0.93	0.93	197.9	213.3	1.08
East: Newcastle St East											
P2	Full	53	33.8	LOS D	0.1	0.1	0.93	0.93	200.1	216.2	1.08
North: Cleaver St											
P3	Full	53	33.8	LOS D	0.1	0.1	0.93	0.93	197.0	212.1	1.08
West: Newcastle St West											
P4	Full	53	33.8	LOS D	0.1	0.1	0.93	0.93	200.9	217.2	1.08
All Pedestrians		211	33.8	LOS D	0.1	0.1	0.93	0.93	199.0	214.7	1.08

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 101 [Newcastle St / Access 1- Weekend- 2034 WD (Site Folder: 2034 - WD)]

Network: N101 [2024 WD-Weekend (Network Folder: 2034 WD)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Access 1														
1	L2	14	6.0	14	6.0	0.026	1.5	LOS A	0.3	2.3	0.42	0.29	0.42	15.3
Approach		14	6.0	14	6.0	0.026	1.5	LOS A	0.3	2.3	0.42	0.29	0.42	15.3
East: Newcastle St East														
4	L2	16	6.0	16	6.0	0.226	5.7	LOS A	8.7	68.0	0.00	0.02	0.00	57.2
5	T1	399	6.0	399	6.0	0.226	0.1	LOS A	8.7	68.0	0.00	0.02	0.00	59.5
Approach		415	6.0	415	6.0	0.226	0.3	NA	8.7	68.0	0.00	0.02	0.00	59.4
West:														
11	T1	378	6.0	378	6.0	0.103	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		378	6.0	378	6.0	0.103	0.0	NA	0.0	0.0	0.00	0.00	0.00	60.0
All Vehicles		806	6.0	806	6.0	0.226	0.2	NA	8.7	68.0	0.01	0.02	0.01	59.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Cleaver St / Access 2- Weekend- 2034 WD (Site Folder: 2034 - WD)]

Network: N101 [2024 WD-Weekend (Network Folder: 2034 WD)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cleaver Street														
2	T1	160	6.0	160	6.0	0.123	0.4	LOS A	3.1	24.6	0.21	0.14	0.21	41.1
3	R2	55	6.0	55	6.0	0.123	5.5	LOS A	3.1	24.6	0.21	0.14	0.21	42.9
Approach		215	6.0	215	6.0	0.123	1.7	NA	3.1	24.6	0.21	0.14	0.21	41.6
East: Access 2														
4	L2	13	6.0	13	6.0	0.251	0.5	LOS A	3.3	25.6	0.36	0.35	0.36	14.1
6	R2	109	6.0	109	6.0	0.251	2.2	LOS A	3.3	25.6	0.36	0.35	0.36	14.1
Approach		122	6.0	122	6.0	0.251	2.0	LOS A	3.3	25.6	0.36	0.35	0.36	14.1
North: Cleaver Street														
7	L2	82	6.0	82	6.0	0.120	3.1	LOS A	0.0	0.0	0.00	0.19	0.00	14.1
8	T1	143	6.0	143	6.0	0.120	0.0	LOS A	0.0	0.0	0.00	0.19	0.00	36.8
Approach		225	6.0	225	6.0	0.120	1.1	NA	0.0	0.0	0.00	0.19	0.00	21.6
All Vehicles		562	6.0	562	6.0	0.251	1.5	NA	3.3	25.6	0.16	0.21	0.16	30.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Cleaver St/Old Aberdeen Pl Weekend- 2034 WD (Site Folder: 2034 - WD)]

Network: N101 [2024 WD-Weekend (Network Folder: 2034 WD)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Old Aberdeen Place														
5	T1	3	6.0	3	6.0	0.003	7.6	LOS A	0.0	0.1	0.31	0.96	0.31	34.5
6	R2	109	6.0	109	6.0	0.127	7.6	LOS A	0.4	3.5	0.33	0.93	0.33	19.2
Approach		113	6.0	113	6.0	0.127	7.6	LOS A	0.4	3.5	0.33	0.93	0.33	20.2
North: Cleaver Street North														
7	L2	103	6.0	103	6.0	0.080	8.2	LOS A	0.3	2.6	0.19	0.92	0.19	28.4
Approach		103	6.0	103	6.0	0.080	8.2	LOS A	0.3	2.6	0.19	0.92	0.19	28.4
West: Drummond Place														
10	L2	5	6.0	5	6.0	0.004	8.2	LOS A	0.0	0.1	0.18	0.91	0.18	34.3
Approach		5	6.0	5	6.0	0.004	8.2	LOS A	0.0	0.1	0.18	0.91	0.18	34.3
SouthWest: Graham Farmer Fwy														
30b	L3	13	6.0	13	6.0	0.088	5.5	LOS A	0.0	0.0	0.00	0.51	0.00	41.1
30a	L1	83	6.0	83	6.0	0.088	3.8	LOS A	0.0	0.0	0.00	0.51	0.00	34.5
32a	R1	78	6.0	78	6.0	0.088	3.9	LOS A	0.0	0.0	0.00	0.51	0.00	34.5
Approach		174	6.0	174	6.0	0.088	4.0	NA	0.0	0.0	0.00	0.51	0.00	35.5
All Vehicles		395	6.0	395	6.0	0.127	6.2	NA	0.4	3.5	0.15	0.74	0.15	29.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Old Aberdeen Pl/ Access 3 Weekend - 2034 WD (Site Folder: 2034 - WD)]

Network: N101 [2024 WD-Weekend (Network Folder: 2034 WD)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Old Aberdeen Pl East														
5	T1	3	6.0	3	6.0	0.002	0.2	LOS A	0.0	0.1	0.15	0.13	0.15	44.4
6	R2	1	6.0	1	6.0	0.002	5.1	LOS A	0.0	0.1	0.15	0.13	0.15	44.0
Approach		4	6.0	4	6.0	0.002	1.4	NA	0.0	0.1	0.15	0.13	0.15	44.3
North: Access 3														
7	L2	42	0.0	42	0.0	0.109	0.1	LOS A	0.4	2.9	0.11	0.14	0.11	37.6
9	R2	98	0.0	98	0.0	0.109	1.0	LOS A	0.4	2.9	0.11	0.14	0.11	17.4
Approach		140	0.0	140	0.0	0.109	0.7	LOS A	0.4	2.9	0.11	0.14	0.11	28.9
West: Old Aberdeen Pl West														
10	L2	143	6.0	143	6.0	0.094	3.8	LOS A	0.0	0.0	0.00	0.44	0.00	12.7
11	T1	25	6.0	25	6.0	0.094	0.0	LOS A	0.0	0.0	0.00	0.44	0.00	42.2
Approach		168	6.0	168	6.0	0.094	3.2	NA	0.0	0.0	0.00	0.44	0.00	16.7
All Vehicles		313	3.3	313	3.3	0.109	2.1	NA	0.4	2.9	0.05	0.30	0.05	20.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Appendix D. Swept Paths

CLEAVER ST

NEWCASTLE ST

OLD ABERDEEN PL

15.00 16.00 17.00 18.00 19.00 20.00 21.00 22.00

REFER LANDSCAPE ARCHITECT PLANS

AWNING OVER

R.L. 15.150

R.L. 16.100

3Hr PUBLIC BIKE PARKING

STAIR DOWN TO PUMPS AND TANKS

1:16 RAMP UP

DN

OVERRUN

PUMPS & TANKS BELOW

PUMPS / TANKS BELOW INDICATIVELY SHOWN DASHED

BIN STORE

BIKE STORE

LIFT

CHILDCARE LOBBY
NLA 24 m²

T4 RETAIL
NLA 262 m²

T5 RETAIL
NLA 58 m²

T6 RETAIL
NLA 67 m²

T9
NLA 82 m²

ENTRY

Auto Door

SCREEN

T3 RETAIL /ENTERTAINMENT
NLA 178 m²

T7 RETAIL /ENTERTAINMENT
NLA 122 m²

T2 RETAIL /ENTERTAINMENT
NLA 181 m²

LOCATION OF INTERNAL TENANCY WALLS INDICATIVE ONLY

T8 RETAIL /ENTERTAINMENT
NLA 167 m²

T1 RETAIL /ENTERTAINMENT
NLA 120 m²

ACCESS TO CARPARK

4 CARBAYS HARDWARE STORE

T10
FRESH PRODUCE MARKET OR GYM
NLA 1200m2 GFA 1225m2

STAIR

STAFF

AWNING OVER

9 BAYS

4 CHILDCARE DROP OFF BAYS

9 CAR BAYS ALLOCATED FOR HARDWARE STORE

TOTAL 118 CAR BAYS

9 CAR BAYS ALLOCATED FOR HARDWARE STORE

G.I LIFT

HRV - Heavy Rigid Vehicle

BIN STORE

TRANSFORMER

SWITCH RM

SECURITY SCREEN

1:10 GRADIENT GARAGE DRIVEWAY

BIKE STORE / E.O.T

WAREHOUSE OVER SHOWN DASHED

EXISTING MRWA LAND - PROVISION OF POWER AND WATER TO THIS LOCATION FOR RICKLE DISTRICT COMMUNITY EVENTS

UNDERCROFT 1

FLOOR AREA

TENANCY 1
TENANCY 2
TENANCY 3
TENANCY 4
TENANCY 5
TENANCY 6
TENANCY 7
TENANCY 8
TENANCY 9
TENANCY 10

17.00

18.00

19.00

20.00

21.00

REFER LANDSCAPE ARCHITECT PLANS

VOID OVER

D OVER

UP

UP

UP

SECURITY SCREEN

R.L. 18.700

TROLLEYS

ENTRY

BBQ

6400

4800

3624mm

SECURITY SCREEN

TROLLEYS

CAFE POD
NLA 3 m²

BIKE REPAIR
NLA 23 m²

BIKE STORE
NLA 58 m²

R.L. 18.700

STAIR

MC bays

8300

8650

8300

8300

7200

TRAILER

TRAILER

TRAILER

TRAILER

R.L. 18.700

UP

UP

STAIR

TROLLEYS

TROLLEYS

NEWCASTLE ST

22.00

A B C D OLD ABERDEEN E F G H

WAREHOUSE

AREAS

MAIN WAREHOUSE & STORE	3888m² NLA
TIMBER TRADE SALES	2022m² NLA
GOODS INWARDS	112m² NLA
BAGGED GOODS	712m² NLA
OUTDOOR NURSERY	600m² NLA
ENTRANCE ZONE	100m² NLA
BALCONY	29m² NLA
	7,464m² NLA

NEWCASTLE ST

22.00

21.00

20.00

19.00

18.00

17.00

EXIT

ENTRY

STAIR

DEEP SOIL AREA EXTENT TBC

SECURITY GATE

GAS CAGE

LOADING

R.L. 22.368

EXISTING COLORBOND FENCE

TIMBER TRADE SALES

N.L.A. 2022m²

GOODS INWARDS

N.L.A. 112m²

MAIN WAREHOUSE

N.L.A. 3888m²

STORE

(INCLUDED IN MAIN WAREHOUSE AREA)

UPPER ENTRY ZONE

N.L.A. 100m²

SERVICE DRIVEWAY 1:10 GRADIENT

UP

LIFT

CLEANER

PASSAGE

MALE WC

DISABLED WC

FEMALE WC

CHR

CHILD WA

CHILD WC

1 PACT HOSE COUPLING AT BASE OF EACH STAIR

EXTERNAL HOSE TO BE CONCEALED

AWNING OVER

AWNING OVER

UP

STORE

(INCLUDED IN MAIN WAREHOUSE AREA)

UP

MAIN WAREHOUSE

NLA 3852 m²

TIMBER TRADE SALES

NLA 2020 m²

PLANTER / SEATING AT NEWCASTLE STREET CORNER

Personenauto Paardentrailer CROW 2012 (NL)

STAIR

GAS CAGE

Personenauto Paardentrailer CROW 2012 (NL)

EXIT

3.00

DEEP SOIL AREA EXTENT TBC

GAS CAGE

Personenauto Paardentrailer CROW 2012 (NL)

ENTRY

3.50

GAS CAGE

GAS CAGE

GOODS INWARDS

NLA 112 m²

UP

STAIR

UP

UP

LOADING

R.L. 22.368

SECURITY GATE

LOADING

SERVICE DRIVEWAY 1:10 GRADIENT

EXISITING COLORBOND FENCE

NEWCASTLE

22.00

Personenauto Paardentrailer CROW 2012 (NL)

19.00

20.00

21.00

22.00

WAREHOUSE

AREAS

MAIN WAREHOUSE & STORE	3888m²NLA
TIMBER TRADE SALES	2023m²NLA
GOODS INWARDS	112m²NLA
BAGGED GOODS	712m²NLA
OUTDOOR NURSERY	600m²NLA
ENTRANCE ZONE	100m²NLA
BALCONY	29m²NLA
	7,464m²NLA

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CITY OF VINCENT

ATTACHMENT 5

DEVELOPMENT ASSESSMENT PANEL MEETING

Acoustic Report

WEST PERTH PROPOSED MIXED USE DEVELOPMENT

ACOUSTIC ASSESSMENT

MAY 2023

OUR REF: 31045-2-21502-02

Rochdale Holdings Pty Ltd A.B.N. 85 009 049 067 trading as:
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DOCUMENT CONTROL PAGE

ACOUSTIC ASSESSMENT
WEST PERTH PROPOSED MIXED USE DEVELOPMENT

Job No: 21502-02

Document Reference: 31045-1-21502-02

FOR

PLANNING SOLUTIONS

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CONTENTS

APPENDICES

1.0 INTRODUCTION

Herring Storer Acoustics was commissioned to provide an assessment of noise emissions in accordance with the *Environmental Protection (Noise) Regulations 1997* for the above proposed development, located at the corner of Newcastle Street and Cleaver Street, West Perth. Additionally, assessment of noise received at the child care centre, as required under State Planning Policy 5.4 has been undertaken.

It is noted that addressing the above requirements, also addressees the requirements of the City of Vincent Sound Attenuation Policy 7.5.21.

This work is understood to have been requested to inform the design team prior to the application for development approval and accompany the development application.

2.0 SUMMARY

Noise level emissions associated with the typical noise sources requiring assessment at this stage of such a development, being deliveries and forklift movements, have been found to comply with the *Environmental Protection Regulations 1997.*

The child care centre component of the proposed development has been ascertained to be able to comply with the relevant Assigned Noise Levels, in terms of the outdoor play areas and the impact upon the surrounds.

A preliminary assessment of noise impact associated with traffic noise on Mitchell Freeway has been carried out in accordance with State Planning Policy 5.4. A level of 61 dB(A) has been calculated, which would place the child care centre in an exposure category for which “Package B” would be required to be implemented to the child care portion of the development. The Town of Vincent Sound Attenuation Policy requires that the internal noise environment meets the AS107 recommended internal design sound levels. The SPP 5.4 preliminary assessment is for the sleeping areas of the child care centre – which would be the most onerous criteria – hence meeting the AS2017 recommendations for the balance of the space would not be onerous. As the internal layout is not known at this preliminary stage of the development, no further commentary can be made on construction requirements.

It is further noted that there is an outdoor play area located such that the child care centre building is located between the outdoor area and the Freeway, hence, protecting the area from traffic noise.

A condition of approval requiring an assessment of the child care centre in accordance with State Planning Policy 5.4 during the design development phase of the project is considered appropriate.

Noise level impacts associated with the proposed entertainment space, being in the undercroft, are negligible as the space is located below the hardware store and below ground.

Noise levels associated with the commercial space that is proposed to either accommodate a fresh produce market or gym, located in the undercroft, has negligible impact. Airborne noise impact levels would be negligible due to the proposed location of the gym (or fresh food market). Structure borne noise will need to be considered during the fitout process (in the event that the space is a gym) however, given that the space directly above the gym is a carpark, and above that retail space (Bunnings) structure borne noise control is considered unlikely to be onerous.

Areas that have not been considered in this assessment, due to the preliminary nature of timing of the report (i.e. more detailed assessment would be undertaken at the design phase of the project in response to anticipated development approval conditions) include the following:

Mechanical Plant

All mechanical plant would require assessment once selections have been determined during the design phase. Given the location of the development and likely locations of plant (roof top and basement) compliance with the Regulations would not be considered onerous to achieve.

It is likely that the roof top would host evaporative air conditioning or fresh air intake fans – which would not be onerous to ensure compliance with the relevant requirements. Carpark exhaust fans, if needed, would likely be located on the carpark levels with ducting leading to the roof – which could include attenuators if need be to meet the relevant requirements.

Waste Collection

Waste collection has not been considered in this assessment. It is noted that in accordance with Regulation 14A of the Environmental Protection (Noise) Regulations 1997, collection of waste is exempt from meeting the Assigned Noise Levels specified by the Regulations, assuming that the collection is undertaken in accordance with a waste management plan, or during 0700 – 1900 hours (or 0900 to 1900 hours on a Sunday or public holiday). A waste management plan is understood to be prepared as a part of the design phase of the development. Given the location of the waste collection point (understood to be at the goods inward area located on the second level of the basement) the impact would be similar to that calculated for deliveries, i.e. insignificant and hence would be compliant with the Regulations regardless of the exempt nature of the noise emission.

3.0 CRITERIA

3.1 TOWN OF VINCENT SOUND ATTENUATION POLICY 7.5.21

The criteria stipulated in the Town of Vincent Sound Attenuation Policy 7.5.21 aligns with the other criteria considered in our preliminary assessment – namely the Environmental Protection (Noise) Regulations 1997 and State Planning Policy 5.4 (for road and rail noise impacts).

The surrounding area is predominantly commercial/industrial premises, with the Freeway on the southern side of the development.

Residential premises are located on the northern side of Newcastle Street, and have been considered in our preliminary assessment of the noise emissions associated with the proposed development in accordance with the Environmental Protection (Noise) Regulations 1997.

3.2 ENVIRONMENTAL PROTECTION (NOISE) REGULATIONS 1997

The allowable noise level at the surrounding locales is prescribed by the *Environmental Protection (Noise) Regulations 1997*. Regulations 7 & 8 stipulate maximum allowable external noise levels determined by the calculation of an influencing factor, which is then added to the base levels shown below. The influencing factor is calculated for the usage of land within two circles, having radii of 100m and 450m from the premises of concern.

TABLE 3.1 - BASELINE ASSIGNED OUTDOOR NOISE LEVEL

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		$L_{A\ 10}$	$L_{A\ 1}$	$L_{A\ max}$
Noise sensitive premises within 15 metres of a dwelling	0700 - 1900 hours Monday to Saturday (Day)	45 + IF	55 + IF	65 + IF
	0900 - 1900 hours Sunday and Public Holidays (Sunday / Public Holiday Day)	40 + IF	50 + IF	65 + IF
	1900 - 2200 hours all days (Evening)	40 + IF	50 + IF	55 + IF
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays (Night)	35 + IF	45 + IF	55 + IF
Commercial Premises	All Hours	60	75	80

Note: L_{A10} is the noise level exceeded for 10% of the time.
L_{A1} is the noise level exceeded for 1% of the time.
L_{Amax} is the maximum noise level.
IF is the influencing factor.

It is a requirement that received noise be free of annoying characteristics (tonality, modulation and impulsiveness), defined below as per Regulation 9.

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

"modulation" means a variation in the emission of noise that –

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

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

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

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

Where the noise emission is not music, if the above characteristics exist and cannot be practicably removed, then any measured level is adjusted according to Table 3.2 below.

TABLE 3.2 - ADJUSTMENTS TO MEASURED LEVELS

Where **tonality** is present	Where **modulation** is present	Where **impulsiveness** is present
+5 dB(A)	+5 dB(A)	+10 dB(A)

Note: These adjustments are cumulative to a maximum of 15 dB.

The nearest noise sensitive premises to the proposed development have been identified using the area map in Figure 3.1.

It is noted that 4 receiver point locations have been considered for this preliminary assessment. The locations are representative of areas of residential premises not specific individual dwellings.

FIGURE 3.1 – LOCATION PLAN / NEIGHBOURING PREMISES

The influencing factor the residential premises has been conservatively estimated at 9 dB, with the calculation based on the following:

Major Road within inner circle
Newcastle Street + 6 dB

Industrial Premises within inner circle
40 % + 4 dB

Industrial Premises within outer circle
10 % + 1 dB

TOTAL + 11 dB

Hence, the Assigned Noise Levels are listed in Table 3.3.

TABLE 3.3 - ASSIGNED OUTDOOR NOISE LEVEL

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		$L_{A\ 10}$	$L_{A\ 1}$	$L_{A\ max}$
R1 – R4	0700 - 1900 hours Monday to Saturday (Day)	56	66	76
	0900 - 1900 hours Sunday and Public Holidays (Sunday / Public Holiday Day Period)	51	61	76
	1900 - 2200 hours all days (Evening)	51	61	66
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays (Night)	46	56	66

Note: L_{A10} is the noise level exceeded for 10% of the time.
L_{A1} is the noise level exceeded for 1% of the time.
L_{Amax} is the maximum noise level.

4.0 HARDWARE STORE

Typical noise sources that require a preliminary assessment of impact with this type of development include:

- Forklift movements.
- Delivery Truck movements.

Noise modelling has been undertaken with these activities occurring in the loading dock.

Mechanical services will require assessment once selections have been determined during the design phase. Given the location of the development and likely locations of plant (roof top and basement) compliance with the Regulations would not be considered onerous to achieve. Selection, location and attenuation requirements of exhaust systems – carpark exhausts in particular – will require attention.

Suitable locations for mechanical plant that are considered appropriate include the rooftop areas of the development, which would may house evaporative/fresh air intake fans. Given the location and the distance from neighbouring premises, compliance with the relevant criteria would not be difficult to achieve – noting that this consideration of placement of mechanical plant is required as a part of the Town of Vincent Sound Attenuation Policy, as is addressed here.

Carpark ventilation fans (if needed) would likely be located in the carpark level(s) and exhaust at roof level. The location of attenuators within this duct path would easily address any attenuation requirements.

5.0 CHILD CARE CENTRE

Based on previous assessments of child care centres, the outdoor area for the centre would be the critical component for assessment.

Typically, child care centre normal hours of operations would be between 0630 and 1830 hours, Monday to Friday (closed on public holidays). It is noted that although the proposed child care centre would open before 7 am (ie during the night period), the outdoor play area would not be used until after 7am – which is considered to be industry standard for child care centres.

It is also noted that the child care centre would be considered a noise sensitive premise in accordance with State Planning Policy 5.4 “Road and Rail Noise”, hence, due to the proximity to Mitchell Freeway, and assessment of the traffic noise impact would be required. Section 9.0 for a preliminary assessment.

Whilst it is expected that an assessment would form part of the development approval conditions, a preliminary assessment has been provided here. This assessment also addresses the requirements for a noise ingress assessment according to the Town of Vincent Sound Attenuation Policy.

6.0 PICKLE DISTRICT COMMUNITY STUDIO SPACE

The community studio space proposed in the undercroft level is understood to be desired to be utilised for functions, with music a desired use.

The internal space has been assumed to be able to contain noise levels associated with music events hosted internally. Given that the event space is located below the carpark area and essentially underground, the control of noise emissions from this use does not impact the surrounding area.

7.0 FRESH PRODUCE MARKET OR GYM

A fresh produce market or gym is proposed to be accommodated in the undercroft of the development.

The use of the space as a gym is considered to represent the highest potential noise impact use, hence, this has been considered as the use in this preliminary assessment. It is understood that the gym would likely operate on a 24/7 basis. Given the directly surrounding land uses are commercial premises, from a noise impact perspective this is immaterial to considerations as the assigned noise levels for commercial spaces are constant regardless of the time of day/night.

Given the location of this tenancy, airborne noise (through background music or the like within the gym) would not impact any surrounding noise sensitive spaces.

Structure borne noise associated with the use of the gym will need to be addressed during the fitout of the gym. This is recommended to be done prior to the occupancy of the gym tenancy, based upon testing of the type of gym use that is proposed for the space, as the transfer of noise through structural transmission is convoluted and cannot be accurately predicted based on design drawings. Additionally, the type/style of gym is not known, which has a significant affect on what sources of structure borne noise should be considered (i.e. if it's a "spin club" there would not be considered any structure borne noise impacts, however if it is a "crossfit style" gym, then the dropping of barbells from overhead would need to be considered).

Given that there is a carpark directly above the tenancy, and a Bunnings tenancy above the carpark (neither presenting an overly sensitive use of space) the control of structure borne noise is unlikely to be onerous at all, with control of any structure borne noise likely to be able to be addressed with gym matting.

8.0 METHODOLOGY

Noise modelling of the noise propagation from the site was carried out using the environmental noise modelling computer program, "SoundPlan". Single point calculations were undertaken.

Input data for computer modelling included:

- Design of development as per drawings in Appendix A.
- EPA standard weather condition for the day and night periods (see Table 8.1).
- Sound power levels, as summarised in Tables 8.2 and 8.3.

TABLE 8.1 - WEATHER CONDITIONS

Condition	Day Period	Night Period
Temperature	20 °C	15 °C
Relative humidity	50%	50%
Pasquil Stability Class	E	F
Wind speed	4 m/s*	3 m/s*

* From source to receiver

TABLE 8.2 – SOUND POWER LEVELS OF LOADING DOCK ACTIVITIES

DESCRIPTION	dB(A)
Forklift Movements	81
15m rigid delivery truck	85

TABLE 8.3 – SOUND POWER LEVELS CHILDCARE CENTRE

Item	Sound Power Level, dB(A)
Children Playing	83 (per 10 children)

For the above sound power levels, single point calculations were undertaken for the following scenarios:

Scenario 1: Truck delivery.

Scenario 2: Forklifts.

Scenario 3: Child Care outdoor play.

Notes:

1 Given the total number of children, acoustic modelling of outdoor play noise was made, based on 100 children playing within the outdoor play areas at the one time, utilising 10 groups of 10 children, sound power levels distributed as plane sources.

2 For the noise to be less than 10% of the time and be assessed under the L_{A1} assigned noise levels, the truck engines would need to be turned off while unloading is occurring. The noise source included in our noise modelling includes the truck moving up the ramp.

3 The L_{A1} assigned noise level would be the pertinent prescribed noise level in this instance (for deliveries) as the duration of time that the noise of the deliveries is present is less than 10% of a representative time period. The noise associated with the delivery is the manoeuvring of the truck into place, upon which the truck is switched off – hence – even if the delivery takes some time (i.e. 30 – 60 minutes) the noise level associated with the truck is not present throughout the duration of the delivery.

4 It is noted that this also means the noise assessment is more "realistic" as if the L_{A10} parameter was to be used as the noise level associated with the truck is not present for more than 10% of a representative time period, the L_{A10} noise level would be at the ambient noise level of the area, rather than the truck noise.

9.0 RESULTS

Single point calculations were undertaken for all locations shown in Figure 3.1, with the results of the modelling listed in Table 9.1.

