

Lot 3 (51) Point Walter Rd, Bicton Braemar Gardens Redevelopment

TRANSPORT IMPACT STATEMENT









Prepared for:

Braemar Presbyterian Care

June 2019

Lot 3 (51) Point Walter Rd, Bicton

Prepared for: Braemar Presbyterian Care

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1. Introduction

This Transport Impact Statement has been prepared by Urbii on behalf of Braemar Presbyterian Care with regards to the proposed Braemar Gardens redevelopment, located at Lot 3 (51) Point Walter Rd, Bicton, in the City of Melville.

The subject site is situated between Point Walter Road and Bristol Avenue, as shown in Figure 1. The site is bound by residential properties to the north and south and accommodates the Braemar Lodge and Braemar Gardens buildings.

Braemar Lodge was a residential aged care facility, which previously housed 40 residents before it was decommissioned in May 2016 (Figure 2). Braemar Gardens is a retirement living development on the same site and is made up of 25 living units constructed in attached and multiple dwelling format, (Figure 3).

It is proposed to construct a new residential aged care facility on part of the site to cover the whole site as part of a comprehensive redevelopment of the subject site.

The residential aged care facility will comprise of two buildings; one fronting Point Walter Road and the other with frontage to Bristol Avenue. The facility fronting Point Walter Road will accommodate 102 places; the facility fronting Bristol Avenue can accommodate up to 77 places in 35 care suites.

The key issues that will be addressed in this report include the traffic generation and distribution of the proposed development, access and egress movement patterns, car parking and access to the site for alternative modes of transport.











Figure 1: Subject site



Figure 2: Existing Braemar Lodge









Figure 3: Existing Braemar Gardens

2. Proposed development

The proposal for the subject site is for redevelopment through construction of two new buildings, comprising:

Eastern Building

- Staff and resident amenities including foyer, administration, laundry, kitchen, courtyards, multi-purpose room, reception, servery and other ancillary areas;
- 57 car parking bays including two ACROD bays near the lift lobby on the Lower Ground Floor (LGF);
- gopher parking located near the lift lobby on the LGF;
- a designated pick-up/drop-off area for cars, ambulance and minibuses on the LGF;
- a bin store and designated loading/waste collection area at the northern end of the site on the LGF;
- 102 care beds; and,
- end of trip facilities including bicycle parking, separate male/female showers, change rooms and lockers.

Western Building

- 50 car parking bays on the LGF;
- designated plant and refuse areas on the LGF;
- gopher and bicycle parking; and,
- 77 care places in 35 care suites.

Vehicle access to the eastern building will be via Point Walter Road and vehicle access to the western building will be via Bristol Avenue, as per the existing situation.

Waste collection, delivery and other service vehicle activity for the entire site will be accommodated within the site in the loading area in the eastern LGF car park. A connection linking the two LGF car parks is proposed for pedestrian movements and movement of refuse bins from the western LGF bin stores to the loading area in the eastern LGF car park.

Pedestrians and cyclists will access the development from the external path / road network abutting the site.

The proposed development plans are included for reference in Appendix A.









3. Vehicle access and parking

Vehicle access

The proposed vehicular access arrangements have been reviewed for efficient and safe traffic circulation.

Existing vehicular access to the existing facilities is detailed in Figure 4. The existing eastern building is serviced by two crossovers on Point Walter Road. The northern crossover is configured as exit only (Figure 5) and the southern crossover is configured as entry only (Figure 6).

The existing western building is serviced by two crossovers on Bristol Avenue. Both crossovers accommodate two-way traffic, with photos presented in Figures 7 & 8.



Figure 4: Existing vehicle access



Figure 5: Existing northern crossover on Point Walter Road

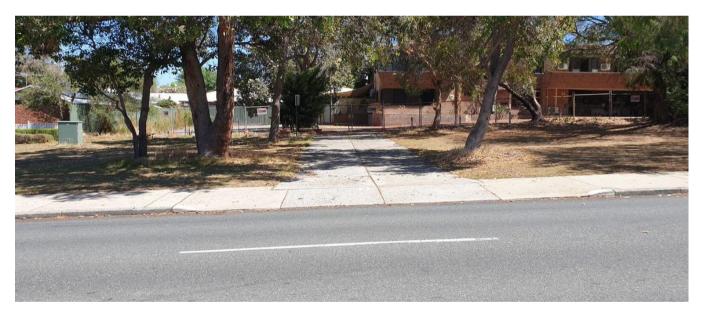


Figure 6: Existing southern crossover on Point Walter Road









Figure 7: Existing northern crossover on Bristol Avenue



Figure 8: Existing southern crossover on Bristol Avenue

As detailed in the proposed development plans and in Figure 9, vehicle access to the eastern building will be accommodated via two locations on Point Walter Road, as per the existing situation. The northern crossover will be retained as an exit only crossover. The southern driveway and crossover are proposed to be widened to accommodate two-way traffic flow. A wide median island will be used to separate entry and exit traffic flows, retain existing trees and assist with minibus turning circles.

Vehicle access to the western building will be accommodated via one crossover on Bristol Avenue, at the southern end of the site. This crossover will be widened to accommodate two-way traffic flow.

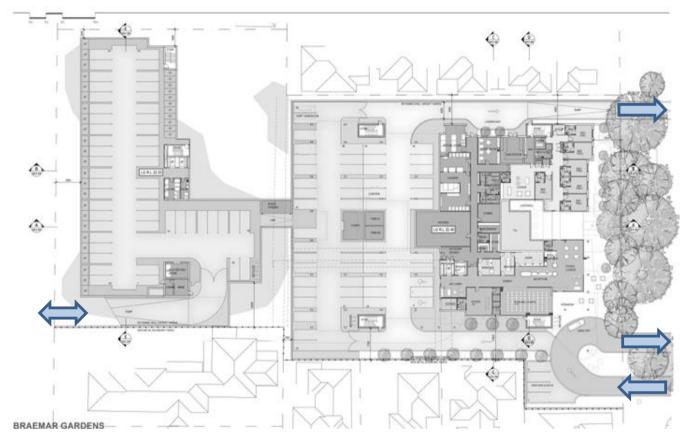


Figure 9: Proposed vehicle access







Parking supply and demand

57 car parking bays are proposed to be provided on site in the eastern LGF car park, which includes two ACROD bays near the lift lobby.

1 loading/waste collection area is provided at the northern end of the site in the LGF.

Additionally, gopher parking is provided near the lift lobby on the LGF and a designated pick-up/drop-off area for cars, ambulance and small buses is accessed via the southern crossover.

50 car parking bays are proposed to be provided on site in the western LGF car park.

A total of 107 car parking bays are proposed for the entire site.

The information in Table 1 has been provided by the project planners regarding the on-site parking requirements as set out in the Local Planning Scheme.

Table 1: LPS on-site parking assessment

Data source: Planning Solutions, May 2019

Land use	Parking standard	Bays required	Bays provided		
RACF Point Walter Rd	1 bay per 3 beds (102 beds)	34	57		
	0.5 bays per staff member (maximum of 40 staff)	20			
TOTA	L BAYS REQUIRED / PROVIDED (+/-)	54	+3 ✓		
RACF Bristol Rd	1 bay per 3 beds (35 care suites / 77 beds)	25.7	50		
(care suites)	0.5 bays per staff member (maximum of 5 staff)	2.5	50		
TOTA	L BAYS REQUIRED / PROVIDED (+/-)	29	+21 ✓		
OVERALL TOTA	L BAYS REQUIRED / PROVIDED (+/-)	83	+24 ✓		

The proposed development will result in a total calculated parking requirement of 83 bays. This results in a theoretical surplus of 24 bays.

4. Provision for service vehicles

The proposed development site plan has been reviewed for service vehicle access, egress and circulation.

Waste collection for the eastern building (aged care facility) will be undertaken by a private contractor. A Waste Management Plan (WMP) has been prepared by others which provides additional detail on waste collection arrangements.

A bin store and designated loading/waste collection area is provided on the lower ground floor at the northern end of the site. Service vehicles will enter the site from the southern crossover on Point Walter Road, circulate through the site in a clockwise direction and exit the site from the northern crossover back onto Point Walter Road. Service vehicles will be able to enter and exit the site in forward gear.

Waste collection, delivery and other service vehicle activity for the entire site will be accommodated within the site in the loading area in the eastern LGF car park. A connection linking the two LGF car parks is proposed for pedestrian movements and movement of refuse bins from the western LGF bin stores to the loading area in the eastern LGF car park.

Swept path analysis has been undertaken to confirm satisfactory service vehicle movements and is presented in Appendix B.









5. Hours of operation

For most aged care facilities, the afternoon staff changeover typically occurs at around 3:00pm, with the morning care staff departing the site and afternoon care staff arriving.

The morning staff changeover typically occurs early in the day (7am start), outside the road network peak hour. The evening changeover occurs late in the evening when road network traffic is also comparatively low.

For most aged care facilities, there is a staggered staff changeover period between 2:30pm and 3:30pm. The peak traffic period for the site is expected to occur at this time.

Visitor traffic to the proposed development is anticipated to be highest during weekday earlyevenings and on weekends. During this time, there will be lower staffing levels. Therefore, the peak traffic and parking demand times for staff and visitors will not overlap.

6. Daily traffic volumes and vehicle types

Existing traffic flows

Existing traffic was estimated through analysis of data from the following sources:

- Metrocount traffic data (2016) for Bristol Avenue and Point Walter Road provided by the City of Melville.
- Traffic data (2019) for Bristol Avenue provided by a data collection contractor.

The estimated existing traffic flows are presented in Figure 10. It was assumed that the traffic data excludes traffic associated with the subject site.

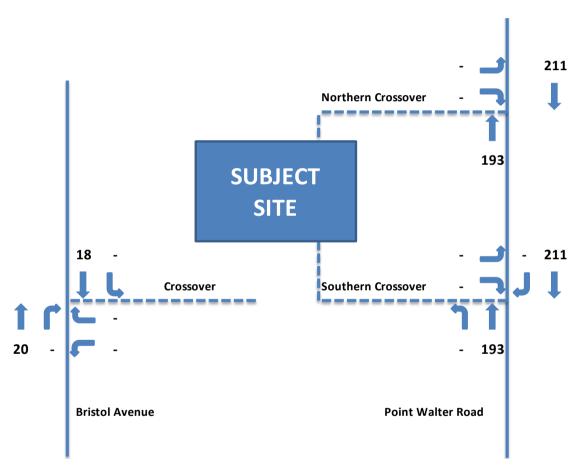


Figure 10: Estimated existing traffic flows – 2:30pm to 3:30pm









Traffic generation

The traffic volume that will be generated by the proposed development has been estimated using trip generation rates derived with reference to the following sources:

- Roads and Traffic Authority of New South Wales *Guide to Traffic Generating Developments* (2002); and
- RTA TDT 2013/ 04a.

The trip generation rates adopted are detailed in Table 2.

Table 2: Adopted trip rates for traffic generation

Land use	Trip rate source	Daily rate	PM peak hour rate	In	Out
Aged care bed / retirement village unit	TDT 2013/04a - Housing for seniors	2.1 per bed / unit	0.4 per bed / unit	60%	40%

The estimated traffic generation of the proposed development is detailed in Table 3. The proposed development is estimated to generate a total of 376 vehicles per day (vpd) and 72 vehicles per hour (vph) during the PM peak hour. The net increase in site traffic is estimated to be **+239vpd** and **+46vph**, when traffic generation of the existing and proposed building facilities is compared.

These trips include both inbound and outbound vehicle movements. It is anticipated that most of the vehicle types would be passenger cars and SUVs. The pick-up / drop-off area has been designed to accommodate minibuses, such as Toyota Coaster buses, for pick-up / drop-off, so these vehicles may also access the site from time to time.

Swept path analysis was undertaken to confirm satisfactory circulation of these vehicles and is included in Appendix B.

Table 3: Traffic generation – Comparison of existing and proposed building facilities

Londino	Quantity	Daily	PM Peak	Daily	PM	PM Pea	ak Trips
Land use	Quantity	Rate	Rate	Trips	Trips	IN	OUT
Existing aged care beds	65	2.1	0.4	137	26	16	10
Proposed aged care beds	179	2.1	0.4	376	72	44	28
Net change in traffic				+239	+46	+28	+18









Trip distribution and assignment

The distribution of development traffic has been modelled based on the existing PM peak hour directional traffic flows on adjacent roads.

The post development site traffic during the PM peak hour (2:30pm to 3:30pm) is detailed in Figure 11.

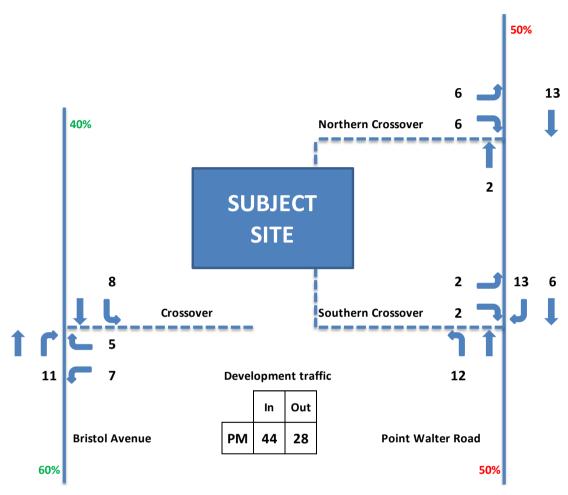


Figure 11: Post development site traffic distribution and assignment – 2:30pm to 3:30pm

Impact on surrounding roads

The WAPC Transport Impact Assessment Guidelines for Developments (2016) provides the following guidance on the assessment of traffic impacts:

"As a general guide, an increase in traffic of less than 10 percent of capacity would not normally be likely to have a material impact on any particular section of road but increases over 10 percent may. All sections of road with an increase greater than 10 percent of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 percent of capacity. Therefore, any section of road where development traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis."

The proposed Braemar Gardens redevelopment will not increase traffic flows on any roads adjacent to the site by the quoted WAPC threshold of +100vph to warrant further analysis. Therefore, the impact on the surrounding road network is minor.









7. Traffic management on the frontage roads

Information from online mapping services, Main Roads WA, Local Government, and/or site visits was collected to assess the existing traffic management on frontage roads.

Point Walter Road

Point Walter Road near the subject site is an approximately 7m wide, two-lane undivided road. A footpath is provided on the western side of the road.

Point Walter Road is classified as a Local Distributor road in the Main Roads WA road hierarchy (Figure 15) and operates under a default built up area speed limit of 50km/h (Figure 16). Local Distributor roads are the responsibility of Local Government and support movement of traffic within local areas and connect access roads to higher order distributors (Figure 17).

Traffic count data obtained from the City of Melville indicates that Point Walter Road carries average weekday traffic flows of around 4,300 vehicles per day (vpd), with a recorded 85th percentile speed of 51km/h.

A pedestrian crossing with kerb ramps and a refuge island is provided on Point Walter Road at the roundabout intersection with Preston Point Road. Photos of Point Walter Road are included in Figures 12 & 13.



Figure 12: Point Walter Road looking north



Figure 13: Point Walter Road looking south

Bristol Avenue

Bristol Avenue near the subject site is an approximately 6m wide, two-lane undivided road. Public parking embayment is provided on the both sides of the road near the intersection with Preston Point Road (Figure 14). This parking entails a range of time restrictions from 10 minutes to 30 minutes. Bristol Avenue is classified as an Access road in the Main Roads WA road hierarchy (Figure 15) and operates under a default built up area speed limit of 50km/h (Figure 16). Access roads are the responsibility of Local Government and are for the provision of vehicle access to abutting properties (Figure 17).

Traffic count data obtained from the City of Melville indicates that Bristol Avenue carried average weekday traffic flows of around 525 vehicles per day (vpd) in 2016, with a recorded 85th percentile speed of 42.5km/h. Based on information provided to Urbii, a community consultation process has been undertaken for the development. One outcome of the consultation was that some residents are unhappy with current traffic levels on Bristol Avenue. A new traffic survey was commissioned by the project team to collect current (2019) traffic volumes on Bristol Avenue. This matter is discussed further in Section 11 – Site specific issues.



Figure 14: Bristol Avenue looking south









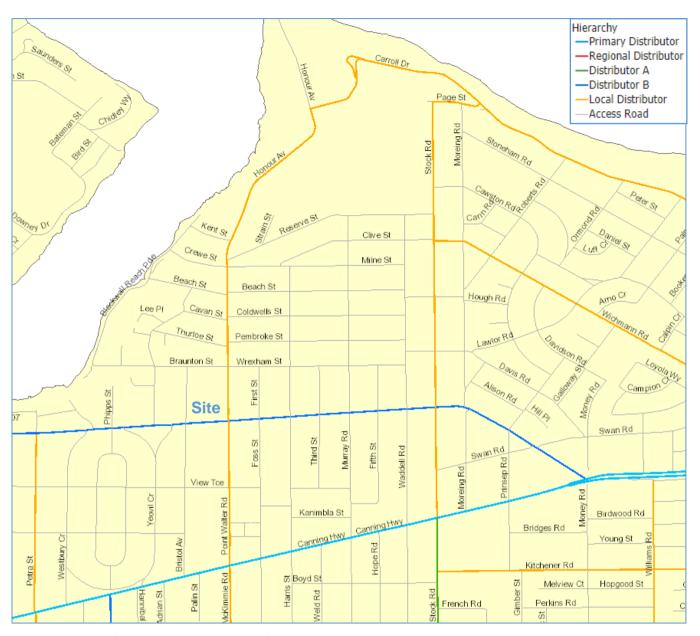


Figure 15: Main Roads WA road hierarchy plan

Source: Main Roads WA Road Information Mapping System (RIM)

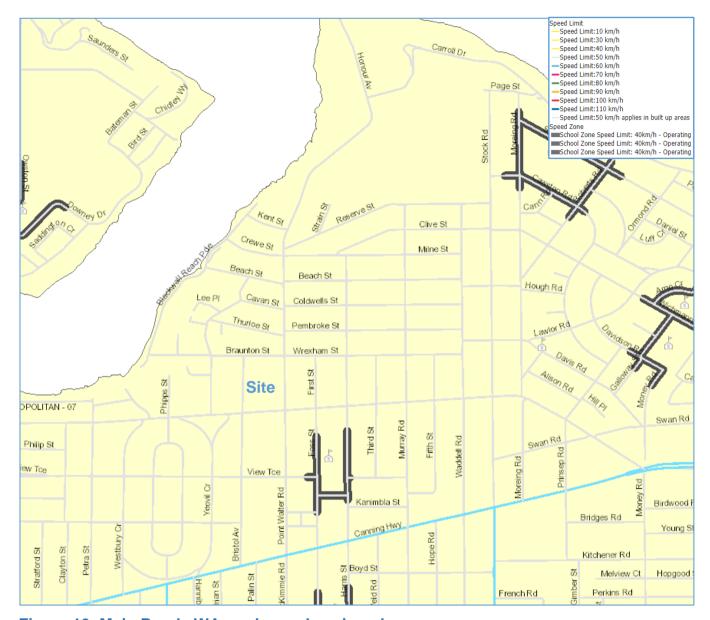


Figure 16: Main Roads WA road speed zoning plan

Source: Main Roads WA Road Information Mapping System (RIM)









ROAD HIERARCHY FOR WESTERN AUSTRALIA ROAD TYPES AND CRITERIA (see Note 1)

	PRIMARY DISTRIBUTOR	DISTRICT DISTRIBUTOR A	TYPES AND CRITERIA (see DISTRICT DISTRIBUTOR B	REGIONAL DISTRIBUTOR	LOCAL DISTRIBUTOR	ACCESS ROAD
CRITERIA	(PD) (see Note 2)	(DA)	(DB)	(RD)	(LD)	(A)
Primary Criteria						
Location (see Note 3)	All of WA incl. BUA	Only Built Up Area.	Only Built Up Area.	Only Non Built Up Area. (see Note 4)	All of WA incl. BUA	All of WA incl. BUA
2. Responsibility	Main Roads Western Australia.	Local Government.	Local Government.	Local Government.	Local Government.	Local Government.
3. Degree of Connectivity	High. Connects to other Primary and Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	Medium. Minor Network Role Connects to Distributors and Access Roads.	Low. Provides mainly for property access.
Predominant Purpose	Movement of inter regional and/or cross town/city traffic, e.g. freeways, highways and main roads.	High capacity traffic movements between industrial, commercial and residential areas.	Reduced capacity but high traffic volumes travelling between industrial, commercial and residential areas.	Roads linking significant destinations and designed for efficient movement of people and goods between and within regions.	Movement of traffic within local areas and connect access roads to higher order Distributors.	Provision of vehicle access to abutting properties
Secondary Criteria						
Indicative Traffic Volume (AADT)	In accordance with Classification Assessment Guidelines.	Above 8 000 vpd	Above 6 000 vpd.	Greater than 100 vpd	Built Up Area - Maximum desirable volume 6 000 vpd. Non Built Up Area - up to 100 vpd.	Built Up Area - Maximum desirable volume 3 000 vpd. Non Built Up Area - up to 75 vpd.
Recommended Operating Speed	60 – 110 km/h (depending on design characteristics).	60 – 80 km/h.	60 – 70 km/h.	50 – 110 km/h (depending on design characteristics).	Built Up Area 50 - 60 km/h (desired speed) Non Built Up Area 60 - 110 km/h (depending on design characteristics).	Built Up Area 50 km/h (desired speed). Non Built Up Area 50 – 110 km/h (depending on design characteristics).
7. Heavy Vehicles permitted	Yes.	Yes.	Yes.	Yes.	Yes, but preferably only to service properties.	Only to service properties.
Intersection treatments	Controlled with appropriate measures e.g. high speed traffic management, signing, line marking, grade separation.	Controlled with appropriate measures e.g. traffic signals.	Controlled with appropriate Local Area Traffic Management.	Controlled with measures such as signing and line marking of intersections.	Controlled with minor Local Area Traffic Management or measures such as signing.	Self controlling with minor measures.
Frontage Access	None on Controlled Access Roads. On other routes, preferably none, but limited access is acceptable to service individual properties.	Prefer not to have residential access. Limited commercial access, generally via service roads.	Residential and commercial access due to its historic status Prefer to limit when and where possible.	Prefer not to have property access. Limited commercial access, generally via lesser roads.	Yes, for property and commercial access due to its historic status. Prefer to limit whenever possible. Side entry is preferred.	Yes.
10. Pedestrians	Preferably none. Crossing should be controlled where possible.	With positive measures for control and safety e.g. pedestrian signals.	With appropriate measures for control and safety e.g. median/islands refuges.	Measures for control and safety such as careful siteing of school bus stops and rest areas.	Yes, with minor safety measures where necessary.	Yes.
11. Buses	Yes.	Yes.	Yes.	Yes.	Yes.	If necessary (see Note 5)
12. On-Road Parking	No (emergency parking on shoulders only).	Generally no. Clearways where necessary.	Not preferred. Clearways where necessary.	No – emergency parking on shoulders – encourage parking in off road rest areas where possible.	Built Up Area – yes, where sufficient width and sight distance allow safe passing. Non Built Up Area – no. Emergency parking on shoulders.	Yes, where sufficient width and sight distance allow safe passing.
13. Signs & Linemarking	Centrelines, speed signs, guide and service signs to highway standard.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs and guide signs.	Speed and guide signs.	Urban areas – generally not applicable. Rural areas - Guide signs.
14. Rest Areas/Parking Bays	In accordance with Main Roads' Roadside Stopping Places Policy	Not Applicable.	Not Applicable.	Parking Bays/Rest Areas. Desired at 60km spacing.	Not Applicable.	Not Applicable.

Figure 17: Road types and criteria for Western Australia

Source: Main Roads Western Australia D10#10992

Midblock road capacity

The post development midblock capacity of the frontage roads was assessed against the thresholds in Table 4.

Level of Service (LOS) (A) represents a free flow condition where drivers can choose their preferred speed and are not affected by other vehicles. LOS (F), on the other hand, represents a congested traffic situation where drivers have no choice of speed and are frequently forced to stop. Anything above the LOS (E) is LOS (F) which is the point of forced traffic flows where congestion occurs.

All frontage roads are expected to operate under conditions below their maximum midblock operating capacity at a good level of service A in the post development situation.

Table 4: Upper limits of daily traffic volumes per lane for each level of service

Road type	Upper limits of daily traffic volumes per lane for level of service					
	А	В	С	D	Е	
2-lane undivided road	5 100	5 950	6 800	7 650	8 500	
2-lane divided road	5 700	6 650	7 600	8 550	9 500	
4-lane undivided road	5 250	6 125	7 000	7 875	8 750	
4-lane divided road	6 600	7 700	8 800	9 900	11 000	
6-lane divided road	6 600	7 700	8 800	9 900	11 000	
4-lane expressway	7 800	9 100	10 400	11 700	13 000	
4-lane freeway	6 000	10 000	14 000	18 000	20 000	
6-lane freeway	6 000	10 000	14 000	18 000	20 000	
8-lane freeway 1	6 000	10 000	14 000	18 000	20 000	

Source: Review of Major Roads in the South West Metropolitan Corridor: Traffic congestion Technical Paper, Local Impacts Committee, December 2004









8. Public transport access

Information was collected from Transperth and the Public Transport Authority to assess the existing public transport access to and from the site.

The subject site has access to the following bus services within walking distance:

- Bus Route 148: Applecross Fremantle Stn via Bicton & Attadale; and
- Bus Route 158: Perth Fremantle Stn via Bicton & Attadale.

Bus services provide a viable alternative mode of transport for staff, residents and visitors of the proposed development. There is a timed bus stop located on Preston Point Road near Point Walter Road, less than 400m walk or 5 minutes from the site. Bus services also connect to the rail network at Fremantle, Canning Bridge and Elizabeth Quay train stations for longer trips.

The public transport network plan is shown in Figure 18.

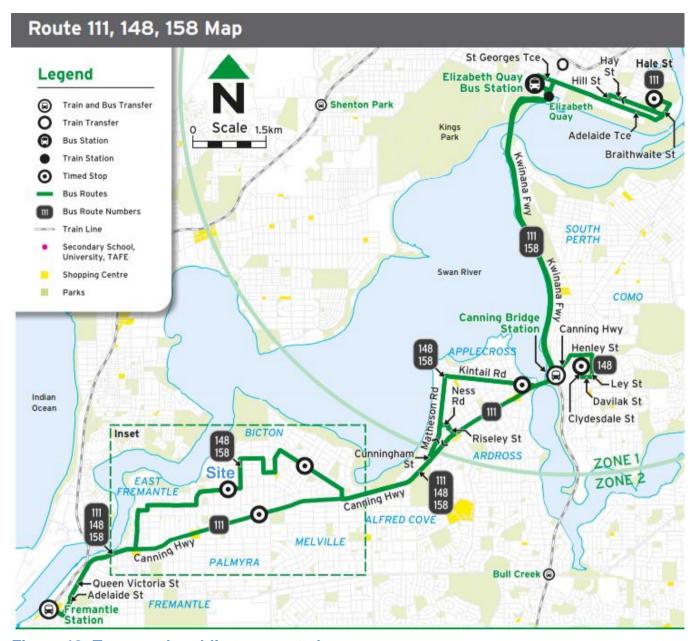


Figure 18: Transperth public transport plan

Source: Transperth bus timetable 39







9. Pedestrian access

Information from online mapping services, Main Roads WA, Local Government, and site visits was collected to assess the pedestrian access for the proposed development.

Walk score

The Walk Score online service was checked to measure the walkability of the site based on the distance to nearby places and pedestrian friendliness. The site achieved a walk score of 56 which means it is somewhat walkable, with some errands accomplished on foot. The score by category for different activities is detailed in Figure 19. It is noted that the site scores favourably for categories relevant to the proposed development, such as nearby access to parks.

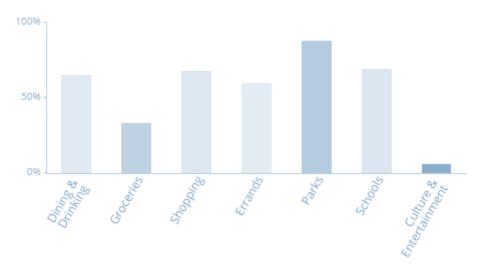


Figure 19: Subject site walk score by category

Source: www.walkscore.com - accessed 16 March 2019

Pedestrian facilities and level of service

Footpaths are provided along Point Walter Road adjacent to the site. Pedestrian crossing facilities including kerb ramps are provided at the roundabout intersection of Preston Point Road and Point Walter Road and at the intersection of Bristol Avenue and Preston Point Road, which promotes improved access for bicycles, wheelchairs and prams.