TABLE 9.1 – RESULTANT NOISE LEVEL

Receiver Location	Scenario / Calculated Noise Level, (dB(A))		
	Scenario 1	Scenario 2	Scenario 3
R1	3	7	40
R2	8	12	30
R3	36	41	35
R4	36	39	40

Given the location and the nature of the noise emissions, noise levels associated with the deliveries – being an L_{A1} – as defined in the Regulations would not contain tonal characteristics. Forklift movements, likely to occur for sufficiently long enough periods to be considered an L_{A10} noise emission, may contain tonal characteristics, hence, a + 5 dB adjustment would be applicable. It is also noted that noise emissions from children playing does not contain any annoying characteristics.

Noise levels associated with music in Scenario 4 would attract a + 10 dB adjustment in accordance with the Regulations, noting that the intensity of the music assumed would be considered unlikely to be impulsive at nearby noise sensitive premises.

Noise levels associated with patrons in Scenario 5 would not attract any adjustments in accordance with the Regulations, noting that music being limited to background/ambient only would preclude any adjustment for the emissions being considered music.

Therefore, Table 9.2 lists the assessable noise level for each scenario (including the adjustment appropriate adjustments).

TABLE 9.2 – ASSESSABLE NOISE LEVELS

Receiver Location	Scenario / Calculated Noise Level, (dB(A))				
	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5
R1	3	12	40	54	39
R2	8	17	30	46	30
R3	36	46	35	59	42
R4	36	44	40	58	42

Table 9.3 compares the assessable noise level for forklift movements against the relevant L_{A10} Assigned Noise Levels for the critical night period.

TABLE 9.3 – ASSESMENT OF NOISE LEVEL – SCENARIO 2 – FORKLIFT MOVEMENTS

Receiver Location	Assessable Noise Level, dB(A)	Assigned Noise Level, L_{A10} dB		Exceedance to Assigned Noise Level
	Scenario 2	Time of Day	L_{A10} dB	
R1	12	Night	46	Complies
R2	17	Night	46	Complies
R3	46	Night	46	Complies
R4	44	Night	46	Complies

Table 9.4 compares the assessable noise level for outdoor play against the relevant L_{A10} Assigned Noise Levels for the day period.

TABLE 9.4 – ASSESMENT OF NOISE LEVEL – SCENARIO 3 – OUTDOOR PLAY

Receiver Location	Assessable Noise Level, dB(A)	Assigned Noise Level, L_{A10} dB		Exceedance to Assigned Noise Level
	Scenario 3	Time of Day	L_{A10} dB	
R1	40	Day	56	Complies
R2	30	Day	56	Complies
R3	35	Day	56	Complies
R4	40	Day	56	Complies

Tables 9.5 compares the assessable noise level for truck deliveries against the relevant L_{A1} Assigned Noise Levels for the day, evening (and Sundays) and night periods.

TABLE 9.5 – ASSESMENT OF NOISE LEVEL – SCENARIO 1 –TRUCK DELIVERIES

Receiver Location	Assessable Noise Level, dB(A)	Assigned Noise Level, L_{A1} dB		Exceedance to Assigned Noise Level
	Scenario 1	Time of Day	L_{A1} dB	
R1	3	Day	66	Complies
		Sundays	61	Complies
		Evening	61	Complies
		Night	56	Complies
R2	8	Day	66	Complies
		Sundays	61	Complies
		Evening	61	Complies
		Night	56	Complies
R3	36	Day	66	Complies
		Sundays	61	Complies
		Evening	61	Complies
		Night	56	Complies
R4	36	Day	66	Complies
		Sundays	61	Complies
		Evening	61	Complies
		Night	56	Complies

Noise emissions from outdoor play associated with the child care would comply with the Assigned Noise Levels during the day period. It is noted that no fencing/barrier has been included in this calculation – other than the barrier effect of the child care centre building itself.

Deliveries within the proposed loading dock have been calculated to comply with the relevant assigned noise levels for all time periods.

Forklift movements within the loading dock have been calculated to comply at all times. It is noted that no built form has been included in the calculations for this activity, hence, the calculated noise levels are considered to be representative of the worst case noise levels.

10.0 CHILD CARE CENTRE PRELIMINARY SPP 5.4 ASSESSMENT

The location of the development is situated in proximity to a major road, such that an assessment of noise impacts upon noise sensitive premises in accordance with SPP 5.4 is required.

This is shown in Figure 10.1 below.

FIGURE 10.1 – PROXIMITY TO MITCHELL FREEWAY

An assessment was undertaken based on the Road and Rail Guidelines (dated September 2019) for State Planning Policy 5.4.

From the Main Roads Traffic Map, the current traffic volume (2018/2019) along Mitchell Freeway was 83,196 vehicles per day.

Under SPP 5.4, Mitchell Freeway is classified as a "Strategic freight and major traffic route" or red road. The trigger distance for which an assessment is require is 300 metres, hence for noise sensitive premises within this distance, an assessment under SPP 5.4 is required.

The proposed child care centre is located at around 150 metres from Mitchell Freeway.

Based on Table 2 of the Guidelines, the base noise level received at the site would be 61 dB(A).

In accordance with the Guidelines, a level of 61 dB(A) would place the child care centre in an exposure category for which "Package B" would be required to be implemented.

It is noted that this is a preliminary finding only, as the internal layout of the child care centre would need to be accounted for, as the "noise sensitive" portion of the centre is the sleeping areas, which could be orientated such they are not fronting Mitchell Freeway.

It is noted that the above also holds true for the application of AS2107 Acoustics – Recommended Design Sound Levels and Reverberation Times for Building Interiors – which is required to be applied in accordance with the Town of Vincent Sound Attenuation Policy requirements.

As the layout of the child care centre is not known, in terms of internal usage, is also not known – hence, cannot be accounted for in this preliminary assessment.

It is noted that the application of "Package B" in accordance with State Planning Policy 5.4 does address what would be the worst impacted area of the child care centre (i.e. the lowest recommended design noise level for the space) and therefore, the requirements to meet the recommended AS2107 levels – as stipulated by the Town of Vincent Sound Attenuation Policy – can be met.

It is further noted that there is an outdoor play area proposed, located such that the child care centre building is located between the outdoor area and the Freeway, hence, protecting the area from traffic noise.

11.0 CONCLUSION

Given the proposed design of the development, noise impacts associated with the typical noise sources requiring attention at this stage of the design process (being delivery trucks and forklift movements) have been assessed as compliant with the Assigned Noise Levels stipulated by the Environmental Protection (Noise) Regulations 1997. It is noted that no built form noise control measures have been included in this preliminary assessment, hence, the noise impact would be less than calculated at this preliminary stage.

Noise impact associated with mechanical services will need addressing during the design phase of the development, and it is considered appropriate to be a condition of development approval that such an assessment be provided prior to building licence approval. Consideration has been given to evaporative coolers or fresh air intake on the roof of the hardware store. Carpark exhausts (if needed) are likely to be located on the carparking levels, with ducting to the roof – attenuators could be located within this path and would ensure compliance with the relevant assigned noise levels is met.

Given the location of the development and likely locations of plant (roof top and basement) compliance with the Regulations would not be considered onerous to achieve.

The proximity of Mitchell Freeway to the proposed child care centre may necessitate upgraded construction to the building for the "noise sensitive" portion of the centre – primarily the sleeping areas. It would be considered pertinent for this requirement to be a condition of development approval. Similarly for the non-sleeping areas where AS2107 recommended design noise levels would be applicable to meet the requirements of the Town of Vincent Sound Attenuation Policy. As the internal layout of this area is not known at this stage, no further commentary can be provided on construction measures and the like, however, "Package B" would satisfy the requirements of the sleeping areas – which would be representative of the most impacted area (i.e. lowest internal noise level criteria location) and hence, compliance with this section of the Town of Vincent Sound Attenuation Policy is not considered to be an onerous task.

Noise impacts associated with children playing during the day period have been found to be compliant at all surrounding identified noise sensitive premises.

Noise level impacts associated with the proposed entertainment space, being in the undercroft, are negligible as the space is located below the hardware store and below ground.

Noise levels associated with the commercial space that is proposed to either accommodate a fresh produce market or gym, located in the undercroft, has negligible impact. Airborne noise impact levels would be negligible due to the proposed location of the gym (or fresh food market). Structure borne noise will need to be considered during the fitout process (in the event that the space is a gym) however, given that the space directly above the gym is a carpark, and above that retail space (Bunnings) structure borne noise control is considered unlikely to be onerous.

APPENDIX A

PLANS

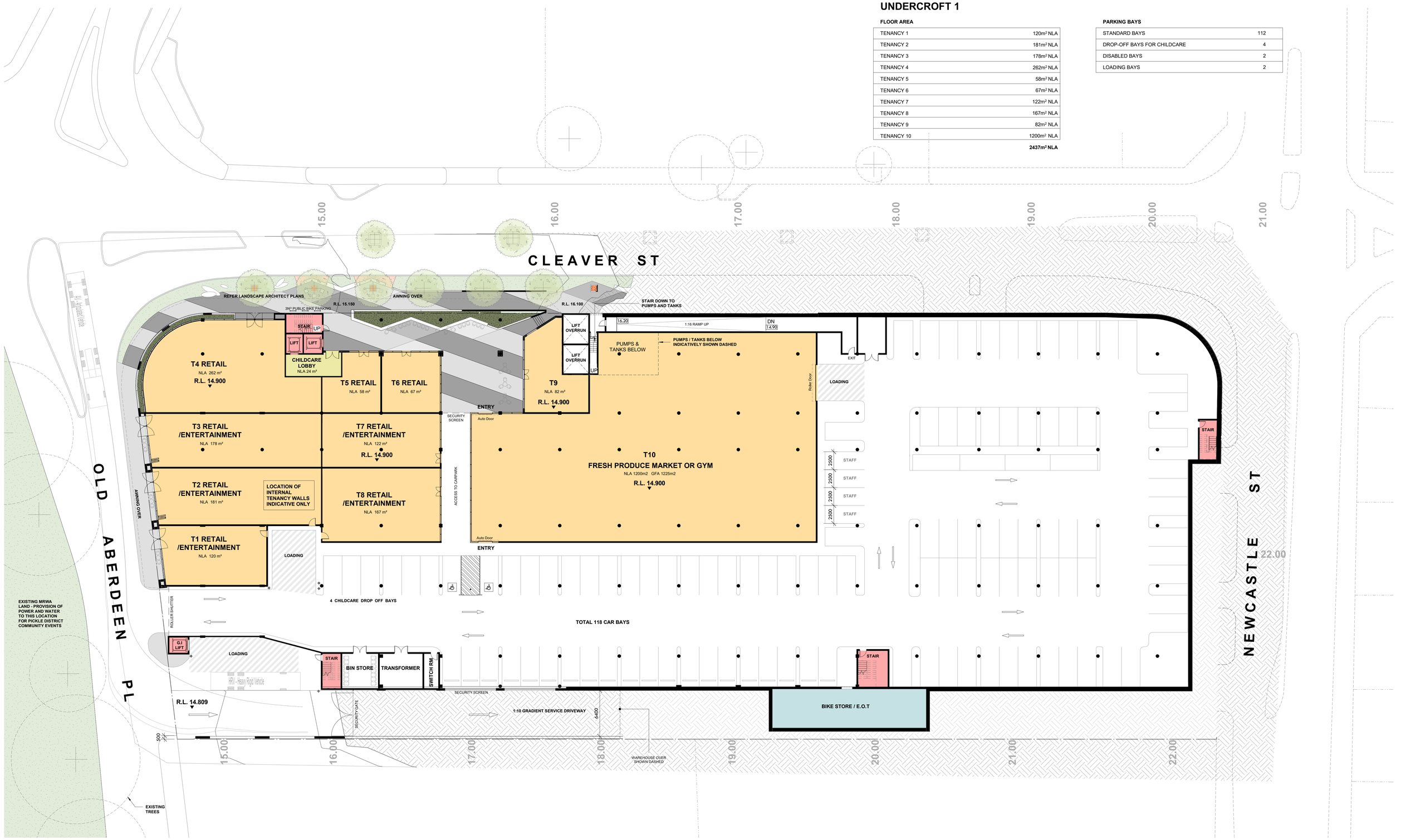
UNDERCROFT 1

FLOOR AREA

TENANCY 1	120m² NLA
TENANCY 2	181m² NLA
TENANCY 3	178m² NLA
TENANCY 4	262m² NLA
TENANCY 5	58m² NLA
TENANCY 6	67m² NLA
TENANCY 7	122m² NLA
TENANCY 8	167m² NLA
TENANCY 9	82m² NLA
TENANCY 10	1200m² NLA
	2437m² NLA

PARKING BAYS

STANDARD BAYS	112
DROP-OFF BAYS FOR CHILDCARE	4
DISABLED BAYS	2
LOADING BAYS	2



UNDERCROFT 1

SCALE: 1 : 200

meyer shircore architects
Suite 2, Ground Floor 437 Roberts Road Subiaco WA 6008
T: 08 9381 851 E: mss@meyershircore.com.au

MIXED USE DEVELOPMENT, WEST PERTH

LOCATION
CLEAVER STREET, WEST PERTH

CLIENT
SARACEN PROPERTIES

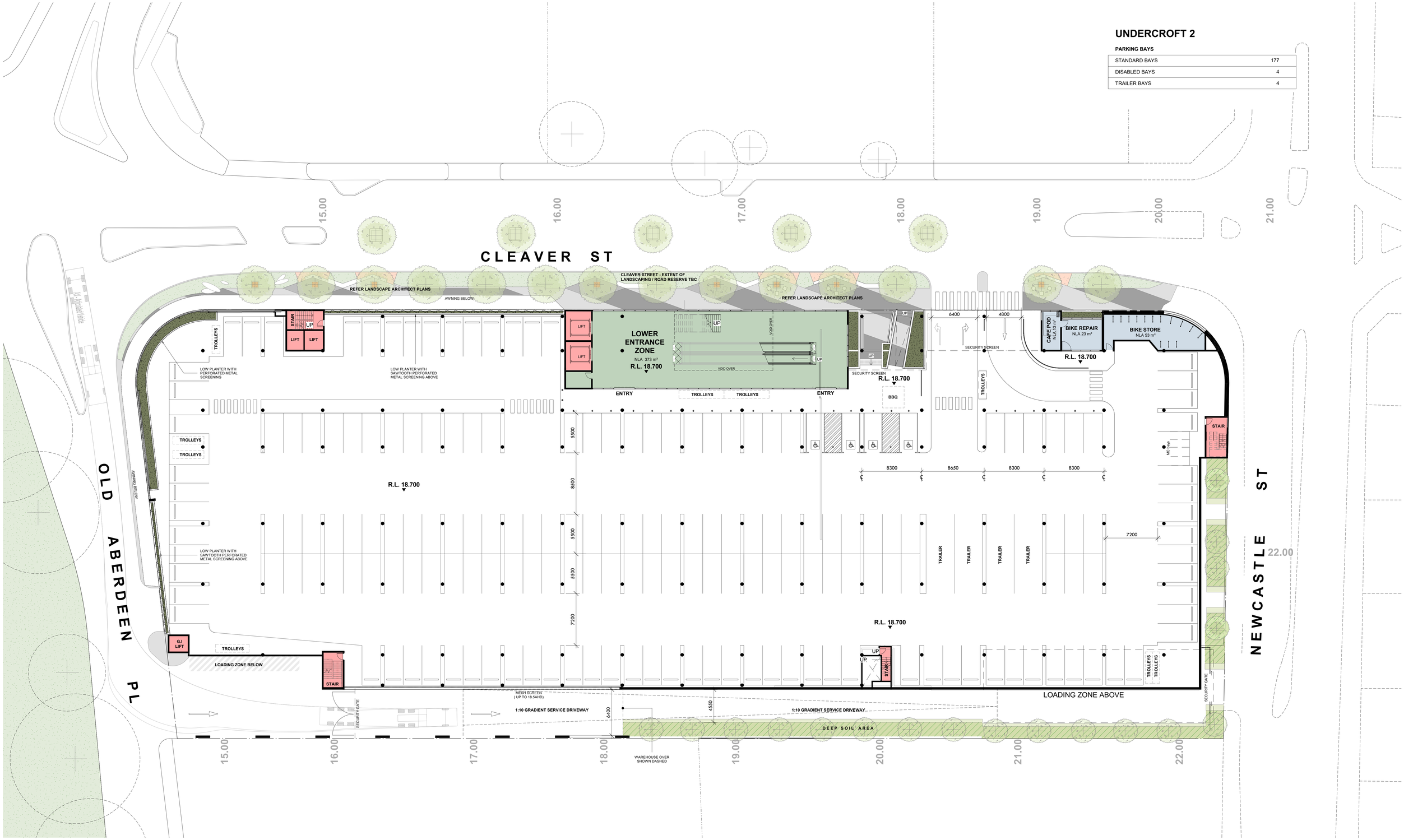
SCALE: As indicated

DRAWING NUMBER 2001
DRAWING UNDERCROFT 1
DATE MAY 2023
DRAWING STATUS DEVELOPMENT APPLICATION
REVISION DA037
PROJECT NUMBER 8851

UNDERCROFT 2

PARKING BAYS

STANDARD BAYS	177
DISABLED BAYS	4
TRAILER BAYS	4



UNDERCROFT 2

SCALE: 1 : 200

meyer shircore architects
Suite 2, Ground Floor 437 Roberts Road Subiaco WA 6008
T: 08 9381 851 E: mail@meyershircore.com.au

MIXED USE DEVELOPMENT, WEST PERTH

LOCATION
CLEAVER STREET, WEST PERTH

CLIENT
SARACEN PROPERTIES

SCALE: As indicated

DRAWING NUMBER 2002
DRAWING UNDERCROFT 2
DATE MAY 2023
DRAWING STATUS DEVELOPMENT APPLICATION
REVISION DA037
PROJECT NUMBER 8851

WAREHOUSE

AREAS

MAIN WAREHOUSE & STORE	3888m² NLA
TIMBER TRADE SALES	2023m² NLA
GOODS INWARDS	112m² NLA
BAGGED GOODS	712m² NLA
OUTDOOR NURSERY	600m² NLA
ENTRANCE ZONE	100m² NLA
BALCONY	29m² NLA
	7,464m² NLA

WAREHOUSE

SCALE: 1 : 200

MIXED USE DEVELOPMENT, WEST PERTH

LOCATION
CLEAVER STREET, WEST PERTH

CLIENT
SARACEN PROPERTIES

meyer shircore architects
Suite 2, Ground Floor 437 Roberts Road Subiaco WA 6008
T: 08 9381 851 E: msa@meyershircore.com.au

SCALE: As indicated

DRAWING NUMBER **2003**

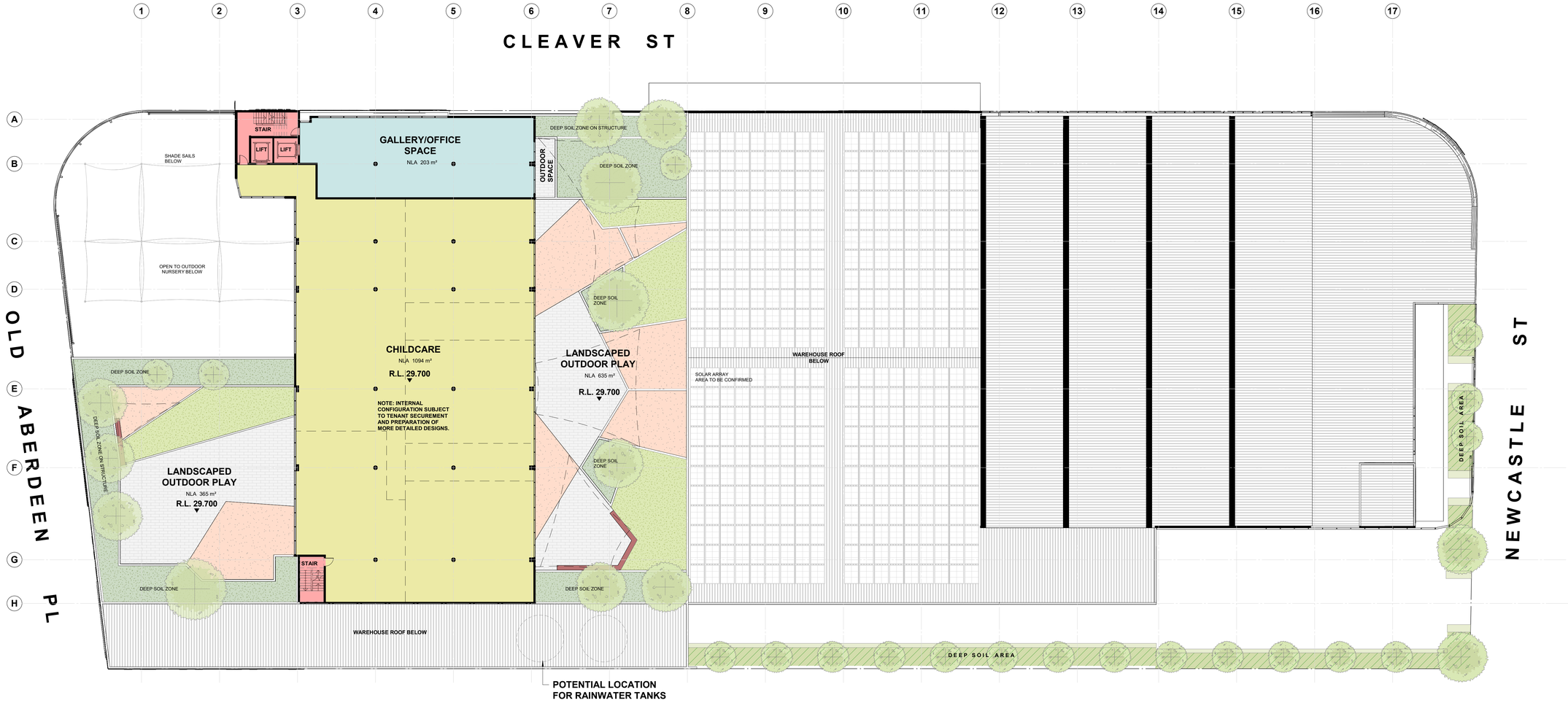
DRAWING **WAREHOUSE**

DATE **MAY 2023**

DRAWING STATUS **DEVELOPMENT APPLICATION**

REVISION **DA037**

PROJECT NUMBER **8851**



CHILDCARE
SCALE: 1 : 200

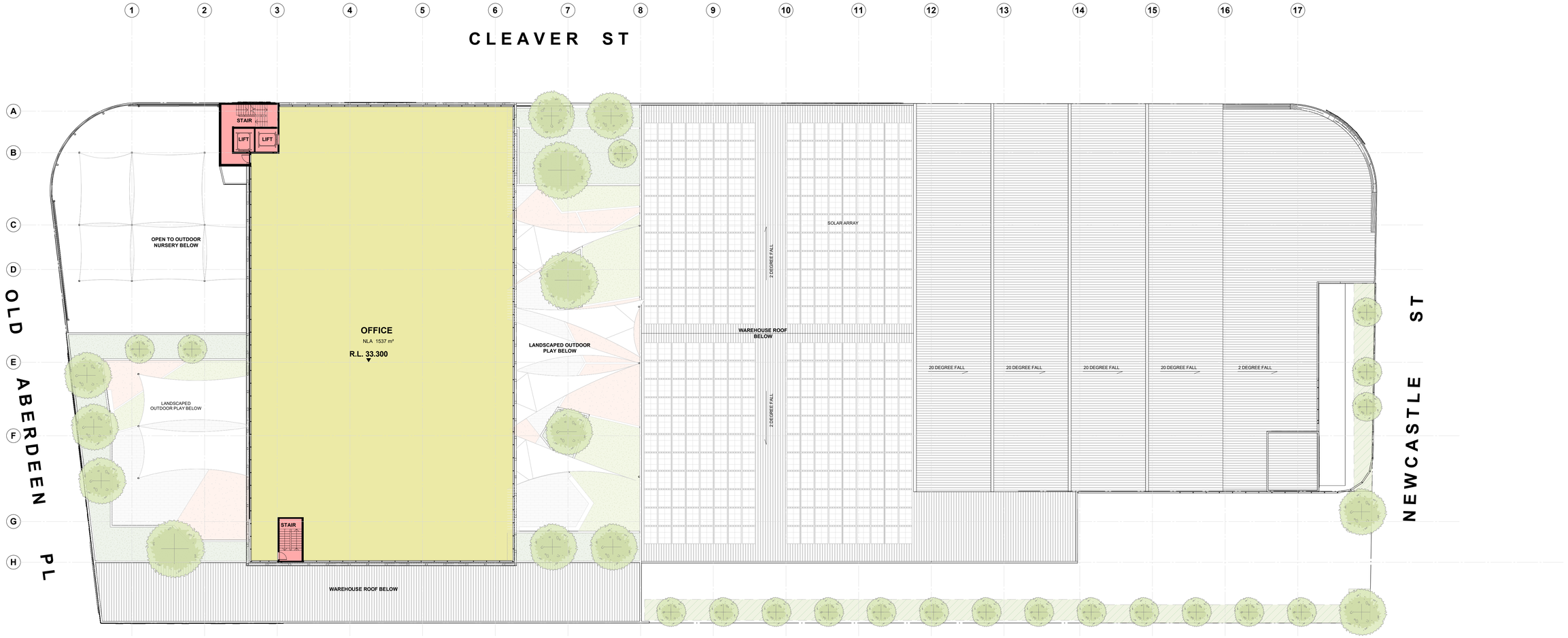
meyer shircore architects
Suite 2, Ground Floor 437 Roberts Road Subiaco WA 6008
T: 08 9381 851 E: msa@meyershircore.com.au

MIXED USE DEVELOPMENT, WEST PERTH

LOCATION
CLEAVER STREET, WEST PERTH
CLIENT
SARACEN PROPERTIES

SCALE: 1 : 200
2 4 6 8 10 20

DRAWING NUMBER 2004
DRAWING CHILDCARE
DATE MAY 2023
DRAWING STATUS DEVELOPMENT APPLICATION
REVISION DA037
PROJECT NUMBER 8851



LEVEL 2

SCALE: 1 : 200

meyer shircore architects
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MIXED USE DEVELOPMENT, WEST PERTH

LOCATION
CLEAVER STREET, WEST PERTH

CLIENT
SARACEN PROPERTIES

SCALE: 1 : 200

2 4 6 8 10 20

DRAWING NUMBER 2005
DRAWING LEVEL 2
DATE MAY 2023
DRAWING STATUS DEVELOPMENT APPLICATION
REVISION DA037
PROJECT NUMBER 8851

WEST ELEVATION

SCALE: 1 : 200

EAST ELEVATION

SCALE: 1 : 200

meyer shircore architects
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MIXED USE DEVELOPMENT, WEST PERTH