The WAPC Transport Impact Assessment Guidelines for Developments (2016) provide warrants for installing pedestrian priority crossing facilities. This is based on the volume of traffic as the key factor determining if pedestrians can safely cross a road. The guidelines recommend pedestrian priority crossing facilities be considered once the peak hour traffic exceeds the volumes detailed in Table 5.

The traffic volumes in this table are based on a maximum delay of 45 seconds for pedestrians, equivalent to Level of Service E. Traffic volumes on the road network adjacent to the site are below the threshold for safe pedestrian crossing. Therefore, pedestrian crossing level of service is satisfactory on the adjacent road network.

Table 5: Traffic volume thresholds for pedestrian crossings

Road cross-section	Maximum traffic volumes providing safe pedestrian gap
2-lane undivided	1,100 vehicles per hour
2-lane divided (with refuge)	2,800 vehicles per hour
4-lane undivided*	700 vehicles per hour
4-lane divided (with refuge)*	1,600 vehicles per hour









10. Bicycle access

Information from online mapping services, Department of Transport, Local Government, and/or site visits was collected to assess bicycle access for the proposed development.

Bicycle network

The Department of Transport Perth Bicycle Network Map (see Figure 20) shows the existing cyclist connectivity to the subject site. Point Walter Road is rated as a good road riding environment. Connectivity is provided to the wider bicycle network including recreational shared paths and on-street cycle lanes on Preston Point Road.



Figure 20: Perth bicycle network plan

Bicycle parking and end of trip facilities

16 bicycle parking spaces are provided on site, with six spaces proposed to be located adjacent to the main entrance and the remaining spaces to be located within the internal secure car parks on the lower ground floor.

The proposed development provides end of trip facilities including separate male and female showers, lockers and change rooms. This promotes alternative transport modes particularly for staff travelling to the proposed development.









11. Site specific issues

Based on information provided to Urbii, a community consultation session has been undertaken for the development. It has been reported that the primary area of concern raised at the session was the traffic on Bristol Avenue.

Residents are unhappy with the current traffic levels and are concerned that the Aged Care Suites will further contribute to this problem; in particular they noted that there have already been fatalities at the intersection of Bristol Ave and Preston Point Rd. Residents have requested that a roundabout and additional streetlighting is provided.

The resident concerns regarding traffic are addressed in this section of the report. Concerns regarding road safety have been addressed in Section 12 – *Safety issues*.

In order to assess current traffic levels on Bristol Avenue, the project team commissioned a reputable traffic data collection company to undertake an independent tube count survey on Bristol Avenue. The results of the traffic survey are presented in Table 6, and indicate that Bristol Avenue carried average weekday traffic flows of around 550 vehicles per day in May 2019. This suggests that traffic has remained consistent since 2016, with only minor variation. The weekday peak traffic hours on Bristol Avenue do not coincide with the peak traffic hour of the proposed development. The current traffic volumes on Bristol Avenue are low and well within the capacity of the road, which can comfortably accommodate 3,000vpd or higher, depending on the guidelines and assessment criteria adopted.

Table 6: Traffic volumes on Bristol Avenue (May 2019)

Road: Bristol Ave north of Preston Point Rd

Direction: Combined
Vehicles: All Vehicles
Date: 18/5/2019 - 24/5/2019

Time	Saturday	Sunday	Monday	Tuesday	Wednes day	Thursday	Friday	Monday - Friday	Monday - Sunday
0:00	1	4	0	1	0	4	0	1	1
1:00	4	1	0	0	0	1	0	0	1
2:00	2	3	2	0	0	1	0	1	1
3:00	0	1	1	2	0	0	0	1	1
4:00	1	3	3	2	2	2	3	2	2
5:00	10	8	7	9	9	13	8	9	9
6:00	27	12	24	26	27	23	24	25	23
7:00	43	24	30	34	34	34	31	33	33
8:00	48	27	37	37	35	25	35	34	35
9:00	44	38	23	32	31	28	42	31	34
10:00	61	33	38	25	39	32	36	34	38
11:00	44	44	24	26	26	44	42	32	36
12:00	46	56	37	15	33	32	40	31	37
13:00	64	39	33	29	44	41	41	38	42
14:00	50	40	30	31	57	41	35	39	41
15:00	51	35	33	34	33	41	46	37	39
16:00	40	45	35	50	45	39	41	42	42
17:00	42	42	41	75	58	69	92	67	60
18:00	46	28	21	39	49	55	82	49	46
19:00	20	8	16	9	26	14	41	21	19
20:00	12	14	3	10	12	12	22	12	12
21:00	5	4	6	7	12	6	7	8	7
22:00	8	6	7	4	5	7	10	7	7
23:00	5	2	4	3	3	1	1	2	3
Total	674	517	455	500	580	565	679	556	567

12. Safety issues

As noted in Section 11, some residents indicated that there have been fatalities at the intersection of Bristol Ave and Preston Point Rd. In order to gain more understanding on the type and circumstances of the fatal crashes, Urbii investigated available crash data for the intersection.

As detailed in Figure 21, the five-year crash history available between 1/1/14 and 31/12/18 recorded two crashes resulting in property damage only (no fatalities or serious injuries). These crashes occurred in daylight hours.



Figure 21: 5-year crash history at the intersection of Bristol Ave/Preston Point Rd







Urbii contacted the Main Roads WA road safety section to enquire about possible fatal road crashes which may have occurred more recently at the intersection in 2019. Main Roads advised that not all crash data has been reconciled for 2019. However, they have run a search and have found 1 hospital severity crash which occurred on Thursday 21/02/2019 at 17:35 hours. The crash occurred in the dry, during daylight and was a right-angle crash between an eastbound vehicle on Preston Point Road which was the target vehicle, and a bicycle which was the colliding vehicle, however there is no orientation data available on the bicycle.

The available crash records indicate there have been no fatal crashes at this intersection in the last 5 years. The low number of total crashes reported at the intersection suggests there is no significant history of safety issues.

Due to the low traffic generation of the proposed development, the proposal will not require any upgrading of surrounding roads and intersections. However, residents do have the option of reporting any road safety concerns to either Main Roads WA or their Local Government Authority (LGA), depending on the type of road and nature of the concern.

In this case, the City of Melville would be the best point of contact for concerned residents as this intersection is under their care and control. LGAs typically have a road safety budget and investigate safety concerns reported by residents. If action is required at a site, LGAs also have potential access to State and Federal blackspot funding and other funding mechanisms from Main Roads WA.

While it is agreed in principle that 4-way roundabouts are usually safer than 4-way STOP/YIELD controlled intersections, the proposed development does not create a need for an intersection upgrade. The available crash data for the intersection also does not report any history of serious safety issues.

85th percentile traffic speeds recorded on Bristol Avenue are under 50km/h which means that the likelihood of a fatal crash is relatively low.

13. Conclusion

This Transport Impact Statement has been prepared by Urbii on behalf of Braemar Presbyterian Care with regards to the proposed Braemar Gardens redevelopment, located at Lot 3 (51) Point Walter Rd, Bicton, in the City of Melville.

The site features good connectivity with the existing road and pedestrian network. There is good public transport coverage through nearby bus services.

The traffic analysis undertaken in this report shows that the traffic generation of the proposed development is minimal (less than 100vph on any lane) and as such would have insignificant impact on the surrounding road network.

The car parking supply is satisfactory and can accommodate the car parking demand of the proposed development.

It is concluded that the findings of this Transport Impact Statement are supportive of the proposed Braemar Gardens redevelopment.



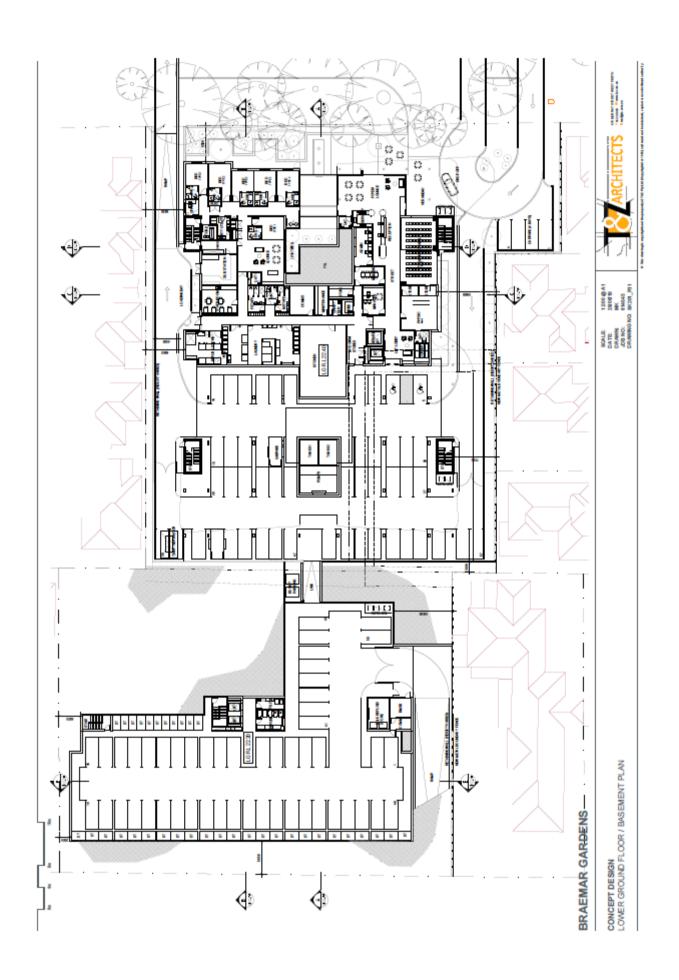






Appendices

Appendix A: Proposed development plans











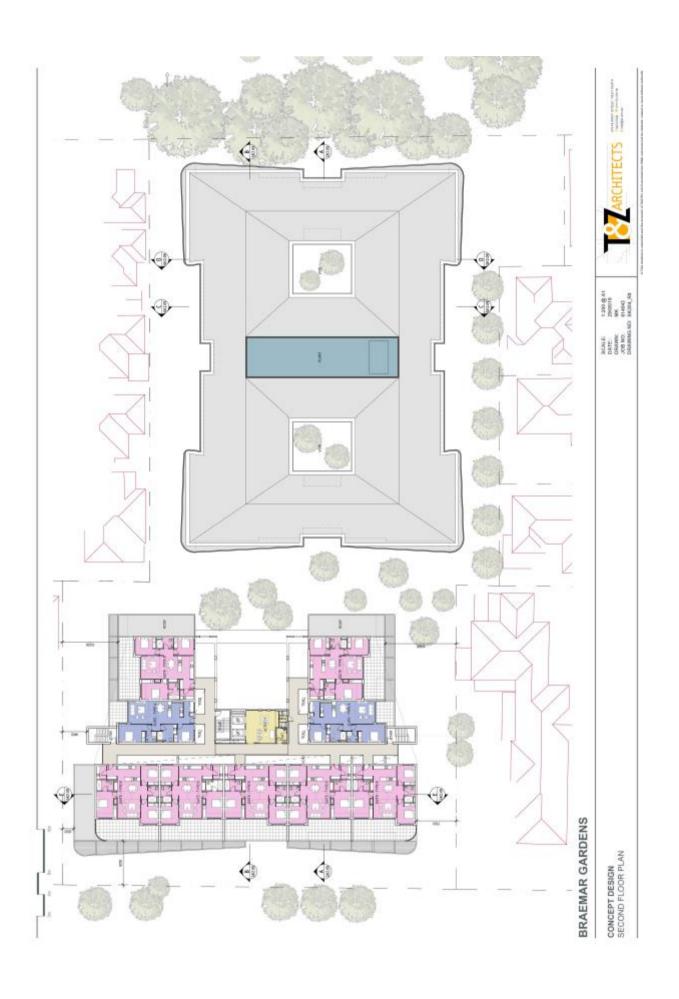












Appendix B: Swept path diagrams

Swept path diagrams are included in this section of the report. Different coloured lines are employed to represent the various envelopes of the vehicle swept path, as described below:

Cyan represents the wheel path of the vehicle

Green represents the vehicle body envelope

Blue represents a 500mm safety buffer line, offset from the vehicle swept path

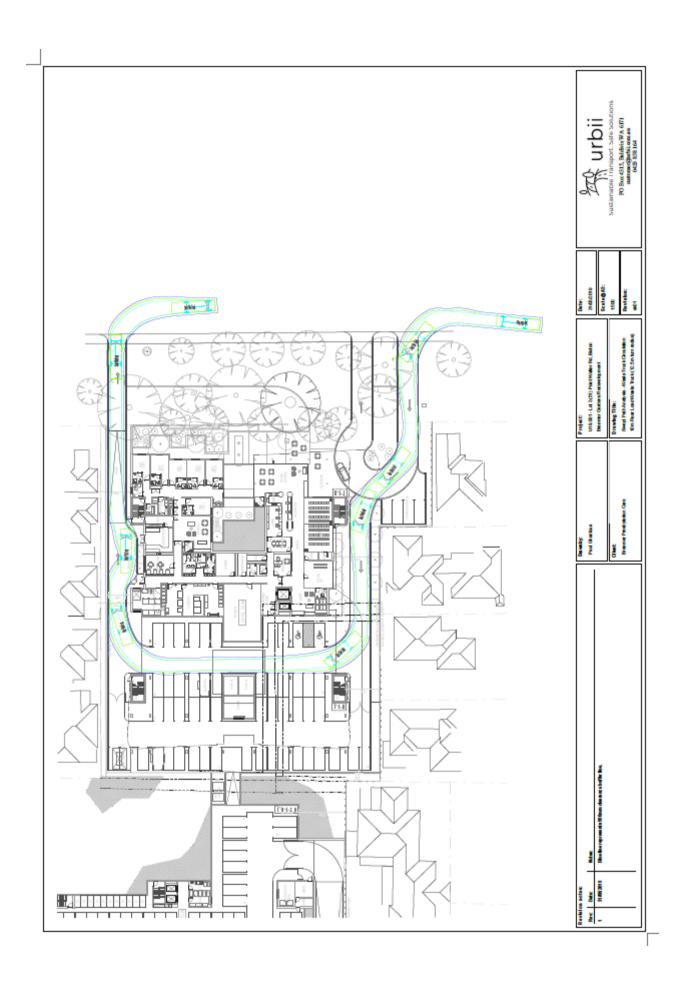
The swept path diagrams are also provided separately in high-quality, A3 PDF format.

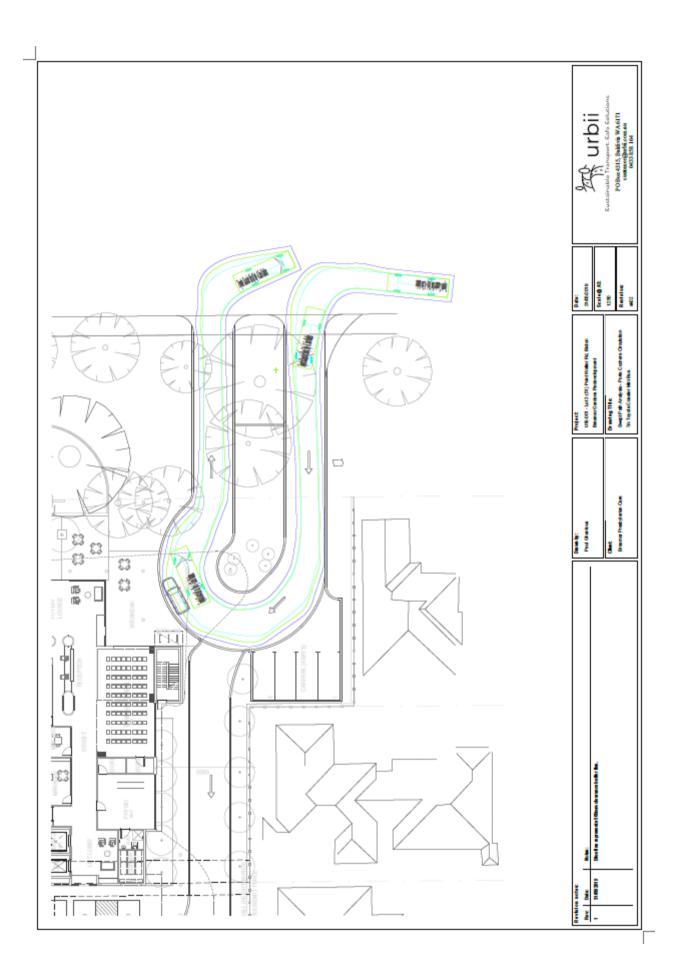




















GABRIELS HEARNE FARRELL



ARCHITECTURAL ACOUSTICS

BRAEMAR GARDENS AGED CARE FACILITY DEVELOPMENT APPLICATION REPORT

Rev A - 29th May 2019



For

ACORPP

Level 2 / 2B, 338 Barker Road SUBIACO WA 6008

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Report Version	Author	Notes	Date
Initial Report	Michael Ferguson		24 th May 2019
Rev A	Michael Ferguson	Updated note on noise to neighbours	29 th May 2019



Gabriels Hearne Farrell Pty Ltd is a Member Firm of the Association of Australasian Acoustical Consultants. The report author is a full member of the Australian Acoustical Society.

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1. INTRODUCTION

This report addresses the architectural acoustic issues to be covered during the development process of the proposed Braemar Gardens Aged Care Facility, Bicton. This report is based on the design drawings issued 15th May, 2019.

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The purposes of this report is to provide an overview of the acoustic design requirements included in relevant Regulations, Codes, Planning Policies and Australian Standards, relevant to the Development Application stage. It therefore establishes the acoustic requirements for this project, which must then be addressed in the detailed design and construction stages.

2. **ENVIRONMENTAL NOISE EMISSION**

The Environmental Protection (Noise) Regulations require that potential noise emissions from the development must comply with site specific 'Assigned Levels' at adjacent premises, as established in accordance with Regulations.

2.1. **Assigned Noise Levels**

The Regulations describe a procedure for establishing the Assigned Levels, based on the traffic flow and land zoning within a 100m radius and 450m radius outer circle, relevant to the reference receiver premises. As indicated in Fig 1 below, there are no commercial properties or major roads within this 450m radius. Therefore the Assigned Noise Level's applicable to this development have no influencing factor applied.



Image 01 - Influencing Factor Radii

The calculated Assigned Levels for receiver properties adjacent to this site are set out below in Table 01 on the following page.

PAGE:

Type of premises receiving	Time of day	Assigned Noise Level (dB)		
noise		L _{A10}	L _{A1}	L_{Amax}
Noise sensitive premises; highly sensitive area.	0700 to 1900 hours Monday to Saturday	45	55	65
(i.e. within 15m of a residential building)	0900 to 1900 hours Sunday and public holidays	40	50	65
	1900 to 2200 hours all days	40	50	55
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays.	35	45	55

Table 01 - Assigned Noise Levels for Adjacent Receiver Positions

The sound level parameters used for the various environmental noise criteria are described below, based on an assessment period of 15 minutes up to 4 hours:

- is the 'A' weighted noise level which is not to be exceeded for more than 10% of the time, e.g. for more than 10 minutes in 100 minutes. This is the parameter relevant to most HVAC equipment, and emissions from other longer term noise sources that run for extended duration (such as exhaust fans, cooling towers, condensing units, generator testing, etc.).
- is the 'A' weighted noise level which is not to be exceeded for more than 1% of the time, e.g. for more than 1 minute in 100 minutes, or up to 24 minutes in 4 hours. This is the parameter relevant to noise sources that only occur occasionally, for short durations, (e.g. fire pump testing, vehicle movements, etc.).

L_{Amax} is the 'A' weighted noise level for individual events (e.g. car door closes, reversing beepers) which is not to be exceeded at any time.

2.2 Adjustments for Noise Character

In accordance with Regulation 9, sounds with tonal, modulating or impulsive characteristics are deemed to be more annoying, and therefore an adjustment of +5dB is required to be added to the measured level for tonal and modulating characteristics, and +10dB for impulsive characteristics; where measurable at the point of reception.

In accordance with the noise assessment techniques described in the Regulations, noise emission from most mechanical equipment such as cooling towers or condensing units etc. are considered tonal and therefore a +5dB adjustment is required to be added the measured (or predicted) level.

2.3 **Project Noise Sources**

Noise sources relevant to this development that may result in emission to neighbouring premises include:

- Mechanical Services, Air conditioning and other HVAC equipment including condensers, refrigeration equipment, exhaust fans and ventilation systems servicing the Laundry, Kitchen, Transformer room and the like.
- Emergency Generator and Fire Pump to account for regular maintenance runs.
- Dedicated Service Areas, including 'Delivery Bays'.

Each relevant Noise Source is discussed below.

2.3.1 Mechanical Services

Potential noise emissions from all mechanical equipment will be addressed in the design and documentation stages, to ensure appropriate mechanical acoustic design and specifications are incorporated, to comply with the relevant 'Assigned Levels'. For HVAC equipment the relevant Assigned Level parameter is LA10, as equipment will typically run for more than 10% of the time, as tabulated below:

Noise Emissions from HVAC Equipment						
	Time of Day	Relevant Assigned Noise Level				
Daytime - Monday to Saturday	7am to 7pm	L _{A10} 45 dB(A)				
Daytime - Sundays & Public Holidays	9am to 7pm	L _{A10} 40 dB(A)				
Evening - All Days	7pm to 10pm	L _{A10} 40 dB(A)				
Overnight - All Days	All other times from above	L _{A10} 35 dB(A)				

Table 02 –Relevant Assigned Noise Levels - HVAC Equipment

Since the HVAC can run any time of day, the most stringent Assigned Level Criteria of $L_{A10} \le 35$ dB will apply to overnight operation. Adjustment for tonality will also be considered, where relevant.

For this development the proposed location of the main Air-Conditioning plant in a roof-top compound is highly desirable, as this helps to maximise the source to receiver distance (compared to ground level compounds), and will also enable a significant degree of screening to be formed by adjacent roof elements themselves etc. This approach is currently proposed for this development.

Once the Mechanical Services design is progressed and noise level data becomes available, a detailed assessment will be conducted to ensure compliance with the relevant Assigned Levels. Selection of equipment with inherently low noise operation, and potential use of night setback modes will be considered as part of the design process. Night setback modes are highly recommended as they typically reduce noise emission by approximately 5dB(A), meaning that if compliance is achieved with Sunday daytime Assigned Noise Levels compliance is also achieved during the overnight period with the setback mode activated.

Potential for noise intrusion down into the development itself, via the roof / building envelope etc. will also be considered as the design develops.

2.3.3 Laundry & Associated Dryers

Like the HVAC equipment discussed above, any noise emissions from dryers and other associated laundry equipment is required to achieve compliance with the Environmental Regulations. These typically run for more than 24 minutes within a 4 hour period and therefore will be required to meet the LA10 Assigned Noise Levels.

Whilst it is assumed that this equipment will only be run between 7am to 7pm Monday to Saturday, reducing the relevant Assigned Noise Level criteria, it is critical that the units are selected based on their low noise levels. Advice on these will be provided during the following stages in order to achieve compliance at the neighbouring noise sensitive receiver positions.

2.3.3 **Emergency Power Generator and Fire Pump**

As per the building HVAC plant, noise emission from the proposed Fire Pump installation must be controlled to meet the relevant Assigned Noise Levels. It should be noted that this is only applicable to the testing of the fire pump for maintenance purposes. During actual emergencies compliance with the regulations is not required. For fire pumps these maintenance runs are typically of less than 20 minutes durations, so are assessed against the LA1 Assigned Levels, as tabulated below. If the generator must be run for extended duration (> 24 minutes) then the L_{A10} criteria is relevant.

Noise Emissions from Fire Pumps					
	Time of Day	Relevant Assigned Noise Level			
Daytime - Monday to Saturday	7am to 7pm	L _{A1} 55 dB(A)			
Daytime - Sundays & Public Holidays	9am to 7pm	L _{A1} 50 dB(A)			
Evening - All Days	7pm to 10pm	L _{A1} 50 dB(A)			
Overnight - All Days	All other times from above	L _{A1} 45 dB(A)			

Table 03 – Relevant Assigned Noise Levels - Fire Pump

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This is also applicable to any generator installations, however if the generator is only placed on-site during actual emergencies (i.e. a dedicated zone for a temporary generator during power outages) then compliance is no longer required.

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When assessing this equipment it is assumed that the testing will only be conducted between 7am and 7pm Monday to Saturday. Equipment selections and relevant noise level data is not yet available for these items. The acoustic design and specification requirements will therefore be determined during the design development and documentation stages of the project, to fully comply with the relevant Assigned Levels.

2.3.4 Noise from Vehicles in Carparks

Noise emission from vehicle movements in Public Carparks that are open to public access are treated in accordance with the Road Traffic Act (as road traffic noise), and are therefore not addressed by the Environmental Protection (Noise) Regulations. This is consistent with the approach applied to public parking areas at other multi-residential and commercial developments.

However, as is the case for shopping centres and other commercial facilities, noise generated from activities related to designated loading docks or delivery bays should be assessed against the regulatory Assigned Noise Levels. Refer to 2.3.4 below.

2.3.5 Loading Bay Deliveries

With regards to vehicle deliveries, we note the proposed location of a designated loading bay, to the North of the ground floor Staff room. Whilst the adjacent residential receiver to the North of this driveway is considerably higher than the vehicle position, due to the close proximity to the boundary line this area may be require further consideration. This will be confirmed in the later stages of this project development.

With regards to servicing Bin compounds, noise generated by this activity falls under the recently amended part of the Regulations "14A. Waste collection and other works". This section of the Regulations states that the Assigned Levels (Regulation 7) do not apply to a range of 'specified works', including 'the collection of waste'. Provided the waste collection is conducted between 7am to 7pm Monday to Saturday, (or 9am to 7pm Sunday and public holidays), then the activity is deemed to be "Class 1".

3. **ENVIRONMENTAL NOISE INTRUSION**

The main source of noise intrusion issues for aged care facilities is traffic noise. As the proposed development is located within minor suburban streets we do not foresee any significant noise intrusion concerns at this stage. Individual vehicle movements will still be audible, however standard architectural documentation should reduce the internal noise levels to within recommended range.

4. INTERNAL ACOUSTICS

Part F5: "Sound Transmission and Insulation" of the Building Code of Australia (BCA) establishes minimum mandatory requirements for the acoustic performance of Class 9c - Aged Care Facilities as well as Class 2 Sole Occupancy Units. These acoustic requirements impact on the construction of walls, ceilings, and services.

Further to the above, where requirements are not specifically stated in the BCA we will still provide recommended acoustic performances based on what has been deemed fit-for-purpose on previous similar projects.

The following BCA Part 5 design requirements and acoustic recommendations will be addressed during design and documentation.

4.1 **Class 9c Acoustic Requirements**

Minimum Acoustic BCA Requirements - Class 9c					
Walls					
Walls separating Sole-Occupancy Units - Bed to Bed	R _w 45				
Walls separating Sole-Occupancy Units - Ensuite to Ensuite	$R_{\rm w}$ 45 - Services to be as per Section 4.1.5				
Floors					
Separating sole occupancy units, or parts of different classification - Airborne	R _w 45				
Impact sound insulation	L' _{nTw} not greater than 62 dB				
Services					
Services adjacent to Bedroom	$R_w + C_{tr} 40$				
Services adjacent to Kitchen or Ensuite	$R_w + C_{tr} 25$				

Table 04 - Minimum Acoustic Requirements for Class 9c Buildings

4.1.1 Sole-Occupancy Unit (SOU) - Bed to Bed

The BCA requires that all walls separating Sole-Occupancy Units (and other scheduled spaces) must achieve at least R_w 45 performance.

Note that the acoustic performance of the wall between a unit and adjoining public corridor (or other public space) is not specifically addressed by the BCA. Similarly the acoustic performance of the door to corridor is not specified.

4.1.2 Sole-Occupancy Unit (SOU) - Ensuite to Ensuite

The minimum requirement for walls between ensuite in a Class 9c facility is the same Rw 45 requirement as stated above between bedrooms. However it should be noted that whilst discontinuous construction is not technically required, building services are not able to be chased into or fixed to the wall leaf of the adjacent Sole-Occupancy unit.

Due to this requirement ensuite separating walls are typically constructed as either cavity masonry or dual stud lightweight walls, with service only attached to the leaf of the unit it serves. Alternatively services can be run through the cabinetry or via a flexible hose that is not connected to the common wall.

4.1.3 Sole-Occupancy Units to Laundry or Kitchen

Where a Sole-Occupancy Unit is located adjoining a Kitchen or Laundry (dirty utility etc.), the BCA requires the wall to provide impact sound insulation via discontinuous construction. This is required to reduce structure-borne noise transmission between spaces.

4.1.4 Sole-Occupancy Units - Impact Isolation

If the proposed development is to be assessed against the NCC 2016 then there are no specific requirements regarding impact isolation. However new to the NCC 2019 is a criteria for impact isolation for flooring systems separating Sole-Occupancy Units if this version is applied. The minimum requirement is now "not greater than L'_{nTw} 62".

As most bedrooms are typically carpet on underlay this is unlikely to cause significant issues there. However this criteria also applies to bedroom ensuites and therefor an acoustic underlay and suspended insulated ceiling is likely to be required under ensuite tiled floors.

Technically this criteria is only required between floors separating SOU's, however we'd recommend that this level of performance is also provided to any other general areas (such as dining, café's, theatres, etc.) over a Sole-Occupancy Unit.

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....

4.1.5 Building Services - BCA Acoustic Requirements

The BCA establishes requirements for hydraulics services, including waste, supply and stormwater. The requirements for hydraulic pipes adjoining an unrelated sole occupancy unit are:

• Services adjacent to habitable rooms: $R_w + C_{tr} = 40$, and

Services adjacent to Kitchens or non-habitable rooms: R_w + C_{tr} 25

4.1.6 General Acoustic Requirements

The BCA also stipulates general construction requirements and services access and locations etc. These minimum requirements will be outlined during the following stages of this development to the project Architect for incorporation into the documentation

4.2 Class 2 Acoustic Requirements

Minimum Acoustic BCA Requirements - Class 2					
Walls					
Party walls separating habitable areas in adjoining Sole Occupancy Units	$R_w + C_{tr} 50$				
Party walls between wet and habitable areas	$R_w + C_{tr} 50 + discontinuous construction$				
Walls to public corridor or lobby, stairs, or parts of different classification	R _w 50				
Walls separating Lifts from Sole-Occupancy Units	R_w 50 + discontinuous construction				
Entry Doors					
Entry Door to Public Area	R _w 30				
Floors					
Separating sole occupancy units, or parts of different classification - Airborne	R _w + C _{tr} 50				
Impact sound insulation	L'nTw not greater than 62 dB field measurement				
Services					
Services adjacent to Habitable room	$R_w + C_{tr} 40$				
Services adjacent to Kitchen or Non-habitable room	$R_w + C_{tr} 25$				

Table 05 - Minimum Acoustic Requirements for Class 2 Buildings

4.2.1 Party Wall Construction

The BCA Vol.1 Part F5.5 (a) (i) requires walls that separate sole occupancy units to achieve $R_w + C_{tr}$ 50 performance. In addition if it separates a wet area (including kitchen) from a habitable area then the wall must be of discontinuous construction.

4.2.2 Public Wall Construction

The BCA Vol.1 Part F5.5 (a) (ii) requires walls to lobbies / corridors / stairs to achieve R_w 50 performance. It is our understanding that this construction is also required between store rooms and sole-occupancy units as this is typically an area of different classification.

4.2.3 Lift Wall Construction

The BCA Vol.1 Part F5.5 (a) (i) requires walls that separate sole occupancy units to achieve $R_w + C_{tr}$ 50 performance. In addition if it separates a wet area (including kitchen) from a habitable area then the wall must be of discontinuous construction.

4.2.4 Floor Construction

The BCA Part F5.4(a) sets out the acoustic requirement for the floor of the apartments in terms of both airborne and structure-borne noise criteria. The requirements apply the floor construction between the sole-occupancy units above and below one another. The requirements are:

Airborne sound insulation rating
 R_w + C_{tr} 50 (D_{nTw} + C_{tr} 45)
 Impact sound insulation rating
 L'_{nTw} not greater than 62 dB

NOTE - Although the minimum BCA requirement is no greater than L'_{nTw} 62 dB, we suggest the developer consider a project criteria of no greater than L'_{nTw} 55 dB such that the impact noise control is likely closer to the owners and occupiers expectations.

4.2.5 Entry Doors of Sole-Occupancy Units

Part F5.5(b) of the BCA requires a door that separates a sole occupancy unit from a stairway, public lobby, public corridor, or the like to achieve a minimum R_w 30 performance. However, it is our understanding that technically entry doors from an external environment does not have any acoustic requirements. Therefore it is up to the interpretation of what is deemed a public lobby or corridor as to whether this is required or not, however we recommend an R_w 30 door is specified as a minimum to all entry doors in any case.

4.2.6 Building Services - BCA Acoustic Requirements

The minimum requirements applicable to a Class 2 building are the same as the Class 9c requirements listed previously:

Services adjacent to habitable rooms: R_w + C_{tr} 40, and
 Services adjacent to Kitchens or non-habitable rooms: R_w + C_{tr} 25

This includes any services located within dedicated risers/ducts or over ceiling systems.

4.2.7 General Acoustic Requirements

As per Section 4.1.6 of this report there are several requirements within a Class 2 building regarding construction techniques and methodology e.g. chasing into concrete slabs is not allowed. Advice on meeting these requirements will be provided during the following stages of this development.

Wall types and construction techniques will be provided in the following stages to confirm compliance with the all of the above minimum requirements.

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5. **OVERVIEW**

At the Development Application stage of this project the relevant acoustic design issues to consider are:

- Requirement for noise emissions to comply with Environmental Protection (Noise) Regulations,
- Consideration of potential traffic noise intrusion, in accordance with State Planning Policy 5.4 'Road and Rail Transport Noise and Freight Considerations in Land Use Planning'
- Requirement to comply with the Building Code of Australia (BCA), Part F5 Sound Transmission and Insulation.

This Acoustic Report has addressed each of the project specific acoustic design issues relevant to the Development Application stage.

Further detailed consideration of these issues is required throughout the design development and documentation stages of the project, to ensure compliance with the relevant regulations, codes and acoustic quality standards.

Hopefully this meets your requirements however if you have any further queries regarding any of the information contained in this report, please call the undersigned on 9474 5966.

Regards,

Michael Ferguson

Associate Director B.IntArch(Hons) M.A.A.S.

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waste less, achieve more

Braemar Gardens, Bicton

Waste Management Plan

4 June 2019

Rev_0

Braemer Presbyterian Care



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Glossary of terms and acronyms

Cart Wheeled, open top bin often used for bulky items such as cardboard

Chute In multi-storey buildings, a 'chute' is literally a shaft built into the construction that

allows waste and/or recyclable material to be easily transported to the ground floor

level from upper levels.

Commingled

recycling

Common recyclables, mostly packaging; such as glass, plastics, aluminium, steel, liquid paper board (milk cartons). Commingled recycling may include paper but often, and particularly in offices, paper and cardboard are collected separately.

Compactor In commercial buildings, industrial compactors are used to literally 'compact' or

compress the waste material into a smaller volume to allow for optimal use of space.

General Waste Material that is intended for disposal to landfill (or in some States, incineration),

normally what remains after the recyclables have been collected separately.

MGB Mobile Garbage Bin – A wheeled bin with a lid often used for kerbside collection of

waste or recyclables. (Often called a 'wheelie bin').

MRB Mobile Recycling Bin – A wheeled bin ("wheelie" bin) with a lid often used for kerbside

collection of recyclables (similar to an MGB). Generally have a different colour body

and/or lid to MGBs.

Organic waste Separated food and/or 'green' material (e.g. grass clippings or vegetation prunings).

Recyclable Material that can be collected separately from the general waste and sent for

recycling. The precise definition will vary, depending upon location (i.e. systems exist

for the recycling of some materials in some areas and not in others).

Recycling Where a material or product undergoes a form of processing to produce a feedstock

suitable for the manufacture of new products.

Reuse The transfer of a product to another user, with no major dismantling or processing

required. The term "reuse" can also be applied in circumstances where an otherwise disposable item is replaced by a more durable item hence avoiding the creation of

waste (e.g. using a ceramic coffee mug in place of disposable cups).

1 Introduction

This Waste Management Plan (WMP) has been prepared for ACORPP on behalf of their client Braemar Presbyterian Care for the Development Application for the redevelopment of an existing residential care facility and up to three levels of residential care suites.

The proposed redevelopment of the residential care facility will include 106 beds, 624m² of kitchen and dining areas, 327m² of office/reception/admin areas, 469m² of multipurpose/clubhouse/lounge area, 20m² of hair salon and 64m² of physio/wellness areas. There will also be 35 Independent living suites attached to the residential care facility.

This WMP has been prepared based on the following information:

- Architectural plans provided by T & Z Architects (30 March 2015)
- City of Melville Waste & Recycling Guidelines Policy LPP1.3
- City of Sydney Policy for Waste Management in New Developments (2005)
- Liaison with Paul Maloney (City of Melville waste team) regarding Council waste management requirements (18 March 2019 & 27 May 2019)

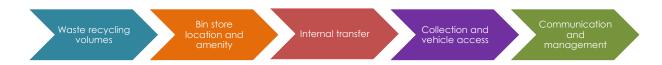
1.1 Context

For efficient and effective waste management, the collection and centralisation of waste and recyclables should be carefully considered at the building design phase. Key factors to consider at the design phase include:

- The volumes of waste and recyclables likely to be generated during building operation
- Size of bin storage area
- Safety for all operatives involved in waste management
- Access to bins and storage areas from within the building
- Access for trucks for waste collection
- Local council requirements
- Amenity (odours and noise)
- The ongoing management of waste and recycling services

1.2 Key components of the WMP

This WMP consists of five core components. The following report will present detailed information on each of the following components.



2 Estimated waste and recycling volumes



2.1 Local government requirements for waste volumes and bin type

The City of Melville has a set of guidelines for waste and recycling management for new developments which include waste and recycling generation rates for residential and commercial developments. Encycle's experience and knowledge of the use of the development is also used to calculate the generation of waste and recyclables.

The RCS will be a prescribed aged care bed premise and therefore a commercial enterprise. Encycle have applied a standard apartment rate:

	Waste requirement	Recycling requirement	
Per Residential Care Suite	80 L/unit/week	40 L/unit/week	

City of Melville waste guidelines (2016) for commercial facilities are used. Where there is no generation rate for a particular building use the City of Sydney Policy for Waste Management in New Developments (2018) in addition to Encycle's experience and knowledge of the use of the building to calculate the generation of waste and recyclables.

Activity	Floor area (m²)/ No. beds	Rate applied	Waste generation rate	Recycling generation rate	Percentage breakdown of recycling stream by material
RAC beds	106	Hotel beds	5 L/bed/day	2 L/bed /day	60 % commingled 40% paper
Kitchen/ dining areas	624	Restaurant	670L /100m²/day	130L /100m²/day	50% cardboard 40 % commingled 100% glass 8% cooking oil 20% of waste = organics 2% soft plastics
Café	80	Café	300L /100m²/day	200L /100m²/day	50% cardboard 40 % commingled 8% cooking oil 20% of organics 2% soft plastics
Office/ reception/ nurse/ admin office /foyer	327	Office	10 L /100m²/day	10 L /100m²/day	14% cardboard 79% paper 7% commingled 2% soft plastics
Multipurpose / Activity/ Clubhouse/ Lounge	469	Takeaway	80 L /100m²/day	40 L /100m²/day	50% cardboard 40 % commingled 8% cooking oil 20% of organics 2% soft plastics

Activity	Floor area (m²)/ No. beds	Rate applied	Waste generation rate	Recycling generation rate	Percentage breakdown of recycling stream by material
Salon	20	Hairdresser	60 L /100m²/day	30 L /100m²/day	50% cardboard 40 % commingled 10% soft plastic
Physio/ wellness	64	Gym	10 L /100m²/day	10 L /100m²/day	50% cardboard 40 % commingled 10% soft plastic

2.2 Chute system

A double chute system will be installed for the residential care suites. The double chute system is a set of two chutes: one for general waste and one for commingled recyclables. The chutes will terminate at the residential care suite bin store on the lower ground floor and will discharge waste (uncompacted) and recycling (uncompacted) into bins.

2.3 Number and type of bins required for development

2.3.1 Residential Care Suites (RCS)

The number of bins required for the RCS and their collection frequency are shown in table 1. The two 1100L bins for cardboard and bulk general waste will be kept in a separate bulk refuse bin store.

Table 1: Number of general waste and recycling bins for Residential Care Suites

	Bin size (L)	Number of bins	Collection frequency
General Waste	660	4(plus 1 spare)	Weekly
Commingled recycling	660	2 (plus 1 spare)	weekly
Cardboard	1100	1	As needed
Bulky general waste not suitable for disposing down the chute	1100	1	As needed

2.3.2 Residential Care Facility (RCF)

The bin numbers for the RCF, based on 106 RCF beds, 100m² commercial kitchen, 247m² office and reception areas, 469m² multipurpose/clubhouse/lounge areas, 524m² dining/servery areas, 20m² of hair salon, 64m² physio/wellness and 80m² Café area are shown in table 3.

Table 3: Number of general waste and recycling bins for the residential aged care facility

	Bin size (L)	Number of bins	Collection frequency
General waste	1100L	5	Daily
Commingled recycling	660L	1	Daily

Cardboard	1100L	1	Daily
Paper	240	1	As needed
Glass	240L	1	As needed
Used cooking oil	200L	1	As needed
Soft plastic	240L	1	As needed
Timber pallets	Stacked loose		As needed

3 Bin store/s location and amenity



3.1 Bin store location

The building will have two bin stores to allow for the separate storage and collection of:

- 1. Residential Care Suites waste and recycling (bin store 1)
- 2. Residential Care Facility waste and recycling (bin store 2)

Both bin stores will be located on basement level (refer Figure 1). The residential care suites bin store will accommodate the two waste and recycling chutes. The residential care facility bin store will accommodate a waste chute only.



Figure 1: Ground floor plan showing the two bin stores

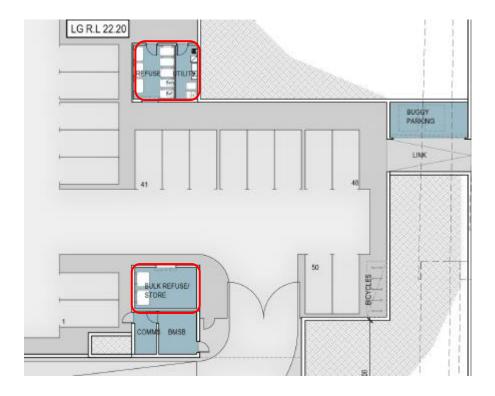


Figure 2: Ground floor plan showing Bin store 1

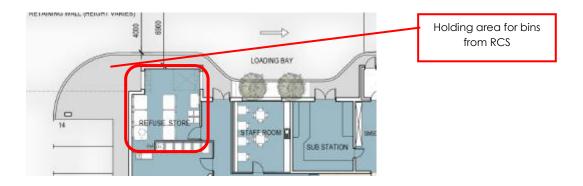


Figure 3: Ground floor plan showing Bin Store 2

3.2 Bin store amenity

Bin Transfer				
Aisle door and lift width:	All doors, corridors and lifts on the transfer route are designed for the largest bin to fit through.			
General health and safety:	Waste systems are designed to ensure that bins (particularly when full) are not required to be moved over any significant distances, up/down steep ramps (grade of slope <1:20) and definitely avoid stairs or other potential hazards.			
	Manual handling of waste in garbage bags is excluded from the waste management systems where possible.			
Bin store	<u>, </u>			
Washing bins and waste storage area:	Impermeable floors grading to an industrial floor waste (including a charged 'water-trap' connected to sewer or an approved septic system), with a hose cock to enable bins and /or the enclosure to be washed out. 100 mm floor waste gully to waste outlet. Both hot and cold water will be available.			
Bin store walls and ceilings:	All internal walls in bin stores will be cement rendered (solid and impervious) to enable easy cleaning. Ceilings will be finished with a smooth faced, non-absorbent material capable of being easily cleaned. Walls and ceilings will be finished or painted in a light colour.			
Ventilation and odour:	The design of bin store/s will provide for adequate separate ventilation with a system that complies with Australian Standard 1668 (AS1668). The ventilation outlet is not in the vicinity of windows or intake vents associated with other ventilation systems.			
Doors:	Ventilated roller doors will be specified both internally and externally to enable bins to be easily wheeled into and out of the bin stores.			
Vermin:	Self-closing doors to the bin store/s will be installed to eliminate access by vermin			
Lighting:	Bin store/s will be provided with artificial lighting, sensor or switch controlled both internal/external to the room.			
Noise:	Noise is to be minimised to prevent disruption to occupants or neighbours.			
Fully Enclosed:	The bin store/s will be fully enclosed and only be accessible by residents, tenancy staff and the waste service provider.			
Aesthetics:	The bin store/s will be consistent with the overall aesthetics of the development.			
Signage:	Visual aids and signage will be provided to ensure that the area works as intended.			

4 Internal transfer



4.1 Transfer of waste from Residential Care Suites to bin storage room

Residents will be responsible for storing waste and recyclables separately within their apartment.

Residents will be responsible for disposing of waste and recycling down the correct chute by using the chute hatches on each level. Items not suitable for disposing down the chutes, such as cardboard boxes, bulky waste items and clothing/bedding are to be taken down the lifts to the residential bin store and placed in the correct bin.

A bulk bin is provided for cardboard boxes that are generated from deliveries and residents who are moving in.

A bulk general waste bin is provided for bulky general waste such as umbrellas, mops and other bulk items not suitable for disposing down the chute.

The communication of the chute system and bulk bins will be incorporated into the ongoing communicate to residents as part of the education for the successful performance of a chute system for the apartments.

4.2 Transfer of waste from Residential Care Facility to bin storage room

Cleaning staff will manually transfer waste and recyclables from all parts of the facility via the goods lift to bin store 2. Staff will use service corridors and safely marked out pathways to transfer waste and recyclables to the bin store on the ground floor.

5 Collection and vehicle access



A private service provider will service the RCS & RCF general waste and recycling bins. A caretaker will be responsible for bringing the waste and recycling from the RCS (Bin Store 1) to a holding point next to Bin Store 2.

On collection days rear-lift vehicles for general waste and recycling will enter the basement carpark from Point Walter Road. The vehicles will drive in a forwards motion and park adjacent to bin store 2. With assistance by the caretaker, the operatives will enter the bin stores to retrieve and service the bins.

Access to the grease trap located on ground level will be from the Point Walter Road.

A height clearance of 3.9 m is provided to accommodate a range of waste and recycling vehicles.

Swept path analysis for vehicle ingress and egress has been completed by Urbii taking into consideration the specifications of a 10m Suez waste collection vehicles (see Figure 4).

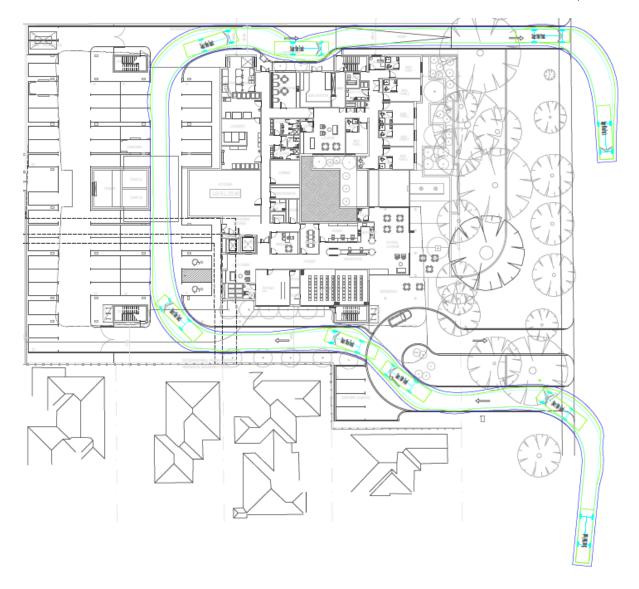


Figure 4: Swept path analysis showing access for waste collection vehicles – (blue line – 500mm buffer)

6 Ongoing communication and management



6.1 Management

The building caretaker will be responsible for overseeing the waste management systems. The caretaker will be trained and informed about their responsibility to work closely with the private service provider and City of Melville regarding the schedule for collection and presentation of bins. The staff member will be responsible for maintaining the bin store in a clean and tidy condition at all times and ensuring bins are washed regularly.

The caretaker will be responsible for rotating full bins at the base of each chute within the Residential Care Suites with empty bins. Full bins will be bought to the collection area next to the Residential Care Facility bin store using a buggy for servicing.

6.2 Communication

All residents of the RCS and staff of the RCF will be made aware through a body corporate document (or equivalent) of the waste and recycling systems and how they should be used. An operational Waste Management Plan suitable for presenting to building users, including how the plan should be communicated will be developed and implemented during both the initial occupation and ongoing management of the building.

Building management will be responsible for the continuing education of residents on correct segregation of waste and recyclables and usage of the chutes to ensure successful performance of the dual chute system within the Residential Care Suites.

Communication to residents about correct use of the chute system will be ongoing, using formats such as good signage at the chute hatches, newsletters, noticeboards, social media, etc.

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Braemar Presbyterian Care

Braemar Bicton Proposed Regeneration:

Community Engagement and
Communications Report (Phase 2)

MAY 2019

Creating Communities

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May 2019

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1. INTRODUCTION

Braemar Presbyterian Care (Braemar) is seeking to redevelop Braemar Lodge and Gardens, located at 51 Point Walter Road and 56 Bristol Avenue, Bicton. Currently the site includes oudated independent living residences, only four of which are occupied, and a dilapidated residential aged care facility.

In late 2017, community engagement consultancy Creating Communities was contracted by Braemar to seek community input into preliminary designs for the redevelopment of Braemar in Bicton. The feedback received during the 2017 engagement has informed the current Development Application and the proposed building designs.

These designs are now finalised and in 2019 Braemar again contracted Creating Communities to seek community feedback from residents and stakeholders on these finalised designs, prior to submitting a Development Application to the Metro Central Joint Development Assessment Panel via the City of Melville.

The redevelopment of the existing residential aged care facility and independent living units are proposed to provide purpose-built state-of-the-art facilities in an area where there is a very high demand for high care services. The new facilities are designed to provide a modern living environment to support residents to maintain a high quality of life, wellbeing and social lifestyle in their familiar neighbourhood.

Creating Communities delivered stakeholder meetings, meetings with neighbours and a community open day. The objectives of the engagement process were to:

- Inform community members and other stakeholders of the finalised designs and revitalisation process
- Seek feedback from community members and other stakeholders that could inform future refinement of the proposal by the Braemar project team
- Continue to develop relationships with the community members and other stakeholders through positive engagement
- Develop communication strategies and guidelines that will be transferable to future projects

This report outlines the community engagement methodology and provides all feedback received during the 2019 engagement period.

The 2017 engagement report is available as a separate document on request.

2. METHODOLOGY

Braemar engaged Creating Communities to facilitate a community and stakeholder engagement and communications process to seek feedback on the proposal to redevelop the existing Breamar Bicton site, at 51 Point Walter Road and 56 Bristol Avenue. The engagement process was developed in partnership with the Braemar project team.

2.1 Key Stakeholder Meetings

Identified stakeholders were invited to attend a briefing meeting in September 2017 with the project team to provide their feedback on the engagement process.

Briefing meetings were conducted with:

- Mayor Russell Aubrey, City of Melville
- Hon Lisa O'Malley MLA, Member for Bicton
- Councillor Guy Wieland (Bicton-Attadale Ward), City of Melville
- Councillor June Barton (Bicton-Attadale Ward) , City of Melville

At the meetings, stakeholders were given an overview of the updated designs and information on the engagement process. Feedback from these briefings was used to further refine the engagement process and communication materials.

Ben Morton MP, Member for Tangney was also invited to a meeting but was unavailable.

Feedback from these meetings is summarised in Section 3 and detailed in Section 4.3.

2.2 Neighbour Meetings

75 neighbours in the streets surrounding the Bicton site (Figure 1) were sent a letter letting them know about the proposal, offering to meet one-on-one if desired and inviting them to attend the Open Day.

Two meetings were held. 14 community members attended one of these meetings and one community member attended the other.

Feedback from these meetings are provided in Section 4.2.

Residents of Braemar Gardens (4 residences) were also sent a letter of invitation. No meetings were requested by Braemar Gardens residents with Creating Communities.



Figure 1. Boundary of properties that received a letter with an invitation to a one-on-one meeting (79 letters total).

2.3 Community Open Day

On Thursday 16 May 2019, from 3pm until 8pm, a community open day was conducted at the site of Braemar Lodge, 51 Point Walter Road, Bicton.

The open day was promoted through the emails to key stakeholders (see Section 2.1), 79 letters to neighbours and Braemar Gardens residents (see Section 2.2) and 12,609 flyers delivered to all mail boxes in Alfred Cove, Attadale, Bicton, Booragoon, Melville, Myaree, Palmyra, Willagee and Willagee Central (with the exception of "no junk mail" boxes).

Project information was provided by:

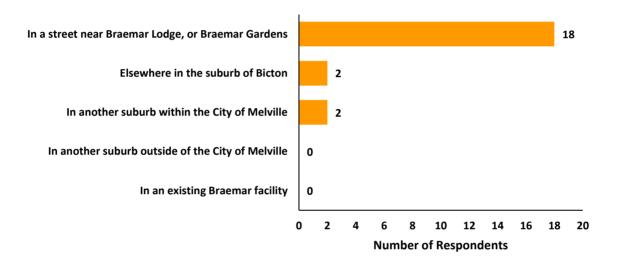
- Frequently asked questions and information booklet (see Appendix 1)
- A0 Feedback boards (see Appendix 2)

 Project team members from Braemar and Creating Communities who were available to answer questions

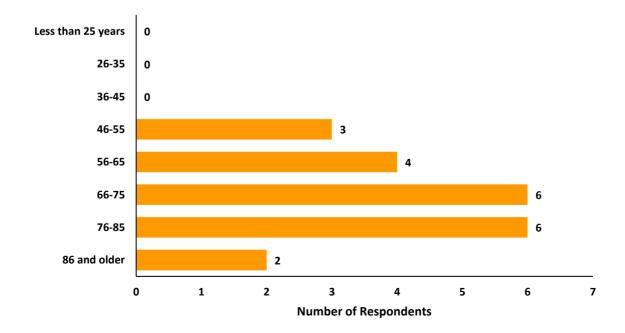
The open day was attended by over 70 community members. All participants were encouraged to complete a feedback form but many did not feel a need to provide feedback. 22 participants completed a feedback form (see Appendix 3) and project team members recorded anecdotal feedback during discussions with participants (see Appendix 4) for anecdotal feedback sheet). Feedback from the open day is summarised in Section 3 and provided in full in Section 4.1.

2.3.1 Participant Profile

Of the 22 participants who completed a feedback form, the vast majority (82%: 18 respondents) reside in a street near Braemar Lodge or Gardens.



All 22 participants who completed a feedback form are 46 years or older, with the most highly represented age groups being ages 66-75 (27%; 6 respondents) and 76-85 (23%; 5 respondents).



3. OVERVIEW OF FINDINGS

This section provides a summary of the key findings of the community engagement process. Detailed findings are presented in Section 4.