LOCATION
CLEAVER STREET, WEST PERTH

CLIENT
SARACEN PROPERTIES

SCALE: **1 : 200**

2 4 6 8 10 20

DRAWING NUMBER **3001**

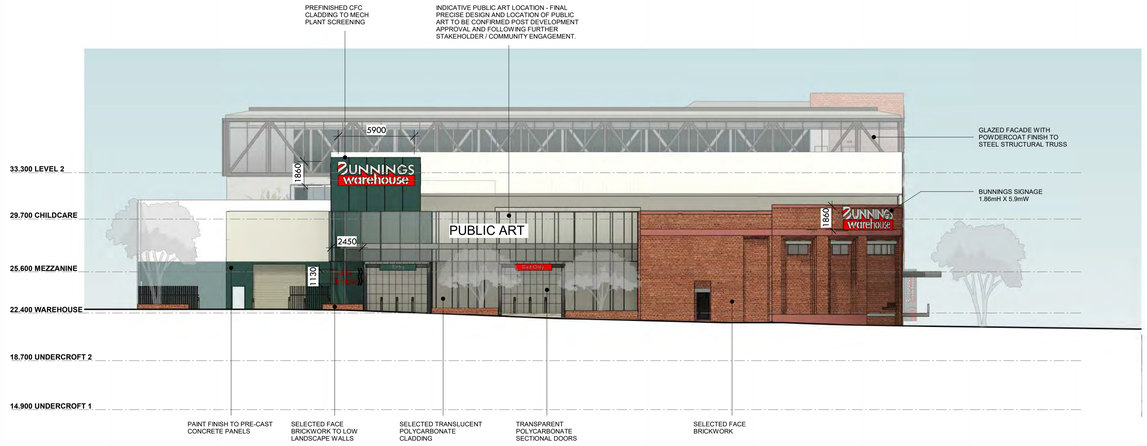
DRAWING **ELEVATIONS**

DATE **MAY 2023**

DRAWING STATUS **DEVELOPMENT APPLICATION**

REVISION **DA037**

PROJECT NUMBER **8851**



NORTH ELEVATION

SCALE: 1 : 200

SOUTH ELEVATION

SCALE: 1 : 200

meyer shircore architects
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T: 08 9381 851 E: mail@meyershircore.com.au

MIXED USE DEVELOPMENT, WEST PERTH

LOCATION
CLEAVER STREET, WEST PERTH

CLIENT
SARACEN PROPERTIES

SCALE:
1 : 200
2 4 6 8 10 20

DRAWING NUMBER
3002

DRAWING
ELEVATIONS

DATE
MAY 2023

DRAWING STATUS
DEVELOPMENT APPLICATION

REVISION
DA037

PROJECT NUMBER
8851

CNR CLEAVER STREET / OLD ABERDEEN PL

SCALE:

OLD ABERDEEN PL

SCALE:

SOUTHERN END CLEAVER STREET

SCALE:

NORTHERN END CLEAVER STREET

SCALE:

NEWCASTLE STREET

SCALE:

meyer shircore architects
Suite 2, Ground Floor 437 Roberts Road Subiaco WA 6008
T: 08 9381 851 E: mssa@meyershircore.com.au

MIXED USE DEVELOPMENT, WEST PERTH

LOCATION
CLEAVER STREET, WEST PERTH

CLIENT
SARACEN PROPERTIES

SCALE: 1 : 200

DRAWING NUMBER 6003

DRAWING SIGNAGE PERSPECTIVES

DATE MAY 2023

DRAWING STATUS DEVELOPMENT APPLICATION

REVISION DA037

PROJECT NUMBER 8851

STREET PERSPECTIVE VIEW 1

SCALE:

STREET PERSPECTIVE VIEW 2

SCALE:

meyer shircore architects
Suite 2, Ground Floor 437 Roberts Road Subiaco WA 6008
T: 08 9381 851 E: mss@meyershircore.com.au

MIXED USE DEVELOPMENT, WEST PERTH

LOCATION
CLEAVER STREET, WEST PERTH

CLIENT
SARACEN PROPERTIES

SCALE:
1 : 200

DRAWING NUMBER
6004

DRAWING
SIGNAGE PERSPECTIVES

DATE
MAY 2023

DRAWING STATUS
DEVELOPMENT APPLICATION

REVISION
DA037

PROJECT NUMBER
8851

CITY OF VINCENT

ATTACHMENT 6

DEVELOPMENT ASSESSMENT PANEL MEETING

Previous Approval

Government of **Western Australia**
Development Assessment Panels

LG Ref: 5.2022.136.1
DAP Ref: DAP/22/02227

Enquiries: (08) 6551 9919

Mr Reece Hendy
Planning Solutions
GPO Box 2709
CLOISTERS SQUARE WA PO 6850

Dear Mr Hendy

METRO INNER-NORTH JDAP - CITY OF VINCENT - DAP APPLICATION - 5.2022.136.1 - DETERMINATION

Property Location:	No's. 533-545 (Lot: 103 & 27) Newcastle Street, 1-7 (Lot: 1, 5, 101 & 102) Old Aberdeen Plance, & 6-15 (Lot: 21, 22, 26, 101 & 102) Cleaver Street, West Perth
Application Details:	Proposed Commercial Development

Thank you for your Form 1 Development Assessment Panel (DAP) application and plans submitted to the City of Vincent on 11 May 2022 for the above-mentioned development.

This application was considered by the Metro Inner-North JDAP at its meeting held on 1 November 2022, where in accordance with the provisions of the City of Vincent Local Planning Scheme No. 2 and MRS, it was resolved to **approve** the application as per the attached notice of determination.

Should the applicant not be satisfied by this decision, an application may be made to amend or cancel this planning approval in accordance with regulation 17 and 17A of the *Planning and Development (Development Assessment Panels) Regulations 2011*.

Please also be advised that there is a right of review by the State Administrative Tribunal in accordance with Part 14 of the *Planning and Development Act 2005*. Such an application must be made within 28 days of the determination, in accordance with the *State Administrative Tribunal Act 2004*.

Should you have any queries with respect to the conditions of approval, please contact Mr Mitchell Hoad on behalf of the City of Vincent on (08) 9273 6049.

Yours sincerely,

DAP Secretariat

14 November 2022

Encl. DAP Determination Notice
Approved Plans

Cc: Mr Mitchell Hoad
City of Vincent

Government of **Western Australia**
Development Assessment Panels

Planning and Development Act 2005

City of Vincent Local Planning Scheme No. 2 and MRS

Metro Inner-North Joint Development Assessment Panel

Determination on Development Assessment Panel Application for Planning Approval

Property Location: No's. 533-545 (Lot: 103 & 27) Newcastle Street, 1-7 (Lot: 1, 5, 101 & 102) Old Aberdeen Plance, & 6-15 (Lot: 21, 22, 26, 101 & 102) Cleaver Street, West Perth
Application Details: Proposed Commercial Development

In accordance with regulation 8 of the *Planning and Development (Development Assessment Panels) Regulations 2011*, the above application for planning approval was **granted** on 1 November 2022, subject to the following:

1. **Approve** DAP Application reference DAP/22/02227 and accompanying plans included in **Attachment 2** in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the provisions of the City of Vincent Local Planning Scheme No. 2, and Clause 24(1) and 26 of the Metropolitan Region Scheme, subject to the following conditions:

Conditions

1. General

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

    1.2 This approval is for a commercial development as shown on the approved plans dated September 2022 (Revision 014). No other development forms part of this approval, including the streetscape improvements and landscaping indicated within the Old Aberdeen Place and Cleaver Street road reserves respectively.

2. Use of Premises

2.1 This approval is for a commercial development comprising of the following land uses as defined within LPS2:

- Bulky Goods Showroom;
- Child Care Premises;
- Community Purpose;
- Exhibition Centre;
- Fast Food Outlet;
- Liquor Store – Small;
- Restaurant/Café;
- Shop;
- Small Bar;
- Tavern;
- Trade Supplies; and
- Warehouse/Storage.

The use for any other land use may require further development approval in accordance with LPS2.

2.2 The operating hours of Child Care Premises shall be restricted to:

- Monday to Friday – 6:30am to 7:00pm.

3. Building Design

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

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

3.3 The awning within the Cleaver Street and Old Aberdeen Place Road reservations attached to the façade of the building shall be designed to be removable, to the satisfaction of the City.

4. Public Art

4.1 In accordance with the City's Policy No. 7.5.13 – Percent for Art the application is required to make a public art contribution of $255,000 being one percent of the $25.5 million cost of development.

This public art contribution shall include the provision of public art adjacent to Newcastle Street in accordance with the approved plans.

4.2 The owner(s), or the applicant on behalf of the owner(s), shall comply with the City of Vincent Policy No. 7.5.13 – Percent for Public Art by obtaining approval for the Public Art Project prior to first occupation of the development.

The approved Public Art Project shall be installed **prior to the occupation or use of the development** and be thereafter maintained.

4.3 Should the value of the Public Art Project adjacent to Newcastle Street be less than $255,000, the difference is to be made up through the equivalent:

a) Provision of additional Public Art Project/s provided as outlined above; or
b) Payment of cash-in-lieu **prior to the occupation or use of the development**.

5. Landscaping

5.1 A detailed landscape and reticulation plan for the development site shall be lodged with and approved by the City **prior to commencement of the development**. The plan shall be drawn to a scale of 1:100, be generally in accordance with the landscaping plan dated 11 May 2022 and show the following:

- The location and type of proposed trees and plants that are consistent with the approved landscape plan;
- Areas to be irrigated or reticulated;
- The provision of a minimum of 2.9 percent deep soil and 8.4 percent of on-structure planting areas, as defined by the City's Policy No. 7.1.1 – Built Form;
- The provision of a minimum of 30 trees contributing towards canopy coverage within the deep soil and planting areas on the ground level. The tree species are to be in accordance with the City's recommended tree species list; and
- The provision of bench seating and/or street furniture including adjacent to Newcastle Street.

5.2 All works shown in the plans as identified in Condition 5.1 above shall be undertaken in accordance with the approved plans to the City's satisfaction, **prior to occupancy or use of the development** and maintained thereafter to the satisfaction of the City at the expense of the owners/occupiers.

5.3 No verge tree shall be removed without the prior written approval of the City, with the exception of one tree positioned in the location of the proposed Cleaver Street crossover. This existing tree is to be relocated or replaced with a tree of the same or greater height, within the Cleaver Street verge. The verge trees shall be retained and protected from damage including unauthorised pruning, to the satisfaction of the City.

6. Schedule of External Finishes

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

6.2 A non-sacrificial anti-graffiti coating shall be applied to the external surfaces (within 3m in height from the finished ground level) of the development **prior to the occupation or use of the development**, and thereafter maintained, to the satisfaction of the City.

7. Car Parking, Access and Bicycle Facilities

7.1 A minimum of 235 parking bays shall be provided on-site. The car parking and access areas shall be provided and constructed in accordance with the approved plans and are to comply with the requirements of AS2890.1 **prior to the occupation or use of the development**.

7.2 **Prior to the occupation or use of the development** a Parking Management Plan shall be provided to the satisfaction of the City in consultation with the Department of Transport.

The Parking Management Plan is to address how on-site parking will be allocated and managed to ensure compliance with the Perth Parking Policy and is to include, but not be limited to, the following matters:

- Control of access;
- Allocation and management of tenant and public parking;
- Pricing structures to be imposed to reflect short-stay parking restrictions; and
- Safety and security measures to be implemented.

The approved Parking Management Plan is to be thereafter implemented to the satisfaction of the City.

7.3 **Prior to occupancy or use of the development**, redundant or “blind” crossovers shall be removed and the verge and kerb made good to the satisfaction of the City, at the applicant/owner’s full expense.

7.4 Vehicle and pedestrian access points are required to match into existing footpath levels.

7.5 Any vehicle access provided with a gate shall be visually permeable, to the satisfaction of the City.

7.6 A pedestrian crossing shall be provided across all vehicle access points to allow for safe pedestrian crossing.

7.7 **Prior to the commencement of development** satisfactory arrangements shall be made with the City for the modification of the existing kerb line of Newcastle Street and Cleaver Street as a result of the proposed crossovers.

Any works associated with this shall be completed at the expense of the applicant/landowner **prior to occupancy or use of the development**.

7.8 **Prior to the commencement of development** the applicant/landowner shall install convex mirror/s to the access to Undercroft 1 from Old Aberdeen Place to provide for adequate sightlines, to the satisfaction of the City.

7.9 End of trip facilities and bicycle parking shall be designed and installed on-site in accordance with AS2890.3 and installed **prior to occupancy or use of the development** in accordance with the approved plans and including a minimum of:

- A total of 28 secure bicycle spaces in Undercroft 2, 20 secure bicycle parking spaces in Undercroft 1, and six spaces within the Cleaver Street verge adjacent to the stairwell;
- Six showers located in Undercroft 1, with three for male and three for females;
- One unisex toilet located in Undercroft 1; and
- 40 lockers to be provided within the shower area of Undercroft 1.

8. Delivery Management Plan

A management plan for the delivery and service vehicle movements for the development shall be submitted to the City for its approval **prior to the occupation or use of the development**. The plan shall address the following to the satisfaction of the City:

- Hours of delivery and service vehicles attending the site; and
- Movements and size of delivery vehicles to ensure that they do not obstruct the vehicle movements on adjoining and surrounding streets.

9. Stormwater

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

10. Waste Management

10.1 Waste and refuse generated on the site by all tenancies shall be collected by a private contractor at the expense of the applicant/landowner and approved by the City.

10.2 The approved Waste Management Plan (Talis Consultants, April 2022) shall be implemented to the satisfaction of the City, unless otherwise approved by the City's Waste Services team.

11. Acoustic Report and Noise Management

11.1 **Prior to the issue of a Building Permit**, an updated acoustic report shall be submitted to the City to demonstrate compliance with the City's Policy No. 7.5.21 – Sound Attenuation and State Planning Policy 5.4 – Road and Rail Noise, including in relation to the provision of mechanical and plant equipment and a detailed assessment in respect to the impact of road and rail noise.

11.2 All assumptions and recommendations included in the approved acoustic report identified above and shall be implemented as part of the development, to the satisfaction of the City **prior to the occupancy or use of the development** and maintained thereafter to the satisfaction of the City at the expense of the owners/occupiers.

11.3 **Prior to the occupation or use of the development,** an Operations Noise Management Plan shall be lodged with and approved by the City and shall include, but not be limited to, the measures required to mitigate noise from:

- Deliveries;
- Waste collection;
- Trolley collection;
- Patron/Customer numbers; and
- Complaint management.

The approved Operations Noise Management Plan shall be implemented and maintained thereafter, to the satisfaction of the City.

12. Construction Management Plan

Prior to the issue of a Building Permit a Construction Management Plan that details how the construction of the development will be managed to minimise the impact on the surrounding (including demolition and/or forward works). The Construction Management Plan is required to address the following concerns that relate to any works to take place on the site:

- Public safety, amenity and site security;
- Contact details of essential site personnel;
- Construction operating hours;
- Noise control and vibration management;
- Dilapidation Reports of nearby properties;
- Air, sand and dust management;
- Stormwater and sediment control;
- Soil excavation method;
- Waste management and materials re-use;
- Traffic and access management;
- Parking arrangements for contractors and subcontractors;
- Consultation plan with nearby properties; and
- Compliance with AS4970-2009 relating to the protection of trees on the verge adjacent to the development site.

13. Advertising Signs

13.1 All signage shown on the approved plans is to be in strict compliance with the City's Signs and Advertising Local Planning Policy, and be kept in a good state of repair, safe, non-climbable, and free from graffiti for the duration of its display on-site, to the satisfaction of the City.

13.2 All signage shall advertise products or services that are available on the site, for the duration of its display on-site, to the satisfaction of the City.

14. Environmentally Sustainable Design

All the recommended measures of the approved sustainability report (Full Circle Design Services, March 2022) shall be implemented **prior to the occupation or use of the development**, to the satisfaction of the City.

15. Amalgamation

In accordance with the City's Policy No. 7.5.19 – Amalgamation Condition on Planning Approvals, **prior to occupation or use of the development**, or other later time agreed with the City, the subject land shall be amalgamated into a single lot on the Certificate of Title.

16. Licenced Premises

16.1 In accordance with City's Policy No. 7.5.7 – Licensed Premises, a Venue Management Plan shall be lodged with and approved by the City **prior to the occupation or use of a tenancy within the development as Small Bar or Tavern**.

The Venue Management Plan shall include the following:

- Floor plans of the premises;
- Noise control and management;
- The number of patrons;
- Hours of operation;
- Patron and anti-social behaviour;
- Traffic;
- Car parking;
- Rubbish collection and disposal and litter associated with the development; and
- Any other appropriate matters, as required by the City.

16.2 The approved Venue Management Plan shall be implemented thereafter to the satisfaction of the City.

Advice Notes

1. This is a development approval only and is issued under the City of Vincent's Local Planning Scheme No. 2 only. It is the responsibility of the applicant/owner to obtain any other necessary approvals and to commence and carry out development in accordance with any other laws.
2. Where an approval has lapsed, no development must be carried out without the further approval of the local government having first be sought and obtained.
3. If an applicant or owner is aggrieved by this determination there is a right of review by the State Administrative Tribunal in accordance with the *Planning and Development Act 2005*, Part 14.
4. The movement of all path users, with or without disabilities, within the road reserve, shall not be impeded in any way during the course of the building works. This area shall be maintained in a safe and trafficable condition and a continuous path of travel (minimum width 1.5 metres) shall be maintained for all users at all times during construction works. Permits are required for placement of any materials within the road reserve.
5. An Infrastructure Protection Bond together with a non-refundable inspection fee shall be lodged with the City by the applicant, prior to the commencement of works, and will be held until all building/development works have been completed and any disturbance of, or damage to the City's infrastructure, including verge trees, has been repaired/reinstated to the satisfaction of the City. An application for the refund of the bond shall be made in writing. The bond is non-transferable.
6. All storm water produced on the subject land shall be retained on site, by suitable means to the full satisfaction of the City. No further consideration shall be given to the disposal of storm water 'off site' without the submission of a geotechnical report from a qualified consultant. Should approval to dispose of storm water 'off site' be subsequently provided, detailed design drainage plans and associated calculations for the proposed storm water disposal shall be lodged together with the building permit application working drawings.
7. In regards to the Construction Management Plan the owner/applicant may be required to obtain a Work Zone Permit from the City in order to satisfy this Condition due to access constraints. The requirement for, and cost of any such permit shall be determined by the City following the lodgement of a Building Permit.
8. In relation to public art the owner/applicant would receive a 15 percent discount on the cash in lieu contribution in accordance with the City's Policy No. 7.5.13 – percent for Public Art.
9. The food premises must comply with the *Food Act 2008*, *Food Regulations 2009* and the *Australia New Zealand Food Standards Code*. The applicant must register with the City's Health Services prior to operation of the food business. Please contact Health Services on 9273 6533 upon receipt of this approval to discuss the requirements further with an Environmental Health Officer.

10. A Food Safety Plan is needed for the childcare centre. This will need to be submitted to the City's Health Services for verification when the Food Act Registration form is received.

11. Parts of the development may be classified as a 'Public Building', and must comply with the *Health (Public Buildings) Regulations 1992.* An application is to be made to the City's Health Services for the assessment of the public building and maximum accommodation numbers prior to occupation of the premises. Please contact Health Services on 9273 6533 upon receipt of this approval to discuss the requirements further with an Environmental Health Officer.

12. Any external artificial lighting installations, including in carparks and common areas, is to comply with Australian Standard AS 4282-1997 'Control of the obtrusive effects of outdoor lighting' and must not be permitted to shine or reflect into other properties, creating a nuisance.

13. The premises is to be provided with a suitable enclosure for the storage and cleaning of refuse receptacles. The enclosure is to be provided with:
    - A tap connected to an adequate supply of water;
    - Adequate ventilation to remove objectionable odours;
    - Of sufficient size to accommodate all receptacles used on the premises but in any event having floor area not less than 3 square metres;
    - Constructed of brick, concrete, corrugated compressed fibre cement sheet or other material of suitable thickness approved by the City;
    - Having walls not less than 1.5 metres in height and having an access way of not less than 1 metre in width and fitted with a self-closing gate;
        - containing a smooth and impervious floor;
        - of not less than 75 millimetres in thickness; and
    - Which is evenly graded to an approved liquid refuse disposal system and which is easily accessible to allow for the removal of the receptacles.

14. The Water Corporation advises that the proponent is required to maintain service to these property, and to protect and maintain access to the sewer. The proponent is advised to liaise with the Water Corporation in relation to these requirements.

Where an approval has so lapsed, no development shall be carried out without further approval having first been sought and obtained, unless the applicant has applied and obtained Development Assessment Panel approval to extend the approval term under regulation 17(1)(a) or local government approval under regulation 17A of the *Planning and Development (Development Assessment Panels) Regulations 2011*.

Cleaver Street
West Perth
Detail Survey

CLIENT:
Planning Solutions (Aust) Pty Ltd

MCMULLEN NOLAN GROUP
Level 1, 33 Ord Street
Jandakot, W.A. 6164
PO Box 3326, Success
W.A. 6964, Australia
Tel: (08) 6436 1599
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info@mngsurvey.com.au
www.mngsurvey.com.au
ABN 54 263 283 311
Offices in: Perth | Melbourne | Kimberley | South West WA

Project Mngr	Mark Dobson	Datum	PCG94 / AHD

Number	Type	Number	Revision
104699	DE	001	A

Rev.	Description	Date	Checked
A	Initial Issue	25/01/2022	MJD

Surveyor: TDM
Survey Date: 18/01/2022
Precise Files: SCDB

SCALE 1:300 @ A1
ALL DISTANCES ARE IN METRES
For a true to scale reproduction of this plan, plot it to A1 with the Paging Scaling set to None.

The boundaries shown on this plan were not re-established as part of this survey, therefore this plan does not guarantee their accuracy. Existing easements, encumbrance or interest are not depicted and a title search is recommended to obtain this information. Re-establishment of the cadastral boundaries is recommended for any proposed works on or near existing boundaries.

SURVEY CONTROL COORDINATE LISTING

POINT	EASTING	NORTHING	ELEVATION
9000	52975.984	264754.542	20.767
9001	52908.525	264804.590	14.416
9002	52968.567	264740.831	22.778
9021	52995.596	264745.838	21.441
9022	52978.695	264735.519	19.793
9061	52994.996	264744.722	21.454
9060	53038.526	264721.645	22.493
9023	52908.445	264683.710	15.548
9024	52941.662	264664.305	15.975
9003	52959.137	264595.237	14.349
9025	52964.641	264652.072	16.604
9026	52962.467	264642.167	16.207
9027	52944.665	264641.910	14.557
9028	52963.010	264581.916	14.459
9029	52961.114	264594.707	14.348
9030	52980.317	264633.342	16.751
9032	52987.129	264654.308	16.819
9033	53006.847	264692.862	20.232
9040	53007.820	264688.557	20.553
9041	53015.599	264688.717	20.343

DEVELOPMENT ASSESSMENT PANEL

APPROVED

01-Nov-2022

meyer shircore architects
Suite 2, Ground Floor 437 Roberts Road Subiaco WA 6008
T: 08 9381 8511 E: msa@meyershircore.com.au

MIXED USE DEVELOPMENT, WEST PERTH

LOCATION
CLEAVER STREET, WEST PERTH

CLIENT
SARACEN PROPERTIES

SCALE:

DRAWING NUMBER
1001

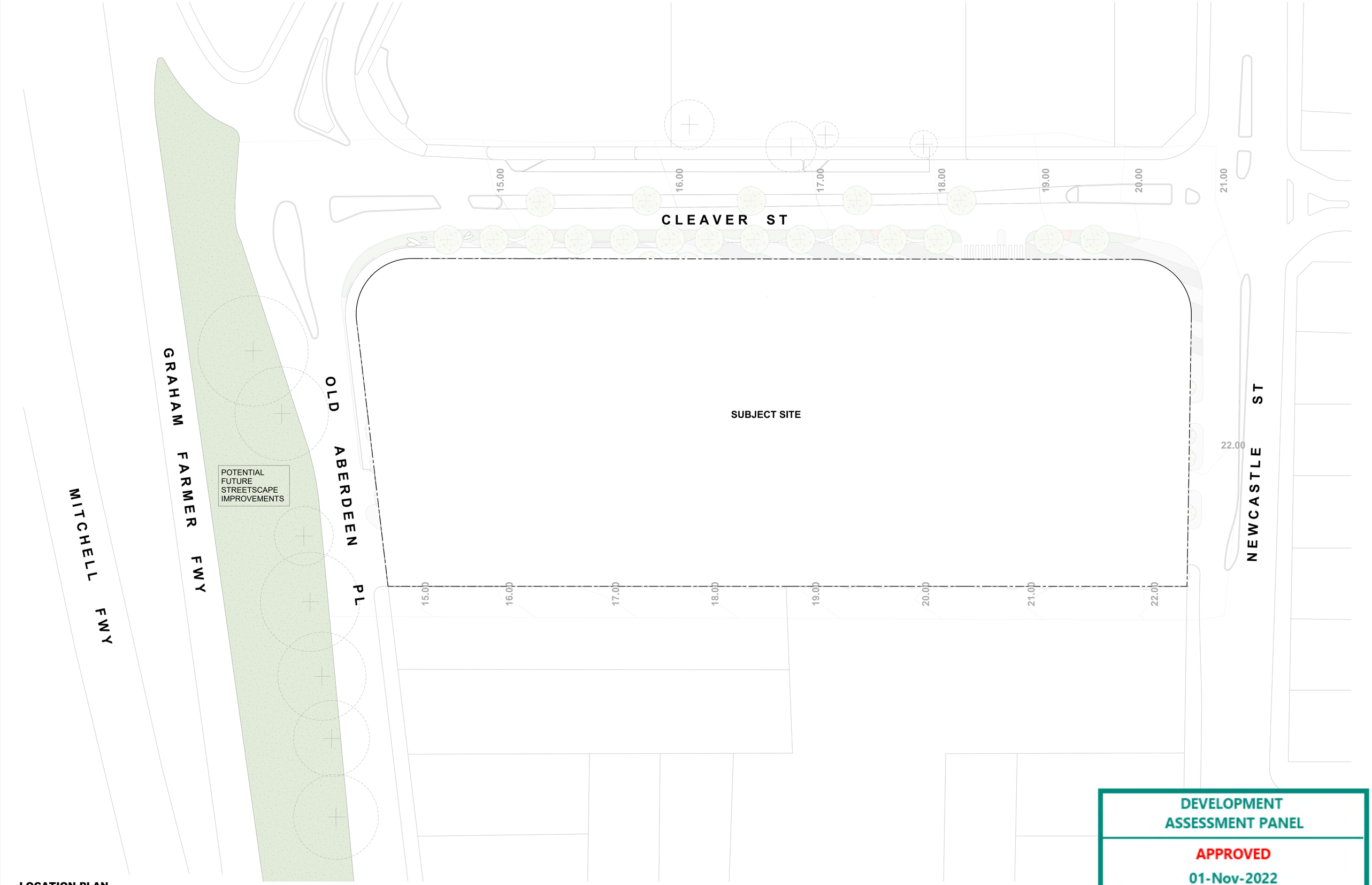
DRAWING
EXISTING SURVEY

DATE
SEPTEMBER 2022

DRAWING STATUS
DEVELOPMENT APPLICATION

REVISION
014

PROJECT NUMBER
8851



DEVELOPMENT ASSESSMENT PANEL

APPROVED

01-Nov-2022

LOCATION PLAN

SCALE: 1 : 250

meyer shircore architects
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MIXED USE DEVELOPMENT, WEST PERTH

LOCATION
CLEAVER STREET, WEST PERTH

CLIENT
SARACEN PROPERTIES

SCALE: 1 : 250

2.5 5 7.5 10 12.5 25

DRAWING NUMBER 1002
DRAWING LOCATION PLAN
DATE SEPTEMBER 2022
DRAWING STATUS DEVELOPMENT APPLICATION
REVISION 014
PROJECT NUMBER 8851

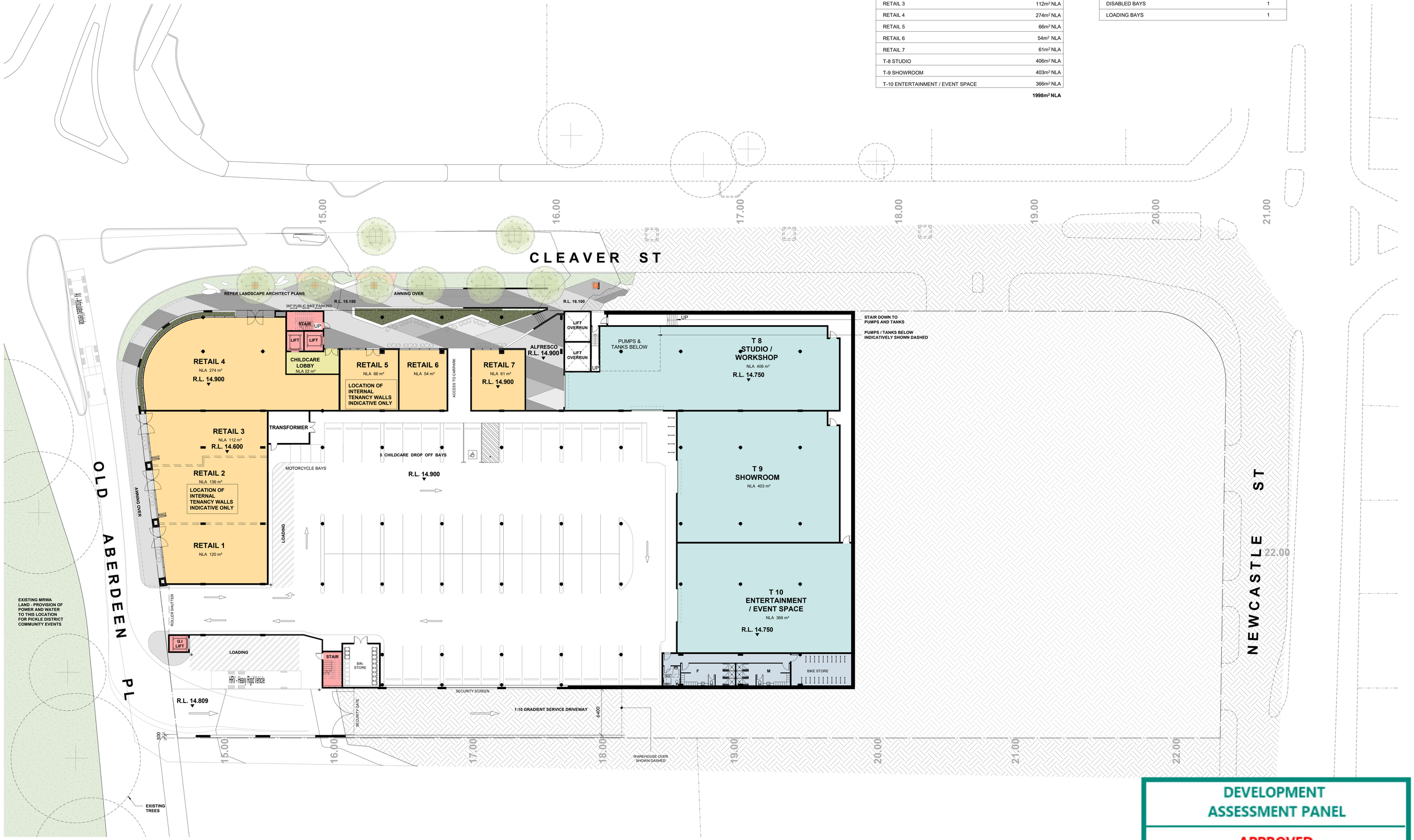
UNDERCROFT 1

RETAIL FLOOR SPACE

RETAIL 1	120m² NLA
RETAIL 2	136m² NLA
RETAIL 3	112m² NLA
RETAIL 4	274m² NLA
RETAIL 5	66m² NLA
RETAIL 6	54m² NLA
RETAIL 7	61m² NLA
T-8 STUDIO	406m² NLA
T-9 SHOWROOM	403m² NLA
T-10 ENTERTAINMENT / EVENT SPACE	366m² NLA
	1998m² NLA

PARKING BAYS

STANDARD BAYS	53
DROP-OFF BAYS FOR CHILDCARE	5
DISABLED BAYS	1
LOADING BAYS	1



UNDERCROFT 1
SCALE: 1 : 200

DEVELOPMENT ASSESSMENT PANEL
APPROVED
01-Nov-2022

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MIXED USE DEVELOPMENT, WEST PERTH

LOCATION
CLEAVER STREET, WEST PERTH

CLIENT
SARACEN PROPERTIES

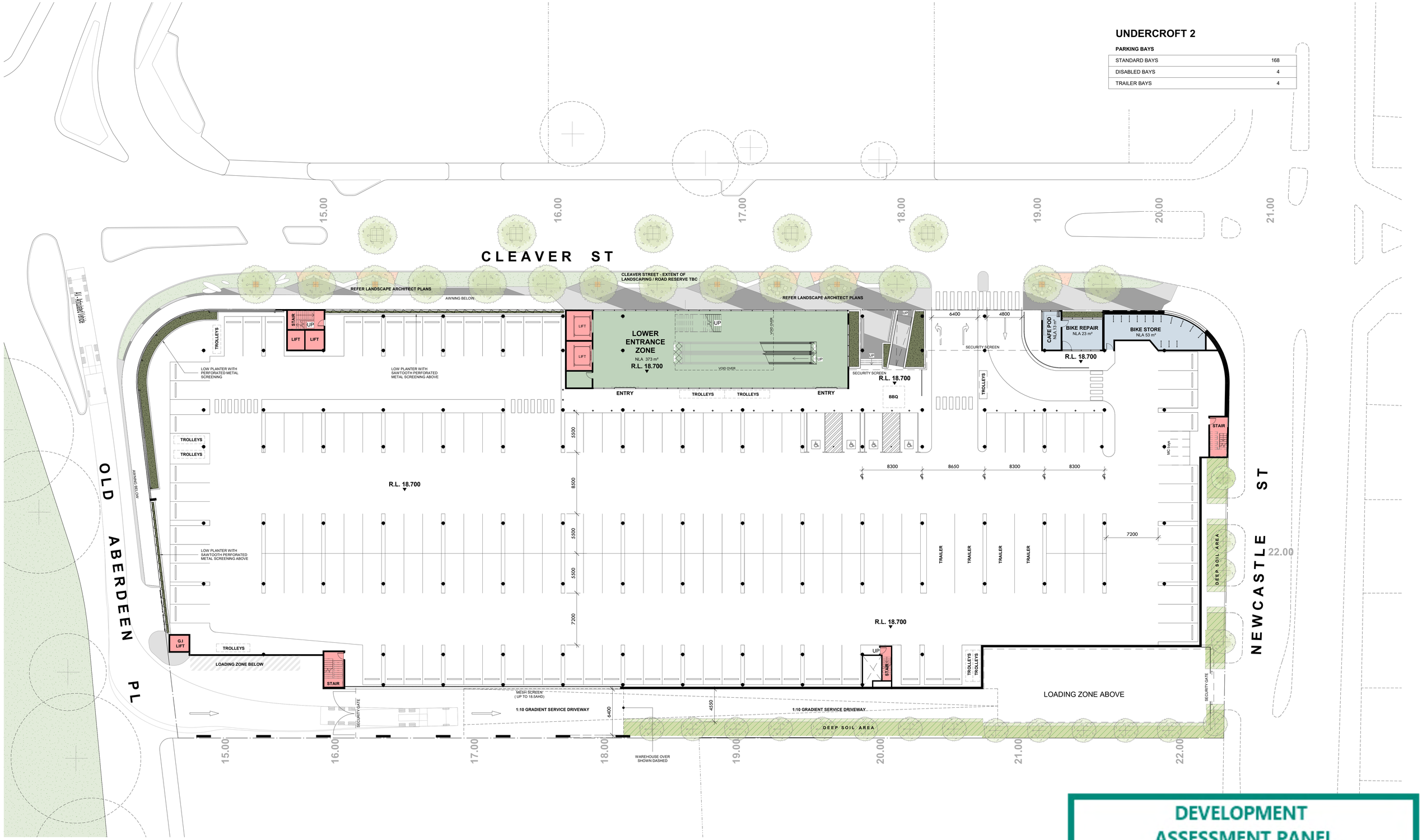
SCALE: As indicated

DRAWING NUMBER 2001
DRAWING UNDERCROFT 1
DATE SEPTEMBER 2022
DRAWING STATUS DEVELOPMENT APPLICATION
REVISION 014
PROJECT NUMBER 8851

UNDERCROFT 2

PARKING BAYS

STANDARD BAYS	168
DISABLED BAYS	4
TRAILER BAYS	4



UNDERCROFT 2

SCALE: 1 : 200

DEVELOPMENT ASSESSMENT PANEL

APPROVED

01-Nov-2022

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MIXED USE DEVELOPMENT, WEST PERTH

LOCATION
CLEAVER STREET, WEST PERTH

CLIENT
SARACEN PROPERTIES

SCALE: As indicated

DRAWING NUMBER **2002**

DRAWING **UNDERCROFT 2**

DATE **SEPTEMBER 2022**

DRAWING STATUS **DEVELOPMENT APPLICATION**

REVISION **014**

PROJECT NUMBER **8851**

WAREHOUSE

AREAS

MAIN WAREHOUSE & STORE	3888m² NLA
TIMBER TRADE SALES	2023m² NLA
GOODS INWARDS	112m² NLA
BAGGED GOODS	712m² NLA
OUTDOOR NURSERY	600m² NLA
ENTRANCE ZONE	100m² NLA
BALCONY	29m² NLA
	7,464m² NLA

CLEAVER ST

OLD ABERDEEN PL

NEWCASTLE ST

15.00 16.00 17.00 18.00 19.00 20.00 21.00 22.00

AWNING OVER

AWNING OVER

SHADE SAILS OVER SHOWN DASHED

OUTDOOR NURSERY
NLA 600 m²

BAGGED GOODS

BAGGED GOODS
NLA 712 m²

GT LIFT

STAIR

LIFT LIFT

STAIR UP

BALCONY

CUSTOM LAYOUT TO BE CONFIRMED

3.1M CLEAR TO UNDERSIDE OFFICE ABOVE

LIFT LIFT

UPPER ENTRY ZONE
NLA 100 m²

UP

UP

STORE
(INCLUDED IN MAIN WAREHOUSE AREA)

MAIN WAREHOUSE
NLA 3888 m²

TIMBER TRADE SALES
NLA 2023 m²

PLANTER / SEATING AT NEWCASTLE STREET CORNER

STAIR

GAS CAGE

EXIT

GAS CAGE

ENTRY

GAS CAGE

GAS CAGE

GOODS INWARDS
NLA 112 m²

STAIR UP

UP

LOADING

R.L. 22.368

LOADING

SECURITY GATE

SERVICE DRIVEWAY 1:10 GRADIENT

EXISITING COLORBOND FENCE

DEVELOPMENT ASSESSMENT PANEL

APPROVED

01-Nov-2022

WAREHOUSE
SCALE: 1 : 200

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MIXED USE DEVELOPMENT, WEST PERTH

LOCATION
CLEAVER STREET, WEST PERTH

CLIENT
SARACEN PROPERTIES

SCALE: As indicated

DRAWING NUMBER **2003**

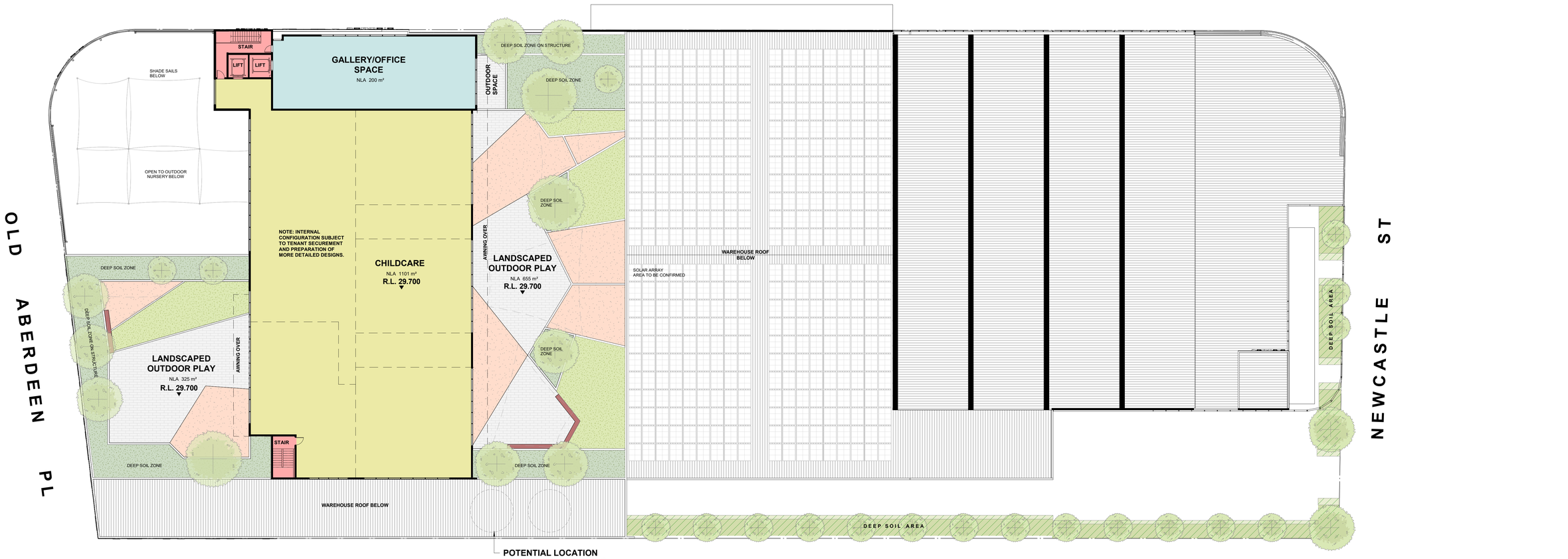
DRAWING **WAREHOUSE**

DATE **SEPTEMBER 2022**

DRAWING STATUS **DEVELOPMENT APPLICATION**

REVISION **014**

PROJECT NUMBER **8851**



CHILDCARE
SCALE: 1 : 200

DEVELOPMENT ASSESSMENT PANEL

APPROVED

01-Nov-2022

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MIXED USE DEVELOPMENT, WEST PERTH

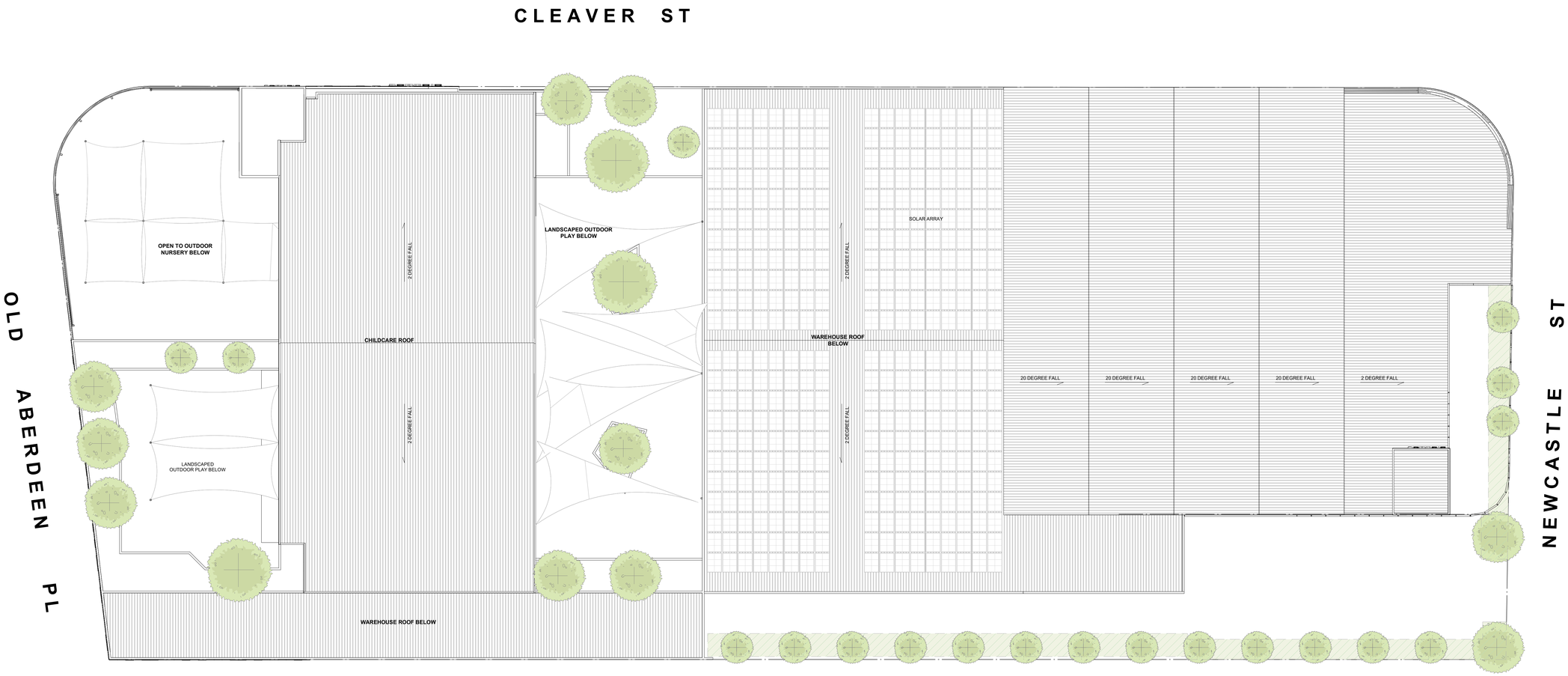
LOCATION
CLEAVER STREET, WEST PERTH

CLIENT
SARACEN PROPERTIES

SCALE: 1 : 200

2 4 6 8 10 20

DRAWING NUMBER 2004
DRAWING CHILDCARE
DATE SEPTEMBER 2022
DRAWING STATUS DEVELOPMENT APPLICATION
REVISION 014
PROJECT NUMBER 8851



ROOF PLAN
SCALE: 1 : 200

DEVELOPMENT ASSESSMENT PANEL

APPROVED

01-Nov-2022

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MIXED USE DEVELOPMENT, WEST PERTH

LOCATION
CLEAVER STREET, WEST PERTH

CLIENT
SARACEN PROPERTIES

SCALE:
1 : 200
2 4 6 8 10 20

DRAWING NUMBER
2005

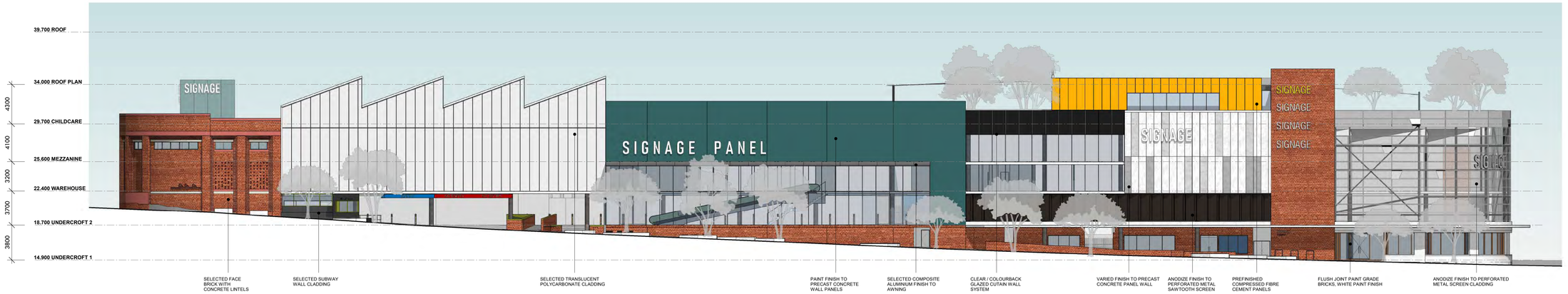
DRAWING
ROOF

DATE
SEPTEMBER 2022

DRAWING STATUS
DEVELOPMENT APPLICATION

REVISION
014

PROJECT NUMBER
8851



WEST ELEVATION

SCALE: 1 : 200

EAST ELEVATION

SCALE: 1 : 200

DEVELOPMENT ASSESSMENT PANEL

APPROVED

01-Nov-2022

meyer shircore architects
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MIXED USE DEVELOPMENT, WEST PERTH

LOCATION
CLEAVER STREET, WEST PERTH

CLIENT
SARACEN PROPERTIES

SCALE:
1 : 200
2 4 6 8 10 20

DRAWING NUMBER
3001

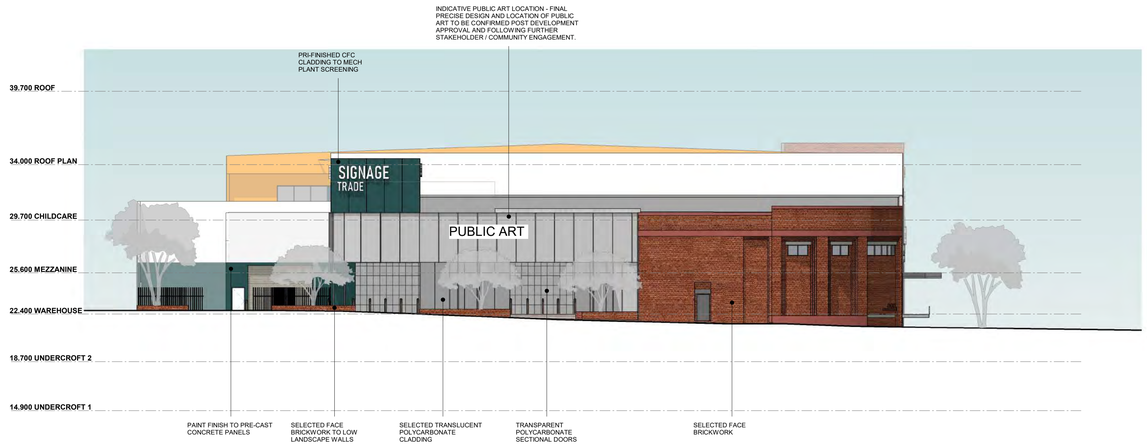
DRAWING
ELEVATIONS

DATE
SEPTEMBER 2022

DRAWING STATUS
DEVELOPMENT APPLICATION

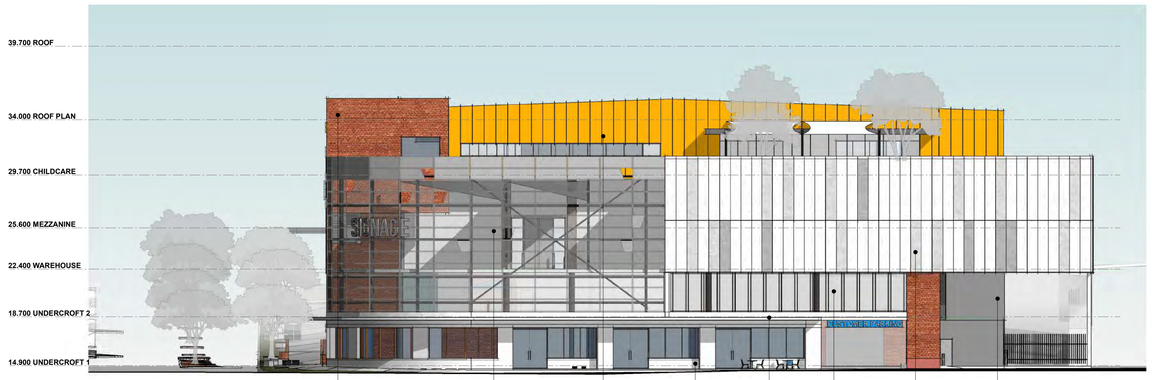
REVISION
014

PROJECT NUMBER
8851



NORTH ELEVATION

SCALE: 1 : 200



SOUTH ELEVATION

SCALE: 1 : 200

DEVELOPMENT ASSESSMENT PANEL

APPROVED

01-Nov-2022

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MIXED USE DEVELOPMENT, WEST PERTH