3.1 Overall Level of Support

- The vast majority of respondents either strongly agree or agree that they **support the redevelopment of Braemar's Bicton facility** to create a new care facility and care suites (out of those who responded to this specific question on the participant feedback form)
- The vast majority of respondents either strongly agree or agree that they **support the proposed designs for the aged care facility** (out of those who responded to this specific question on the participant feedback form)
- The vast majority of respondents either strongly agree or agree that they **support the redevelopment of Braemar's Bicton facility** to create a new care facility and care suites (out of those who responded to this specific question on the participant feedback form)

3.2 Demand for Aged Care Locally

- The vast majority of respondents either strongly agree or agree that **there** is a need for more aged care facilities and services in the City of Melville and Bicton (out of those who responded to this specific question on the participant feedback form)
- The vast majority of respondents either strongly agree or agree that the proposed redevelopment will help to address the demand for aged care facilities and services in the City of Melville and Bicton (out of those who responded to this specific question on the participant feedback form)
- All respondents either strongly agree or agree that they **might consider in-home community care/home care services in the future** (out of those who responded to this specific question on the participant feedback form)
- The majority of respondents either strongly agree or agree that they would consider living in a
 residential aged care facility (out of those who responded to this specific question on the
 participant feedback form)
- The proportion of respondents who would not consider living in an over-55s lifestyle/retirement village is slightly higher than the proportion of respondents who might consider living in an over-55s lifestyle/retirement (out of those who responded to this specific question on the participant feedback form)

3.3 Positives

The most common themes of positive comments related to the development proposal are listed below. Comments made on participant feedback sheets are listed in green and comments recorded by project team members as anecdotal feedback are listed in blue. The numbers in brackets indicate the number of specific comments that relate to this theme. Please note that respondents were able to make multiple comments, so the counts are counts of comments, not counts of respondents.

- Support for building design (10)
- A service needed for the community (4)
- General support for the proposal (4)
- Support for building design (5)
- Support for the care suite model (5)
- General support for the proposal (4)
- A service needed for the community (4)

3.4 Concerns, Issues or Suggested Improvements

The most common themes of concerns, issues or suggested improvements related to the development proposal are listed below. Comments made on participant feedback sheets are listed in green and comments recorded by project team members as anecdotal feedback are listed in blue. The numbers in brackets indicate the number of specific comments that relate to this theme. Please note that respondents were able to make multiple comments, so the counts are counts of comments, not counts of respondents.

Note that the most common theme of response to the question "Do you have any concerns or suggested improvements to the plans for the proposed development of Braemar Lodge and Gardens?" is "No concerns or suggested improvements"

- No concerns or suggested improvements (7)
- Retain or plant trees (4)
- Ensure accessibility and ease of movement (3)
- Traffic and parking management measures (3)
- Concerns about noise (4)
- Concerns about security (4)
- Concerns about traffic (3)
- Concerns about construction (3)

3.5 Other Comments

The most common themes of other comments or questions related to the development proposal are listed below. Comments made on participant feedback sheets are listed in green and comments recorded by project team members as anecdotal feedback are listed in blue. The numbers in brackets indicate the number of specific comments that relate to this theme. Please note that respondents were able to make multiple comments, so the counts are counts of comments, not counts of respondents.

- Desire to share further feedback / further consultation or information desired (5)
- Improve pedestrian access for residents (2)
- Query or comment about how to and who can secure a place at the facility (10)
- Query about development process (6)
- Query about layout of facility or rooms (5)
- Query or suggestion about carers, nurses and other staff (4)
- Query or suggestion about trees (3)
- Query about boundary fencing or boundary (3)
- Query about truck access (3)

3.6 Neighbour Meetings

The most common themes raised at the neighbour meetings are listed below. The numbers in brackets indicate the number of specific comments that relate to this theme. Please note that attendees were able to make multiple comments, so the counts are counts of comments, not counts of attendees.

- Comments and questions about traffic (including project team responses) (18)
- Questions about parking (including responses) (14)
- Comments and questions about building height/density (including project team responses) (7)
- Questions about approvals (including responses) (7)
- Questions about timeline (including project team responses) (5)
- Questions about risks during construction (including project team responses) (4)
- Questions about boundary with neighbouring properties (including project team responses) (4)
- Questions about trees and green space (including project team responses) (4)

4. COMMUNITY ENGAGEMENT - DETAILED FINDINGS

Detailed findings from all three engagement initiatives (community open day, neighbours meetings and key stakeholder meetings) are provided in this section. All responses are provided verbatim except where spelling or grammatical errors have been corrected.

4.1 Community Open Day

This section includes all feedback that was received during the community open day on Thursday 16 May, 2019 – including feedback forms mailed to the project team after the day.

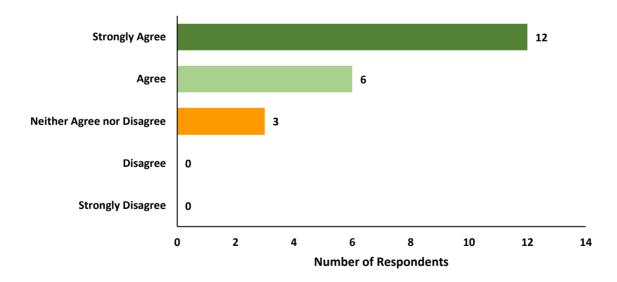
4.1.1 Participant Feedback Forms

22 participants completed a feedback form at or following the open day (out of a total of over 70 attendees). All responses to the questions in the participant form are provided below (excluding personal or contact details and not attributed to a particular participant). A copy of the form is shown in Appendix 3

Please select your level of agreement with the following statements:

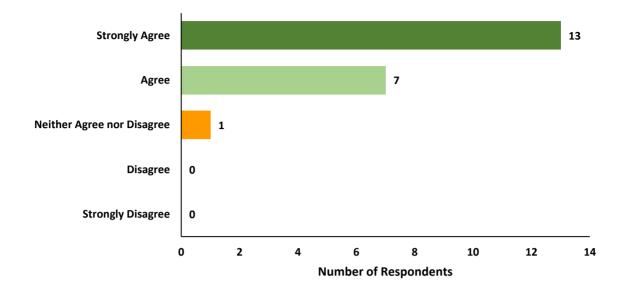
There is a need for more aged care facilities and services in the City of Melville and Bicton.

The vast majority (86%; 18 responses) of respondents who answered this question either strongly agree (57%; 12 responses) or agree (29%; 6 responses) that there is a need for more aged care facilities and services in the City of Melville and Bicton. The remainder of respondents (14%; 3 responses) neither agree nor disagree with this statement.



This proposed redevelopment will help to address the demand for aged care facilities and services in the City of Melville and Bicton.

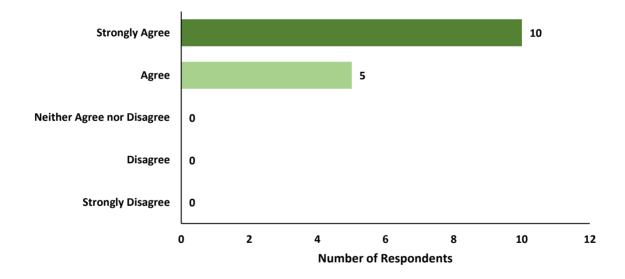
The vast majority (95%; 20 responses) of respondents who answered this question either strongly agree (62%; 13 responses) or agree (33%; 7 responses) that the proposed redevelopment will help to address the demand for aged care facilities and services in the City of Melville and Bicton. The one other respondent neither agrees nor disagrees with this statement.



Which of these housing options do you think you might consider at any point in the future:

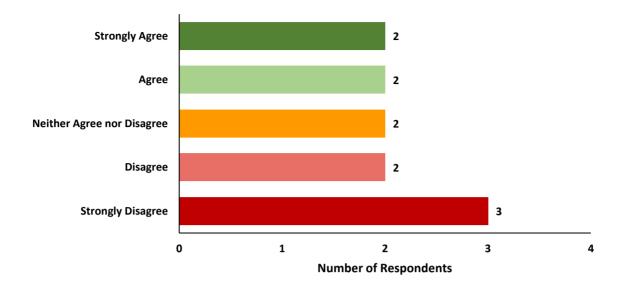
Use in-home community care/home care services (that is support in your own home for things like housework, personal care, etc.).

All respondents who answered this question either strongly agree (67%; 10 responses) or agree (33%; 5 responses) that they might consider in-home community care/home care services in the future.



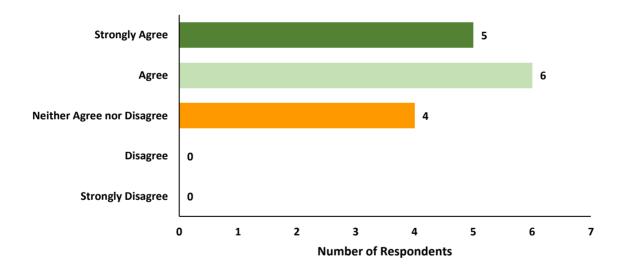
Live in an over-55s lifestyle/retirement village.

The proportion of respondents who would not consider living in an over-55s lifestyle/retirement village (45%; 5 responses – comprised of those who disagree (13%; 2 responses) and strongly disagree (27%; 3 responses)) is slightly greater than the proportion of respondents who might consider living in an over-55s lifestyle/retirement village (36%; 4 responses – comprised of those who agree (13%; 2 responses) and strongly agree (13%; 2 responses)) The other two respondents (13%) neither agree nor disagree with this statement.



Live in a residential aged care facility (a care facility or nursing home that provides round-the-clock care).

The majority (73%; 11 responses) of respondents who answered this question either strongly agree (33%; 5 responses) or agree (40%; 6 responses) that they would consider living in a residential aged care facility. The remainder of respondents (27%; 4 responses) neither agree nor disagree with this statement.



Do you have any comment about the current availability of aged care services in the Bicton area or City of Melville?

All specific responses to this question are listed in the table below, categorised by common themes. The numbers in brackets indicate the number of specific comments that relate to that theme. Please note that not all respondents answered this question and that respondents were able to make multiple comments, so the counts are counts of comments, not counts of respondents.

Themes	Specific Responses
More aged care services required (6)	 The stats indicate more is needed City of Melville is badly in need of aged care facilities Not enough options at the 'care suite' level

	 Not catering for people who want modern surroundings and close to river Dated I recently investigated retirement living for someone in the City and did observe the ageing nature of a lot of the facilities
No comment / insufficient information to comment (5)	 I regret that my knowledge is insignificant as make a useful comment Not yet, maybe in a few years No No. I am only considering the matter for the first time now. I am a single (widower) who sees a future need for these services in the near future No. I have not yet had the need to explore availability of aged care services
Good / sufficient aged care services (2)	 Improving There seems to be a high concentration of facilities between Point Walter Road and Bristol Ave in Bicton
Traffic concerns (2)	 The proposed driveway entrance on Bristol is very near an existing traffic hot spot. Ambulance from Carinya on Bristol/take away outlet / bottle shop Families, staff and off-site carers create high traffic volumes

What do you like most about the proposed plans for the redevelopment of Braemar Lodge and Gardens?

All specific responses to this question are listed in the table below, categorised by common themes. The numbers in brackets indicate the number of specific comments that relate to that theme (first column) or the number of times the same comment was stated (second column). Please note that not all respondents answered this question and that respondents were able to make multiple comments, so the counts are counts of comments, not counts of respondents.

Themes	Specific Responses
Support for building design (10)	 Style of buildings - blend with apartment design underground parking The street appeal and similar design Looks into a nice design that revitalised the area and building A nice design in a nice suburb A pleasant modern design fills a community mood It is a modern and stylish design that will blend in and improve the surrounding urban landscape Brighten the street and get rid of derelict building The attractive appearance of the design and the pleasant surroundings that will be enjoyed by residents The design and thought of residents and locals mixing and residents being isolated Good consideration towards integrating the development within the existing community even though there is no change of use
A service needed for the community (4)	 It would meet my parents needs A much needed service Care suites that allow some independence (especially for couples) with support available if required That care suites have continued to be provided with access to a range of care services
General support for the proposal (4)	 All good (2) General support of the event and proposed development I very much like the whole concept
Support for undercover parking (2)	Undercover parkingThe undercover parking is a good advantage
Other (2)	 The landscaping in proposed is excellent Proposed environmentally sustainable features

Do you have any concerns or suggested improvements to the plans for the proposed development of Braemar Lodge and Gardens?

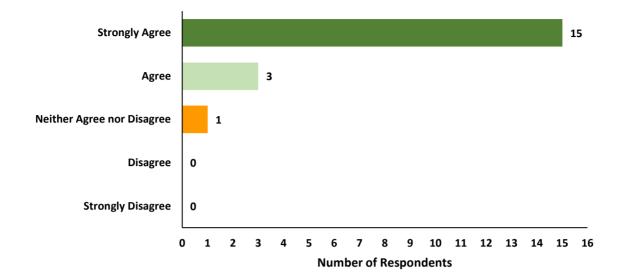
All specific responses to this question are listed in the table below, categorised by common themes. The numbers in brackets indicate the number of specific comments that relate to that theme (first column) or the number of times the same comment was stated (second column). Please note that not all respondents answered this question and that respondents were able to make multiple comments, so the counts are counts of comments, not counts of respondents.

Themes	Specific Responses
No concerns or suggested improvements (7)	 No (5) No - But I do have concerns of the design on my adjoining property. No, leave it to the experts!
Retain or plant trees (4)	 Ensure trees are maintained As this building will need to be opposite to where I live, I would strongly suggest that threes, shrubs a lawn will mask the front of the new development Keep as many trees as possible The image of the facility facing Bristol Avenue is quite bleak with little greenery or trees. I urge the planners to soften the frontage as is the existing profile and the opposite at 41 Bristol Ave
Ensure accessibility and ease of movement (3)	 That rooms spaces allow for disability movement and use That lift spaces are large enough to allow for ambulance stretchers A footpath is provided along Bristol Ave (dual width)
Traffic and parking management measures (3)	 Roundabout at Preston Pt Bristol Ave. Or block off access to Bristol Ave from Preston Point Rd Traffic control For the care suites, the FAQs indicate one underground parking bay per resident, therefore 70 underground parking bays. I would be concerned if the care suite parking became staff parking for the overall development because this would significantly alter traffic patterns - particularly on Bristol Ave, which can become very congested with parked cars
Air flow (2)	 Windows needs to be able to open for residents Open windows to catch the breeze, not air-conditioners
Ensure environmental sustainability (2)	 That solar passive design is taken advantage of where possible to reduce energy costs That native planting is utilised (water-saving), including street verges
Reduce ambulance noise (2)	 Ambulances arrive quietly No disturbance from parking areas to residents
Other (2)	 Security and safety of residents in considered (the area has some problems) Residents have the opportunity to participate in gardening on site

Please select your level of agreement with the following statements:

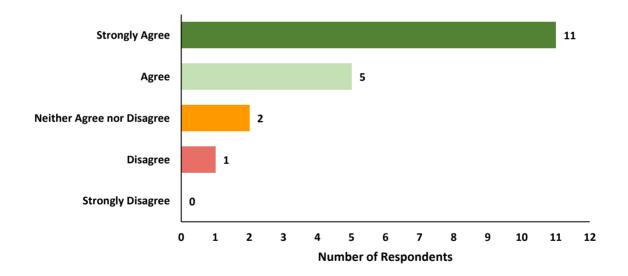
I support the redevelopment of Braemar's Bicton facility to create a new care facility and care suites.

The vast majority (95%; 18 responses) of respondents who answered this question either strongly agree (79%; 15 responses) or agree (16%; 3 responses) that they support the redevelopment of Braemar's Bicton facility to create a new care facility and care suites. The one other respondent neither agrees nor disagrees with this statement.



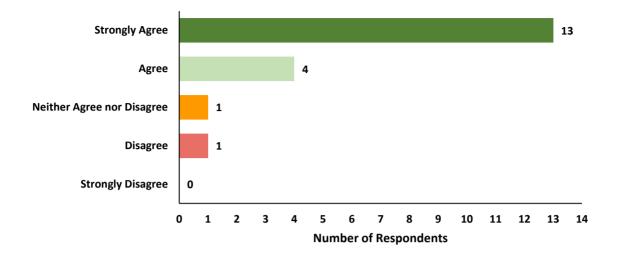
I support the proposed designs for the Aged Care Facility.

The vast majority (84%; 16 responses) of respondents who answered this question either strongly agree (58%; 11 responses) or agree (26%; 5 responses) that they support the proposed designs for the aged care facility. The other respondents either neither agree nor disagree (11%; 2 respondents) or disagree (5%; 1 respondent) with this statement.



I support the proposed designs for the Care Suites (Home Living style).

The vast majority (89%; 17 responses) of respondents who answered this question either strongly agree (68%; 13 responses) or agree (21%; 4 responses) that they support the redevelopment of Braemar's Bicton facility to create a new care facility and care suites. The other respondents either neither agree nor disagree (5%; 1 respondent) or disagree (5%; 1 respondent) with this statement.



Do you have any other comments you wish to make about the proposed redevelopment of Braemar's Bicton facility?

All specific responses to this question are listed in the table below, categorised by common themes. The numbers in brackets indicate the number of specific comments that relate to that theme. Please note that not all respondents answered this question and that respondents were able to make multiple comments, so the counts are counts of comments, not counts of respondents.

Themes	Specific Responses
Desire to share further feedback / further consultation or information desired (5)	 I have some very important issues that will impact on my property. I request an on-site discussion with the designer/architect at your earliest I will forward an email with my initial concerns in the next day or two. I am the owner and resident on the southern boundary with the solar panels in the shadow zone. Kindest regards I would greatly appreciate updates on the plan of the arborist and particularly with regard to Bristol Avenue frontage. The public footpath needs to be moved to the side of Bristol Ave near the proposed building so that elderly folk won and need to cross the road Insufficient detail to comment on designs Confused with elevations on page 8 and 9 of information book. Would prefer the "south elevation" on page 8 to be the Point Walter Rd elevation (east elevation)
Improve pedestrian access for residents (2)	 Incorporate internal and external pathways into garden environments (and seating). External walks on the Bristol Ave street are restricted. A new footpath is required with linkages to the river (pedestrian and gopher) I suggest that the Council be asked to help the residents to avoid crossing the road (dangerous road) to go to outside fences
Other (11)	 Request a letter box be placed in close proximity in both Braemar and Carinya No! Convenience Art deco design Thought about neighbours in terms of trees, 1-way traffic and carpark It will be nice when it's furnished Remove tree on drive don't just put up burning colourbond fence Fast track the approvals process Give closer investigation to the introduction of sustainability Becton area has fantastic bird life. With the right landscaping the birds will visit the site. It is a beautiful experience to listen to birds in the morning and evening. Provide water sources for birds Pick-up and drop-off areas for residents should be protected/covered Overall, the redevelopment of the site with high quality facilities that are needed by the community is welcomed

4.1.2 Anecdotal Feedback

Project team members recorded anecdotal feedback during discussions with participants at the open day. All responses to the questions in the participant form are provided below. A copy of the form is shown in Appendix 4.

Positives

All positive comments recorded as anecdotal feedback are listed in the table below, categorised by common themes. The numbers in brackets indicate the number of specific comments that relate to that theme (first column) or the number of times the same comment was stated (second column). Please note that not all respondents answered this question and that respondents were able to make multiple comments, so the counts are counts of comments, not counts of respondents.

Themes	Specific Responses
Support for building design (5)	 Like the design Bristol Ave side looks in harmony with modern apartments Happy with the design overall - sounds good A nicer look than the Cooinda site Good design
Support for the care suite model (5)	 Good halfway house for a good mix of independence Like the residential care suite model, don't know if anywhere else that is doing it and it is needed Like the care suite model Friends they know would be perfect for care suites Glad Braemar is building a mixture of living options
General support for the proposal (4)	 Happy Braemar is excellent For it - can see it's been well thought out Supportive of the proposed development
A service needed for the community (4)	Aged care needed (4)
Retaining or replacing trees (2)	 Keeping the trees Glad that the trees along the boundary of 3/231 Preston Point Road will be replaced
Support for undercover parking (2)	Car parking below groundLike the below ground parking
Other (4)	 Good to see issues about location of kitchen addressed from last open day Bond/payment scheme for aged care is good Rubbish bins in a sealed space Glad there are respite beds Good that facility has a 40 year lifetime

Issues/Concerns

All issues or concerns recorded as anecdotal feedback are listed in the table below, categorised by common themes. The numbers in brackets indicate the number of specific comments that relate to that theme (first column) or the number of times the same comment was stated (second column). Please note that not all respondents answered this question and that respondents were able to make multiple comments, so the counts are counts of comments, not counts of respondents.

Themes	Specific Responses	
Concerns about noise (4)	Noise for residents is a concern (e.g. hearing stuff down corridors) - suggest sound proofing materials	

Concerns about security (4)	 Too noisy Noise in bedrooms Rubbish will be entered into the truck close to my house If the driveway to underground parking is left unsecured, people will walk into the carpark Security Security down the side of the area Be careful of security of lower floors - people go through back of house. Security of undercover carpark area
Concerns about traffic (3)	 Road is too close to the houses Traffic on Bristol Ave Traffic on Bristol Avenue but understands they are not our responsibility
Concerns about construction (3)	 Concerns about asbestos (2) Only concern is managing the demolition and managing asbestos and noise
None (2)	None really, seemed quite happyNo issues really
Concerns about comfort and safety in rooms (2)	 Ensure that if multiple air-conditioners are on the same compressor visit, that one resident can use air-conditioner when another resident is using heating Opposed to hard surfaces in rooms
Trees interfering with properties (2)	 Trees are bothering Tree behind the plant room that overhangs 10/57 Point Walter Road
Concerns about overshadowing (2)	 Overshadowing, solar panels, power generation during day Concern about shadow on the solar panels (currently no shadow but plan shows shadow completely covering solar panels)
Other (5)	 Questions about floor plate, parking, quietness on Bristol Ave, 4 or 3 floors Surprised at the lack (only 10) of respite/short stay beds Nearest visit for children to come Environmental (e.g. solar, waste disposal, battery, drainage) Need an external blocker for the sun

Other Comments

All other (neither explicitly positive nor explicitly negative) comments recorded as anecdotal feedback are listed in the table below, categorised by common themes. The numbers in brackets indicate the number of specific comments that relate to that theme (first column) or the number of times the same comment was stated (second column). Please note that not all respondents answered this question and that respondents were able to make multiple comments, so the counts are counts of comments, not counts of respondents.

Themes	Specific Responses
Query or comment about how to and who can secure a place at the facility (10)	 How will people be able to get a place? (2) Asked about whether arrangement will be based upon Deferred Management Fee (DMF) or Residential Accommodation Deposit (RAD). What will the RAD be? Are places prioritised to people in the local area? Mother has advanced dementia Wants to get folks back ASAP Will there be specific places for people with dementia or memory issues Wants to move in once it's built Question about couples using rooms Looking for care options for parents
Query about development process (6)	 Query about opening time (2) How long will demolition take? How long until development starts? How long will it take to build? Is there any asbestos and what are you doing with it?

	Why are floor plans not in brochure?
Query about layout of facility or rooms (5)	 Question about number of dining rooms Would be nice to have windows facing north
	Ensure there is space outside
	Mail box needs to be reinstated on Bristol
Query or suggestion about carers, nurses and other staff (4)	 Question about number of carers and nurses Should look at staff having a pass that can turn off cord bells - one issue in aged care currently is that residents can turn off bells themselves Tracking where staff are in the facility (passes need to be allocation to specific staff) Swipe cards for staff to clock on and clock off, tracking for movement within the
	facility and deactivating alarm from resident rooms
Query or suggestion about trees (3)	 Replace peppermint trees Will trees be lost on Bristol Ave? Would like greenery along the boundary of 57 Point Walter Road - to cover the loading ramp and beautify the space, but not chop too many leaves
Query about boundary fencing or boundary (3)	 Would like to know what fencing will border 3/231 Preston Point Road What's happening with the fence? Question about what will border 10/57 Point Walter Road
Query about truck access (3)	Will there be any trucks accessing the Bristol side? (2)Where will truck access be during construction?
Query or comment about height (2)	Query about height on Bristol Ave sideApparently "rumours" we are building a four storey building
Query about cost of rooms (2)	What is the price point of the care facility?Question about cost of care facility rooms and care suites
Query about air-conditioners (2)	 Would like to ensure air-conditioners in rooms do not flow directly onto residents (heating and cooling control is important) Air-conditioner controls - are they individually controlled?
Comparison to other aged care facilities (2)	 Likes the RAAFA facility on Leach Highway Hope it is more like this site used to be, and less like the North Lake Rd facility - no-one I know who has moved there likes it
Other (6)	 What is the environmental rating? Doesn't mind vacant facility If there is such a need for aged care, why not make it bigger? Question about parking requirements Already a fair amount of aged care in the area Cameras should be in common areas and should be allowed in rooms Is the therapy room multi-purpose (e.g. "keep fit" classes, card games, movie nights)?

4.2 Neighbour Meetings

All comments recorded during the two neighbour meetings are listed in the table below, categorised by common themes. Note that 14 community members attended one of these meetings and one community member attended the other. The numbers in brackets indicate the number of specific comments that relate to that theme (first column) or the number of times the same comment was stated (second column).

Comments are not attributed to specific neighbours to maintain anonymity.

Themes	Specific Responses
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- Can we get a copy of the traffic management plan (TMP)? (No. Braemar are not at liberty to share this as of yet. It will eventually become public record during the development application process)
- The road is basically a one-way road most of the time due to cars parked on the street, is there no reason why people can't get access to the care facility from Point Walter Road? (No. Due to the easement running between the buildings. Braemar cannot build over an easement)
- Can't you build a bridge? (No)
- Who is the traffic consultant? (Urbii)
- What day were the TMP surveys done? (They were completed midweek)
- The time of day and day of the week makes a big difference to the level of traffic
- Wished to express genuine concern for safety regarding the corner of Bristol Avenue and Preston Point Road. There is a rise on the road considered to be a "deathtrap". There was agreement from others at the meeting and discussion that there had been fatalities on that particular section of road
- Can Braemar work with Council to put in a roundabout or other safety measure? (Braemar do not have any control over what happens on the road and whether a roundabout gets installed. However, recommendations from the community members will be included in the final report CCA put together that can be shared with Council)
- Residents coming out onto Point Walter Road will likely want to turn left. From Wrexham Street onwards the road essentially becomes a one-way street
- Major concern is the level of traffic from people coming along Bristol Avenue from the shops etc. Has people doing U-turns in driveway and parking along the front verge of house. Already increased traffic / parking due to the shops
- Can we put in a cul-de-sac along Bristol Avenue to split the road into two? (Recommended that Bristol Avenue residents take their concerns and suggestions to council for consideration)
- The cumulative effect on traffic in the area is a major concern
- Wished to stress that the traffic increase could potentially cause more danger to pedestrians and drivers along Bristol Avenue. There have been fatalities on the corner of Bristol Avenue and Preston Point Road
- In response to this, it was recommended that the neighbours concerned by this 'black spot' should make public comment at the official advertising section of the approval process
- What will the vehicle activity be along Bristol? (Most vehicle activity will be along Point Walter Road. There has been a Traffic Management Plan (TMP) for the time during demolition and construction)
- So I won't be able to use Bristol Avenue to get home after this is done? (Traffic is the key concern here. Braemar has had a TMP done to ensure the traffic impact will be as minimal as possible)
- Stressed again that traffic is the key concern. The safety of residents when there
 is more traffic is the main issue
- Could there be an allowance for a crosswalk over Bristol Avenue to enable people to cross safely if they are going to shops or other areas? (This can be included in the community suggestions)

Braemar are or Will the basem

- How many parking bays in the Care Suites? (52 bays on the Bristol Avenue side
 of the facility)
- Does the parking cater for all staff and visitors as well as residents? (Yes. Braemar are over-compliant)
- Will the basement be at grade curb level on Point Walter Road? (The carpark will be fully underneath from Bristol Avenue side. It will not be visible)
- Will there be car access from Point Walter Road to Bristol Avenue? (No. Due to the easement running between the two buildings of the sewer line there will be no car access through from Point Walter to Bristol Avenue (as you can't build over an easement))
- Where will deliveries go? (One-way delivery system underground from Point Walter Road)
- Where will cars go? (Cars will be parked underground in the basement car park)

Comments and questions about traffic (including project team responses) (18)

Questions about parking (including responses) (14)

	 Will there be more cars parking on the street? (Braemar plans exceed Council requirements for parking bays. No on street parking around the facility. All underground) Will cars be coming in from the south side? (Yes) Will people bothered going into the underground carpark – with there being small car bays? (Concerns about the size and ease of use of the car park will not be an issue as the parking bays have to be far more accessible than your average supermarket parking bay. The availability of parking bays will be very clear to ensure people don't park on the street) Will there be management to ensure people are using the underground parking bays? (There are more than the required amount of parking bays available and it will likely be easier parking underground than on the street) Will there be overflow parking onto Bristol Avenue? (No. Braemar are currently over the council requirement for parking bays) Is there a height restriction for vehicles entering the underground car park? (Yes, there is a 3.8m clearance) Will people be able to park along the front? (No. No bays will be included along the front of the facility) Wished to express discontent with cars parking at the end of their driveway and hoped that traffic would not greatly increase with the redevelopment
Comments and questions about building height/density (including project team responses) (7)	 We are R17.5 but down the road is higher? (The TMP has looked into this and Braemar is well below the threshold) Not sure three storeys is permitted in this area being R17.5 (The R Codes don't apply to this development as an aged care facility. However the design has been done in such a way that the third storey is set back on all sides and not visible from the street) The elevation seems a bit out of step with the R-codes in the street. (Due to the use of the facility Braemar is not bound by the R-codes) Will there be shadowing? Especially if there is the addition of another level? (The new building will be roughly the same height as the existing building, with maybe ~1 metre added to height. Shadow map shows that shadow will finish just before 51A Point Walter Road) Advised that didn't have any real issue with the development including third storey if it is screened, as outside area of the house is on the other side of the house, on the opposite side to the Braemar development. Will only see the driveway and entrance to the house Advised that Braemar should be careful with the distinction between the terminology of basement and lower ground level What will the people in the third storey of the new development see of our house? (The third storey is set well back so it will be hardly visible from the street. With the trees and siting of the third storey – they won't see much)
Questions about approvals (including responses) (7)	 Council can refuse to recommend this and JDAP can go on to overrule them, correct? (Correct) When is the lodgement date? (Once Braemar has received the community engagement report from CCA they will be able to make any required changes to the plans and then submit as soon as possible. All going to plan it will be the end of May/beginning of June) Will the City of Melville advertise it? (Once the development application is submitted it will be advertised for feedback by the City of Melville. The City will produce a Responsible Authority Report that will be delivered to JDAP) Do you foresee any council issues? Does this comply? (Yes. It over-complies) Do the council acknowledge the feedback taken by CCA? (They don't have to acknowledge it; this is a non-statutory process. However we have met with Councillors and they will likely give it regard)
Questions about timeline (including project team responses) (5)	 Will building be completed in a single stage? (Currently, the plan is to build the care facility and then the suites after that. Although it is noted that all demolition will happen at one time) Why can building not be completed at the same time? (It comes down to cost. It is not cost-effective for Braemar to complete both builds concurrently. All buildings however will be demolished as the same time. Doing it in two stages

	 could be problematic and more costly in ensuring the levels are consistent across the site and enabling trucks etc. to access the site for phase 2) Has the development application been submitted yet? (Not yet. Braemar will keep neighbours informed throughout the process) How long will the demolition and build take? (If all goes to plan with JDAP we should have a contractor by the end of the year. Estimated 2 months demolition time. Estimated 65 week build program. August 2021 finalisation) Construction hours? (Standard construction hours. 7-5 weekdays and 7-12 Saturday)
Questions about risks during construction (including project team responses) (4)	 What does the building process entail? Asbestos is a particular concern. (A professional assessment has been done and there is not a lot of asbestos in the building. There is less expected than Braemar expected judging by how old the building is. Most asbestos was found in fireplaces and in the fence surrounding the facility. Asbestos that has been found is easy to contain) Dust? (Dust will be suppressed as per the requirements of any construction in an area with residential surrounding the site) Other risks? (Lack of reporting on what the base foundations of the facility contain. Coring has been performed to determine what could be underneath and continuous testing will occur throughout) Who is doing geotechnical and environmental surveys? (Geotech is doing the assessment. Environmental consultant is QED)
Questions about boundary with neighbouring properties (including project team responses) (4)	 Will the wall visible from 51A Point Walter Road move at all? (Not really. There will be trees that block out the view of the building along the side of the houses. Visitor parking will stay the same as it currently is. It will be roughly 10 metres from the wall of the new building to the boundary line) What will the setback to the road be? (Setback to the road will be level with the houses to either side. This is forward of where the current building line is) Are we getting a new wall? (Not a new wall but there will be new mature trees planted along the section between the facility and the wall) Will the Bristol Avenue setback move forward? (The setback will be moving forward slightly, to align with the houses to either side)
Questions about trees and green space (including project team responses) (4)	 Will trees be removed in the process? (One tree will be removed as it is diseased. The big wattle next door will not be removed unless it is diseased) Will there be a lot of trees? (There will be significant tree planting on the site) The mature trees on the boundary won't be ficus will they? (No they won't be ficus trees or Australian Box trees) How much green area will be included in the redevelopment? (Unsure of specifics, CCA/Braemar to get back to community member)
Questions about impacts from services (e.g. bins and airconditioner) (including project team responses) (3)	 Will the bins be taken from Point Walter Road side? (Yes) Where will the services (e.g. air-conditioner etc.) be? (All will be located on the roof, setback from the lower level boundary) Will we be able to hear them? Noted that they are able to hear the high-pitched frequency of the air-conditioner from another building further away. (Braemar have had acoustic surveys completed and the current plans are compliant)
Statement of support/no issues (3)	 Did not have any issues or concerns, but was looking for a place for mother-in-law No issues with the operations of the facility itself This draft is a good improvement on the original draft they saw
Questions about number of residents and staff (including project team responses) (3)	 How many independent living units will there be? (35 suites) How many people will be in the care facility? (35 suites) What is the staff to patient ratio? (1:6)
Questions about security and lighting (including project team responses) (2)	 Do Braemar do security as we haven't seen them onsite for a while? (Braemar have contracted Wilson security to secure the site. However they have been requested to be less invasive in their approach so as not to affect neighbours. They are doing a regular drive by) Does Braemar have any input to lighting along the street? (No, unfortunately not. The new plans include semi-private courtyards along Bristol Avenue verge which will be lit, but no street lighting)

Other (3)	 Currently unsure of what they're doing with 51A Point Walter Road. Starting to outgrow the house so may sell in the future. Pleased to know what the process is etc. Will there be more buses? (Can't speak for the PTA but likely not. There is not likely to be the critical mass of additional people to warrant additional public transport)
	 Does the facility count as two lots? (No. One lot on one title)

4.3 Key Stakeholder Meetings

All comments recorded during the four key stakeholder meetings are listed in the table below, categorised by common themes.

Comments are not attributed to specific stakeholders to maintain anonymity.

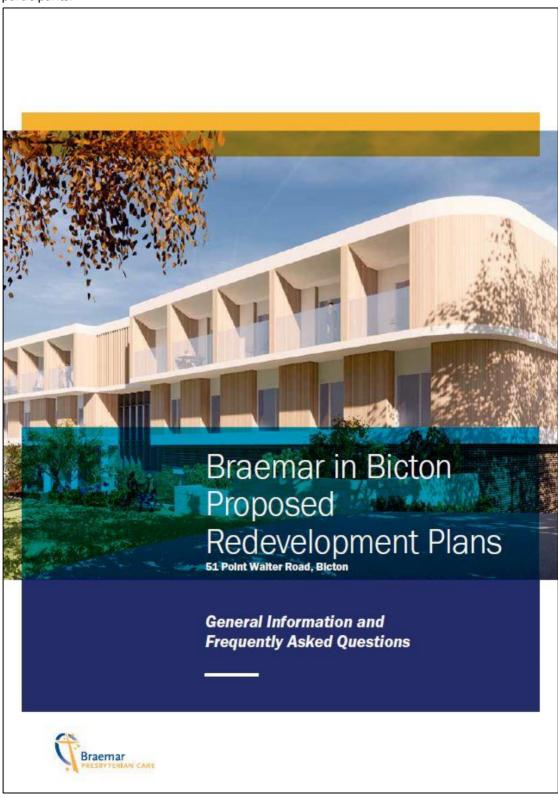
Themes	Specific Responses	
Recommendations for communications materials (8)	 Description of building heights will need to be communicated (2) Provide information on how car parking will be managed and that it is provided on-site Provide information on how waste is being managed on site The density coding will need to be made clear – that these are not apartments, but are aged care accommodation and to access a place you will need to be meet agreed aged care assessment criteria interface with neighbours How car parking will be managed and that it is provided on-site Phasing of the development 	
General positive comment (6)	 Generally very positive in regards to what is proposed It looks like a great facility The Bicton Community should be pleased with it Braemar has an outstanding reputation for the quality of care it provides Acknowledge that Braemar provide local employment and training and are a leader in the local area for this Neighbours will likely be happy that the site which is currently abandoned will be rebuilt. When it first closed, received concerns from local residents about it attracting social issues from people coming onto the site 	
Note of the high demand for local aged care and dementia care (4)	 This is the sort of development that is needed for aged care in the local area (2) Aged care facilities for higher care are very much needed in the City of Melville There is a high demand for aged care services in the area Dementia care is greatly needed in the area How will people with dementia be catered for? 	
Support for community engagement process (2)	 Positive to see a good community engagement process being undertaken Good to see the positive engagement process 	
Positive comment about design (2)	 Positive feedback on the design Impressed with the design and what is proposed 	
Recommendations of open space improvements (2)	 Will there be court yards and inside green space for people to access – as this works well in other locations Support beautifying the streetscape on Council land – in agreement with Council (make contact with the officers) 	
Query about type of care services offered (2)	 Doe the RAD still apply to the Care suites – are they still an approved resident under the RAD? (Noted that it is an alternative accommodation type) What is the difference / similarity with other care facilities (e.g. Southern Cross Care) 	
Query about capacity and size of facility (2)	How many beds in each section?What is the size of the landholding? (approx. 0.5 of a hectare)	
Other (3)	Suggest a water feature (advised that one will be provided)	

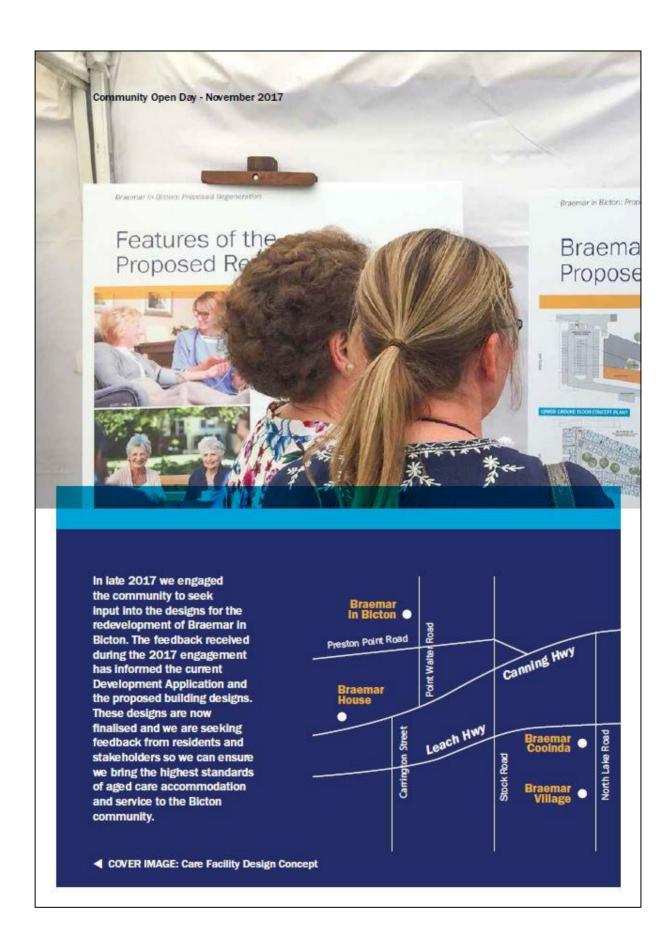
•	Suggest installing a locator beacon on each gopher to be able to track people
	who might lose their way
•	What is Braemar's contribution to public art on this project?

5. APPENDICES

5.1 Appendix 1: Information and FAQ Booklet

Copies of the following information and FAQ booklet was available to all meeting attendees and open day participants.







About Braemar

For over 65 years, Braemar has been providing relationship-centred care to the people of Western Australia. Braemar opened its doors in 1952, founded from the vision of a member of the Presbyterian Church, who gifted her possessions to assist in the creation of a home for aged people.

Today, Braemar provides quality aged care, dementia services and independent accommodation services to the communities of Melville, Willagee, East Fremantle and Bicton.

Braemar Presbyterian Care is a faith based not-forprofit organisation, and our values are at the heart of everything we do. Our mission is to "Build the power of care, friendship, hope and love".

In all that we do, we are guided by our core values of commitment, accountability, respect, empathy and friendship.

4 - Braemar Gardens: Proposed Redevelopment Plans



The Bicton facilities currently include several occupied and vacant independent living residences and a vacant residential aged care facility that was decommissioned in 2016. We made the choice to close this facility, as it would no longer meet the Australian Government's building compliance requirements for provision of high quality aged care to residents. Additionally, the units at Braemar Gardens no longer meet the accommodation and amenity standards that Braemar seeks to provide all its residents.

The redevelopment of this site will see existing buildings removed and the development of two precincts:

- A new state-of-the art residential care facility for those with high care needs.
- New residential care suites Home style living with residential aged care services provided within the aged care accommodation option.



The redevelopment of the existing residential aged care facility and independent living units will provide purpose-built state-of-the-art facilities in a suburb where there is a very high demand for high care services. The new facilities will provide a modern living environment to support residents to maintain a high quality of life, wellbeing and social lifestyle in their familiar neighbourhood.

The proposed designs seek to deliver attractive and contemporary facilities and services that will better meet the needs and expectations of local residents and their families.

Braemar seeks to provide a continuum of care, where people can age in place at one location and not have to move to another facility when their care needs increase.

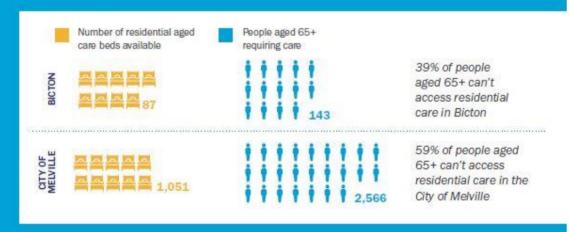
Catering for an Ageing Population

Demand for aged care facilities in the City of Melville where Braemar's Bicton facility is located, continues to rise significantly as the local population ages. Within the City of Melville, there is a significantly higher proportion of older residents than is evident in many other urban areas. By 2026, almost one in five local residents will be 65 or older. As the proportion of older residents grows, so does the need for local residential aged care services.

Overall in the City of Melville, 59% of residents aged 65 and over who require residential aged care locally cannot access it. Braemar therefore recognises and embraces its responsibility to assist in meeting this urgent, unmet demand for aged care places.

Braemar has focussed the design of the new facility on catering for community members who have higher care needs. Original concepts developed in 2017 (that were discussed with the community) considered the provision of independent living units, but Braemar has recognised that there is a very high unmet demand for high care services and have therefore prioritised facilities and residential care accommodation to address this demand.

The redevelopment will allow ageing residents in the local area to access essential care services in a contemporary facility, and remain in their familiar neighbourhood, close to their families and friends.



NOTE

- Based on the number of residential aged care beds with a physical address within the boundary of Bicton (SSC) and Otly of Mehille (LGA), as per the Department of Health (WA) Aged Care Services List.
- Requirement for care refers to a person's need for help or assistance in one or more of the three core activity areas of self-care, mobility and communication, because of a disability, long term health condition (lasting six months or more) or old age.



Objectives of the Development

The following objectives underpin the proposed development:

- Meet the growing needs of aged care in the local community
- Offer a secure and comfortable continuum of care as a resident's level of needs increases over time
- Become a home for residents that accommodates individual preferences and enables personalisation
- Provide a variety of spaces from private to public with varying levels of intimacy and scale
- Maximise connection to the external environment, both through physical access and abundant access to light, ventilation and view

- Promote social interaction and encourages engagement with activities and enrichment programs
- Engender a sense of belonging and safety
- Facilitate the creation of carer-resident relationships in a homelike environment
- Offer calming sensory stimulation
- Thoughtfully accommodate the needs of visiting significant others and creates a life-affirming environment that all building users can enjoy
- Design adds to the aesthetics of the surrounding streets

8 - Braemar Gardens: Proposed Redevelopment Plans



Features of the Proposed Residential Care Facility

The new residential care building will provide state of the art facilities and services that meet modern standards and expectations. Key proposed features include:

- A brand-new aged care facility with residential aged care places for high care residents, including palliative care and specialised dementia care services
- 96 rooms (one per resident), each with an ensuite, bed, sitting room, television, built in cabinetry, drawers and resident transfer hoist system
- 12 rooms per home-cluster, with each accessing a winter garden, interior court yard, dining area, large indoor living area and lounge
- Up to 10 beds to be provided for respite care and short stay accommodation to enable at-home carers to rest while their loved-one is looked after
- A multi-functional wellness centre with a range of allied health services to facilitate reablement programs
- · On-site café that is available to residents,

staff and visitors

- On-site underground parking (50+ bays for staff and visitors, which exceeds requirements) to take parking off the street accessing the facility
- Underground delivery space to reduce congestion on the streets and one way traffic to reduce noise
- Gopher parking and storage
- Landscaped courtyards and gardens
- Retention and uplift of existing large trees on the main street scape.



Building Design Characteristics

The care facility will be accessible from Point Walter Road and is anticipated to include the following key building design characteristics:

- Art deco inspired design, using natural elements (wood, light brick), to offer visually appealing street frontage
- Setbacks far exceeding allowances, so as not to impact neighbouring houses
- Minimal overshadowing of neighbouring buildings (as confirmed by a shade study)
- 5 Star, Green Star Sustainability rating

 with solar panels, LED lighting, double glazed windows, composting facility, food waste composting
- Bins to be kept within an internal airconditioned environment to ensure no smell is noticeable to residents or neighbours
- One way traffic management to ensure no beeping from trucks reversing, while better managing any parking and traffic flows
- Mature trees on the side boundaries to provide screening to neighbouring properties





Features of the Proposed Care Suites

The new care suites will provide contemporary living in a home style accommodation, while providing on-site access to a range of care services including food, laundry, medical and other services. The care suites will be accessible from Bristol Avenue.

The suites will include:

- Nurses' station at the reception which is constantly manned
- 35 suites ranging from 2 bed and 2 bath up to 3 bed and 2 bath homes
- Kitchen
- Laundry

- Lounge and dining rooms in an open plan
- Built in cabinetry and wardrobes
- Balconies
- Access to a range of services across the overall site

Building Design Characteristics

- Platinum level design that ensures extra room and access for people with disabilities
- 3 levels of suites, with the third level setback so as to reduce visual impact on the street
- · 1 underground parking bay per resident
- · BBQ areas
- Consulting rooms to enable doctors and other professionals to provide services on-site
- Setbacks exceeding allowances so as not to impact neighbouring houses
- No overshadowing of neighbouring buildings (as confirmed by a shade study)
- 5 Star, Green Star Sustainability rating

 with solar panels, reuse of grey water,
 LED lighting, double glazed windows;
 composting facility, food waste
 composting

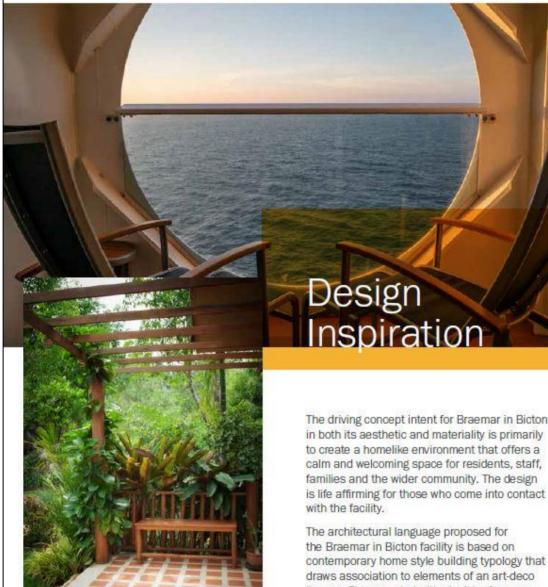


Community Benefits of the Development

The following are the key benefits of this development for the community.

- Increase in the provision of aged care services in an area where there is a high demand
- Provide a range of aged care services, including low and high care, dementia specific and palliative care
- Improve the attractiveness of the building and landscaping to better integrate with the street
- Provide residential aged care services that allow local residents to remain in their familiar neighbourhood, close to friends and family, as their needs change
- Increased customer base for local businesses
- Support for the City of Melville's Age-Friendly Community Strategy by increasing the provision and quality of aged care services
- Job opportunities in aged care and support services, and during construction
- Provide a highly sustainable buildings that reduce environmental impacts

12 - Braemar Gardens: Proposed Redevelopment Plans



The driving concept intent for Braemar in Bicton in both its aesthetic and materiality is primarily to create a homelike environment that offers a calm and welcoming space for residents, staff, families and the wider community. The design

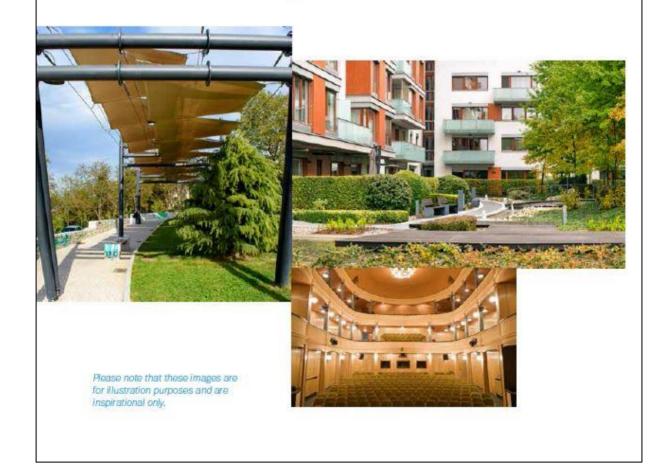
The architectural language proposed for the Braemar in Bicton facility is based on contemporary home style building typology that draws association to elements of an art-deco lineage. This, coupled with playful references to naval architectural forms (as referenced from the MV Braemar) is intended to create a development that is logical, elegant, timeless and delightful.

SECTION 8 - FREQUENTLY ASKED QUESTIONS - 13

The redevelopment reflects a residential design approach that highlights:

- Use of domestic materials such as limestone, timber, face brickwork and glass
- Openness to the streetscape with a welcoming and engaging entrance 'verandahs' providing opportunities for community engagement with the facility
- Division of windows and glazed planes with operable portions
- Introduction of balconies and terraces to upper levels, to offer interaction with the street and landscaping
- Gentle curves on the building design to allow for a softer visual appearance

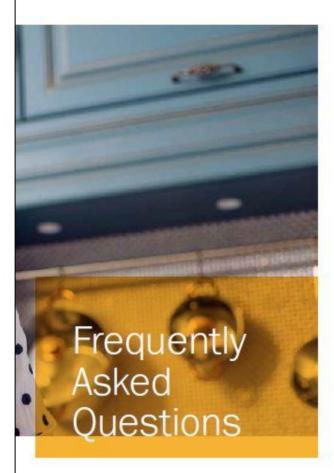
- Introducing playful design elements, to encourage a sense of interest and delight in the physical environment
- Active, flexible and usable courtyard, and 'conservatory' spaces that provide transparency, not only within the building but to the wider context.
- Landscape elements running around, through and over the development to be fully integrated with the built form
- Gardens and landscaped environment to 'soften' the development within its context
- Provide aspects of playful façade articulation, to reduce institutional aesthetic





Braemar is committed to ongoing communication and engagement with our community and stakeholders. An initial engagement process was undertaken in late 2017 with the feedback being used to inform the final designs for the redevelopment of the site.

Braemar welcomes interactions with stakeholders and the community. If you need any information or wish to discuss what is proposed, please contact our Project and Asset Manager on (08) 6279 3636



This section provides answers to questions you may have about the proposed designs for the new development.

Why is the redevelopment of the site being proposed?

The current care facility has been closed for a few years now. The care facility no longer meets current standards. The existing Independent Living Units also do not meet contemporary expectations.

In order to provide the level of amenity required to deliver a high standard of care to residents it is necessary to redevelop the facilities.

Will there be any change to the use or zoning of the site

There is no need to change the zoning in the City of Melville's Town Planning Scheme as the site is currently zoned appropriately for residential care facilities.

3. What is the approval process for this proposed development?

Braemar will be submitting a
Development Application to the City
of Melville to seek approval for the
new facilities to be built. Due to the
value of the proposed development
the approval will be considered by
the Joint Development Assessment
Panel (JDAP). Officers from the City of
Melville will review the development
application and provide a Responsible
Authority Report to the JDAP.

4. What changes to the proposed development have been made since the 2017 engagement period?

The community engagement process undertaken in 2017 was helpful in providing important input to inform the design. The key change to what was proposed in late 2017 is the provision of care suites rather than independent living units. This decision was made as it was clear that there was a greater demand and community need for higher level care than was the case for independent living units. The size of the residential care facility has also increased and will accommodate 26 more residents than previously proposed. These changes have resulted in a significant redesign of the site, with details of this new design described in this document.

Services

5. What services will be provided on site?

The site will provide residential aged care places to support the aged in the local community. Services include high care, respite care, palliative care and specialised dementia care.

6. How many residents will be accommodated on the site?

It is proposed that the care suites will accommodate up to 70 residents in the 35 suites. This includes both couples and singles.

The care facility will also offer 96 residential aged care places as well as up to ten respite suites. This is a small increase on the number of residents that will reside on the site, when fully accommodated.

7. How do prospective residents secure a place in the new buildings?

Due to the work that has to be done to plan and rebuild the facilities, it will be some time (at least three years) before any new places will become available. Please contact us on (08) 6279 3636 or admissions@braemar.org.au to apply for a place at one of our facilities.

To enter an aged care facility in Australia, all applicants must be assessed by an Aged Care Assessment Team (ACAT). This assessment will ascertain whether or not you or a loved one are eligible to receive residential aged care services. This can be done through your doctor or directly through the ACAT.

Existing Residents

8. Are there any residents still living at Braemar's Bicton location? What is being done to accommodate these residents?

> There are no residents living in the residential aged care facility, Braemar Lodge. Previous residents were relocated to other facilities in May 2016.

However, there are currently a few residents at the independent living accommodation, Braemar Gardens. These residents are being relocated to new homes that Braemar is providing.

9. Will existing residents at other Braemar facilities be able to transfer to the new facilities?

Residents at other Braemar facilities may choose to request to transfer to the new facilities once opened. However, it should be noted that the process of approvals, construction and opening is likely to take until mid to late 2021. Residents will be provided with further information about this at the appropriate time and this will be assessed on a case-by-case basis.

Building Design & Construction

10. How will the buildings interface with the streets?

The building designs have been carefully designed and include the provision of high quality landscaping and greenery to integrate with the streetscape and create a welcoming entrance and street interface. Healthy mature trees on Point Walter Road verge will be retained.

11. Will the setback from the street/ neighbours change?

All setbacks will be in accordance with local planning laws. It is proposed that the site boundary setbacks will remain similar, and in some areas of the site will increase to create greater space and separation from neighbouring blocks.

12. How will the buildings be designed to support environmental sustainability?

A great deal of attention has gone into designing highly sustainable buildings that reduce environmental impacts. The building designs will ensure a 5 Star, Green Star Sustainability rating.

Key features include solar panels; LED lighting; double glazed windows; composting facility; food waste composting.

13. How is overlooking and shadowing being addressed?

The buildings have been kept to a scale and with the appropriate set-backs to ensure overlooking and overshadowing don't occur. A shadow study has been done and is in line with regulations.

The proposed facility design sets out careful placement of bedroom windows so it does not overlook any adjoining properties. Screening will also be provided by boundary trees and landscaping.

14. How will traffic and parking be managed at the new building? Will the road access change?

There is no proposed change to the current road access at the facility. Residents of the care suites will access their car parking from Bristol Avenue as is currently the case with the independent living units.

For the aged care facility, there is ample under croft parking for staff and visitors, which will be accessed from Point Walter Road – as was the case when the decommissioned care facility was operating.

All parking will managed on-site and not on the street and exceeds the regulatory requirements. Additionally, the entry and exit is in a one way loop so that delivery trucks and other vehicles do not have to back out, creating noise or interference to others.

The plans carefully considering the management of traffic flow to ensure there are no impacts on local traffic. A number of measures are proposed to assist with traffic flow, including resident pick up and drop off area and dedicated ambulance and delivery vehicle bays.

15. Will the current building be demolished?

It is anticipated that all of the current buildings will be demolished, once the relevant applications and approvals have been completed.