LOCATION
CLEAVER STREET, WEST PERTH

CLIENT
SARACEN PROPERTIES

SCALE:
1 : 200
2 4 6 8 10 20

DRAWING NUMBER
3002

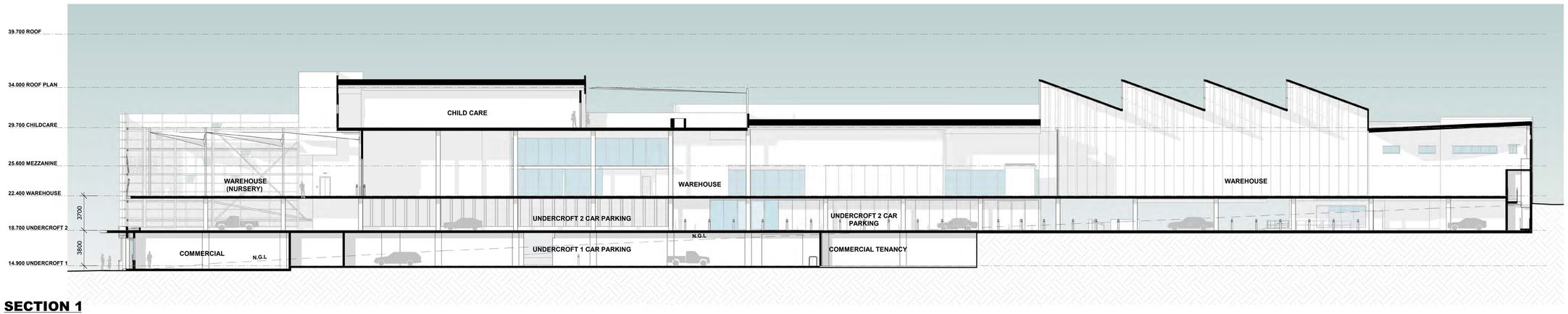
DRAWING
ELEVATIONS

DATE
SEPTEMBER 2022

DRAWING STATUS
DEVELOPMENT APPLICATION

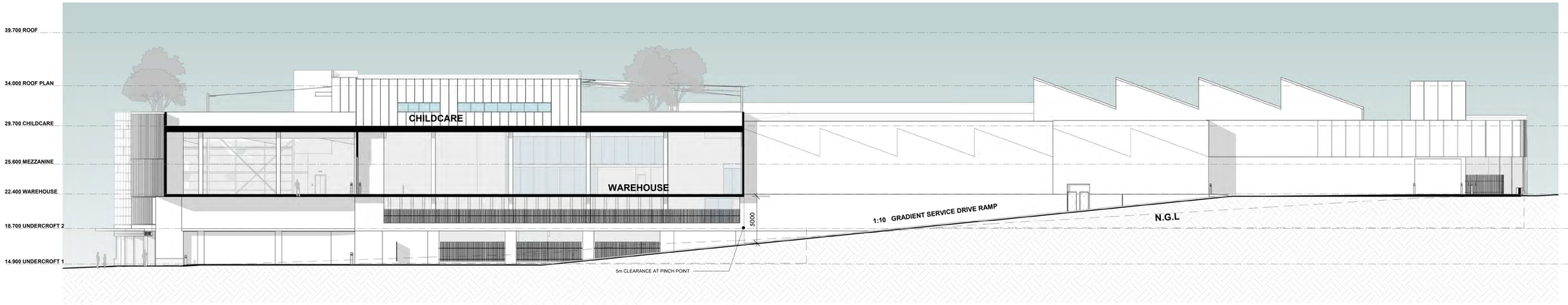
REVISION
014

PROJECT NUMBER
8851



SECTION 1

SCALE: 1 : 200



SECTION 2

SCALE: 1 : 200

DEVELOPMENT ASSESSMENT PANEL

APPROVED

01-Nov-2022

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MIXED USE DEVELOPMENT, WEST PERTH

LOCATION
CLEAVER STREET, WEST PERTH

CLIENT
SARACEN PROPERTIES

SCALE: 1 : 200

2 4 6 8 10 20

DRAWING NUMBER 4001

DRAWING SECTIONS

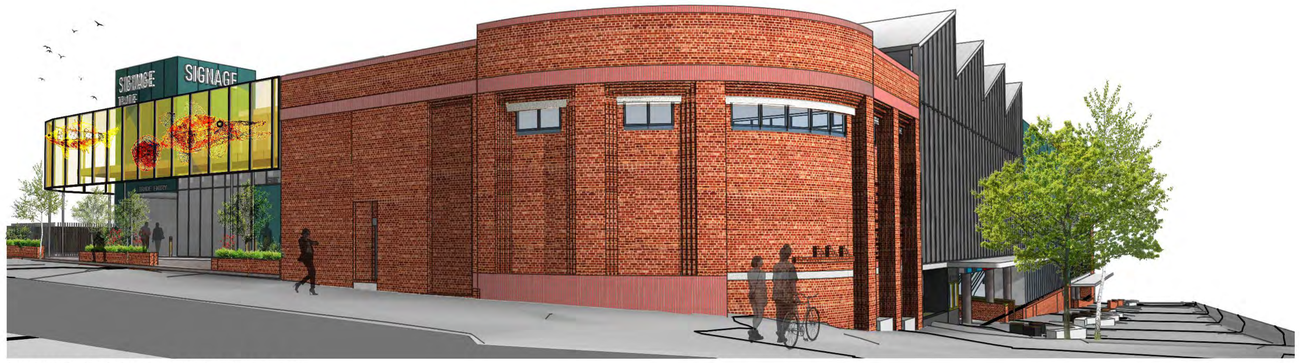
DATE SEPTEMBER 2022

DRAWING STATUS DEVELOPMENT APPLICATION

REVISION 014

PROJECT NUMBER 8851

NEWCASTLE PERSPECTIVE 1
SCALE:



NEWCASTLE PERSPECTIVE 2
SCALE:

NEWCASTLE PERSPECTIVE 3
SCALE:

PERCENT FOR ART PRECEDENT / INSPIRATION

DEVELOPMENT
ASSESSMENT PANEL

APPROVED

01-Nov-2022

PRELIMINARY

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MIXED USE DEVELOPMENT, WEST PERTH

LOCATION
CLEAVER STREET, WEST PERTH
CLIENT
SARACEN PROPERTIES

SCALE:

DRAWING NUMBER
4002
DRAWING
NEWCASTLE ST PERSPECTIVES

DATE
SEPTEMBER 2022
DRAWING STATUS
DEVELOPMENT APPLICATION

REVISION
014
PROJECT NUMBER
8851

DEVELOPMENT
ASSESSMENT PANEL

APPROVED

01-Nov-2022

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MIXED USE DEVELOPMENT, WEST PERTH

LOCATION
CLEAVER STREET, WEST PERTH

CLIENT
SARACEN PROPERTIES

SCALE:

DRAWING NUMBER
6001

DRAWING
PERSPECTIVES 1

DATE
SEPTEMBER 2022

DRAWING STATUS
DEVELOPMENT APPLICATION

REVISION
014

PROJECT NUMBER
8851

DEVELOPMENT
ASSESSMENT PANEL

APPROVED

01-Nov-2022

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MIXED USE DEVELOPMENT, WEST PERTH

LOCATION
CLEAVER STREET, WEST PERTH

CLIENT
SARACEN PROPERTIES

SCALE:

DRAWING NUMBER
6002

DRAWING
PERSPECTIVES 2

DATE
SEPTEMBER 2022

DRAWING STATUS
DEVELOPMENT APPLICATION

REVISION
014

PROJECT NUMBER
8851

CITY OF VINCENT

ATTACHMENT 7

DEVELOPMENT ASSESSMENT PANEL MEETING

City Response to Summary of Submissions

Summary of Submissions:

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

Comments Received in Support:	City Comment:
• No specific comments in support. • The proposed uses within the development would contribute towards convenient access to child care and fresh food. • The development would make a positive contribution to the area.	The comments in supported are noted.

Comments Received in Objection:	City Comment:
Previous Approval	
• The development is not in keeping with the character of the Pickle District, and would result in the displacement of existing businesses, local and emerging creatives, and venues which contribute towards the existing arts and culture precinct.	• The substantive development was approved by the Metro Inner-North JDAP on 1 November 2022, which included the demolition of the existing buildings on the subject site. The subject application relates only to amendments to this approved development, and the extent of these amendments has been assessed against the acceptable outcomes and objectives of the Pickle District Planning Framework that was adopted by Council at its meeting on 22 August 2023.
• The development is within close proximity to other existing Bunnings and there is no need for another.	• The Bunnings was formed part of the development originally approved by the Metro Inner-North JDAP on 1 November 2022, and is not the subject of any of the proposed modifications which form the current application.
Land Use	
• Spaces should be provided for in the proposed development to accommodate creative industries, including galleries, performance spaces and studios for hire, which would be complementary to the area.	• There is no requirement for spaces to be provided for creative industries under the planning framework. The existing approval provides for a range of land uses to operate from the development which could accommodate these types of activities, including Community Purpose and Exhibition Centre. It would also be available for a change of use application to be lodged in the future to increase the range of activities that could occur from the development.
• The developer should liaise with the Pickle District Town Team to provide for dedicated arts space on the top floor, in lieu of the proposed Office.	• This comment is noted and was included in the summary of submissions provided to the applicant.
• It is unclear whether timber would be sawn in the proposed Timber Yard, and whether this would be permitted. This area should be restricted to the storage of timber only.	• The applicant has advised that the sawing of timber would only occur in the instance that it is requested by the customer (such as to fit into a vehicle). The development that was approved by the Metro Inner-North JDAP on 1 November 2022 does not provide for any restrictions on timber sawing.
Planning Framework	

Summary of Submissions:

Comments Received in Objection:	City Comment:
LPS Objectives • The development would be inconsistent with the objectives of the Commercial zone of the City's LPS2 as it would be incompatible with the streetscape, including: - The back of house area to Newcastle Street provides for no connection with the street, with the public art being inadequate to obscuring these service areas of providing for public engagement. - The retail entries are deeply recessed and would not provide for adequate or vibrant connection to the Cleaver Street streetscape. Poor wayfinding is provided between users of the Retail tenancies and Bunnings, and there would be a lack of external space provide for communal events. - Tenancies T1 to T3 have poor commercial exposure and would not have direct customer access from the car park.	*LPS Objectives* • In relation to the Newcastle Street interface this was approved by the Metro Inner-North JDAP on 1 November 2022 as part of the original application. There is no amendment proposed to the approved service area or public art and this is outside of the scope of the subject application. The proposed reconfiguration of the Undercroft 1 tenancies would be consistent with the acceptable outcomes of the Pickle District Planning Framework in relation to Façade Design, Pedestrian Access, and Public Domain Interface, and there would be no discretion to be exercised as part of the subject application. The modification was supported by the City's DRP Member who noted that the reorientation would improve pedestrian access and streetscape interaction, and legibility would be largely consistent with the approved development. Tenancies T1 to T3 would have access from the Old Aberdeen Place frontage which would assist to contribute towards activity of this frontage.
LPS Regulations • The proposed built form would be out of character with the existing massing in the area, and would result in unacceptable traffic and safety impacts.	*LPS Regulations* • The substantive built form of the development was approved by the Metro Inner-North JDAP on 1 November 2022 as part of the original application. The extent of the modification relates to the addition of Level 2 to accommodate an Office. The proposed five storey height would be consistent with the Pickle District Planning Framework which identifies for an acceptable building height of seven storeys for the area. The Office would be sufficiently articulated and would equate to approximately 25.8% of the Cleaver Street frontage, contributing towards reducing building bulk impacts on the streetscape. The applicant has provided a TIA which outlines that the additional traffic generated by the proposed amendments would remain within the capacity of the surrounding road network and would maintain an acceptable LOS at the intersections. An independent peer review of the TIA was undertaken which confirmed the conclusions of the TIA and the City is satisfied that the additional vehicle traffic would not have an adverse impact on vehicle safety.
Pickle District Planning Framework • The proposed development would be inconsistent with the City's draft Pickle District Planning Framework, and the visioning undertaken within the City's Pickle District Place Plan.	*Pickle District Planning Framework* • The Pickle District Planning Framework was approved by Council following advertising at its meeting on 22 August 2023, and came into effect on 31 August 2023. The application has been assessed against the Pickle District Planning Framework to the extent of the amendments proposed. The amendments would be

Summary of Submissions:

Comments Received in Objection:	City Comment:
	consistent with the acceptable outcomes and/or objectives of the Pickle District.
Building Height, Bulk & Scale • The proposed additional building height would not respond to existing buildings in the area which are unlikely to change. • The proposed additional height provided to the Newcastle Street frontage to accommodate advertising signage would be obtrusive to the streetscape. • The plans indicate an increase to the height of the main Warehouse parapet wall as well as additional mass over the Upper Entry Zone, but this is not shown on the perspectives. • The proposed Office level is inadequately setback from Cleaver Street and adjoining properties, resulting in adverse streetscape and amenity impacts. Inadequate measures are provided to reduce these.	• While the building height would be greater than that of existing buildings in the area, it would be consistent with the future context of the area as the Pickle District Planning Framework identifies for an acceptable building height of seven storeys for the area. • The height of the portion of the building fronting Newcastle Street which includes the signage would be 12.1 metres consistent with the development approved by the Metro Inner-North JDAP on 1 November 2022. • The height of the Warehouse level to Cleaver Street would be a maximum of 16.2 metres consistent with the development approved by the Metro Inner-North JDAP on 1 November 2022. • As set out above the Office would be sufficiently articulated and would equate to approximately 25.8% of the Cleaver Street frontage, contributing towards reducing building bulk impacts on the streetscape. The Office would be setback approximately 21.6 metres from the properties on the western side of Cleaver Street to maintain visual privacy. Due to the orientation of the subject site and this separation to the west, access to adequate sunlight and ventilation would be maintained.
Landscaping • The proposed development would not provide for adequate landscaping to soften the visual impact on the streetscape, and there are concerns with the further reduction of deep soil areas. • The proposed trees provided to Newcastle Street would be inadequate to screen the service areas of the development. • The proposed development would provide for inadequate tree planting to the northern areas of the Child Care Premises.	• The proposed amendments would result in a reduction of 3.5m^2 of deep soil areas adjacent to Newcastle Street. The 73.7m^2 of deep soil areas would be of an adequate size and dimension to support the growth of the five trees indicated in the original approval, would assist to soften the visual impact of the hardstand areas, and contribute positively to the streetscape. • The original application approved by the Metro Inner-North JDAP on 1 November 2022 provided for five trees in the deep soil areas adjacent to Newcastle Street. While the subject application proposes to reduce the deep soil areas in this location, there is no modification proposed to the number of trees. • The original application approved by the Metro Inner-North JDAP on 1 November 2022 provided for seven trees in the on-structure planting on the northern side of the Child Care Premises. The subject application proposes to increase this to eight

Summary of Submissions:

Comments Received in Objection:	City Comment:
	trees on the northern side which would provide for increased canopy coverage and shading.
Built Form *Public Domain Interface* • The proposed development would not contribute positively towards the public domain interface. The development would not provide for adequate activation to Cleaver Street (including community event spaces), or to Newcastle Street as a result of the back of house areas and lack of openings in the façade. *Pedestrian Access and Entries* • The proposed development would not adequately provide for pedestrian movement, as these would need to occur over the large crossovers to Cleaver Street and Newcastle Street. The canopies to the Old Aberdeen Place frontage are too high to provide for adequate weather protection for these tenancies. • Internal wayfinding is unclear for users of the Retail tenancies and Bunnings, and the proposed development would have a poor interface with main entry to Bunnings being indistinguishable from the carpark entry. • The proposed Retail tenancies are poorly designed, including: - T1 to T3 are not accessible from the carpark; - T2 and T3 are narrow and deep; - T7 and T8 have poor commercial exposure; and - T5, T6 and T9 lack connectivity with Cleaver Street.	*Public Domain Interface* • As set out above the subject application does not propose any modification to the Newcastle Street interface that was approved by the Metro Inner-North JDAP on 1 November 2022. The reconfiguration of the Undercroft 1 tenancies would be consistent with the Pickle District Planning Framework and was supported by the City's DRP Member who noted that the reorientation would improve pedestrian access and streetscape interaction with Cleaver Street. *Pedestrian Access and Entries* • The subject application does not propose any modification to the Cleaver Street and Old Aberdeen Place pedestrian awnings that were approved by the Metro Inner North-JDAP on 1 November 2022. Condition 7.6 of the approved development requires the provision of a pedestrian crossing to each access point to facilitate safe pedestrian movement. This condition is not proposed to be amended as part of the current application. • The relationship between the Retail tenancies in Undercroft 1 and the Bunnings would be similar to that approved by the Metro Inner North-JDAP on 1 November 2022. Customers seeking to go between these would use the Cleaver Street footpath to access the Lower Entrance Zone for Bunnings, and the paved plaza in front of tenancies T5, T6, T9 and T10. The subject application does not propose any modification to the internal access from the Undercroft 1 carpark and the Lower Entrance Zone. • Tenancies T1 and T3 would be directly accessible from the Old Aberdeen Place, which would encourage pedestrian activity to occur along the street frontage and through the development. Tenancy T9 would have a frontage to Cleaver Street in front of the steps from the footpath. Although Tenancies T7 and T8 do not have a frontage to Cleaver Street, these would be accessible from the pedestrian walkway connecting from the street to the Undercroft 1 parking area. The reconfiguration of the tenancies would result in an overall reduction in those which do not have a street frontage from three in the approved development to two. The size and dimensions of tenancies T2 and T3 would be able to accommodate a range of uses, as well as to be amalgamated with the surrounding tenancies to provide for future flexibility and adaption.

Summary of Submissions:

Comments Received in Objection:	City Comment:
Façade Design • The proposed blank walls to the Newcastle Street and Cleaver Street intersection would not provide for any activation or visual interest.	*Façade Design* • The subject application does not propose any modification to the building design at the Cleaver Street and Newcastle Street intersection that was approved by the Metro Inner-North JDAP on 1 November 2022.
• The proposed Newcastle Street elevation is an unacceptable design outcome as it is dominated by crossovers, service areas and a blank façade with no openings.	• As set out above the subject application does not propose any modification to the Newcastle Street interface that was approved by the Metro Inner-North JDAP on 1 November 2022.
• The proposed Cleaver Street façade lacks activation due to the large car park entrance and generally obscured retail tenancies. Increased retail and pedestrian activity would enhance visual interest.	• The subject application does not propose any modification the Cleaver Street façade or car park entrance that was approved by the Metro Inner-North JDAP on 1 November 2022. As set out above the reconfiguration of the tenancies would result in an overall reduction in those which do not have a street frontage from three in the approved development to two, with the modifications supported by the City's DRP Member who noted that the reorientation would improve pedestrian access and streetscape interaction.
• The proposed building facades do not provide for suitable articulation to mitigate the massing of the development, with the use of varying colours and finishes inadequate to reduce this.	• The finishes and materials of the building façade are generally consistent with the development approved by the Metro Inner-North JDAP on 1 November 2022. The proposed Office on Level 2 would provide for a glazed façade and steel structural truss that would integrate with the prefinished cement panels on Level 1 below.
• The proposed Bunnings has a ceiling height which is well above its usual requirements, and lowering this would improve the massing and articulation.	• As set out the building height and massing would be consistent with future development context of the surrounding area which includes an acceptable building height of seven storeys.
• The proposed use of zincalume corrugated iron at higher levels would be preferred to translucent polycarbonate, which could instead be used at lower levels for lighting and easier maintenance.	• The use of translucent polycarbonate cladding to the Newcastle Street and Cleaver Street facades is generally consistent with the development approved by the Metro Inner-North JDAP on 1 November 2022.
• The proposed screening to the south-west corner is overbearing and could easily be reduced in height.	• The use of perforated metal screen cladding to the Old Aberdeen Place and Cleaver Street corner facade is generally consistent with the development approved by the Metro Inner-North JDAP on 1 November 2022.
<u>Car Parking</u> • The proposed development would not provide for sufficient parking on the site to meet the demands for both staff and customers. The increase in short-stay parking would result in the increased use of the existing on-	• The subject site is within the PPMP area, which provides for maximum of 175 parking bays for tenants. The subject application proposes to increase the onsite parking from 235 parking bays to 303 parking bays, of which at least 128 would be

Summary of Submissions:

Comments Received in Objection:	City Comment:
street parking bays on surrounding streets which are already at capacity, to avoid parking on-site and associated traffic congestion.	required to be allocated for public parking to comply with this policy. This would be consistent with the maximum parking permitted for the subject site under the Perth Parking Policy. This parking would be adequate to meet the demands of the development. The City undertook parking surveys over three days in November and December 2018. This data indicates that the peak occupancy of bays with Newcastle Street and Strathcona Street is 71% and 44% respectively, with an average occupancy of 38% and 13.5%. This indicates that there would be adequate capacity to accommodate additional vehicles from the development should this occur.
• The proposed four pick-up drop-off bays for the Child Care Premises would be inadequate for a centre which accommodates 130 children.	• Four pick-up drop-off bays are provided for in the Undercroft 1 parking area for use by the Child Care Premises. In addition to these there would be a total of 114 parking bays which would be capable of use to support the formalised pick-up drop-off bays.
• If the proposed development is approved the City should modify existing on-street parking to be for residents only.	• The City is satisfied that the development would provide for adequate parking to not have an adverse impact on on-street parking on surrounding residential streets, however it will monitor this to determine whether there would be any parking restrictions to be implemented.
<u>Vehicle Access</u> *Vehicle Queuing* • The proposed Cleaver Street access point would adversely impact on businesses on the directly opposite properties as a result of vehicles queuing when entering and exiting the development, blocking staff and customer access to these businesses.	*Vehicle Queuing* • The subject application does not propose any modification the Cleaver Street access point that was approved by the Metro Inner-North JDAP on 1 November 2022. The applicant's TIA indicates that the queuing lengths to Cleaver Street south of the Newcastle Street intersection would be anticipated experience an increase of two to three additional car lengths in comparison to the approved development. Based on this signal timing queueing at this intersection would be expected to clear within one cycle to minimise impacts on staff and customer access to existing businesses.
• There is an existing queuing issue at the corner Newcastle Street and Cleaver Street intersection during peak periods, and this would be exacerbated by the development.	• The Newcastle Street and Cleaver Street intersection currently experiences an average of LOS B during each of the AM, PM and weekend peak periods, indicating that it has reasonable free-flow operations. As a result of the additional traffic from the proposed development this intersection would reduce to an average of LOS C during the AM, PM and weekend peak period, representing that the intersection is either at or near free-flowing levels. In comparison to the approved development the impact of the subject application would result in an increased queue length which

Summary of Submissions:

Comments Received in Objection:	City Comment:
	would vary between 5.5 metres and 17.9 metres along the Newcastle Street approaches. This would be equivalent to approximately two to four additional car lengths and would not adversely impact on the operation of the intersection which would maintain a satisfactory LOS.
Vehicle Manoeuvring • The proposed turning circle of trucks exiting left on Newcastle Street indicates that these would conflict with east bound vehicles, as well as the bus lane.	*Vehicle Manoeuvring* • The swept paths in the applicant's TIA indicates that the movement of trucks turning left onto Newcastle Street would be contained to the westbound lanes and would not cross over the median and into the eastbound lanes. These movements would result in a minor intrusion into the Newcastle Street bus lane but this would not have an adverse impact on vehicle safety as there would be clear sightlines visible before the truck exits the subject site.
• The proposed turning circle of trucks entering from Old Aberdeen Place indicates that these would conflict with west bound vehicles.	• The subject application does not propose any modification the Old Aberdeen Place access point that was approved by the Metro Inner-North JDAP on 1 November 2022.The swept paths included within the applicant's TIA indicate that for vehicles entering the subject site there would be a minor intrusion into the eastbound lane of Old Aberdeen Place, however this would not be an unsafe movement as existing traffic volumes are relatively low and there is a high degree of visibility.
Vehicle Crossovers • Query if an independent assessment of the safety of the proposed Newcastle Street crossovers has been undertaken.	*Vehicle Crossovers* • The City engaged an external consultant to undertake a peer review of the TIA. This external consultant concluded that the findings in relation to traffic generation, vehicle movements, safety and the SIDRA analysis was acceptable.
• The proposed carpark entry is close to the intersection of Newcastle Street and Cleaver Street and would result in congestion and clashes between vehicles entering from the northern and southern sides of Cleaver Street.	• The subject application does not propose any modification the Cleaver Street access point that was approved by the Metro Inner-North JDAP on 1 November 2022. This entrance would be setback 13.2 metres from the intersection tangent point with Newcastle Street and exceeds the 6 metres identified under AS28901.
<u>Traffic</u> *Traffic Generation* • The TIA indicates that the proposed development would generate a substantial impact in traffic from that which was previously approved, including an additional 122 vehicles in the AM peak, 134 in the PM peak, and 260 in the weekend peak.	*Traffic Generation* • In comparison to the development approved by the Metro Inner-North JDAP on 1 November 2022, the amendments would result in an additional 117 AM, 165 PM and 174 weekend peak vehicle trips. The applicant's TIA indicates that this additional traffic could be accommodated within the existing capacity of the surrounding network and the intersections would operate at a suitable level.
• The addition of the proposed Fresh Produce Market would increase the	• The proposal seeks flexibility to accommodate either a Fresh Produce Market or

Summary of Submissions:

Comments Received in Objection:	City Comment:
number of delivery vehicles to the site, in addition to trucks and semi-trailers associated with the Bunnings.	gym within Tenancy 10. Should the Fresh Produce Market operate the number and frequency of service vehicles would be dependent on the operator. Details relating to this would be required to required to be addressed through a Delivery Management Plan in accordance with Condition 8 of the original approval.
• Further consideration is required for the use of the service area adjacent to Newcastle Street, including the procedures, timing and management of traffic associated with gas bottle exchange and timber trade sales.	• As set out above the subject application does not propose any modification to the Newcastle Street interface that was approved by the Metro Inner-North JDAP on 1 November 2022. The City is satisfied that adequate traffic management is provided to ensure that there is no adverse impact on traffic flow or safety from this service area.
Traffic Impact on Surrounding Streets • The additional traffic generated by the proposed development would be contradictory to the Safe Active Streets implemented along Golding Street, Strathcona Street, and Florence Street to encourage pedestrian movement and cycling. Noise associated with additional vehicles going over the exist speed humps would increase as a result of the proposed development. The TIA acknowledges this impact due to movement constraints at the intersection of Newcastle Street and Cleaver Street.	*Traffic Impact on Surrounding Streets* • The Safe Active Street design of Strathcona Street, Golding Street and Florence would act as a deterrent to high volumes of bypass traffic resulting from the development due to the narrow design and traffic management measures. The impact of vehicle noise on roads is exempt from the *Environmental Protection (Noise) Regulations 1997*.
• There is existing rut-running along the residential streets (including Strathcona Street) during peak periods, and this would increase as a result of the proposed development. The TIA has not considered traffic flow constraints in the broader area, including from there being no right turn onto Newcastle Street from Charles Street, which encourages vehicles to rat-run through Vincent Street, Florence Street and Carr Street to access Newcastle Street.	• The applicant's TIA notes that the orientation and layout of the road network would limit vehicle movements through the north. While vehicles may utilise Strathcona Street and Golding Street, both of these have been designed as Safe Active Street as set out above, and include narrow road widths, traffic management and line marking to encourage low speeds and deter bypass trips.
• The lack of consideration of the impact of the proposed development on the residential streets would mean that the development traffic flow shown in Figures 6.4, 6.5 and 6.6 would not be accurate.	• The applicant provided an updated TIA from that which accompanied the original application to consider the impacts of additional vehicle traffic from the proposed amendments. The City is satisfied that this has adequately considered of the impact on residential streets, noting that as set out above the road layout and configuration would limit bypass trips through.
• The development has not considered the traffic impacts associated with access from the Graham Farmer Freeway off-ramp and the intersection with Old Aberdeen Place and Cleaver Street.	• The applicant's TIA included an assessment of the Old Aberdeen Place and Cleaver Street intersection, including traffic from the Graham Farmer Freeway. This identifies that the intersection would maintain its average of LOS A during each of the peak periods, and there being no significant increase to queuing lengths or delays.