18 - Braemar Gardens: Proposed Redevelopment Plans

Braemar will appoint a contractor to complete and manage the demolition. The contractor will be required to implement a demolition management plan to minimise disruption, such as noise, traffic and dust, to surrounding residents, and act in full compliance with the demolition requirements of the City of Melville.

16. What is the proposed schedule and timing for the redevelopment of the facilities?

There are a number of steps that need to be taken before any new facilities are developed. This could take at least three years before the facilities are opened.

The key steps include:

- Community engagement process to seek feedback on the proposed designs and architectural plans
- Submission of a Development Application the City of Melville for review
- Advertising of the proposed development plans by the City of Melville to the community for feedback
- Assessment of the development application by the Joint Development Assessment Panel

If approved:

- · Demolition of buildings
- · Appointment of the Builder
- · Site works and construction commence
- Fitout of internal spaces such as furniture.
- Commissioning and safety testing of key infrastructure
- Training of staff and integration into the new facility
- Opening of the facility and intake of residents

The timing of the development is contingent on how long the approvals process will take. If the development application is approved without delay it is likely that the demolition of the existing buildings would occur in early 2020. The buildings are anticipated to open to residents in late 2021.

Braemar is committed to keeping the local community informed of progress in regard to these steps.

17. How will construction be managed to minimise disruption to neighbours and local residents?

Braemar and the appointed building contractor will abide by all local regulations on construction, and implement a plan to ensure that disruption to neighbours and local residents is minimised.

Processes will be implemented in the following areas, with the aim of minimising impacts on neighbours and local residents:

- Traffic management and parking of contractors' vehicles
- · Noise management strategies
- · Dust management strategies
- Cleaning of the street and site and checking for rubbish from the site
- · Health and safety processes.
- Dilapidation surveys to record the structural integrity of existing buildings and any disruption caused during construction
- 18. What time of the day will construction begin and end?

Braemar will require that all contractors abide by local regulations on construction and noise. The City of Melville permit noise from construction work from 7:00am to 7:00pm Monday to Saturday only. Outside of these times the noise has to be under the levels in the Environmental Protection Regulations.

 How will Braemar manage safety and security during construction?
 Braemar and the appointed Contractor will implement a plan to ensure the site is safe and secure during the construction phase.

20. How can I raise issues during construction?

During the construction works, the site will be under the control of the building contractor. Any issues can be raised directly with Braemar. Contact details will be made available prior to construction commencing.

Community Engagement Process

21. How are Braemar engaging with the community?

As part of Braemar's mission to care for our community, we are committed to engaging with the community on this project. We have appointed experts in community engagement – Creating Communities Australia Pty Ltd to help design and deliver the consultation process.

This process includes meetings with key stakeholders as well as a Drop In Session to be held on Thursday 16 May, 2019 from 3:00pm to 8:00pm at the premises of Braemar Lodge, 51 Walter Road, Bicton.

This will provide the community with an opportunity to view the designs, talk oneon-one with the project team and provide feedback.

22. What will Braemar do with feedback from the community?

Creating Communities Australia will produce a consultation report that will be used to inform the finalisation of the architectural designs. The Braemar project team will consider all feedback received from the community in the development of the final designs and planned services.

23. What are the next steps after the Open Day?

The first step will be to finalise designs. Following this Braemar will submit a development application for the site.

24. Who can I contact for further information if I want to know more about the Community Engagement Process?

For further information, please contact Andrew at Creating Communities on (08) 9284 0910 or andrew@creatingcommunities.com.au

25. Who can I contact for further information if I want to know more about the proposed development?

For further information, please contact Amy Andrews at Braemar on 08 6279 3636 or bicton@braemar.org,au



www.braemarcare.com.au

PO Box 1115 Willagee WA 6156

bicton@braemar.org.au

(08) 6279 3636

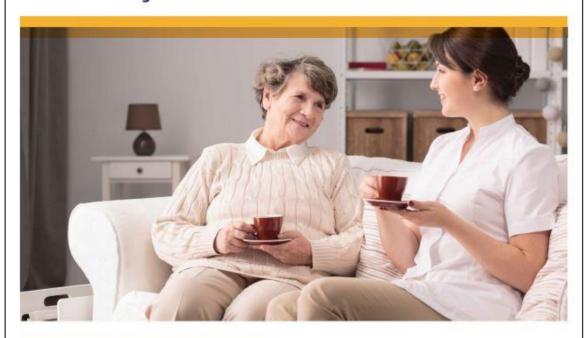
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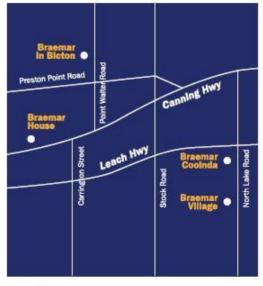
5.2 Appendix 2: Information Boards

The following information boards were printed on AO corflute and displayed at the open day.

Braemar in Bicton: Proposed Regeneration

About Braemar Presbyterian Care





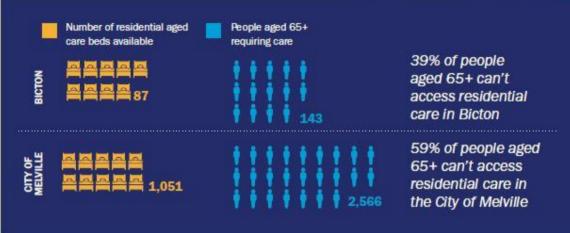
For 65 years, Braemar has been providing relationship-centred care to the people of Western Australia. Braemar opened its doors in 1952, founded from the vision of a member of the Presbyterian Church, who gifted her possessions to assist in the creation of a home for aged people.



Catering for an Ageing Population

It is well understood that Perth's population is ageing. Braemar in Bicton sits within the City of Melville, which has a significantly higher proportion of older residents than many other areas. By 2026 almost one in five local residents will be 65 or older. As the proportion of older residents grow, so will the need for local aged care and housing services. The redevelopment will allow ageing residents in the local area to access essential care services in a contemporary facility, and remain in their familiar neighbourhood, close to their families and friends.





Overall in the City of Melville, 14% of residents aged 65 and over require care but 59% of those cannot access residential aged care locally. Braemar therefore recognises and embraces its responsibility to assist in meeting this urgent unmet demand for aged care places.

SOURCES

Australian Bureau of Statistics, 2016 Consus of Population and

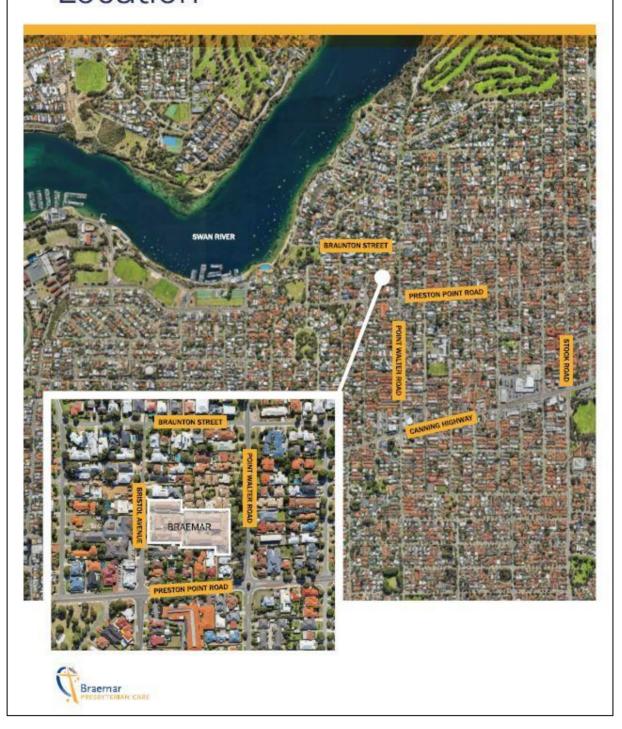
Housing, Available at www.abs.gov.ab Department of Health, Agoid Care Service List as at 30 June 2018 Available at www.agodcare.health.gov.au

NOTE

- Based on the number of read-initial aged care beds with a physical address within the boundary of Bloton (SSC) and Oilly of Mysike (LGA), as per the Department of Health (WK) Aged Care Services List as at 30 June 2018.
- Requirement for care refers to a person's need for help or assistance in one or more of the three core activity areas of selfcare, mobility and communication, because of a disability long form health condition flashing six morths or more) or did age.



Braemar in Bicton: Location



Braemar in Bicton: Current Facility



Braemar in Bicton has been home to many residents over the years. The aged care facility (Braemar Lodge) was deactivated in 2016 as it no longer meets relevant building standards.



The proposed regeneration seeks to create a facility that meets these standards, and provides attractive, contemporary and sustainable facilities for residents.





Braemar in Bicton: Proposed Regeneration



Our proposed redevelopment seeks to improve the quality, range and capacity of residential care and accommodation services at Braemar in Bicton, to meet contemporary community aspirations and living standards as well as all relevant aged care building compliance standards.

The improvements to Braemar in Bicton will ensure there are attractive, contemporary and sustainable facilities on offer to the local community that will provide aged care services, now and into the future.



*These are draft concept plans only

Proposed Features of the Care Facility



The new care facility is for residents requiring high levels of care, including palliative care and specialised dementia care services. The features include:

- 96 rooms (one per resident), each with an ensuite, bed, sitting room, television, built in cabinetry, drawers and hoist system
- 12 rooms per home-cluster, with a winter garden, interior court yard, dining area, large indoor living area and lounge
- 10 beds for respite care and short stay
- A multi-functional wellness centre
- Salon

- On-site café for residents, staff and visitors
- On-site underground parking (50+ bays)
- Underground delivery space and one way traffic to reduce noise
- · Gopher parking and storage
- Landscaped courtyards and gardens
- Retention and uplift of existing healthy large trees



Proposed Features of the **Care Suites**



The new care sultes will provide contemporary living in a home style accommodation, while providing on-site access to a range of care services including food, laundry, medical and other services. The sultes will include:

- Nurses' station at the reception which is constantly manned
- 35 suites ranging from 2 bed and 2 bath up to 3 bed and 2 bath homes
- Lounge and dining rooms in an
- open plan Kitchen
- Laundry
- Windows to all bedrooms
- Built in cabinetry and wardrobes
- Balconies
- · Access to the landscaped areas, courtyards, wellness centre, Multifunction room and roof top garden at the adjoining care facility



Draft Floor Plans

Lower Ground / Basement Floor

CARE FACILITY

- Lobby; reception; administration and meeting rooms
- Ample parking and drop off area
- · Kitchen and laundry
- Resident rooms and dining lounge area
- · Respite rooms
- · Courtyards and verandahs
- · Back of house functional areas
- · Physio / Wellness space
- Cafe

CARE SUITES

- Below ground parking
- Access to shared facilities in the care facility through service tunnel

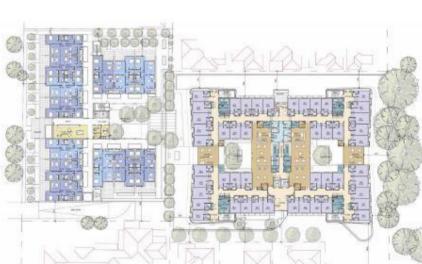


CARE FACILITY

- Home clusters of residential rooms with ensuites
- · Lounge and dining areas
- Salon
- Courtyards
- Activity areas
- Storage areas
- Walkway connection to rear landscaped garden space

CARE SUITES

- · Residential suites
- Nurses area
- · Meeting room
- Club lounge and library





All designs and information eigenting the proposed development are conceptual and maybe subject to ne tall.

Draft Floor Plans

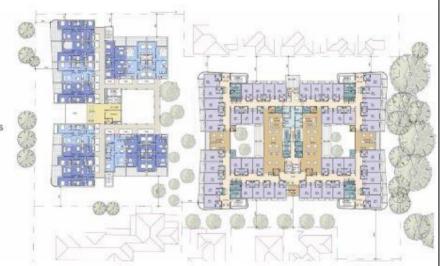
First Floor

CARE FACILITY

- Home clusters of residential rooms with ensuites
- · Lounge and dining areas
- Salon
- · Courtyards and balconies
- · Activity areas
- Storage areas

CARE SUITES

- Residential suites
- Balconies
- · Therapy area



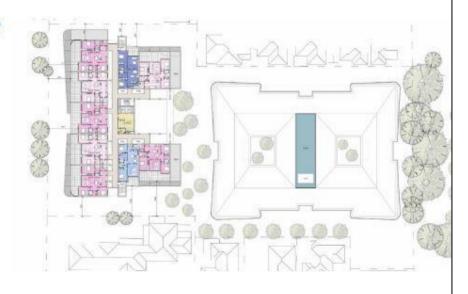
Second Floor

CARE FACILITY

· Plant room

CARE SUITES

- Residential suites
- Balconies
- · Activity area





All designs and information egipting the proposed development are conceptual and maybe subject to recisi following community her back and other considerations, before lodgement of a given correct explication.

The Redevelopment **Process**

The design and development process commenced in 2017 with feedback from the community informing the designs. If the Development Application is approved, the new facilities are expected to open their doors in late 2021

Initial Concept Development and Community Engagement (2017 - 2018)

- · Engage the community to inform the design of the facilities
- Engage with the City of Melville on the pre-application process, including Design Review input and consideration of Public Art requirements

Designs and

- · Relocate remaining residents to better accommodation
 - · Complete final designs of the facilities and seek feedback from the community
 - . Submit a Development Application to the Joint Development
 - . Formal public advertising of the application by the City of Melville for community feedback Application determined by the Joint Development Assessment Panel

Redevelopment

(Late 2019 -

Late 2021)



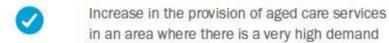
Completion and Facility (Late 2021) · Seek a demolition license to remove the old buildings

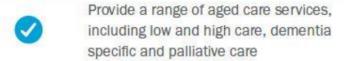
- · If the redevelopment, including demolition of the site, is approved:
 - Inform local residents
 Appoint a builder
 - Appoint a demolition contractor
 - Update local residents on demolition process
 - · Demolish existing facilities
- Update local residents on construction process
 - Site works
 - · Construction of the buildings and landscaping
- · Update Braemar residents, staff and local residents
- · Appointment of staff to run the facilities
- · Open the facilities

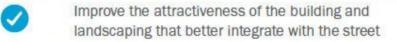


Community Benefits









Provide residential aged care services that allows local residents to remain in their familiar neighbourhood, close to friends and family, as their needs change

Increased customer base for local businesses

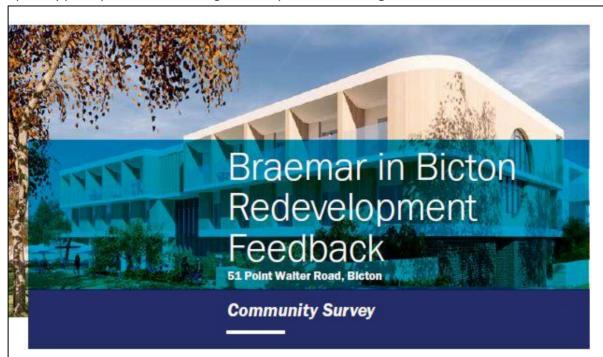
Support for the City of Melville's Age-Friendly
Community Strategy by increasing the
provision and quality of aged care services

Job opportunities in aged care and support services, and during construction



5.3 Appendix 3: Feedback Form

Open day participants were encouraged to complete the following feedback form.



Braemar Presbyterian Care welcomes your feedback on the proposed designs for redevelopment of Braemar's Bicton facility and the provision of aged care services in the local area.

Please read the information booklet first before responding to the questions below. All feedback will be used to help inform future planning and decision making.

You can provide feedback for one week following the Open Day. All feedback must be received by Thursday 23 May, 2019. In this survey, please tick the box which best represents you and your opinion.

ABOUT YOU

1. Where do you reside?

- In a street near Braemar Lodge, or Braemar Gardens
- Elsewhere in the suburb of Bicton
- In another suburb within the City of Melville (Please state which suburb)
- In another suburb outside of the City of Melville (Please state which suburb)
- In an existing Braemar facility
 (Please state which facility)

2. What is your gender?

Male

Female

Prefer not to say

3. What is your age?

Less than 25 years

26-35

36-45

46-55

56-65

66-75

76-85 86 and older



A third party, Creating Communities, is managing the engagement process on behalf of Braemar. Your feedback will remain anonymous and all information provided will not be identifiable to you.

Creating Communities

FEEDBACK ON THE PROVISION OF AGED CARE FACILITIES AND SERVICES Please select your level of agreement Neither Strongly Strongly Agree with the following statements: Agree Disagree Disagree Agree Nor Disagree There is a need for more aged care facilities and services in the City of Melville and Bicton This proposed redevelopment will help to address the demand for aged care facilities and services in the City of Melville and Bicton Which of these housing options Neither do you think you might consider Strongly Agree Strongly Agree Disagree Agree Nor Disagree at any point in the future? Disagree Use in-home community care/ home care services (that is support in your own home for things like housework, personal care, etc) Live in an over-55s lifestyle / retirement village Live in a residential aged care facility (a care facility or nursing home that provides round-the-clock care) Do you have any comment about the current availability of aged care services in the Bicton area or City of Melville?

FEEDBACK ON THE PROPOSED PLANS FOR BRAEMAR IN BICTON What do you like most about the proposed plans for the redevelopment of Braemar in Bicton? Do you have any concerns or suggested improvements to the plans for the proposed development of Braemar in Bicton? Please select your level of agreement with the following statements: Neither Strongly Agree Strongly Agree Disagree Nor Disagree Agree Disagree I support the redevelopment of Braemar's Bicton facility to create a new care facility and care suites I support the proposed designs for the Residential Aged Care Facility I support the proposed designs for the Residential Care Suites (Home Living style)

GENERAL COMMENTS 10. Do you have any other comments you wish to make about the proposed redevelopment of Braemar's Bicton facility? WOULD YOU LIKE FURTHER INFORMATION? If you would like one of the project team to contact you following the Open Day to discuss the proposal, or to receive information once the development application is submitted, please provide your details: Note. Your Information will be treated in accordance with Braemar's Privacy Policy located at www.braemarcare.com.au. Your identity will be kept private and confidential at all times by Creating Communities who will collect the data. Your responses will remain anonymous, and will be kept separate from your contact details if you supply them. The responses you provide will be combined with the responses of others in a report that will be shared with others - but you will not be identified. You can submit your survey by Thursday 23 May 2019 via: . In person at the Open Day on Thursday 16 May · Posting your completed survey to Breyon Gibbs, Creating Communities · Emailing your completed survey to PO Box 544, Wembley, WA 6913 info@creatingcommunities.com.au (express post)

5.4 Appendix 4: Anecdotal Feedback Sheet

Project team members recorded anecdotal feedback on the following sheet during discussions with open day participants.

	levelopment - Open Day eedback Sheet
The person you are speaking to is a: Reighbour (lives/owns a property close to the site) Resident of local suburb (Bicton)	City of Melville representative
Resident of another suburb: Positives	Other: Issues/Concerns
OTHER COMMENTS:	829
Completed by:	

Creating Communities

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AGENDA (Part 2) CITY OF MELVILLE DESIGN REVIEW PANEL

Meeting Date:3 April 2019Meeting Time:12:10pmVenue:Swan Room

Meeting Started:

1. Attendance

(a) Panel Members

Chris Maher (Hames Sharley)

Fred Chaney (Taylor Robinson Chaney Broderick)

Damien Pericles (Realm Studios)

Malcolm Mackay (Mackay Urban Design) (Acting Chair)

(b) Proponents

Planning Solutions - Item 1

(c) City Officers

Mark Scarfone (City of Melville)
Ben Ashwood (City of Melville)
Peter Prendergast (City Of Melville)

(d) Note Taker

2. Apologies

3. Declaration of Interest

Nil

4. Item 1 – 51 Point Walter Road, BICTON (Pre-Lodgement)

Proposed Four Storey Aged Care Facility

4.1. Officer Presentation – TO COMMENCE APPROX 12:10pm

City of Melville Senior Planning Officer, Ben Ashwood will introduce this item to the Panel.

4.2. Proponent Presentation – TO COMMENCE APPROX 12:15pm

Applicants from Planning Solutions will discuss this item to the Panel.

4.3. Design Quality Principles

Items presented to the Design Review Panel are assessed by a panel of architects, and urban and landscape designers, referencing the 10 'Design Principles' described in State Planning Policy 7.0 Design of the Built Environment (SPP 7.0). These include:

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

The Panel will provide commentary regarding the elements of the design that are supported and those that would benefit from further consideration. For preliminary applications, the Panel's comments shall be provided to the proponent to assist in the development of the design.

(a) Strengths of the proposal

- Architecture is thoughtful and refined.
- Externally accessible/semi-open walkways are good and enable cross ventilation and greater awareness of internal landscape spaces such as the courtyard.
- The development has managed the south facing units well, in part thanks to the abundance of common outdoor areas/courtyards.
- Internal planning to the RCF component and the ILU apartments is good.
- Western elevation is good because its in keeping with the scale of the streetscape.
- The alternate street orientations of the RCF and the ILUs are a real strength of the proposal, helping to express the two different components and give them completely separate street addresses.
- The quirky, subtle art-deco motifs are a good response to the often elusive 'sense of place'.
- Picket fencing ties in well to the existing streetscape character.

(b) Weaknesses of the proposal

- For a big site with tall buildings the tree species aren't huge species. Step back and consider species that can have canopies that grow above the building.
 - (c) Suggested improvements to the proposal
- Introduce more substantial vegetation on the north and south sides of the development where it is currently lacking.
- Consider ways to introduce landscaping on the ILU walkways.

- With reference to the above point consider the edge treatment for someone looking down through the walkways (are they looking down into bedrooms below or onto landscaping etc.).
- Investigate improved wayfinding between the two facilities through the lower ground level, particularly for servicing between the two buildings.

(d) Recommendation

• Applicant to incorporate the suggested improvements into the Development Application drawings. No need for the application to be presented back to the DRP.

Development Application Lot 3 (51) Point Walter Road

Lot 3 (51) Point Walter Road Bicton, WA



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Project details

Job number	3588	
Client	Braemar Presbyterian Care	
Prepared by	Planning Solutions	
Project Team	Proponent & Applicant	Braemar Presbyterian Care
	Architect	T&Z Architects
	Landscape Architect	Plan-E
	Traffic	Urbii
	Acoustic	Gabriels Hearne Farrell
	Waste Management	Encycle Consulting
	Community Consultation	Creating Communities
	Civil Engineering	Lucid Consulting Australia

Document control

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Appendix 2.	Development Plans

Appendix 2: Development Plans
Appendix 3: Traffic Impact Statement

Appendix 4: Acoustic Report

Appendix 5: Waste Management Plan
Appendix 6: Community Consultation Report
Appendix 7: Design Review Panel Notes



1 Introduction

Planning Solutions acts on behalf of Braemar Presbyterian Care, the proprietor and proponent of the proposed development at Lot 3 (51) Point Walter Road, Bicton (**subject site**). Planning Solutions has prepared the following report in support of an Application for Approval to Commence Development to construct a new three storey residential aged care facility on the subject site, comprising a 102 bed aged care facility on the eastern portion of the subject site (fronting Point Walter Road), and 35 aged care suites on the western portion of the subject site (fronting Bristol Avenue).

This report will discuss various issues pertinent to the proposal, including:

- Background.
- Site details.
- Proposed development.
- Town planning considerations.

The proposal seeks to redevelop the existing Braemar Lodge and Gardens aged care facility on the subject site. This includes the demolition of the existing buildings, construction of new buildings and upgrading services. The proposal will augment Braemar Presbyterian Care operations in Bicton, including development of dementia specific care facilities. The proposal will provide additional aged care and dementia services for persons residing primarily in the local community and south-western sub-region of the Perth metropolitan area.





2 Background

2.1 Braemar Presbyterian Care – Braemar Gardens

Braemar Presbyterian Care (**Braemar**) is a Western Australian organisation which provides an array of care and services. Specifically, Braemar is a not-for-profit organisation that aims to provide high quality relationship centred aged care services to the local community. Braemar expertise includes aged care services specialising in dementia care, palliative care, emotional support and spiritual care.

The existing Braemar Lodge and Gardens situated on the subject site was approved and constructed in the mid-late 1990's by Braemar.

This application seeks approval to redevelop the Braemar Lodge and Gardens aged care facility, comprising a residential aged care and dementia specific care facility, overnight respite care beds, residential care suites, and associated administration, landscaping, car parking and access.

2.2 Engagement with City of Melville

2.2.1 City of Melville Planning Department

Prior to lodging the application for development Braemar has met with the City's planning officers on several occasions to discuss the proposed development. These meetings occurred on 15 May 2014, 22 May 2017, 19 February 2019 and 25 March 2019. The general purpose of the meetings was to discuss matters relating to land use, and building form, scale and height.

2.2.2 City of Melville Design Review Panel

The proposed development plans were presented to the City's Design Review Panel (**DRP**) on 3 April 2019. The proposal was well received by the panel with the architecture described as thoughtful and refined. The DRP suggested that there were opportunities to introduce species of trees with canopies that could grow above the building. Other suggested improvements related to landscaping, edge treatments to improve internal privacy and investigation of wayfinding at ground level between the two facilities. The DRP Notes are contained in **Appendix 7**. The DRP comments are addressed throughout this report and on the final set of development plans.

2.3 Community consultation

Braemar engaged the services of a community engagement specialist, Creating Communities, to liaise with the community regarding the proposal. This included key stakeholder meetings, neighbour meetings (one-on-one), and a community open day. There was an overall level of support for the redevelopment. The key concern raised during the consultation related to traffic and car parking.

Refer **Appendix 6** Community Consultation Report for details of the community consultation process and outcomes.



3 Site details

3.1 Land Description

Refer to the table below for a description of the land subject to this development application.

Table 1: Subject lots

Lot	Diagram	Volume	Folio	Area (m²)
3	70923	1747	92	9,628

The Certificate of Title contains the following easements and memorial:

- A552803 Easement for Metropolitan Water Supply, Sewerage and Drainage Board.
- A938234 Easement for Metropolitan Water Supply, Sewerage and Drainage Board.
- Easement Burden created under Section 27A of the Planning and Development Act.
- F006717 Memorial created under the Retirement Villages Act 1992.

The above easements have been considered in the overall design of the proposed development. The development as proposed does not conflict with any of the encumbrances.

Refer to **Appendix 1** for a copy of the Certificate of Title, Sketch and Diagram.

3.2 Site Context

3.2.1 Regional context

The subject site is located in the suburb of Bicton, approximately 15km south west of Perth city centre and approximately 5km north east of Fremantle city centre.

The subject site fronts Point Walter Road to the east and Bristol Avenue to the west. Point Walter Road and Bristol Avenue provide access to Preston Point Road and Canning Highway to the south, which connect the subject site to the wider Perth metropolitan region.

The subject site is situated within the municipality of the City of Melville (City).

3.2.2 Local context, land use and topography

The subject site is owned and operated by Braemar Presbyterian Care, and the existing development on-site comprises a residential aged care facility.

The subject site is bounded by Point Walter Road to the east and Bristol Avenue to the west.

The subject site is surrounded by the following mix of land uses:

- 'Carinya on Bristol' nursing home is located opposite the subject site to the west.
- Bristol Avenue Neighbourhood Centre is located opposite the subject site to the south west, comprising a café, fish & chip shop, hairdresser and liquor store.