Summary of Submissions:

Comments Received in Objection:	City Comment:
Traffic Management • The TIA identifies for the potential modification of the intersection of Newcastle Street and Cleaver Street but does not indicate the likelihood of this occurring. While this would assist in dispersing traffic, the impact on Cleaver Street north of this intersection would need to be contemplated. • To reduce rat-running and encourage the use of arterial roads, a cul-de-sac should be provided at the southern end of Strathcona Street, while maintaining the current Newcastle Street and Cleaver Street intersection configuration. • Confirmation should be provided that delivery vehicles and trucks would not utilise the residential streets of the Cleaver character area or Colvin Lane. • Clarification should be provided as to whether any traffic management would be provided to the entry and exits onto Newcastle Street, to ensure that vehicles can exit safely given the close proximity to the intersection of Cleaver Street.	*Traffic Management* • Any modifications to the intersection signals would require the approval of Main Roads WA. The City has not liaised with Main Roads in regards to this but has obtained advice from its Engineering team that this option would be unlikely to be feasible, however is nonetheless and option which could be investigated in the future. • The City in consultation with the DoT and MRWA will be undertaking a broader transport analysis for the wider Pickle District area which is planned to commence in 2024. This would consider the congestion in the regional road network and identify the need for any upgrades or modifications. Any potential modifications to Strathcona Street would be informed by this transport analysis. • While confirmation of the exact routes has not been provided, based on the size of the vehicles and the configuration of the road network service vehicles accessing the stie from the Graham Farmer Freeway would do so by turning right in Old Aberdeen Place. Exiting vehicles would turn left onto Newcastle Street and would not be permitted to turn right onto Cleaver Street. Access to the Graham Farmer Freeway would be via Loftus Street. • No traffic management is required as the 'Exit' crossover would have a setback of 16.3 metres from the Newcastle Street and Cleaver Street intersection and would exceed the 6 metres requires under AS2890.1.
<u>Noise</u> • The noise impacts of the activities within the Timber Trade Sales has not been demonstrated, including from timber sawing. Timber sawing should not be permitted to occur between 5:30pm and 9am each day.	• The acoustic report prepared by Herring Storer does not specifically address the activities of the Timber Trade Sales, however the subject application does not propose any modification to this area approved by the Metro Inner-North JDAP on 1 November 2022. Any activities from the development would be required to comply with the assigned levels of the *Environmental Protection (Noise) Regulations 1997* at all times.
<u>Signage</u> • The proposed signage to Old Aberdeen Place and Cleaver Street would be visually obtrusive to the locality as a result of its size and scale.	• Following community consultation amended plans were provided which reduced the extent of signage from 178.8m^2 to 146.7m^2 to the Cleaver Street frontage, and from 134.3m^2 to 93.5m^2. The proposed signage would be consistent with the objectives of the Signage Policy as it would be proportionate to the scale of each façade and

Summary of Submissions:

Comments Received in Objection:	City Comment:
	would not have an adverse impact on the amenity of the commercial area to the west or the Mitchell Freeway and Graham Farmer Freeway to the south.
• The proposed advertising signage fronting Newcastle Street would be intrusive on the streetscape and bears no relation to the design of the development.	• The subject application proposes to increase the amount of signage on the Newcastle Street frontage from one sign to two, with the area increasing from 5.8m^2 to 9.6m^2. This signage would be consistent with the deemed-to-comply standards of the Signage Policy and discretion is not required to be exercised in relation to this.
• The proposed signage to the stairs of the Child Care Premises is overscaled. A reduction in the size of signage would still be visible from the Graham Farmer Freeway.	• As set out above although the size of the signage on the stairwell was not modified, the overall extent of signage on the Old Aberdeen Place frontage was reduced following community consultation, and the City is satisfied that this would not have an adverse impact on the amenity of the streetscape or safety of road users. It is also noted that the applicant may require separate approval from MRWA for any signage visible from State roads.
• Generally the signage for the development could be reduced, as the public are familiar with the branding so there would be less of a need for overscaled logos and letterings. The smaller tenancies may only require lower level signage which also provides an opportunity to reduce the extent of signage.	• As set out above the extent of signage was reduced following community consultation, including to the Bunning text and logo signs. The City is satisfied that the proposal does not result in a proliferation of signage, with these providing advertising opportunities for all tenancies within the development.
<u>Comments on Plans</u> *Undercroft 1* • Existing parking bays, crossovers and spot levels are not shown on the plans.	*Undercroft 1* • A survey plan was included in the application which includes existing site levels, crossovers, and the extent of existing buildings.
• The proposed retaining walls on the north-west corner would be expensive, impact on services, impact on the pedestrian path and require traffic management during the construction. The walls should be setback to avoid these issues.	• The applicant would be responsible for ensuring that there is no impact on servicing infrastructure. Condition 12 of the original approval would continue to apply and would require the applicant to provide a Construction Management Plan to minimise disruption to pedestrians and traffic .
• The Retail tenancies fronting Old Aberdeen Place would be a commercial risk and should be located along Newcastle Street or closer to the intersection with Cleaver Street for better visibility.	• The provision of three Retail tenancies fronting Old Aberdeen Place is consistent with the development approved by the Metro Inner-North JDAP on 1 November 2022.
• A central public congregating area would enhance the development, along with providing all Retail tenancies with a direct frontage to Cleaver Street.	• There is no requirement for a public congregating area to be provided as part of the proposal and as set out above the City is satisfied that the Cleaver Street interface would be consistent with the Pickle District Planning Framework.

Summary of Submissions:

Comments Received in Objection:	City Comment:
• The proposed Fresh Produce Market would be a positive but lacks integration and connectivity with Cleaver Street and the Bunnings.	• As set out above the reconfiguration of the tenancies to accommodate the proposed Tenancy T10 would be consistent with the Pickle District Planning Framework and was supported by the City's DRP Member who noted that the reorientation would improve pedestrian access and streetscape interaction with Cleaver Street.
• Suggested redesign option included below in Concept – Sketch A.	• This suggestion was included in the summary of submissions provided to the applicant.
Undercroft 2 • The wayfinding to the Bunnings entry lacks clarity and is obscured by the travelator and stairs.	*Undercroft 2* • The subject application does not provide any modification to the entrance to Bunnings from Cleaver Street that was approved by the Metro Inner-North JDAP on 1 November 2022.
• There is a missing opportunity to provide an external space to provide for public gatherings along Cleaver Street, such as the Bunnings sausage sizzle, product demonstrations or community events.	• As set out above there is no requirement for a public congregating area to be provided as part of the proposal.
• There is no direct internal access between the proposed Fresh Produce Market tenancy and Bunnings for those accessing both.	• As set out above the relationship between the Retail tenancies in Undercroft 1 and the Bunnings would be similar to that approved by the Metro Inner-North JDAP on 1 November 2022. Customers seeking to go between these would use the Cleaver Street footpath to access the Lower Entrance Zone for Bunnings, and the paved plaza in front of tenancies T5, T6, T9 and T10. The subject application does not propose any modification to the internal access from the Undercroft 1 carpark and the Lower Entrance Zone.
• Opportunities to provide direct entry to Bunnings and the Retail tenancies should be considered from the northern end of Cleaver Street.	• As set out above the proposed reconfiguration of the Undercroft 1 tenancies would be consistent with the acceptable outcomes of the Pickle District Planning Framework in relation to Façade Design, Pedestrian Access, and Public Domain Interface, and there would be no discretion to be exercised as part of the subject application. The modification was supported by the City's DRP Member who noted that the reorientation would improve pedestrian access and streetscape interaction, and legibility would be largely consistent with the approved development.
• Suggested redesign option included below in Concept – Sketch B.	• This suggestion was included in the summary of submissions provided to the applicant.
Warehouse • The impact of traffic congestion at the intersection of Strathcona Street and Newcastle Street is not shown on the plans.	*Warehouse* • The extent of vehicle queuing is not shown on the development plans and is addressed in the applicant's TIA.

Summary of Submissions:

Comments Received in Objection:	City Comment:
• The floor planning and façade design abutting Newcastle Street and the intersection of Cleaver Street would have an adverse impact on the street. The seating and landscaping are would not be inviting for pedestrians, and addition openings should be provided in the façade to provide for displays and visual connection.	• As set out above the subject application does not propose any modification to the Newcastle Street interface that was approved by the Metro Inner North JDAP on 1 November 2022.
• Suggested redesign option included below in Concept – Sketch C.	• This suggestion was included in the summary of submissions provided to the applicant.
Childcare and Office Levels • The massing of the development to Old Aberdeen Place and Cleaver Street could be improved be providing a setback to the southern and western edges of the Child Care Premises playground, and the western edge of the Child Care Premises and Office and associated fire stair and lift core.	*Childcare and Office Levels* • As set out above the development would be sufficiently articulated to the Cleaver Street and Old Aberdeen Place frontages to reducing building bulk impacts on the streetscapes.
• Suggested redesign option included below in Concept – Sketch D.	• This suggestion was included in the summary of submissions provided to the applicant.
Elevations and Perspectives • The aesthetics and street presentation of the development could be improved by: - Providing additional openings to the north-west corner, and setting the building back to provide for additional deep soil areas and tree planting along Newcastle Street; - A reduction in the height of the polycarbonate on the Timber Trade Sales facing Newcastle Street; - A reduction in the height of the Bunnings entry facing Cleaver Street; - Providing a setback to the Child Care Premises, Office and lift core/fire stairs from Cleaver Street; - Reducing the height of the screening to the Outdoor Nursery at the corner of Old Aberdeen Place and Cleaver Street; - Removal of the advertising fronting Newcastle Street, and a general reduction in the scale of the signage on the remainder of the building; and - Provide public artwork in the form of timber screening to reflect Bunnings history as well as to provide screening to the service areas of the development and provide a more engaging elevation to	*Elevations and Perspectives* • As set out above the Newcastle Street interface, use of colours and materials, and entry height would be consistent with the development approved by the Metro Inner-North JDAP on 1 November 2022. In relation to signage, following community consultation amended plans were provided which removed the signage on the corner of Newcastle Street and Cleaver Street, and reduced the extent of signage to both the Cleaver Street and Old Aberdeen Place facades. The signage would be consistent with the objectives of the City's Signage Policy as it would be proportionate to the scale of the building and would not adversely impact on the amenity of the streetscape. The signage to the Newcastle Street frontage would be consistent with the deemed-to-comply standards of the Signage Policy. Public art is to be provided to the Newcastle Street frontage in accordance with Condition 4.1 of the original development approval. The final design of this public art has not been confirmed.

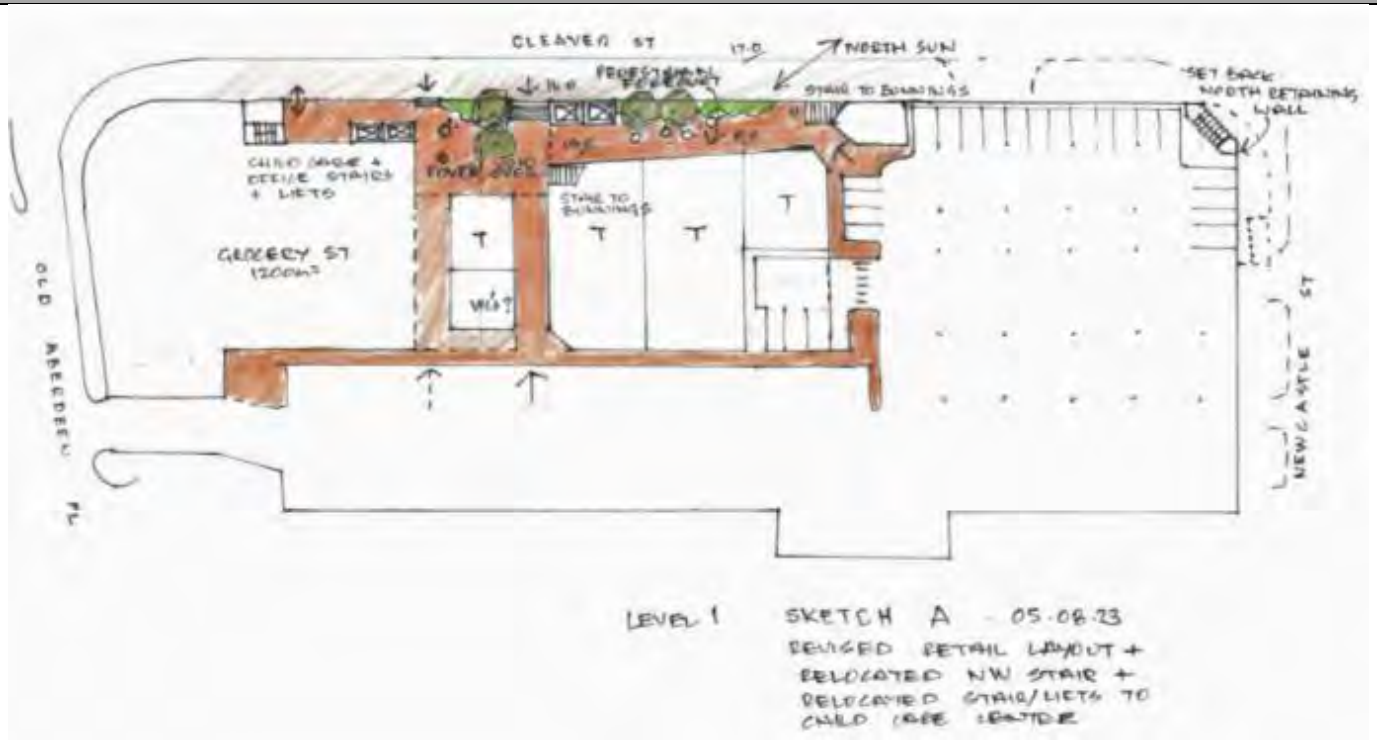
Summary of Submissions:

Comments Received in Objection:	City Comment:
Newcastle Street. • Suggested redesign option included below in Concept – Sketch E.	• This suggestion was included in the summary of submissions provided to the applicant.
General • The site is well located to accommodate urban infill, and the subject site should be developed as a high density apartment building to assist with meeting the City's density targets. • The percent for art contribution for this development should be provided towards the creation of a dedicated arts space, which could be managed by the Pickle District Town Team.	• The subject application relates to amendments to the commercial development which was approved by the Metro Inner-North JDAP on 1 November 2022. Notwithstanding the intended vision for the area for high-density mixed-use development of the Local Planning Strategy there is no requirement for a residential component to be provided under the Commercial zone of LPS2. • Conditions 4.1 and 4.3 of the existing development approval requires a public contribution equivalent to 1% of the estimated cost of development. This is to included public art to the Newcastle Street frontage and should this be less than 1% of the development cost the balance is to be provided as either additional public art projects or cash in lieu. In accordance with the City's Public Art Policy, the public art project may include infrastructure such as artist-in-residency spaces or other spaces where art production is visible and accessible to the public.

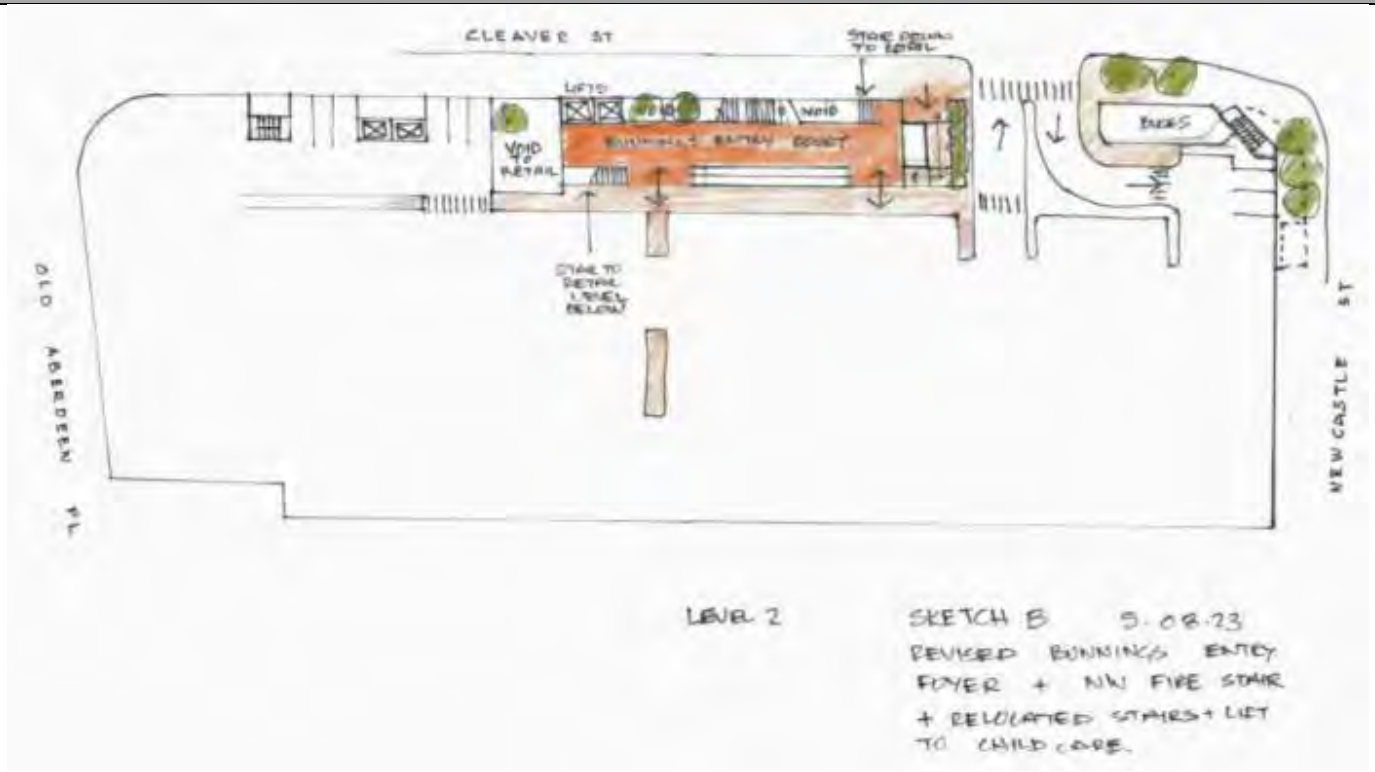
Comments Received Expressing Concern:	City Comment
Traffic • Consideration should be given to providing pedestrian crossings and other treatments to ensure that children of the Child Care Premises and people accessing the bus stops can do so safely.	• Condition 7.6 of the approved development requires the provision of a pedestrian crossing to each access point to facilitate safe pedestrian movement. This condition is not proposed to be modified and would contribute towards maintain a safe environment for pedestrians including those accessing the Child Care Premises and bus stops.

Images Included with Submissions

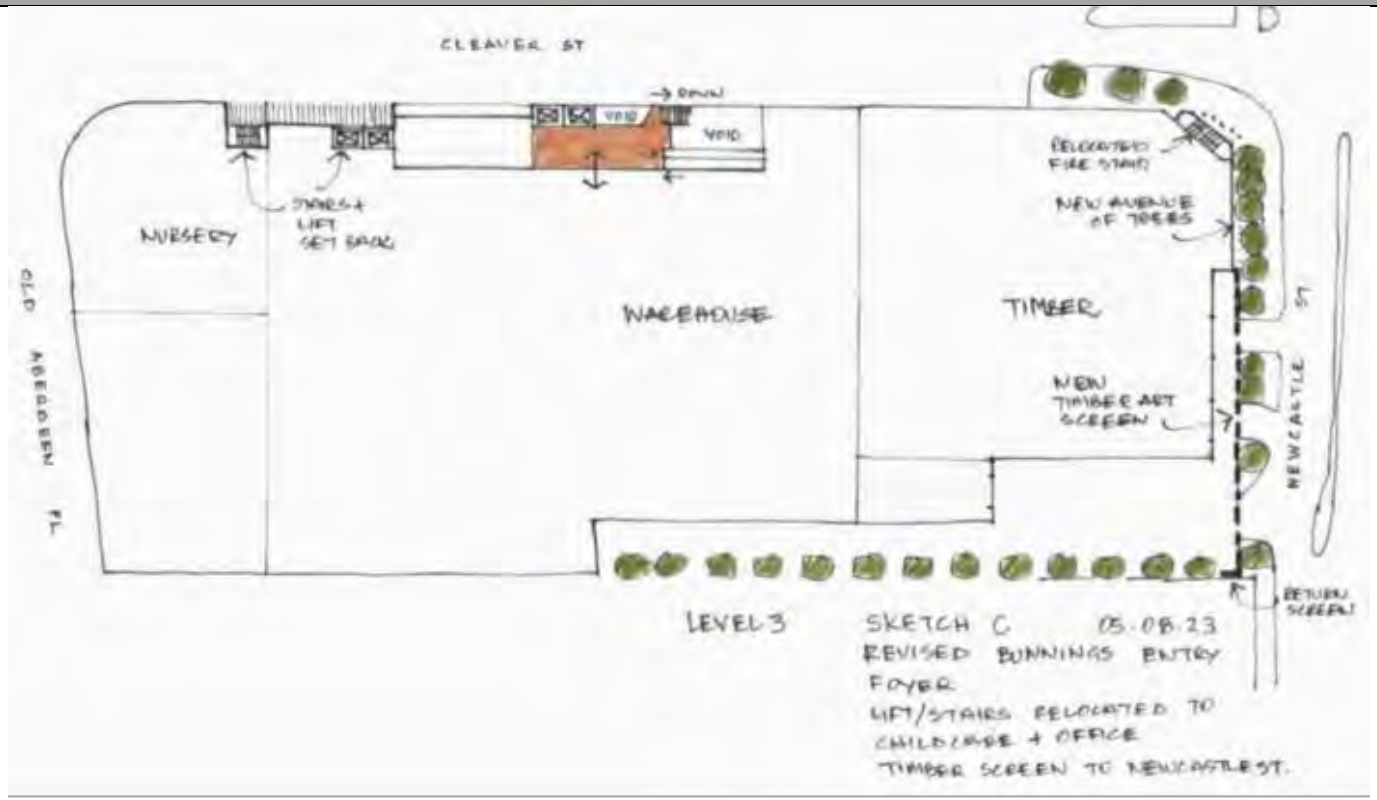
Summary of Submissions:

Images Included with Submissions	
Concept – Sketch A	

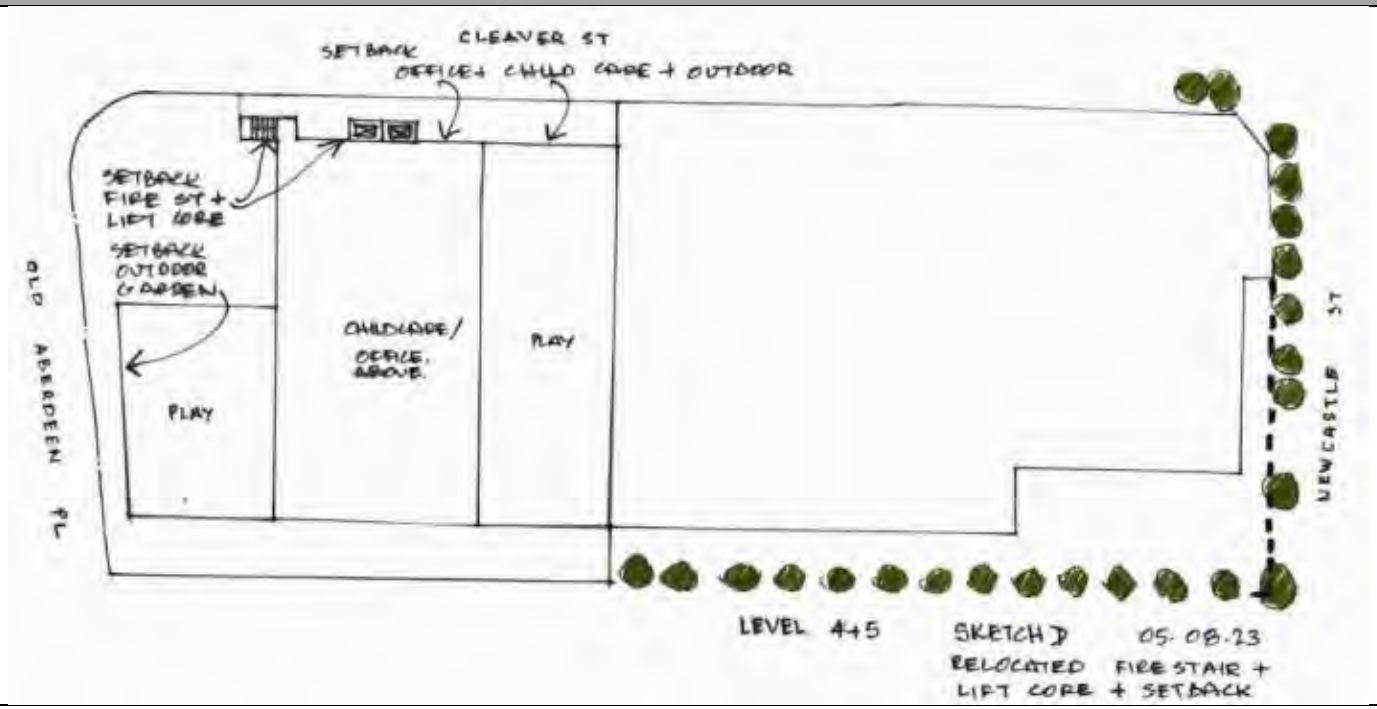
Summary of Submissions:

Images Included with Submissions	
Concept – Sketch B	

Summary of Submissions:

Images Included with Submissions	
Concept – Sketch C	

Summary of Submissions:

Images Included with Submissions	
Concept – Sketch D	

Summary of Submissions:

Images Included with Submissions	
Concept – Sketch E	

Summary of Submissions:

Images Included with Submissions	
	   Benchmark Images for Timber Screens

Note: Submissions are considered and assessed by issue rather than by individual submitter.

CITY OF VINCENT

ATTACHMENT 8

DEVELOPMENT ASSESSMENT PANEL MEETING

Applicant Response to Summary of Submissions

Summary of Submissions:

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

Comments Received in Support:	Applicant Comment:
• No specific comments in support. • The proposed uses within the development would contribute towards convenient access to child care and fresh food. • The development would make a positive contribution to the area.	Noted.