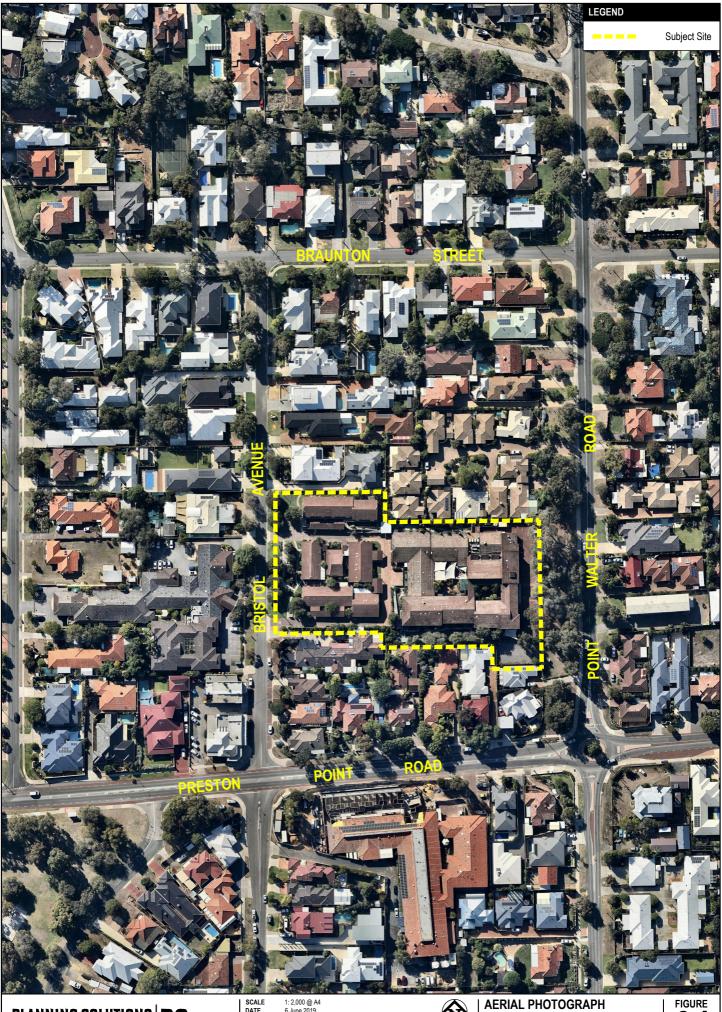
- Two storey residential development abuts the subject site to the north on Bristol Avenue, and is located opposite the subject site to the west (Bristol Avenue) and east (Point Walter Road).
- Single storey grouped dwelling development abuts the subject site to the north on Point Walter Road, and to the south on Bristol Avenue.
- Single storey residential development abuts the site to south (properties fronting Preston Point Road), and 'Carinya of Bicton' nursing home is located on Preston Point Road to the south of the subject site.

Beyond its immediate extents and adjoining properties and streets, the subject site is widely surrounded by a low-medium density residential development.

Bus stops are located within 100m walking distance of the subject site, along Preston Point Road to the south. The subject site has access to Bus Routes 148, 158 and 500, which provide access to Fremantle train station and city centre, as well as Elizabeth Quay bus station and Perth city centre. The site is also located within 1km of Melville Plaza Shopping Centre to the south east.

The subject site slopes down towards Point Walter Road (south) (21.7 AHD), Point Walter Road (north) (24m AHD), from a high point in the western portion of the site along the Bristol Avenue frontage (25.1m AHD).

Refer **Figure 1**, aerial photograph. **Photographs 1 to 6** further below depict the subject site and surrounds.



SCALE DATE FILE REVISION

1: 2,000 @ A4 6 June 2019 01 190606 3588 Aerial Photograph.dwg 1/DR/First Draft/06.06.2019

LOT 3 (51) POINT WALTER ROAD, BICTON, WA

FIGURE 01





Photograph 1: Subject site as viewed from Point Walter Road.



Photograph 2: Subject site as viewed from Bristol Avenue.



Photograph 3: View of Point Walter Road looking south, and subject site's front setback and verge areas (east).





Photograph 4: View of Bristol Avenue looking north from the subject site.



Photograph 5: View of No. 41 Bristol Avenue (Carinya on Bristol), opposite the subject site to the west



Photograph 6: View of No. 64 Point Walter Road, opposite the subject site to the east



4 Proposed development

The proposal seeks to redevelop the existing Braemar aged care facility to provide an integrated aged and dementia care facility. The proposal involves the demolition of the existing buildings and construction of a residential aged care facility on the subject site. The proposed development comprises a new 102 bed residential aged care facility (**RACF**) on the eastern portion of the site fronting Point Walter Road; and a 77 bed facility disbursed across 35 residential care suites (**RCS**) on the western portion of the subject site fronting Bristol Avenue. The proposed development includes dementia specific care and day respite services, as well as associated administration, landscaping, access and car parking.

The proposal will make a significant contribution towards meeting the needs of future residents and respond to the increasing demand for 'ageing in place'. Overall, the development will create a home that will enhance the quality of life for its future residents.

The particulars of the proposed new RACF and RCS development are listed in Table 2 below.

Table 2 - New aged care facility development particulars

Level	102 bed RACF Development Particulars	35 RCS Development Particulars
Lower Ground Floor	 Six respite care beds, each with ensuites and five with direct access to a courtyard. 57 car bays including two ACROD bays and four bays adjacent to the porte cochere. One service loading / delivery bay. 12 bicycle parking bays (six internal bays and six at main entrance). One gopher parking area. End of trip facilities including male and female showers, change rooms and lockers. Administration, reception and foyer/lounge spaces. Various staff, meeting, office and store rooms. Physio and training/chapel spaces. Toilets (including universal access toilets) and change rooms. Kitchen and laundry service areas. Bin storage area. Pump, plant, maintenance and service rooms, and two fire tanks. 	 50 internal car bays. Ten internal bicycle bays. Buggy parking area. 35 store rooms. Bin storage areas. Utility and service rooms.
Ground Floor	 48 care beds, each with ensuites. Various communal dining and living areas, including 'quiet lounge' and grieving rooms, and a balcony. Various staff, nurse and medical consultation rooms. Kitchen and laundry service areas. Staff and universal access toilets. Two internal landscaped courtyards. 	 13 x two-bed care suites (including eight with private courtyards and direct access to Bristol Avenue). Communal living areas including a club lounge/ library area and landscaped courtyard area. Staff / nurse / reception and meeting rooms. One universal access toilet.



First Floor	 48 care beds, each with ensuites, and ten with direct access to a balcony. Various communal dining and living areas, including quiet lounge and grieving rooms, and three balconies. Various staff, nurse and medical consultation rooms. Kitchen and laundry service areas. Staff and universal access toilets. One beauty / hair salon. 	 13 x two-bed care suites. One communal living/sitting area. One therapy room. One universal access toilet and service room.
Second Floor	Rooftop plant	 Two x two-bed care suites. Seven x three-bed care suites. One communal living / activity room. One universal access toilet and service room.

4.1.1 Aged Care Facility

The proposed RACF development will operate 24 hours a day, 7 days a week, providing 'round the clock care' to its residents. A maximum 40 employees will occupy the premises at a given time, specifically at shift handover periods of 15 minute in duration (typically). Employees will undertake shift work and will not sleep on site.

The proposed RACF development provides a total of 58 on-site car parking bays, including two ACROD bays and one service loading bay. Access to the car parking areas is provided via three one-way crossovers to Point Walter Road eastern boundary of the subject site. The proposed access and parking arrangements are detailed in section 4.2 of this report below.

The proposal also includes provision of high quality landscaping on the subject site along street frontages and throughout internal courtyards and gardens. The proposed landscaping is detailed in section 6.6 of this report below.

4.1.2 Residential Care Suites

The proposed RCS development will provide for a larger residential aged care option than the standard 20 - 30m² RACF rooms. The care suites are intended to accommodate older people (including couples, singles and highly frail people) requiring general and high level aged care services in the community. Essentially, the RCS are intended to be part of a broader, more community enhancing and integrating form of residential care accommodation that appropriately delivers advanced aged care services in a more contemporary, family supportive care environment. The care suites will provide for a greater continuum of care in a range of accommodation options (ie. 'ageing in place' options) – all designed for the care and support of older people within the local Melville community and broader Fremantle geographic area.

The care suites are an atypical form of Class 9c building type and are not considered typical retirement living units, as they meet a significantly higher level of building fitment that supports highly frail and vulnerable people to live within a supported, secure, and physically enabling environment. In addition, the care suites are entirely consistent with the provisions of the Aged Care Act, which standard retirement units and over 55's dwellings are not.



The RCS development will be physically connected to and receive services from the adjoining RACF. A connection between the RCS and RACF buildings is provided via an enclosed trafficable service corridor/driveway in the car park under both buildings. Staff will move between the RCS and RACF buildings as required, providing services to residents on an as needed and planned basis.

With respect to land tenure, Braemar will maintain ownership and operations management of the RCS (and RACF) development. It is also intended that the contributions paid upon entry to the RCS will be in line with the payment contribution methodologies under the Aged Care Act for residential aged care, but commensurate with the larger sized accommodation on offer. Residents will only be required to pay once for entry to the Braemar Bicton care facility, that is, if a resident enters the care suites as a first entry point, the contribution they make at that point will only be refunded once they have a final exit from the RACF should they transition to this facility. That ensures that if their physical or cognitive condition fails to a point where relocation from an aged care suite to, for example, a secure memory support unit in the RACF, their once off payment contribution travels with them for the journey through the RACF. In the instance of a couple coming into care, the payment will continue through the survivability of the surviving partner.

Refer to **Appendix 2** for a copy of the Development Plans.

4.2 Access and parking

The proposed development will provide access and egress from Point Walter Road to the east and Bristol Avenue to the west. Specifically, the proposed access and parking comprises:

- Three one-way vehicle crossovers on Point Walter Road are proposed, comprising one ingress only crossover (south) and two egress only crossovers (north / south).
- The two southern most crossovers will connect to a one-way porte cochere road (internal driveway), which will provide access to a drop off and pick up area adjacent to the main entrance and reception, or enable visitors and staff to drive into the RACF under croft car parking areas.
- The northern crossover to Point Walter Road will be an exit only crossover.
- One full movement vehicle crossover on Bristol Avenue will provide access to the RCS basement car parking area.
- A total of 108 on-site car parking bays will be provided as follows:
 - 53 internal car bays (including two ACROD bays) accessed via Point Walter Road (south).
 - Four car bays accessed via Point Walter Road (south), located adjacent to the RACF main entrance.
 - One service loading / delivery bay located adjacent to the RACF development (northern boundary), accessed via Point Walter Road.
 - 50 internal / basement RCS car parking bays accessed via Bristol Avenue (south).
- A total of 22 on-site bicycle parking bays, as follows:
 - Six bicycle bays (three bicycle racks) to be located adjacent to the RACF main entrance.
 - Six bicycle bays (three bicycle racks) to be located within the internal car park on the lower ground floor of the RACF building.
 - Ten bicycle bays (five bicycle racks) to be located within the internal car park on the lower ground floor of the RCS development.

Refer to **Appendix 2** for a copy of the Development Plans.



5 Strategic planning framework

5.1 City of Melville Local Planning Strategy

The City's Local Planning Strategy (**LPS**) is the principal strategic planning instrument which guides the City's vision. The LPS provides the strategic context for the development of more detailed frameworks pertaining to housing and commercial considerations and ultimately, a new Local Planning Scheme. The LPS is intended to guide the City's strategic direction for a period of 10 to 15 years.

The following objectives and provisions of the City's LPS are pertinent to this proposal.

Section 2.1 – Social and Cultural [objective]:

Support housing choice and variety in neighbourhoods to match changing household needs with community identity and high levels of amenity.

The proposal will provide for increased housing diversity and choice within an established neighbourhood that has a high level of amenity. The proposed development is considered compatible with, and consistent with, the surrounding residential context and the community's identity, given the proposal comprises redevelopment of an existing aged care facility on site. The proposed redevelopment of Braemar Lodge and Gardens will provide opportunities for older persons in the community to downsize, age in place and/or have access to aged and dementia specific care – catering to current and future needs.

Section 3.3.4 – Neighbourhood and Local Centres

Gaps and opportunities that would improve performance outcomes of activity centres are:

 Increase the density and diversity of housing in and around activity centres to improve land efficiency, housing variety and support centre facilities. A more rigorous pursuit of higher-density housing should be incorporated within and immediately adjacent to activity centres to establish a sense of community and increase activity outside normal business hours.

The subject site is located opposite the Bristol Avenue Neighbourhood Centre, as identified in the City's LPS. Pursuant to the City's LPS, the proposal will contribute to improving the land use efficiency and housing diversity around the Bristol Avenue neighbourhood centre. In addition, the proposed development will contribute to the activation of the area, as comprising a 102 bed RACF and 35 care suite development that will operate 24 hours a day, with up to 45 staff located on site at any one time.

Section 4.8 – Housing [strategies]:

- Promote innovative, high quality residential developments on opportunity sites;
- Promote a diversity of housing to better enable ageing in place.

The redevelopment will provide for a mix of aged care, care suites and integrated dementia care services. The improved facilities will increase quality of life and provide additional accommodation for aged persons in the community, including older persons looking to downsize and/or age in place.



The proposed development provides for a high quality design outcome, including modern building facades, variety of building materials and landscaping that compliments the surrounding residential context, and will contribute to improving the area's amenity.

The upgraded facilities will ensure that residents will be able to enjoy the amenities and services offered by Braemar and will allow for Braemar to service a greater number of people living with dementia – catering to future needs. In alignment with the LPS, the proposal will appropriately provide for a diversity of housing and opportunities for ageing in place, access to aged-care, and will improve the quality of life for residents with dementia.

Having regard to the above, the proposal is consistent with the vision/objectives set out by the City's LPS.



6 Statutory planning framework

6.1 Metropolitan Region Scheme

The subject site is zoned 'Urban' under the Metropolitan Region Scheme (MRS). The proposed development is consistent with the Urban zone and may be approved accordingly.

6.2 City of Melville Local Planning Scheme No. 6

6.2.1 Zoning and objectives

The subject site is zoned 'Residential' pursuant to the provisions of the City's Local Planning Scheme No. 6 (**LPS6**). The subject site has an applicable density code of R17.5.

Refer Figure 2, LPS6 Zoning Map.

Table 2 of LPS6 sets out the objectives of the Residential zone, as follows:

- To provide for a range of housing and a choice of residential densities to meet the needs of the community.
- To facilitate and encourage high quality design, built form and streetscapes throughout residential areas.
- To provide for a range of non-residential uses, which are compatible with and complementary to residential development.
- To maintain the compatibility with the general streetscape, for all new buildings in terms of scale, height, style, materials, street alignment and design of facades.

Choice to meet demand

The proposal seeks to redevelop the existing Braemar aged care facility on the subject site to provide for a mix of care types to suit the needs and demands of a rapidly ageing community. The new facility will significantly increase the quantum and quality of care places in the Bicton locality; providing for up to 179 care places (including 77 potential places within the 35 care suites). In addition, the facility will include a dementia specific care facility, responding to an increased demand for these services.

Quality of design

The proposed development achieves a high quality design outcome, as noted by the City's design review panel. The RACF uses subtle references to art deco architecture in response to the character of the locality and uses a mixture of materials to ensure the development is appropriate to its setting. The proposed RCS fronting Bristol Avenue take on a domestic appearance to better integrate with the existing suburban streetscape, with the use of a 'white picket' type fencing solution to tie into the existing streetscape.



Non-residential uses

Whilst the proposed development will be home to many residents, it is not a residential land use for the purposes of the R-codes or the scheme. It is technically a non-residential use. The zone objectives expressly contemplate this type of non-residential land use in the residential zone as it can operate and be developed in a way that blends in with the suburban typology without causing any adverse amenity impacts. Refer to sections 4.1.1 and 4.1.2 of this report for more details of the proposed use / operations.

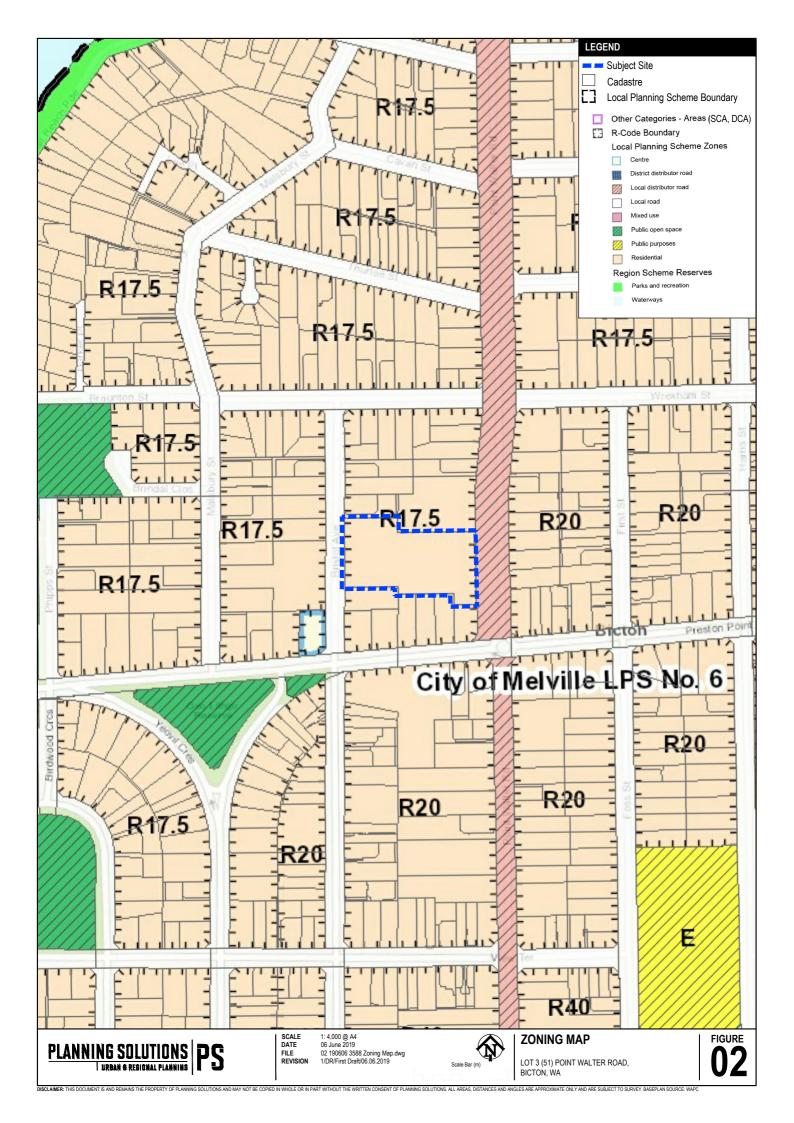
Streetscape compatibility

The development is proposed on a site that is almost 1ha in area, which is unique for an area generally characterised by traditional single residential homes on single residential lots. It is noted that there is a mix of building typologies in the immediate surrounding locality, which includes:

- O Two storey walk up flats opposite the site on Point Walter Road.
- Two storey and single storey aged care apartments opposite the site on Bristol Avenue.
- A small local shopping precinct on the corner of Bristol Avenue and Preston Point Road (diagonally opposite the site).
- A mixture of single and two storey homes.

The scale and height of the development is appropriate given the size of the site and its setting, particularly along Preston Point Road, with its significant verge and trees softening the impact of the development. The development is setback from each street in a manner that is consistent with the prevailing street alignment. The style and design of the façade in combination with the materials used is sympathetic to the general character of the locality.

Having regard to the above, the proposal is consistent with the objectives of the Residential Zone.





6.2.2 Land use and permissibility

A review of Table 3 – Zoning Table and Clause 38 Land use terms of LPS6 indicates there is no land use definition in the Scheme that best describes the proposed use (which is consistent with the current use on the site). It has been discussed and agreed with the City's officers that the use is best described as 'Residential Aged Care', which is an unlisted use for the purposes of Table 3 and cl. 18(4) of the scheme.

Clause 18(4) of LPS6 states that the City may, in respect of a use not listed in the zoning table —

- (a) determine that the use is consistent with the objectives of a particular zone and is therefore a use that may be permitted in the zone subject to conditions imposed by local government; or
- (b) determine that the use may be consistent with the objectives of the particular zone and give notice under clause 64 of the deemed provisions before considering an application for planning approval for the use of the land; or
- (c) determine that the use is not consistent with the objectives of the particular zone and is therefore not permitted in the zone.

As outlined above, the proposal is entirely consistent with the objectives of the Residential zone. The proposal seeks to redevelop the existing nursing home and aged housing for the same use as has existed on the site for several decades preceding. The proposed redevelopment will provide for improved facilities to meet the current needs of residents, whilst responding to the increasing demand for ageing in place accommodation and dementia aged care services in the local community.

Based on the above, it is considered the proposed use of Residential Aged Care is appropriate to the zone and may be approved accordingly.

6.3 Assessment of setbacks

The City's planning framework does not provide any guidance on the assessment of building setbacks to side boundaries for non-residential development in residential areas. Whilst the development is not subject to the provisions of the Residential Design Codes (**R-codes**), Volume 1 of the R-Codes (**R-Codes**) vol 1) provides a helpful starting point for the assessment of side setbacks. As such, an assessment of the proposal against select provisions of the R-Codes Vol 1 is provided in **Table 3** below.

Given the R-Codes Vol 1 does not technically apply, the assessment has deliberately been expressed in terms of meeting a performance-based outcome where applicable.



Table 3: Assessment of setbacks against the R-Codes Volume 1

R-Code Vol 1 setback element

Assessment against the deemed-to-comply requirement

Residential Aged Care Facility side setbacks

North side setback

(setback of a wall with multiple articulations)

- Setback to wall sections with no major openings.
- Setback of remainder of wall/wall portions with major openings
- Based on the wall height measured at the side boundary the setback of the articulated wall sections, including the screened balcony, is required to be a minimum of 2.9m. A minimum setback of 5.7m is achieved.
- The remainder of the wall sections with major openings are required to be setback a minimum of 9.0m. A minimum setback of 9.2m is achieved.

It should be noted that the proposed development complies with the visual privacy requirements of the R-Codes Vol 1.

South side setback

(setback of a wall with multiple articulations)

- Setback to wall sections with no major openings.
- Setback of remainder of wall/wall portions with major openings
- Based on the wall height measured at the side boundary the setback of the articulated wall sections is required to be a minimum of 5.0m. The two sections of wall are setback a minimum of 18.9m and 6.5m respectively.
- The remainder of the wall sections with major openings are required to be setback a minimum of 10.3m. A minimum of 10.75m is achieved (to the bedroom windows) with protruded sections of the wall setback 10.0m.

It should be noted that the proposed development complies with the visual privacy requirements of the R-Codes Vol 1.

Residential Care Suites side setbacks

North side setback

- Ground floor setback.
- First floor setback.
- Second floor setback.
- The proposed ground floor setback of 2.01m complies with the minimum requirement of 1.5m.
- The proposed first floor setback to the street facing care suite and stair is required to be 2.8m. The stair is setback 4.4m, however the side wall of the care suite is setback a minimum of 2.0m. The remainder of the building is setback 8.4m in excess of the required setback of 7.0m.
- The proposed second floor setback to the street facing care suite and stair is required to be 3.3m. The stair is setback 4.4m, and the side wall of the care suite is setback a minimum of 5.98m. The remainder of the building is setback between 8.0 and 10.2m with the majority being in excess of the required 9.0m setback.

It should be noted that the proposed development complies with the visual privacy requirements of the R-Codes Vol 1.

South side setbacks

- Ground floor setback.
- First floor setback.
- Second floor setback.
- The proposed ground floor setback of 7.3m complies with the minimum requirement of 1.5m.
- The proposed first floor setback to the street facing care suite and stair is required to be 3.0m. A setback of 7.3m is proposed. The remainder of the building is setback 11.05m in excess of the required setback of 7.3m.
- The proposed second floor setback to the street facing care suite and stair is required to be 4.5m. A setback of 7.3 is proposed.
 The remainder of the building is setback between 11.4m and 12.9m in excess of the required 9.0m setback.

It should be noted that the proposed development complies with the visual privacy requirements of the R-Codes Vol 1.



As outlined in **Table 3** above the proposed development complies with the side setbacks of the R-Codes Vol 1 with the exception to the northern side setback of the Residential Care Suites for sections of the first and second floor.

The proposed 0.8m first floor setback incursion into the northern side setback is minor in nature, as illustrated in **Figure 3** below. It should be noted that the stair is setback in excess of the required setback producing an average side setback that would comply with the 2.8m minimum. The abutting lot to the north has a driveway servicing a rear dwelling which creates an increased separation between buildings further ameliorating any impact of a reduced side setback (refer **Figure 4**). On the second floor, only a very minor section of a balcony is setback 8.0m in lieu of a 9.0m setback, as noted in **Figure 5** below, with the remainder of the balcony is setback in excess of the minimum requirement. It should be noted that the 8.0m setback complies with the 7.5m visual privacy setback requirement.

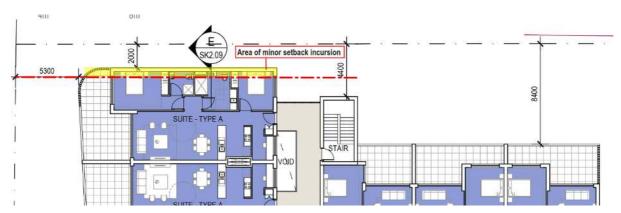


Figure 3: First floor minor setback incursion

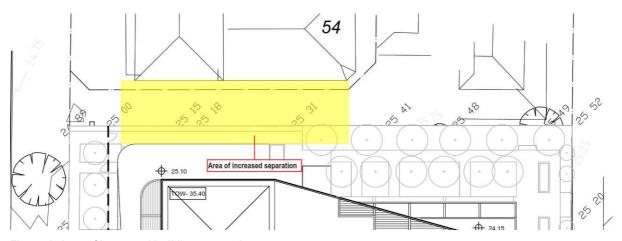


Figure 4: Area of increased building separation

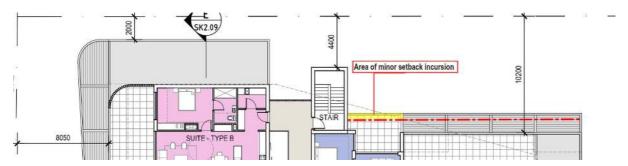


Figure 5: Second floor minor setback incursion



6.4 Local Planning Policies

6.4.1 Local Planning Policy No. LPP2.1 – Non-Residential Development

The City's Non-Residential Development Local Planning Policy No. LPP2.1 (LPP2.1) outlines policy provisions relating to all non-residential development in the City. LPP2.1 seeks to ensure that all new non-residential development is of a high-quality architectural design and makes a positive contribution to the streetscape. **Table 4** below provides an assessment of the proposal against the relevant provisions of LPP2.1. Additional justification is provided where discretion (**D**) to vary the policy provisions is sought.

It is noted the policy has no guidance for the setback of buildings from side boundaries.

Table 4 - Planning assessment against LPP2.1

Policy Requirement	Provided		
Building Design			
1. General			
 (a) Be orientated towards the primary street frontage. (b) Be designed to minimise the incidence of blank and unarticulated elevations. (c) Exhibit high levels of architectural articulation through the use of varied architectural planes, effective fenestration, architectural detailing, external materials, and a varied colour palette. (d) Incorporate a differentiated design approach to the treatment of the ground floor 'vs' upper floor(s), achieved through varied design, use of materials, changes in architectural planes, incorporation of awnings and the like, to enhance pedestrian scale. 	The proposed development orients towards the street(s) and has been designed to address both Point Walter Road and Bristol Avenue frontages. All facades of the proposal development will have a mixture of materials and windows; therefore, the use of blank facades is minimised. The development comprises a variety of articulated elements and materials to create visual interest. A differentiated approach to the design of the ground floor and upper floors is achieved through varied design and use of materials and colours, which enhance appearance of the development, ensuring it blends with its surrounds.	✓	
2. Corner Sites			
3. Front Facades and Shopfronts	site is not a corner lot		
3.1 Facades fronting the street and public domain should incorporate window and door openings which provide passive surveillance.	The facades of the RACF and RCS buildings incorporate window/door glazing which will provide passive surveillance to the adjoining streets and public areas.	✓	
3.2 The pedestrian scale of the development should be enhanced through the use of windows, door openings, awnings, public art, architectural design and detailing at ground level.	The proposed development comprises numerous design features which enhance the pedestrian scale of the development including, articulated elevations, windows, door openings, architectural design features and landscaping at ground level. The development also takes on a domestic vernacular which also enhances the human scale of the development.	✓	
3.5 Windows at ground floor level should remain visually permeable at all times.	Proposal incorporates clear glazed windows and doors at ground floor level, including the entry foyer and lounge area.	✓	
3.6 Reflective or heavily tinted glazing at ground floor level will not be supported.	No reflective or tinted windows proposed.	✓	



3.7 At least 60% of the total length of the ground floor level façade adjacent to a footpath should be transparent.

This provision is not considered to be applicable as it clearly applies to commercial type uses, rather than a Residential Aged Care facility which shares its characteristics with a residential type development.



4. Weather Protection

N/A – proposed building does not abut adjoining footpath/s or include awnings

Active Uses

5.1 Retail, food and beverage and other commercial uses which promote interaction and deliver vitality within the streetscape, are encouraged to be located on the ground floor level.