Comments Received in Objection:	Applicant Comment:
Previous Approval • The development is not in keeping with the character of the Pickle District, and would result in the displacement of existing businesses, local and emerging creatives, and venues which contribute towards the existing arts and culture precinct. • The development is within close proximity to other existing Bunnings and there is no need for another.	The proposed amendments are materially consistent with the previously approved development. The modifications proposed are minor in the context of the development and do not substantially change the approved development. The close proximity of other 'Bunnings' stores is not a relevant planning consideration and this land use has been approved as part of the Form 1 application.
Land Use • Spaces should be provided for in the proposed development to accommodate creative industries, including galleries, performance spaces and studios for hire, which would be complementary to the area. • The developer should liaise with the Pickle District Town Team to provide for dedicated arts space on the top floor, in lieu of the proposed Office. • It is unclear whether timber would be sawn in the proposed Timber Yard, and whether this would be permitted. This area should be restricted to the storage of timber only.	Tenancy spaces have been provided within the development to accommodate creative industries and businesses. Tenancies T1, T2, T3, T7 and T8 are intended to be similar to those previously approved community based uses, while Tenancies T4, T5, T6 and T9 are intended to be used for retail and entertainment purposes. A number of land uses have been approved and proposed in order to provide a high level of flexibility, with the intention to accommodate existing entertainment and creative industry businesses within the precinct.
Planning Framework *LPS Objectives*	

Comments Received in Objection:	Applicant Comment:
• The development would be inconsistent with the objectives of the Commercial zone of the City's LPS2 as it would be incompatible with the streetscape, including: - The back of house area to Newcastle Street provides for no connection with the street, with the public art being inadequate to obscuring these service areas of providing for public engagement. - The retail entries are deeply recessed and would not provide for adequate or vibrant connection to the Cleaver Street streetscape. Poor wayfinding is provided between users of the Retail tenancies and Bunnings, and there would be a lack of external space provide for communal events. - Tenancies T1 to T3 have poor commercial exposure and would not have direct customer access from the car park.	The proposed service areas fronting Newcastle Street will be not materially altered as part of the amendment application. The proposed tenancies at Undercroft 1 Level largely front Old Aberdeen Street or Cleaver Street. Tenancies T7 and T8 front the Cleaver Street entrance and are accessible to the street. The repositioning of the tenancies improves the street facing presence and access to the tenancies.
LPS Regulations • The proposed built form would be out of character with the existing massing in the area, and would result in unacceptable traffic and safety impacts.	The proposed built form is materially consistent with the approved development. A revised Transport Impact Assessment has been provided to demonstrate acceptable traffic impacts.
Pickle District Planning Framework • The proposed development would be inconsistent with the City's draft Pickle District Planning Framework, and the visioning undertaken within the City's Pickle District Place Plan.	The proposed land uses and development will be not materially altered and are consistent with the approved development.
<u>Building Height, Bulk & Scale</u> • The proposed additional building height would not respond to existing buildings in the area which are unlikely to change. • The proposed additional height provided to the Newcastle Street frontage to accommodate advertising signage would be obtrusive to the streetscape.	The office level is appropriately positioned centrally within the development, with a minimal frontage and interface with Cleaver Street. The office level is well setback from Old Aberdeen Street and Newcastle Street, and the height will limit any impact on the streetscape and surrounding developments.

Comments Received in Objection:	Applicant Comment:
• The plans indicate an increased to the height of the main Warehouse parapet wall as well as additional mass over the Upper Entry Zone, but this is not shown on the perspectives. • The proposed Office level is inadequately setback from Cleaver Street and adjoining properties, resulting in adverse streetscape and amenity impacts. Inadequate measures are provide to reduce these.	
<u>Landscaping</u> • The proposed development would not provide for adequate landscaping to soften the visual impact on the streetscape, and there are concerns with the further reduction of deep soil areas. • The proposed trees provided to Newcastle Street would be inadequate to screen the service areas of the development. • The proposed development would provide for inadequate tree planting to the northern areas of the Child Care Premises.	The proposed landscaping provision is consistent with the approved development.
<u>Built Form</u> *Public Domain Interface* • The proposed development would not contribute positively towards the public domain interface. The development would not provide for adequate activation to Cleaver Street (including community event spaces), or to Newcastle Street as a result of the back of house areas and lack of openings in the façade. *Pedestrian Access and Entries* • The proposed development would not adequately provide for pedestrian movement, as these would need to occur over the large crossovers to Cleaver Street and Newcastle Street. The canopies to the Old Aberdeen Place frontage are too high to provide for adequate weather protection for these tenancies. • Internal wayfinding is unclear for users of the Retail tenancies and Bunnings, and the proposed development would have a poor	The proposed development is materially consistent with the approved development. The proposed development responds appropriately to the levels affecting the land and provides a variety of tenancies fronting Cleaver Street to activate the public domain. The proposed development is consistent with the approved development and does not propose to materially alter the pedestrian access and entries.

Comments Received in Objection:	Applicant Comment:
interface with main entry to Bunnings being indistinguishable from the carpark entry. • The proposed Retail tenancies are poorly designed, including: - T1 to T3 are not accessible from the carpark; - T2 and T3 are narrow and deep; - T7 and T8 have poor commercial exposure; and - T5, T6 and T9 lack connectivity with Cleaver Street. *Façade Design* • The proposed blank walls to the Newcastle Street and Cleaver Street intersection would not provide for any activation or visual interest. • The proposed Newcastle Street elevation is an unacceptable design outcome as it is dominated by crossovers, service areas and a blank façade with no openings. • The proposed Cleaver Street façade lacks activation due to the large car park entrance and generally obscured retail tenancies. Increased retail and pedestrian activity would enhance visual interest. • The proposed building facades do not provide for suitable articulation to mitigate the massing of the development, with the use of varying colours and finishes inadequate to reduce this. • The proposed Bunnings has a ceiling height which is well above its usual requirements, and lowering this would improve the massing and articulation. • The proposed use of zincalume corrugated iron at higher levels would be preferred to translucent polycarbonate, which could instead be used at lower levels for lighting and easier maintenance. • The proposed screening to the south-west corner is overbearing and could easily be reduced in height.	A range of tenancy widths are proposed to cater for a diverse mix of tenants and land uses, where a variety of tenancy sizes will be accommodated. The differentiating sizes of the tenancies offer flexibility for the uses that can be accommodated. It is intended that these tenancies comprise some of the existing entertainment and creative industry business within the precinct, with a mix of tenancy sizes also proposed to cater for various other activities. The proposed development is consistent with the approved development and does not propose to materially alter the approved façade designs.
<u>Car Parking</u> • The proposed development would not provide for sufficient parking on the site to meet the demands for both staff and customers. The increase in short-stay parking would result in the increased use of the existing on-street parking bays on surrounding streets which are	303 car parking bays, 10 motorcycle bays and 2 loading bays are proposed as part of the application. The application has undergone extensive assessment and reporting by a suitably qualified traffic engineer. The approved development, as well as the proposed

Comments Received in Objection:	Applicant Comment:
already at capacity, to avoid parking on-site and associated traffic congestion. • The proposed four pick-up drop-off bays for the Child Care Premises would be inadequate for a centre which accommodates 130 children. • If the proposed development is approved the City should modify existing on-street parking to be for residents only.	amendments, are supported by a Transport Impact Assessment which indicates the parking arrangements are adequate.
<u>Vehicle Access</u> *Vehicle Queuing* • The proposed Cleaver Street access point would adversely impact on businesses on the directly opposite properties as a result of vehicles queuing when entering and exiting the development, blocking staff and customer access to these businesses. • There is an existing queuing issue at the corner Newcastle Street and Cleaver Street intersection during peak periods, and this would be exacerbated by the development. *Vehicle Manoeuvring* • The proposed turning circle of trucks exiting left on Newcastle Street indicates that these would conflict with east bound vehicles, as well as the bus lane. • The proposed turning circle of trucks entering from Old Aberdeen Place indicates that these would conflict with west bound vehicles. *Vehicle Crossovers* • Query if an independent assessment of the safety of the proposed Newcastle Street crossovers has been undertaken. • The proposed carpark entry is close to the intersection of Newcastle Street and Cleaver Street, and would result in congestion and clashes between vehicles entering from the northern and southern sides of Cleaver Street.	Based on the SIDRA assessment, the anticipated increase of queues with and without the development at the Newcastle Street/Cleaver Street intersections is relatively minor. In addition, any exiting congestion will result in queuing within the site, which won't impact adjacent properties or road network. The swept paths have been reviewed and there is sufficient clearance provided for these vehicle movements. The location of the proposed crossovers are in accordance to AS2890.1 requirements (minimum separation of 6m from the intersection tangent point).

Comments Received in Objection:	Applicant Comment:
<u>Traffic</u> *Traffic Generation* • The TIA indicates that the proposed development would generate a substantial impact in traffic from that which was previously approved, including an additional 122 vehicles in the AM peak, 134 in the PM peak, and 260 in the weekend peak. • The addition of the proposed Fresh Produce Market would increase the number of delivery vehicles to the site, in addition to trucks and semi-trailers associated with the Bunnings. • Further consideration is required for the use of the service area adjacent to Newcastle Street, including the procedures, timing and management of traffic associated with gas bottle exchange and timber trade sales. *Traffic Impact on Surrounding Streets* • The additional traffic generated by the proposed development would be contradictory to the Safe Active Streets implemented along Golding Street, Strathcona Street, and Florence Street to encourage pedestrian movement and cycling. Noise associated with additional vehicles going over the exist speed humps would increase as a result of the proposed development. The TIA acknowledges this impact due to movement constraints at the intersection of Newcastle Street and Cleaver Street. • There is existing rut-running along the residential streets (including Strathcona Street) during peak periods, and this would increase as a result of the proposed development. The TIA has not considered traffic flow constraints in the broader area, including from there being no right turn onto Newcastle Street from Charles Street, which encourages vehicles to rat-run through Vincent Street, Florence Street and Carr Street to access Newcastle Street. • The lack of consideration of the impact of the proposed development on the residential streets would mean that the development traffic flow shown in Figures 6.4, 6.5 and 6.6 would not be accurate.	The surrounding road network has been assessed with consideration of these traffic volumes and the results show that the nearby intersections will operate at an acceptable level of service. Site traffic is more likely to utilise arterial roads (Newcastle Street, Loftus Street and London Street) to/from access the site as opposed to the safe active streets. The trip distribution has considered the restrictions within the wider road network to a reasonable degree. Given the number of potential routes available to/from the site, the impacts will be spread over the wider road network. The TIA has addressed this. The impact on local residential streets is considered to be minimal as the arterial roads provides more convenient access to the site. The intersection of Old Aberdeen Place/Cleaver Street/Drummond Place intersection relates to this and has been assess as part of the TIA. In terms of impacts the assessment shows that it will continue to operate at an acceptable level of service.

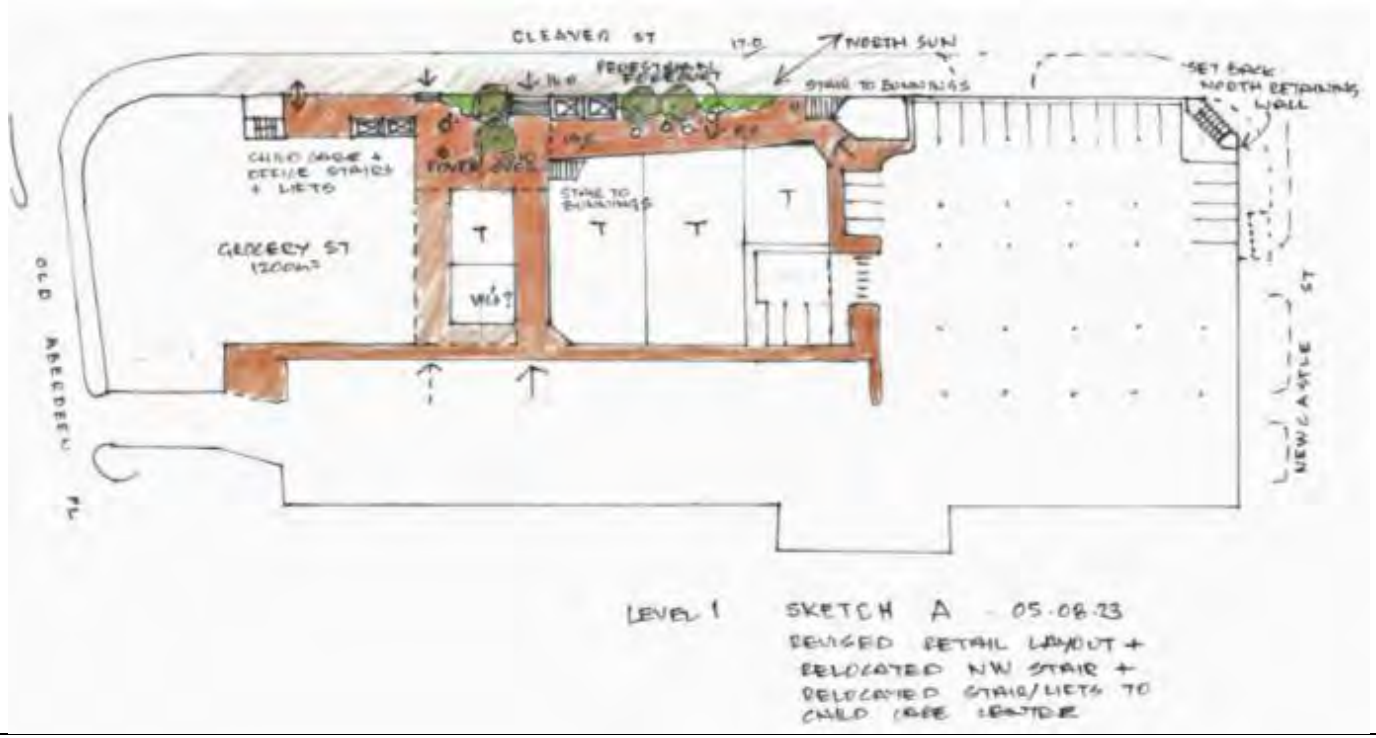
Comments Received in Objection:	Applicant Comment:
• The development has not considered the traffic impacts associated with access from the Graham Farmer Freeway off-ramp and the intersection with Old Aberdeen Place and Cleaver Street. *Traffic Management* • The TIA identifies for the potential modification of the intersection of Newcastle Street and Cleaver Street, but does not indicate the likelihood of this occurring. While this would assist in dispersing traffic, the impact on Cleaver Street north of this intersection would need to be contemplated. • To reduce rat-running and encourage the use of arterial roads, a cul-de-sac should be provided at the southern end of Strathcona Street, while maintaining the current Newcastle Street and Cleaver Street intersection configuration. • Confirmation should be provided that delivery vehicles and trucks would not utilise the residential streets of the Cleaver character area or Colvin Lane. • Clarification should be provided as to whether any traffic management would be provided to the entry and exits onto Newcastle Street, to ensure that vehicles can exit safely given the close proximity to the intersection of Cleaver Street.	The TIA mentions this as an improvement to consider and whether or not this proceeds is subject to further discussions and assessment. Heavy vehicles route to and from the site are not confirmed at this stage though it is unlikely that heavy vehicles will use residential roads to access the site. Signage and linemarking can be considered to manage inbound and outbound vehicles on Newcastle Street.
<u>Noise</u> • The noise impacts of the activities within the Timber Storage Yard has not been demonstrated, including from timber sawing. Timber sawing should not be permitted to occur between 5:30pm and 9am each day.	An acoustic assessment was prepared and submitted as part of the amendment application. This acoustic assessment was carried out in accordance with the *Environmental Protection (Noise) Regulations 1997* and addressed potential noise emissions associated with the development. In the development approval, a condition was implemented requiring an updated acoustic report to be submitted to the City prior to issue of a Building Permit, which will ensure all acoustic considerations of the development are adequately addressed and implemented.
<u>Signage</u> • The proposed signage to Old Aberdeen Place and Cleaver Street would be visually obtrusive to the locality as a result of its size and scale.	The following modifications have been made to the proposed signage: • Removal of the Bunnings sign proposed on the façade at the corner of Newcastle Street and Cleaver Street. • Reduction of the Bunnings Warehouse signs and Hammer logo signs facing Cleaver Street and Old Aberdeen Street (four signs in total) by 25% each.

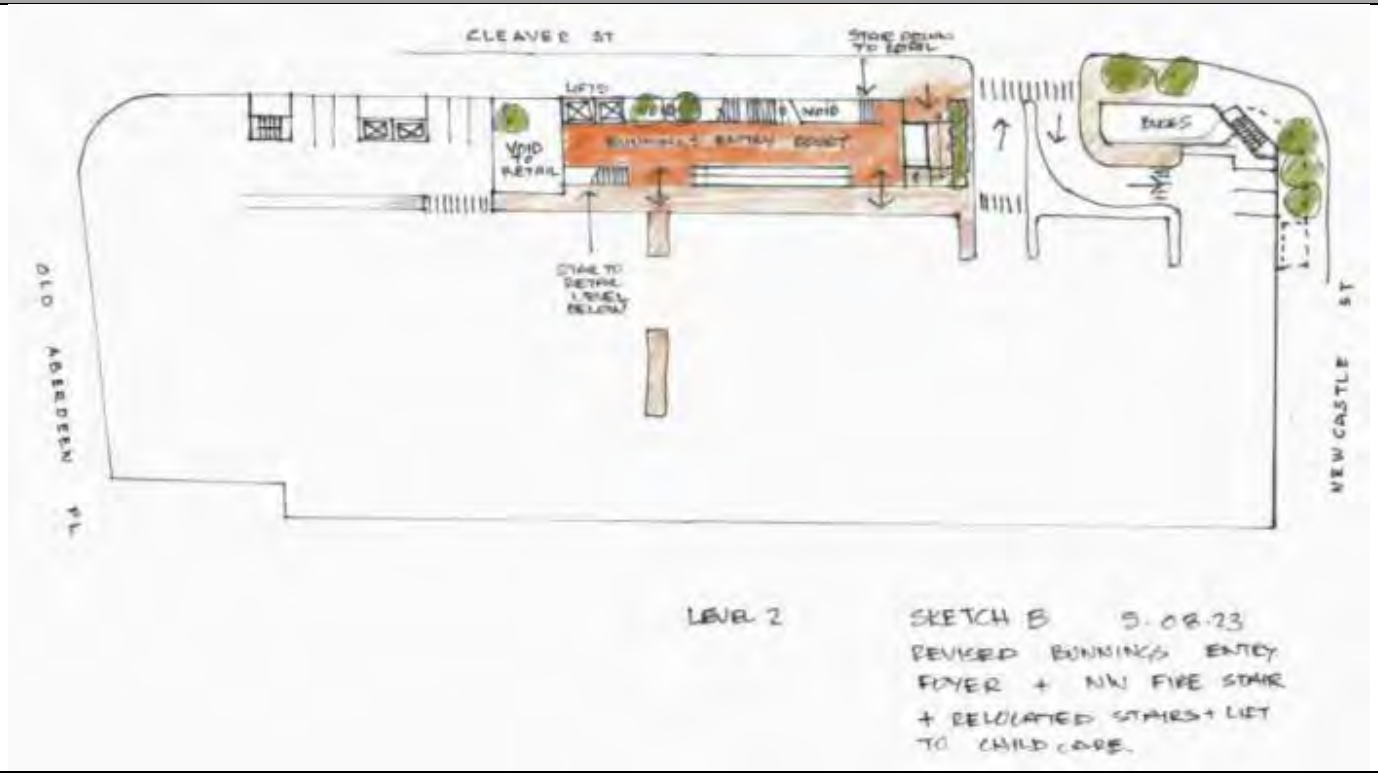
Comments Received in Objection:	Applicant Comment:
• The proposed advertising signage fronting Newcastle Street would be intrusive on the streetscape and bears no relation to the design of the development. • The proposed signage to the stairs of the Child Care Premises is overscaled. A reduction in the size of signage would still be visible from the Graham Farmer Freeway. • Generally the signage for the development could be reduced, as the public are familiar with the branding so there would be less of a need for overscaled logos and letterings. The smaller tenancies may only require lower level signage which also provides an opportunity to reduce the extent of signage.	• Inclusion of two Bunnings car park signs – one along the Cleaver Street frontage and one along the Old Aberdeen frontage in proximity to the car park entrances. The proposed signage has also been reduced in size to allow greater space between the edge of the signage and edge of the façade elements. This allows for the proposed signage to further integrate into the façade. The proposed signage is suitably proportioned in size to the scale of the development, noting the development's substantial street frontages and elevations.
<u>Comments on Plans</u> *Undercroft 1* • Existing parking bays, crossovers and spot levels are not shown on the plans. • The proposed retaining walls on the north-west corner would be expensive, impact on services, impact on the pedestrian path and require traffic management during the construction. The walls should be setback to avoid these issues. • The Retail tenancies fronting Old Aberdeen Place would be a commercial risk and should be located along Newcastle Street or closer to the intersection with Cleaver Street for better visibility. • A central public congregating area would enhance the development, along with providing all Retail tenancies with a direct frontage to Cleaver Street. • The proposed Fresh Produce Market would be a positive but lacks integration and connectivity with Cleaver Street and the Bunnings. • Suggested redesign option included below in Concept – Sketch A. *Undercroft 2* • The wayfinding to the Bunnings entry lacks clarity and is obscured by the travelator and stairs.	The previously approved development included three internal tenancies at Undercroft 1 Level that were intended to be occupied by a studio / workshop, showroom and entertainment / event space (Tenancies T8, T9 and T10). These tenancies were internal facing, had limited street frontage and were primarily accessed via the internal car park. Due to the undesirable layout and frontage of these tenancies, the amended proposal seeks to reconfigure Undercroft Level 1 and shift these tenancies towards Old Aberdeen Street facing the street or fronting the Cleaver Street main entrance and walkway. Reorientating and repositioning the tenancies to be more external facing offers a better design outcome and significantly improves access for the tenancies. There are no material changes proposed to Undercroft 2 Level as part of this amendment application.

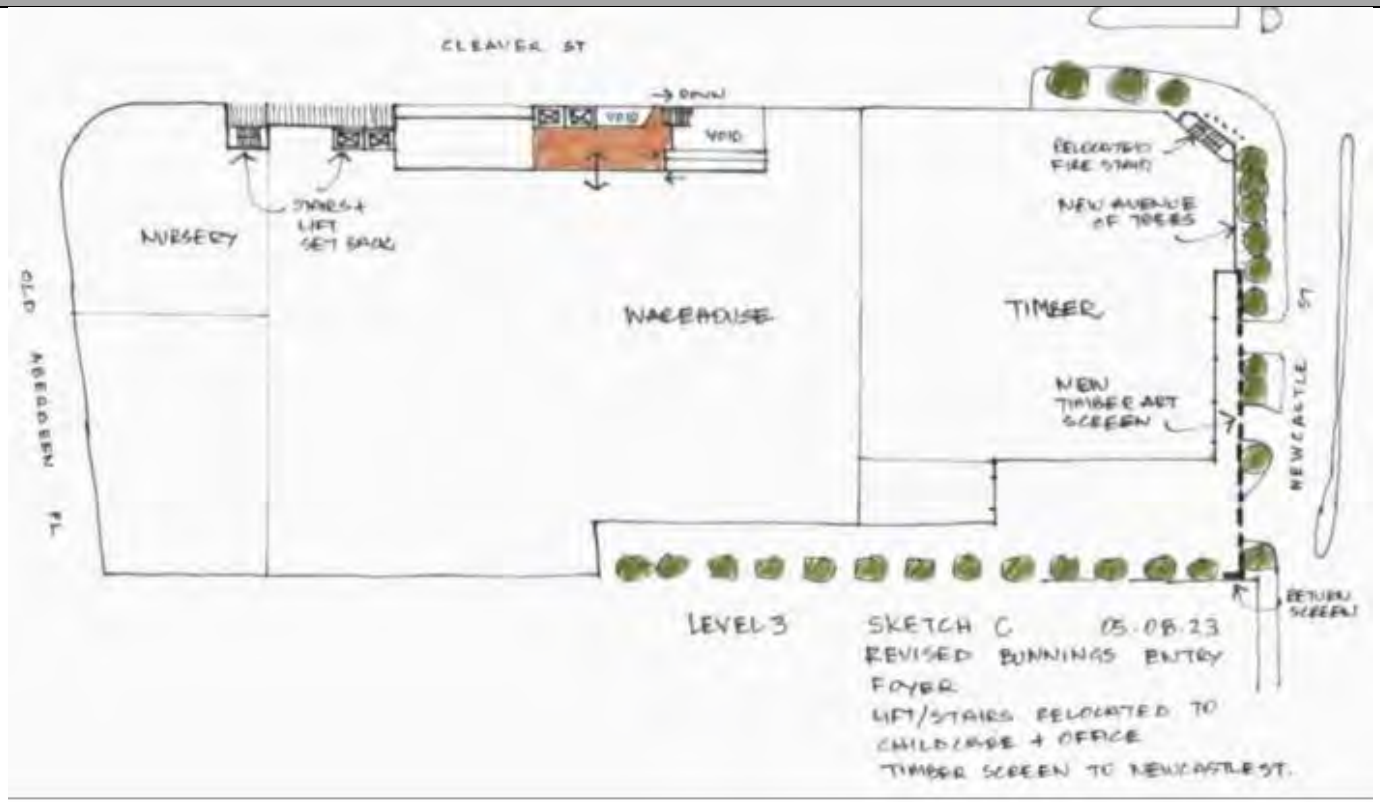
Comments Received in Objection:	Applicant Comment:
• There is a missing opportunity to provide an external space to provide for public gatherings along Cleaver Street, such as the Bunnings sausage sizzle, product demonstrations or community events. • There is no direct internal access between the proposed Fresh Produce Market tenancy and Bunnings for those accessing both. • Opportunities to provide direct entry to Bunnings and the Retail tenancies should be considered from the northern end of Cleaver Street. • Suggested redesign option included below in Concept – Sketch B.	
Warehouse • The impact of traffic congestion at the intersection of Strathcona Street and Newcastle Street is not shown on the plans. • The floor planning and façade design abutting Newcastle Street and the intersection of Cleaver Street would have an adverse impact on the street. The seating and landscaping are would not be inviting for pedestrians, and addition openings should be provided in the façade to provide for displays and visual connection. • Suggested redesign option included below in Concept – Sketch C.	There are no material changes proposed to the Warehouse Level as part of this amendment application.
Childcare and Office Levels • The massing of the development to Old Aberdeen Place and Cleaver Street could be improved be providing a setback to the southern and western edges of the Child Care Premises playground, and the western edge of the Child Care Premises and Office and associated fire stair and lift core. • Suggested redesign option included below in Concept – Sketch D.	There are no material changes proposed to the Child Care Level as part of this amendment application.
Elevations and Perspectives • The aesthetics and street presentation of the development could be improved by: - Providing additional openings to the north-west corner, and setting the building back to provide for additional deep soil areas and tree planting along Newcastle Street;	There are no material changes proposed to the built form articulation and presentation as part of this application.

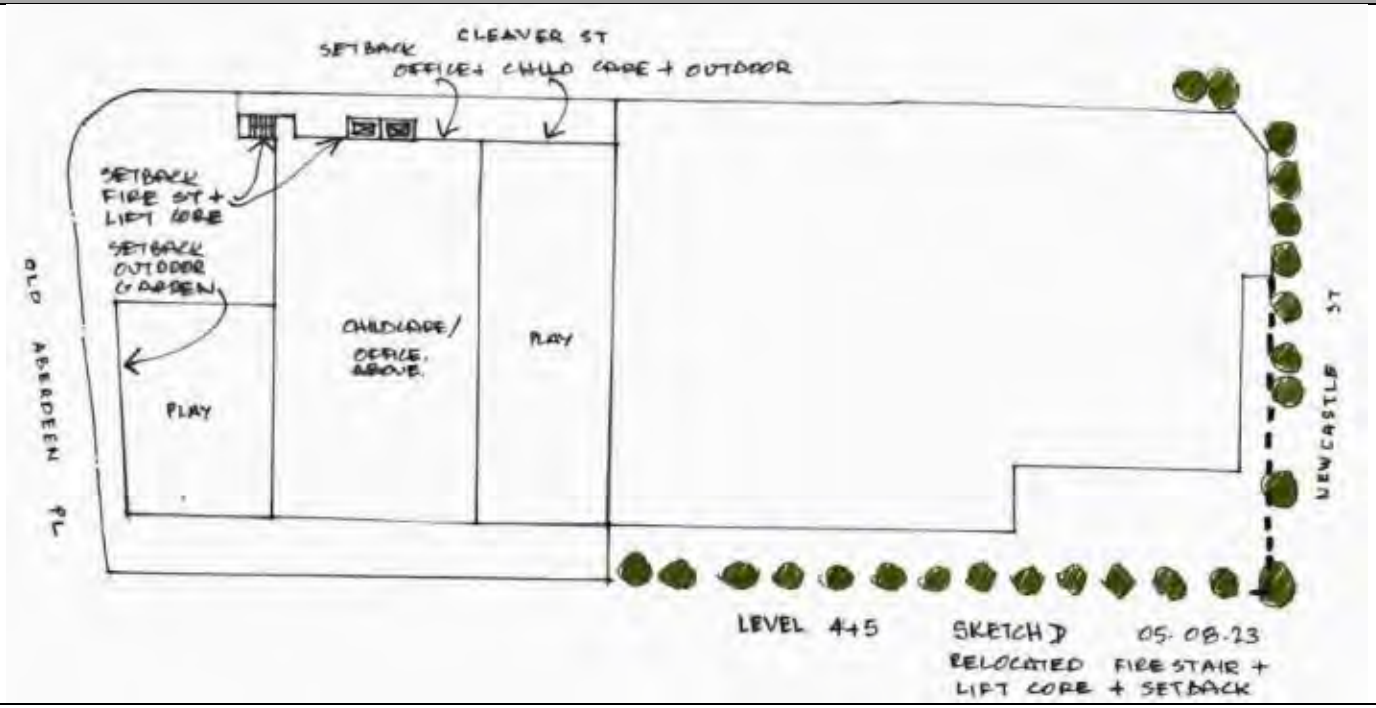
Comments Received in Objection:	Applicant Comment:
- A reduction in the height of the polycarbonate on the Timber Trade Sales facing Newcastle Street; - A reduction in the height of the Bunnings entry facing Cleaver Street; - Providing a setback to the Child Care Premises, Office and lift core/fire stairs from Cleaver Street; - Reducing the height of the screening to the Outdoor Nursery at the corner of Old Aberdeen Place and Cleaver Street; - Removal of the advertising fronting Newcastle Street, and a general reduction in the scale of the signage on the remainder of the building; and - Provide public artwork in the form of timber screening to reflect Bunnings history as well as to provide screening to the service areas of the development and provide a more engaging elevation to Newcastle Street. • Suggested redesign option included below in Concept – Sketch E.	
<u>General</u> • The site is well located to accommodate urban infill, and the subject site should be developed as a high density apartment building to assist with meeting the City's density targets. • The percent for art contribution for this development should be provided towards the creation of a dedicated arts space, which could be managed by the Pickle District Town Team.	The proposed amendments are materially consistent with the previously approved development.

Comments Received Expressing Concern:	Applicant Comment
<u>Traffic</u> • Consideration should be given to providing pedestrian crossings and other treatments to ensure that children of the Child Care Premises and people accessing the bus stops can do so safely.	There are no material changes proposed child care centre and its associated access as part of this amendment application. The child care centre is accessible via pedestrian pathways along Cleaver Street.

Images Included with Submissions	
Concept – Sketch A	

Images Included with Submissions	
Concept – Sketch B	

Images Included with Submissions	
Concept – Sketch C	

Images Included with Submissions	
Concept – Sketch D	

Images Included with Submissions	
Concept – Sketch E	 

Images Included with Submissions	
	   Benchmark Images for Timber Screens

Note: Submissions are considered and assessed by issue rather than by individual submitter.

CITY OF VINCENT

ATTACHMENT 9

DEVELOPMENT ASSESSMENT PANEL MEETING

Department of Transport Comments

Government of Western Australia
Department of Transport
Urban Mobility

Your ref:
Our ref: DT/10/02177/2
Enquiries: Tim Petersen – 6551 6650

Mitchell Hoad
Specialist Planner
City of Vincent
244 Vincent St
LEEDERVILLE WA 6007
By email: Mitchell.Hoad@vincent.wa.gov.au

Dear Mr Hoad

RE: 533–545 Newcastle Street, 6-15 Cleaver Street and 1-7 Old Aberdeen Place – Commercial Development JDAP Amendment to Approved

Thank you for your email dated 7 July 2023 inviting the Department of Transport (DoT) to comment on proposed changes to the previously approved development – notably, new office space on Level 2, at least 65 additional parking bays and a near-tripling of retail space in Undercroft 1.

The Urban Mobility (UM) division of the Department has reviewed the supplied documents and advises that DoT is unable to support the proposed development as currently submitted due to:

- A failure to clearly distinguish tenant and short-stay public parking bays on the plans and in documentation.
- The apparent proposed number of tenant parking bays (181) being in excess of the site's maximum allowance under the Perth Parking Policy (175).
- The proposal seeking approval for 118 short-stay public parking bays (noting there is no entitlement under the Policy to public parking bays) in addition to proposing tenant parking at or above the site's maximum allowance.
- Poor provision of, and no design detail for, bicycle parking and end-of-trip facilities (noting this is a relevant consideration when considering approval of public parking).

As the application currently stands, if approved, DoT would not be able to license the bays proposed. DoT would be willing to support the development, including licensing the bays, if the above issues are satisfactorily addressed.

It is DoT's position that provision of tenant parking should be minimised if a large amount of public parking is also to be approved. DoT is willing to support the total number of tenant and public parking bays being 293 bays, provided that there is a maximum of 55 tenant bays and the remaining 238 bays are approved as short-stay public parking.

As such, DoT proposes the following conditions be included as part of any planning approval. More detailed explanations of the proposed conditions and their rationale are included in Appendix 1 for your reference.

Proposed conditions

DoT recommends that the following conditions are imposed as part of any future development approval:

1. The following numbers of car bays shall be provided on site:
    a. A maximum of 55 tenant car parking bays [for intended use by office, retail and childcare staff].
    b. A maximum of 238 short-stay public parking bays (including 4 trailer bays).
    c. A maximum of 7 loading bays (including 4 “childcare drop-off bays” [which DoT would license as loading bays]).
    d. A minimum of 6 ACROD bays.
    e. A minimum of 4 motorcycle bays.

2. With regard to staff bicycle EoT facilities, the following minimums shall be provided to the absolute satisfaction of the City of Vincent, in consultation with the Department of Transport:
    a. At least 50 staff bike parking spaces in a secure internal bike cage; with at least 25% of spaces having access to charging facilities for e-bikes and e-scooters.
    b. At least 8 showers (e.g., 4 male and 4 female); 100 full-size (two-tier) lockers; and 2 toilets.
    c. Detailed designs:
        i. for a staff bike parking facility (ideally co-located with other EoT facilities including lockers, showers and toilets) positioned as close as possible to the building’s accessible perimeter.
        ii. for a safe access path between the bike parking facility and the closest building entrance, and between the bike parking facility and any other EoT facilities (if separate).
        iii. Configuration of showers, lockers, toilets and changing and drying rooms.

3. With customer/visitor bike parking facilities, the following minimums shall be provided to the absolute satisfaction of the City of Vincent, in consultation with the Department of Transport:
    a. At least 16 customer/visitor bike parking spaces within Undercroft 2 [as currently shown on plans].

b. At least 12 customer/visitor bike parking spaces placed in well-supervised locations on Cleaver Street near the main Undercroft 1 entrance.

4. A Parking Management Plan (required by Clause 13 of the Perth Parking Policy 'the Policy') shall be provided by the developer to the absolute satisfaction of the City of Vincent, in consultation with the Department of Transport. (See Appendix 2 for guidance). This must explain how parking will be managed to ensure compliance with the Policy (especially with its limits on short-stay public parking stay duration) and should also cover any parking-related conditions of planning approval.

5. A Travel Plan shall be provided by the developer to the absolute satisfaction of the City of Vincent, in consultation with the Department of Transport. To assist building managers, at a minimum this should:
    a. outline the arrangements for access to EoT facilities by any staff on site;
    b. outline commitments to procedures and initiatives that encourage, promote and/or monitor non-car travel to and from the site by staff and customers; and
    c. include information packs for site staff and customers to encourage access to the site by non-car modes.

We understand the application has been referred to the Public Transport Authority and Main Roads WA, who will provide independent responses.

Thank you for the opportunity to provide comments for the above development. If you wish to follow up on any of these matters, please do not hesitate to contact Tim Petersen on 6551 6650.

Yours sincerely

Ashley McCormick
Director of Transport Planning
10/08/2023

Appendix 1 – Further details on proposed conditions

Planning approval and licensing of tenant and short-stay public car parking bays

Background

Under s. 7 of the Act, all non-residential parking bays in the Perth Parking Management Area (PPMA) must be licensed in order to be lawfully used. DoT is permitted to issue licenses for bays in accordance with the Perth Parking Policy by s. 9(1) of the Act.

DoT notes the lack of information in the applicant's submission about its desired split of parking bays into tenant and public parking categories under the Policy – despite the previous application for this development containing such information (it requested approval of approximately 44 tenant bays and 181 public parking bays).

Following DoT's queries through the City of Vincent, the proponent has advised that its current intention is now to "provide the [Policy-]permitted 175 tenant bays on Undercroft 2 level and the 128 proposed short-stay public parking bays on Undercroft 1 level". It also advised that "individual tenant requirements will be established through the leasing process at a later time."

Unfortunately, the proponent's advice (above) does not fully accord with the parking shown on the supplied plans:

- On Undercroft 1:
  - 112 'standard' bays (perhaps mainly public parking bays as per supplementary advice from the proponent, although the 4 'staff' bays would need to be licensed as tenant parking bays);
  - 4 childcare drop-off bays (which would be licensed as loading bays);
  - 2 internal loading bays (not including 1 external loading bay);
  - 2 ACROD bays.
- On Undercroft 2:
  - 177 'standard' bays (the proponent has provided supplementary advice that these would be tenant bays, although these plus the four staff bays above would exceed the site's maximum tenant parking allowance of 175 bays);
  - 4 trailer bays (which would need to be licensed as tenant or public parking);
  - 4 ACROD bays;
  - [4 motorcycle bays – not counted as car bays]
- Total:
  - 293 bays (including 4 trailer bays), which would need to be a combination of tenant and public parking;
  - 6 loading bays (including 4 child care-drop-off bays);
  - 6 ACROD bays;
  - [4 motorcycle bays].

Given the confusion, DoT strongly recommends that any planning approval for this site clearly distinguish the approvals for numbers of tenant and short-stay public parking bays

and require that their locations be clearly identified on the plans (as occurs for approvals elsewhere in the PPMA). Any other special purpose bays, such as loading and ACROD bays, should also be separately identified. This is required to provide a clear basis for licensing and should not be left to be detailed by the Parking Management Plan. The latter document should instead focus on explaining how the approved bays will be managed to comply with the Policy.

Approvals of tenant and public parking bays are subject to different considerations under the Policy, as explained below.

Tenant parking entitlement under the Policy

Clause 8 of the 2014 Policy sets maximum rates of non-residential 'tenant' parking provision per site hectare, based on the category of street from which access to that parking will be provided. In this case, Cleaver Street and Old Aberdeen Place are shown as uncategorised "roads" on the Policy's Tenant Parking Street Hierarchy map. Clause 8.1 of the Policy provides that any streets "not specifically identified" on the map can be referred to the CEO for advice on their category. As such, through delegated power from DoT's CEO, the Executive Director Urban Mobility (Justin McKirdy) previously advised that both streets should be considered Category 3 streets.

This development's 8,733-square-metre site therefore results in a tenant parking allowance of either 132 or 175 tenant bays (applying Category 3 'at-grade' or 'integrated access' rates of 150 and 200 bays/ha respectively). DoT is prepared to consider that the higher rate applies to this development due to the large number of pre-existing lots and crossovers on this site (in accordance with the Policy's 'integrated access' definition). However, it is worth noting that due to the considerable number of crossovers proposed for the development (including two on Category 1 Newcastle Street), a classification of at-grade access could be argued.

Approval and licensing of public parking under the Policy

There is no entitlement to have public parking bays approved under the Policy. Clause 10, and particularly 10.1, allow both planning and licensing approvals to take into account a number of criteria, including any potential positive impacts of the facility on the area, the level of impact on local traffic flows and pedestrian movements, and "any other relevant matters".

First, with regard to impacts on local traffic flows, DoT notes that the report does not directly address the question of how the 65–70 additional car parking bays (in Undercroft 1) will affect traffic flows in comparison to the previous approved DA. For example, we would note that the TIA gives a 95% queue length at the Cleaver St (south) intersection in the weekend peak (Scenario 2: 2024 with Development) that has not changed from the previous development proposal (52.2 metres). This seems hard to explain, and the above question should be addressed by the TIA.

DoT also considers "other relevant matters" in any mixed-use development such as this to include the total provision of car parking, as well as the provision of bicycle end-of-trip facilities.

As such, if the proponent now wishes to provide the full tenant parking allowance of 175 tenant bays on site (instead of around 44 tenant bays as previously proposed) — which it is entitled to do — DoT cannot support the planning approval (or licensing) of large numbers of additional public parking bays on this site. This is because there is a significantly greater likelihood that tenant parking (unlike short-stay public parking) will be used by all-day commuters — including staff working at Bunnings and the expanded Undercroft 1 retail premises — and make a greater contribution to nearby congestion, especially in the peaks.

Assuming that public parking is warranted on this site, DoT expects this development to show restraint in the provision of tenant car parking for staff (who are likely to have greater opportunities to commute by public transport, riding or walking). Instead, the focus should be on providing short-stay public parking for customers and visitors to the site and its surrounding precinct.

Suggested balance of tenant and public parking

As previously stated, DoT is willing to support the same total numbers of bays as is currently proposed on site, but with a reduced number of tenant bays (and a corresponding increase in short-stay public parking bays). Given the proponent's reluctance to advise on tenant parking requirements, DoT has suggested a maximum of 55 tenant bays on site, on the following basis:

Tenanted use	**Tenant bays**	**Basis for calculation**
Office	31	2 spaces per 100 sqm (minimum City of Vincent requirement)
Retail tenancies	10	1 space per tenancy (for 10 tenancies in Undercroft 1)
Warehouse/Timber	9	Based on a 20% mode among the number of estimated employees, as per the TIA's Table 3.3.
Childcare	5	(as above)
TOTAL tenant bays	55	

The number of short-stay public parking bays would be increased by around 120 bays compared to the current proposal (to 238 bays) to ensure that there is adequate parking for customers and visitors to the site and its surrounding precinct.

<u>Staff bicycle parking and end-of trip facilities</u>

Despite being a relevant consideration in approval of additional public parking — and noting the development's proximity to high-quality shared path infrastructure — the level

of design and commitment to bike end-of-trip facility provision in the submitted development application is generally very disappointing.

With the partial exception of 16 bike visitor spaces on Undercroft 2 (assumed to mainly serve the warehouse), provision appears to be little more than an afterthought:

- No number of staff bike parking spaces is confirmed (the TIA suggests a range of 24–43 bays);
- No numbers of staff showers, lockers or toilets are given (the TIA says only showers and lockers are “to be confirmed”);
- A space for staff “bike store / EoT” is shown under the service driveway, far from any building entrance, without a safe access path shown through the car park, and without any indications of layout or adequacy of size.
- Only 3 visitor bike parking u-rails are shown serving the Undercroft 1 retail area, despite retail floorspace having almost tripled in size since the previous application.

DoT would note that the previous development application (without any office component and about a third of the retail space on Undercroft 1) was approved with the following minimum EoT provision (as per Condition 7.9):

- 28 secure bicycle spaces in Undercroft 2;
- 20 secure bicycle parking spaces in Undercroft;
- Six spaces within the Cleaver Street verge adjacent to the stairwell;
- Six showers located in Undercroft 1, with three for male and three for females;
- 40 lockers within the shower area of Undercroft 1; and
- One unisex toilet located in Undercroft 1.

DoT would suggest that the additional 1537 square metres of NLA office space and the increase in retail tenancy space on Undercroft 1 (from an original 905 square metres NLA to this application’s 2437 square metres) should be used as the basis for calculating additional EoT facility requirements.

Applying DevelopmentWA’s Perth Girls School Design Guidelines (which DoT commonly applies an indicator of good practice in other parts of the PPMA) and its 1 bike space per 100 square metres NLA of commercial space, an additional 30 staff bike bays would be required (including 15 spaces for the office and 15 for the additional Undercroft 1 retail).

Applying the same Guidelines to the resulting total of 50 staff bike spaces would require at least eight showers (e.g. four male and four female), 100 lockers, and 1 unisex toilet (we would suggest at least 2 toilets).

For visitor parking, the same guidelines would require at least 12 visitor bike spaces in total to serve the enlarged retail spaces on Undercroft 1 (1 visitor space per 200 square metres NLA), in a well supervised location near a building entrance.

Parking Management Plan & Travel Plan

Under Clause 13 of the Policy, a detailed Parking Management Plan (PMP) is required to accompany an application for new parking, and this is to be maintained and implemented to satisfy the planning authority (City of Vincent) in consultation with the Department of Transport. See Appendix 2 for an outline of suggested content.

DoT also recommends that a Travel Plan be provided by the developer to the absolute satisfaction of the City of Perth, in consultation with the Department of Transport. To assist building managers, at a minimum this should:

a. outline the arrangements for access to EoT facilities by any staff on site;
b. outline commitments to procedures and initiatives that encourage, promote and/or monitor non-car travel to and from the site by staff or customers/visitors; and
c. include information packs for site staff and customers/visitors to encourage access to the site by non-car modes.

Appendix 2 – Indicative Parking Management Plan content

Clause 13 of the Perth Parking Policy 2014 ("PPP") requires applications for new parking bays within the Perth Parking Management Area (PPMA) to be accompanied by "a detailed Parking Management Plan (PMP)" that principally sets out how the site will be managed to ensure compliance with requirements under the PPP and the site's conditions of planning approval. This PMP must be implemented and kept up-to-date to satisfy the relevant planning authority (City of Vincent) and the Department of Transport (DoT).

Indicatively, a PMP should aim to provide useful information for building managers and building owners and include:

1) An outline of the number and location of each of the different types of car parking bays provided on site (e.g. tenant bays, short-stay parking bays, ACROD bays, etc.), spaces for motorcycles, and spaces for bicycles (within bicycle end-of-trip facilities and at building entrances), as well as any relevant related services (end-of-trip showers, lockers, etc.).
    a. This should include a reference to, if not all the original information and plans from, any original and subsequent planning approval(s) that provide the basis for Perth Parking licensing.
    b. Provide a record of any other licensing changes over time (bays de-licensed or re-licensed, under each planning approval) or other changes to facilities.

2) A summary of any relevant, basic requirements for different types of bays on the site under the PPP (noting that the summary is not authoritative) or under related conditions of planning approval. For example:
    a. Tenant bays should only serve activity on the site where they are located (unless extraordinary planning approval has been granted).
    b. Public parking must be made available to any users (not just customers or visitors to the site) and the duration of short-stay public parking stays must adhere to Policy limits.
    c. ACROD bays may only be used by eligible users.
    d. Only bays with planning approval can be licensed.
    e. Ongoing provision of bicycle end-of-trip facilities is required (when this is a condition of planning approval or of licensing).

3) Description of how the parking "will be managed to ensure compliance" with requirements under the PPP or the site's conditions of planning approval, as well as any other practical information to explain the operation of the car park, including for example:
    a. Access or control arrangements for different types of bays (public parking, tenant, ACROD, loading, etc.), including any entry/exit procedures, entry restrictions when bays are full, any directional signage, signage on bays, payment methods, etc.

b. Any methods and enforcement measures used to ensure that cars park in the correct type of bay (e.g., tenant vs short-stay parking).
c. Public parking pricing structures, especially their design to ensure compliance with the definition of short-stay parking (i.e., in each day, at least 50% of vehicles must stay less than four hours, and 90% less than six hours).
d. Collection of records of parking use / duration of stays to be able to monitor and demonstrate compliance with the PPP.
e. An outline of any "safety and security measures" to protect individuals and their property when using the parking.
f. An outline of any arrangements (where relevant) for:
    i. Ongoing provision, access to, and maintenance of end-of-trip facilities, all-hours pedestrian access, bike share bikes, etc.
    ii. Allocation and management of bays for car-share vehicles.
    iii. Any processes or rules around the transfer of any unbundled car parking or the use or leasing to commercial tenants of any tenant parking.
    iv. Provision of electricity supply to tenant car parking bays, motorcycle and bicycle bays to allow charging of electric vehicles.
    v. Any special arrangements for access by rubbish trucks and other service vehicles.
    vi. Working with the City of Vincent to manage on-street parking in the vicinity of the development.
g. A commitment to “maintain and implement an up-to-date PMP”, through periodic review of the PMP by the property manager to ensure that that it accurately describes what happens on site, remains compliant with the PPP, and keeps contact details, etc., up to date.

4) The following practical information:
    a. Property address (including the details of the street and neighbouring building from/through which access is provided);
    b. Perth parking licence number and Client ID;
    c. Contact details for a person at the property with day-to-day responsibility for parking / to whom enquiries can be directed;
    d. A nominated person/entity authorised to vary the licensing;
    e. A nominated person/entity responsible for updating (or having the PMP updated) when changes to parking practices occur (e.g., bays are de-licensed, there is a change to enforcement methods, etc.).
    f. A prompt to this custodian of the PMP to email any future PMP revisions to parking@transport.wa.gov.au.

CITY OF VINCENT

ATTACHMENT 10

DEVELOPMENT ASSESSMENT PANEL MEETING

DRP Member Comments

DRP Member Comments (8 August 2023)

Design quality evaluation		
		Supported
		Pending further attention – refer to detailed comments provided
		Not supported
		Insufficient information for comments to be able to be provided.
Design Principles		
Principle 1 - **Context and character**		***Principle*** ***Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.***
		• The addition of the office level has been well articulated and references warehouse trusses, and sits comfortably from a compositional perspective with the other material and design elements proposed within the development as well as within the broader surrounding context.
Principle 2 - **Landscape quality**		***Principle*** ***Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.***
		• Landscape quality appears to be unchanged from previously approved scheme. No comments.
Principle 3 - **Built form and scale**		***Principle*** ***Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.***
		• The overall height has increased by one level to accommodate the proposed office space, however it is noted that this is within the allowable framework in relation to height, which is up to seven storeys in this location. • The existing surrounding built form is generally one to two storeys in height/massing, so the proposal will be substantially higher than the massing within the immediate context, but consistent with the future desired scale/built form proposed for the area.
Principle 4 - **Functionality and build quality**		***Principle*** ***Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.***
		• Functionality and build quality appears to be of a high standard, and the changes proposed haven't had any material impact in respect to this principle.
Principle 5 - **Sustainability**		***Principle*** ***Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.***

		• Adjustments and increased utilisation of land adding office and expanding tenancies below and corresponding increase in density/intensity of use can be considered positive from a sustainability perspective, making more intensive use of limited land resource/availability within the inner city area. • With the new proposed office level which is largely a glass box, consider recessing the glazing line further back from the perimeter truss element on all four sides to provide more overhang/sun shading. • On the southern side, consider the introduction of vertical shading elements for glancing rising and setting summer sun. • Consider introduction of operable windows to allow for natural ventilation rather than just relying on air-conditioning generally.
Principle 6 - **Amenity**		***Principle*** ***Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.***
		• Proposed increased potential diversity via smaller retail outlets proposed on the ground floor, proposed gym or fresh market and offices to additional level should provide more amenity to people utilizing the site.
Principle 7 - **Legibility**		***Principle*** ***Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.***
		• Legibility largely remains the same, with general arrangements of entry major points being identical. Divisions of retail spaces T1, T2 and T3 appear to have been formalised, which increases potential active streetscape connectivity. • The proposed T7 and T8 spaces are further behind and down an access way, so given this, bulkhead treatment or signage could be important here for wayfinding. Consider stepping T8 and T7 shop-front alignments to maximise visual connectivity to these shops both from the carpark side and street side.
Principle 8 - **Safety**		***Principle*** ***Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.***
		• Although not ideal, the previous conditions 7.6 and 7.8 would reasonably mitigate the safety issues with the driveway accessed from Old Aberdeen Place. Consideration could also be given to other measures, such as audible and flashing light visual warnings could also be appropriate in this instance for vehicles exiting.
Principle 9 - **Community**		***Principle*** ***Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.***
		• Proposed increased potential diversity via smaller retail outlets proposed on the ground floor, proposed gym or fresh market and offices to additional level should provide opportunities for community in terms of interaction with the proposal as a proposed development with multi-uses and tenancies, albeit a very large anchor tenant (Bunnings). • It is worth noting that the previous scheme proposed some spaces (Studio/Workshop and Entertainment Event Spaces) which could be accessed by the local community for community purposes. These spaces/proposed functions appear to have been removed. The proposed public artwork to the north elevation is supported, and provides community benefit. Being predominantly at high level, this can be somewhat removed in relation to interaction with viewers. Consider introduction of elements on the ground plane which potentially tie in with the high-level art to maximise community engagement.

Principle 10 - **Aesthetics**		***Principle*** ***Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.***
		• Generally the aesthetics, articulation and modulation of the proposal is similar to the previously approved plans. • The upper levels housing childcare and offices have shifted a little but are still consistent with the surrounding context and warehouse aesthetic, with the truss-like perimeter of the office level providing a dynamic structural expression that ties in well with the rest proposed saw-tooth and parapet forms. • The signage elements proposed are now much larger than previously indicated, and it is noted that they do exceed the maximum 10m2 area under the relevant City of Vincent Policy. • Given the scale of the development and the size of the wall elements, there may be some discretion that could be acceptable in relation to the area cap. However, from an aesthetic/visual perspective, it appears the signage is oversized and overly dominant within the composition and façade elements upon which they are juxtaposed, and detract from the architectural form/language and expression. • Consider a reduction in the size of the signage elements generally to allow a greater margin between edge of the façade elements and the edge of the signage. This is particularly the case for the circular signs, and the corner sign located on the brickwork (currently extending vertically past the soldier course elements).