This provision is not considered to be applicable as it clearly applies to commercial type uses, rather than a Residential Aged Care facility which shares its characteristics with a residential type development.



Landscaping

- 6.1 Where landscaping plans are required these should be designed to satisfy the following requirements:
 - (a) Where applicable, landscaping should be concentrated within the street setback area to:
 - enhance and positively contribute to the streetscape; and
 - o soften the appearance of the building; and
 - where relevant, provide a buffer between the development and adjoining residential properties.
 - (c) Where applicable, the upgrade and ongoing maintenance of landscaping within the street verge adjoining the development site may be acceptable.
 - (d) Shade trees are to be provided within at-grade car parking areas containing more than six bays.
- 6.3 Where a development site contains mature trees and vegetation, developers are encouraged to consider their retention as part of any redevelopment proposal.
- 6.4 Detailed landscaping plans should incorporate the use of low maintenance, water wise plants, with a presumption in favour of the use of native West Australian species.
- 6.5 There is a presumption in favour of the retention of existing street trees. Approval will not be given for the removal of street trees unless material planning circumstances dictate the removal and where supplementary tree replanting in accordance with Council's Street Tree Policy is the only viable alternative.
- 6.7 Existing street trees located within the verge are to be protected during the construction of the development in accordance with Australian Standard AS4970: Protection of Trees.

Refer **Appendix 2** Development Plans which includes a set of Landscape Concept Plans.

Landscaping is provided along all property boundaries and the site's street frontages, comprising an attractive mix of trees and species of low and medium scale. The proposed landscaping will enhance the overall presentation of the development, contribute positively to the streetscape, soften the appearance of buildings, provide a buffer between the development and adjoining residential properties, and improve the amenity of the surrounding area.



The proposal includes upgrades to the existing landscaping within the adjoining street verges including additional trees.

The proposal includes four at-grade car parking bays adjacent to the main entrance of the RACF (less than six bays means no shade trees are required).

Refer arborist report regarding existing trees on site. Trees within the Point Walter Road frontage will be retained where possible.



The landscaping plan comprises an attractive, low maintenance and water wise design utilising varieties of West Australian plant species.

Refer **Appendix 2** Development Plans, which includes



The existing mature trees located along Point Walter Road and Bristol Avenue are to be retained. There is limited opportunity to retain trees on site.

a detailed landscaping plan.



Noted.





Visual Privacy

- 7.1 Where located adjacent to existing residential properties, developments are to be designed to satisfy the following criteria:
 - (a) All openings to operational rooms where the finished floor level is raised 0.5m or more above natural ground level which overlook any part of an adjoining residential property behind its street setback line, are to be:
 - setback, in direct line of sight within the cone of vision, from the boundary of the adjoining property, a minimum of 6m; or
 - provided with permanent vertical screening to a height of 1.6m.
 - (b) All unenclosed outdoor spaces (balconies, decks, verandahs and the like) where the finished floor level is raised 0.5m or more above natural ground level which overlook any part of an adjoining residential property behind its street setback line are to be:
 - setback, in direct line of sight within the cone of vision, from the boundary of the adjoining property, a minimum of 7.5m; or
 - provided with permanent vertical screening to a height of 1.6m.

- All bedroom openings for the RACF are setback a minimum of 9.0m to the north and 10.0m to the south.
- All bedroom openings to the RCS are setback a minimum of 10.0m to the north and 12.5m to the south.
- A balcony for the RACF is setback 6.9m from the northern boundary and includes a 1.6m high glass balustrade which can be obscure glass if necessary.
- A podium / walkway to the ground floor of the RACF is elevated above natural ground level and is screened to a height of 2.0m to restrict any potential overlooking.
- Balconies servicing the RCS are setback 8.4m to the north and 11.0m to the south.



Vehicle Access, Loading and Parking

8.1 Vehicle access should be provided from secondary streets or rights of way where available. Only one access point per street is encouraged.

Access is provided via primary and secondary streets to facilitate safe and efficient vehicle movements throughout the site. No right of way is available.

The proposed development comprises one full movement crossover to Bristol Avenue

Three one-way crossovers are proposed to Point Walter Road.

Point Walter Road has two existing crossovers which are to be upgraded, and one additional crossover that is to be constructed adjacent to the southern crossover. The new crossover is part of a one-way port cochere driveway and associated pick up and drop off area adjacent to the main entrance of the RACF.

Refer **Appendix 3** Transport Impact Statement confirming the proposed access arrangements are acceptable.

8.3 All vehicles utilising on-site car parking bays should be able to enter and exit in a forward gear where practicable. The proposed layout of the site allows for all vehicles to enter and exit in forward gear.



D

8.4 On-site parking should be located behind the building line or within the building where possible. Parking within the front setback area of a development will be discouraged. All carparking is provided behind the building line.





8.5 Areas for the loading and unloading of vehicles		
should be provided on site where the non- residential portion of the development exceeds 500m ² Gross Floor Area. The loading area/s are to be of a size and in a location appropriate to the nature of the development.	A loading bay for service vehicles is provided adjacent to the service areas on the ground floor of the RACF (northern elevation). The loading bay is of an appropriate size to accommodate service vehicles, as required.	✓
8.6 Where parking is provided within a basement or undercroft, a minimum headway clearance of 2.85m should be provided where a loading or accessible bay is provided within that level.	The proposed development includes basement / undercroft parking with minimum headway clearances of 3.0 - 3.9 metres, as required to accommodate service vehicles.	✓
8.7 Structures (walls, fencing, services) and vegetation should not exceed 0.6m in height within 1.5m x 1.5m of where the vehicle access way meets the street boundary.	All structures and landscaping within 1.5m x 1.5m of the site's vehicle access points will not exceed 0.6m in height.	✓
8.8 Prior to the initial occupation of a development, a Noise Management Plan may be required to detail how noise associated with deliveries is to be managed. Where necessary, limitations on delivery	An environmental noise assessment has been undertaken by Gabriels Hearne Farrell as part of this application.	✓
hours may be imposed.	Refer to Appendix 4 Acoustic Report.	
8.9 The provision of bicycle parking facilities and end of trip facilities are encouraged for all developments.	The proposed development includes 22 bicycle parking bays, with the RCS development providing ten bays on the lower ground floor, and the RACF proving 12 bays (six in the lower ground car park and six near the main entrance). The RACF also provides end of trip facilities for staff on the lower ground floor.	✓
8.10 Disabled parking provided in accordance with the National Construction Code 2012 (as amended).	Disabled parking will be in accordance with the relevant Australian Standards.	✓
Plant		
9.1 All air conditioners and other similar servicing plant	Service/plant areas are to be appropriately located out	
are to be appropriately located and screened from the street and neighbouring properties.	of view on the roof and will be screened.	√
	of view on the roof and will be screened.	√
the street and neighbouring properties.	The proposed RACF includes a bin store area on the lower ground floor at the rear of the building adjoining the undercroft car park. General waste and comingled recycling will be collected daily.	√
the street and neighbouring properties. Waste 10.1 All developments should be provided with a bin storage area of sufficient size to accommodate a minimum of one weeks waste and recycled	The proposed RACF includes a bin store area on the lower ground floor at the rear of the building adjoining the undercroft car park. General waste and comingled	✓
the street and neighbouring properties. Waste 10.1 All developments should be provided with a bin storage area of sufficient size to accommodate a minimum of one weeks waste and recycled	The proposed RACF includes a bin store area on the lower ground floor at the rear of the building adjoining the undercroft car park. General waste and comingled recycling will be collected daily. The RCS development includes two bin store areas located within the lower ground car park. Waste will be	✓
the street and neighbouring properties. Waste 10.1 All developments should be provided with a bin storage area of sufficient size to accommodate a minimum of one weeks waste and recycled	The proposed RACF includes a bin store area on the lower ground floor at the rear of the building adjoining the undercroft car park. General waste and comingled recycling will be collected daily. The RCS development includes two bin store areas located within the lower ground car park. Waste will be collected on a weekly basis. The bin store areas are of a sufficient size to accommodate waste and recycled material based on	✓
the street and neighbouring properties. Waste 10.1 All developments should be provided with a bin storage area of sufficient size to accommodate a minimum of one weeks waste and recycled	The proposed RACF includes a bin store area on the lower ground floor at the rear of the building adjoining the undercroft car park. General waste and comingled recycling will be collected daily. The RCS development includes two bin store areas located within the lower ground car park. Waste will be collected on a weekly basis. The bin store areas are of a sufficient size to accommodate waste and recycled material based on the frequency of refuse collection. Refer to Appendix 5 Waste Management Plan for more	✓
the street and neighbouring properties. Waste 10.1 All developments should be provided with a bin storage area of sufficient size to accommodate a minimum of one weeks waste and recycled material. 10.2 The bin storage area should be screened from view of the street and be located to ensure	The proposed RACF includes a bin store area on the lower ground floor at the rear of the building adjoining the undercroft car park. General waste and comingled recycling will be collected daily. The RCS development includes two bin store areas located within the lower ground car park. Waste will be collected on a weekly basis. The bin store areas are of a sufficient size to accommodate waste and recycled material based on the frequency of refuse collection. Refer to Appendix 5 Waste Management Plan for more details. Bin storage areas to be located on the lower ground floor of the proposed development and are not visible	✓



10.4 Details of the proposed collection point are to be submitted at the time of development approval.	Refer to Appendix 5 Waste Management Plan which includes details of the collection points.	✓
10.5 A rubbish collection point should be nominated which is of sufficient size to contain the number of bins required to service the building, whilst not obstructing parking and pedestrian access, traffic flow and sightlines.	The rubbish collection points are of a suitable size to allow for the service vehicles to park and access the bin areas and will not obstruct any other vehicles or patrons visiting the site.	✓
10.6 Prior to the initial occupation of a development, a Waste Management Strategy may be required to detail how waste and the noise associated with waste disposal will be minimised.	Refer Appendix 4 Acoustic Report and Appendix 5 Waste Management Plan.	✓
Site Works		
11.1 Where developments are proposed across sloping sites, the principle of equal cut and fill across the site will apply.	The proposed development is 'cut' into the northern boundary to ensure the development retains the appearance of the natural topography when viewed from Point Walter Road.	√

Justification for number of access points to Point Walter Road

The existing RACF is currently serviced by two crossovers operating in a one-way arrangement. The purpose of maintaining this general access arrangement to Point Walter Road is to allow for the most convenient and safe access for all residents, visitors and service vehicles to the site. The one-way system brings passenger and service vehicles into the site via the southern crossover with the site exit being via the northern crossover. The southern crossover loops around a port cochere and back out onto Point Walter Road. The key benefits of this arrangement are as follows:

- The southern port cochere loop separates staff, visitor and service traffic from pick up and drop off arrangements. This ensures that residents feel safe getting in and out of vehicles without the pressure of having to 'rush' due to banking cars and trucks.
- O Service vehicles will not be required to reverse back into a loading bay, thereby minimising any reverse beeping noise that may have an impact on adjoining residents.
- The Point Walter Road verge street verge is approximately 18m in depth and contains a significant number of trees that contribute to the amenity of the locality and the subject site. By maintaining the location of existing crossovers and only adding one additional crossover at the southern boundary ensures existing trees can be avoided and retained.
- The site has a frontage of approximately 76m. In the event the land was to be subdivided for residential development at the R17.5 density, up to 6 individual double crossovers could be permitted (minimum lot frontage of 12m) which would most certainly result in the removal of a significant number of trees and impact on the 'park' like aesthetic that exists (refer **Figure 6**).



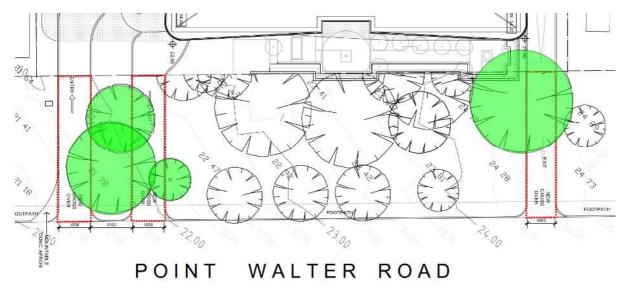


Figure 6: Verge trees able to be avoided and retained by reusing the location of existing crossovers.

6.4.2 Local Planning Policy No. LPP1.9 - Height of Buildings

The City's Local Planning Policy No. LPP1.9 – Height of Buildings (**LPP1.9**) provides guidance regarding the application of building height controls throughout the City. **Table 5** below provides an assessment of the proposal against the relevant provisions of LPP1.9. Justification for proposed height variation is provided further below.

Table 5 - Planning assessment against LPP1.9

Policy Requirement	Provided		
2.1 Permitted building height			
2.1.1 General Residential and Mixed Use zone R-Code Range: - R12.5 – R40 Eaves – 8.0 metres External wall (concealed roof) – 9.0 metres Overall – 10.5 metres	The development proposes a flat roof which is concealed behind an edge parapet which protrudes to a minor extent beyond the face of the building to either align with architectural fenestration on the building façade or forms part of cover to a balcony. Given the roof is concealed an external wall height of 9.0m is the most appropriate measure of height to address. The RACF ranges in height across the Point Walter Road frontage to between 10.70m to 11.90m at its highest point. The RCS range in height between 10.25m to 11.25m at its highest point.	D	
2.2 Measurement of height			
The height of buildings or other structures is to be measured from the natural ground level of a site.	Building height has been measured from the natural ground level established by the existing development on the subject site.	✓	



2.3 Minor Projections Minor Projections may be approved at a height greater Lift overruns and mechanical plant are centrally located than that allowed in LPS6 and in Clause 2.1.1 and to the roof and are well setback into the site and from 2.1.2 of this policy provided the amenity of surrounding adjoining lot boundaries. This ensures that the roof properties will not be unduly affected. form largely obscures the equipment from a line of sight when the buildings are viewed from the public realm. 2.4 Sloping Sites As building height is measured to the highest point of a wall or roof of a building vertically above natural ground level, developments proposed across sloping sites are to apply the principle of equal cut and fill across the

Building Height Justification

The proposed development includes a wall height of up to 11.9m, in lieu of the permissible 9.0m under the City's Heights policy.

The height exceedance is largely a result of the development needing to comply with the minimum floor-to-ceiling heights for aged care developments, combined with the topography of the land. It is understood the 9.0m wall height requirement is to ensure that developments do not exceed three storeys within R40 coded areas. However, as opposed to standard residential development, there are specific design requirements for residential aged care facilities that further affect height. Distinct from standard residential dwellings contemplated by the R-Codes, these facilities typically require a floor-to-floor height ranging from 3.1m to 3.6m. The additional height is required to accommodate essential infrastructure within a ceiling cavity. This infrastructure is critical to the delivery of high-quality care to residents. Therefore, a three-storey development could not practically be achieved by enforcing the 9.0m height limit.

Noting the variance from the policy and having regard to the topography of the site we have considered the impacts on the residential properties to the north and south, and the Point Walter Road and Bristol Avenue streetscape as follows:

Impacts on Streetscape

This section of Point Walter Road and Bristol Avenue comprises a mix of one and two storey residential developments, with single storey grouped dwellings abutting the subject site to the north east and south west, single storey dwellings abutting to the south, a two storey dwelling abutting the site to the north west, and two storey developments located opposite the subject site to the east and west.

Given the proposed development will present as two and half storeys along the northern boundary and three storeys along the southern boundary, and is generally compliant with the R-Codes Vol 1 setback requirements, it is not considered the height variation will cause any undue impact on the residential streetscapes of Point Walter Road or Bristol Avenue. In addition, the proposal provides for high quality landscaping within the front setback areas and adjoining verges (including retaining of the existing mature trees within the road verge), which will further lessen the impact of the development on the streetscapes. Further, it is considered the proposed development will have a positive impact on the streetscapes, as providing for an improved design and amenity outcome for the site than what is existing.



Impacts on Residential Dwellings

The subject site adjoins residential properties along the southern and northern boundaries. Due to the varying topography across the site, the proposed RACF development presents as two and a half storeys to the northern boundary and three storeys to the southern boundary.

The proposed RCS development upper floor on the northern elevation is stepped back 2.0m for the first floor and 5.98m to the second floor. With a 9.0m concealed roof height limit and overall height of 10.5m permitted in the Residential zone, this is considered an appropriate transition to the residential properties to the north. The proposed development is generally consistent with the relevant R-Codes vol 1 setback requirements, and therefore will provide for sufficient separation to reduce the visual impact of the proposed development (refer section 6.3 of this report above for a setback assessment). Furthermore, the setback area will be landscaped with trees, which will help to soften the impact of the development.

In light of the above, it is not considered there will be any undue impact on the surrounding streetscapes or adjoining properties.

6.4.3 Local Planning Policy No. LPP1.6 – Car Parking and Access

The City's Local Planning Policy No. LPP1.6 – Car Parking and Access (**LPP1.6**) stipulates the car parking and access requirements that apply to non-residential development within the City. **Table 6** and **Table 7** below provides an assessment of the proposal against the relevant parking and access requirements of LPP1.6.

Table 6 - Planning assessment against LPP1.6

Policy Requirement	Provided		
2. On-Site Car Parking			
2.1. Car parking bays are to be provided in accordance with the ratios set out in Table 1. Table 1 car parking ratios: Residential Aged Care = 1 bay per 3 beds, plus 0.5 bay per staff member (including health consultants). Ambulance and hospital bus parking bays as required by the City.	The proposal comprises a total of 107 on-site car parking bays and a maximum of 45 staff on-site at any one time. Refer to Table 7 of this submission below for an assessment of the proposal against the clause 2.1 requirements, which demonstrates the proposal provides an overall surplus of 24 car bays. It is considered the proposed car parking arrangements are sufficient to service the proposed use (including any potential ambulance and bus parking bays), given the proposal comprises a surplus of 24 car bays, an additional service bay and a porte cochere drop off and pick up area.	✓	
2.5 All parking facilities, access and maneuvering areas are to be designed in accordance with Australian Standard AS 2890.1: Parking facilities – Off-street parking (as amended).	All car parking is in accordance with Australian Standard AS2890.1.	✓	
2.6 Car parking bays marked exclusively for use by drivers with disabilities at the rate specified in the Building Code of Australia and relevant Australian Standard (AS28990.1) are to be provided.	All car parking is in accordance with the relevant Building Code of Australia and Australian Standard AS28990.1.	✓	
2.9 On-site parking should be located behind the building line or within the building where possible.	All proposed car parking is to be located behind the building line, with 103 of the 107 car bays provided within the RACF and RCS buildings at lower ground floor level.	✓	



3. Service or loading bays		
3.1 For developments with a NLA of greater than 500m² at least one service or loading bay shall be set aside and marked for the exclusive use of service, delivery and courier vehicles between 7am – 7pm each day.	One marked service loading bay is provided adjacent to the service area of the aged care facility in the north east portion of the site.	✓
3.2 The service or loading bay is in addition to the car parking requirements set out in Table 1.	Service loading bay has not been included in car parking calculations.	✓
3.3 The bay(s) are to be of a suitable size and location for the nature of the land uses proposed.	Service/loading bay is of a suitable size to accommodate the vehicles required to service the proposed development.	✓
5. Bicycle parking facilities		
5.1 A minimum of two bicycle parking facilities are to be provided on a subject site.	The proposed RACF proves 12 bicycle bays and the RCS development provides 10 bicycle bays.	✓
5.3 Bicycle spaces are to comply with Australian Standard AS 2890.3: Parking facilities – Bicycle parking facilities (as amended) and are to be conveniently and safely located.	All bicycle parking is in accordance with Australian Standard AS2890.3.	✓
8. Access		
 8.1 Vehicular access points to parking facilities are to be located and designed so that: (a) Access is via secondary streets or rights of way where available. (c) One access point per street is encouraged and the number of access points is kept to a minimum. (d) All vehicles utilising on-site car parking bays should be able to enter and exit in a forward gear where practicable. (f) Access points shall be designed to minimise: (i) traffic or pedestrian hazards, (ii) conflict with pedestrian/cyclist pathways, (iii) the impact on nearby residential uses, (iv) traffic congestion, and (v) interference with public transport facilities. 	Access is provided via primary and secondary streets to facilitate safe and efficient vehicle movements throughout the site. No right of way is available. The proposed development comprises one full movement crossover to Bristol Avenue and three one-way crossovers to Point Walter Road, which allow for all vehicles to enter and exit the site in forward gear. Refer Appendix 3 Transport Impact Statement confirming the proposed access arrangements are considered acceptable.	✓
11.Traffic Generation		
11.2 Where it is identified by these Guidelines that a development requires a Transport Statement or Transport Assessment, this is to be prepared by a suitably qualified and/or experienced traffic engineer and submitted with the application for planning approval.	Refer Appendix 3 Traffic Impact Statement prepared by suitably qualified traffic consultants, Urbii.	✓



Table 7 - Planning	assessment aga	ainst clause 2.1 of	LPP1.6

Land use	Parking standard	Bays required	Bays provided
RACF	1 bay per 3 beds (102 beds)	34	57
Point Walter Rd	0.5 bays per staff member (maximum of 40 staff)	20	57
	TOTAL BAYS REQUIRED / PROVIDED (+/-)	54	+3 ✓
RCS	1 bay per 3 beds (35 care suites / 77 beds)	25.7	50
Bristol Rd	0.5 bays per staff member (maximum of 5 staff)	2.5	50
TOTAL BAYS REQUIRED / PROVIDED (+/-) 29 +21 ✓			+21 🗸
OVERALL TOTAL BAYS REQUIRED / PROVIDED (+/-) 83 +24			+24

Having regard to **Tables 6 and 7** above, the proposed development is consistent with the relevant car parking and access requirements contained in LPP1.6.

6.4.4 Transport Impact Statement

The proposal has been subject to a detailed transport analysis, in the form of a Transport Impact Statement prepared by Urbii which demonstrates that there will be minimal impacts on the surrounding road network arising from the proposal, with the proposed access arrangements being satisfactory from a traffic engineering point of view. A summary of the report conclusions are provided below:

- The subject site has good connectivity with the existing road and pedestrian network. The site also has access to good public transport coverage through nearby bus services.
- The traffic generation as a result of this development is minimal (less than 100 vehicles per hour) and as such would have no significant impact on the surrounding road network.
- The car parking supply is satisfactory and can accommodate the car parking demand of the proposed development.
- No particular transport or safety issues have been identified for the proposed development.

Refer to **Appendix 3** for a copy of the Transport Impact Statement.

6.4.5 Local Planning Policy No. LPP1.3 Waste and Recyclable Collection for Multiple Dwellings, Mixed Use Developments and Non-Residential Developments

The City's Local Planning Policy No. LPP1.3 Waste and Recyclable Collection for Multiple Dwellings, Mixed Use Developments and Non-Residential Developments (**LPP1.3**) sets out the waste related requirements for multiple dwellings, mixed use and non-residential developments within the City.

Refer to **Appendix 5** Waste Management Plan which addresses all the relevant provisions of LPP1.3, and confirms the proposal is acceptable from a waste management perspective.

6.5 Noise management

An acoustic report has been prepared by Gabriels Hearne Farrell consultancy for the proposed redevelopment. The assessment has modelled and assessed potential noise sources associated with the proposed development and demonstrates the development will comply with the *Environmental Protection (Noise) Regulations 1997* at all times. Refer to **Appendix 5** for a copy of the Acoustic Report.



6.6 Landscaping

A Landscape Concept Plan has been prepared by Plan-E landscape architects for the proposed development site. Landscaping is provided along all property boundaries and street frontages, and within internal courtyards and terraces, comprising an attractive mix of plant species of small and medium scale. The proposed landscaping will enhance the overall presentation of the development and improve the visual appearance of the proposed development and streetscape. Further, the internal landscaping will provide an attractive space for residents to spend time with family and visitors, and to engage in outdoor activities within a secure setting.

The existing street trees located along Point Walter Road and Bristol Avenue are to be retained where possible. Refer to **Appendix 2** for a copy of the Development Plans including a detailed Landscape Concept Plan.



7 Matters to be considered

Clause 67 – Part 9 – Schedule 2 (deemed provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015* (**Regulations**) outlines matters to be given due regard by local government when considering development applications. **Table 8** below provides an assessment against matters relevant to this development proposal.

Table 8 - Matters to be considered by local government

Rele	vant matters to be considered	Comment
(a)	the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;	 The proposed use and development is consistent with the aims and provisions of the City's LPS6 for the following reasons: The proposal is of a high standard and quality, which enhances the amenity of the locality. The residential aged care facility use will create local employment opportunities for residents of the City. The proposal is generally compliant with the relevant development requirements of local planning framework.
(b)	the requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the <i>Planning and Development</i> (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving;	This report demonstrates the proposed development is compliant with the local planning framework applicable to the subject site. The proposed development has been assessed against the City's LPS6 and policy framework and complies with the City's planning framework.
(c)	any approved State planning policy	State Planning Policy No. 7.0 – Design of the Built Environment (SPP7) sets out the broad framework for design of the built environment across WA. The proposal complies with all ten of the SPP 7 design principles, as demonstrated within this report and the accompanying co-consultant reports.
(g)	any local planning policy for the Scheme area;	This report demonstrates the proposed development generally complies with the standards and requirements of the City's policy framework. Variations proposed meet the objectives of the policy framework.
(h)	any structure plan, activity centre plan or local development plan that relates to the development;	The subject site does not fall within any structure plan, activity centre plan or local development plan.
(m)	the compatibility of the development with its setting including the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;	 The proposed development is compatible with its setting for the following reasons: The proposed building is of high quality architectural design a mix of building materials, colours and features. The buildings present as 2 ½ - 3 storeys in height along the northern boundary of the site, and 3 storeys in height along the southern boundary. The building is appropriately designed and setback from all boundaries to ensure the impacts on adjoining land and streetscape are insignificant.



	 High quality landscaping will surround the site and create an attractive building setting and streetscape. The proposal is compliant with the relevant provisions of the local planning framework.
(n) the amenity of the locality including the (i) environmental impacts of the de (ii) the character of the locality; (iii) social impacts of the developm	velopment; The proposed development will not result in any adverse environmental impacts.
(p) whether adequate provision has been r the landscaping of the land to which the application relates and whether any tre- vegetation on the land should be prese	street setback areas and common internal courtyard areas. The existing mature street trees on Point Walter Road and
 (s) the adequacy of — (i) the proposed means of access to a from the site; and (ii) arrangements for the loading, unload manoeuvring and parking of vehicles 	access arrangements to and from the site and vehicle manoeuvring within the car park and visitor entrance area is
(t) the amount of traffic likely to be general development, particularly in relation to the capacity of the road system in the local probable effect on traffic flow and safety	the (Appendix 3) demonstrates that traffic generated from the proposed development will have minimal impact and can
(u) the availability and adequacy for the de of the following – (i) public transport services; (ii) public utility services:	The subject site is located within 100m walking distance of public bus services on Preston Point Road to the south. The subject site has existing public utility services (ie. water, electricity and gas supply services).
 (ii) public utility services; (iii) storage, management and collection (iv) access for pedestrians and cyclists of trip storage, toilet and shower factive access by older people and people of disability 	Adequate provisions are made for the storage, management and collection of waste on site (refer Appendix 5 Waste Management Plan). Access to the site for pedestrians and cyclists provided via
	The proposed access arrangements will allow for aged and disabled persons to access all areas and floors of the development.



(w)	the history of the site where the development is to be located	The subject site comprises an existing aged care facility that was constructed in the mid-late 1990's by Braemar. As such, the proposal is considered entirely consistent with the historical use and development on site.
(x)	the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals;	The proposed development allows the provision of stable and secure work for a number of staff. Additionally, the proposal will provide 24 hour care for those in need, providing a benefit required by the local community.

Having regard to **Table 8** above, the proposal appropriately addresses matters to be given due regard as set out in the deemed provisions. The proposal therefore warrants approval accordingly.



8 Conclusion

The proposal is seeking approval for the redevelopment and upgrade of the existing Braemar Lodge and Gardens aged care facility owned and operated by Braemar Presbyterian Care. The proposal will provide much needed housing diversity and choice for older persons in the community, offering a mix of residential care suites and a residential aged care facility for the elderly and people living with dementia.

In summary, the proposal is justified and appropriate for the following reasons:

- The proposal is consistent with the relevant provisions and requirements of the City of Melville Local Planning Scheme No. 6 and local planning framework.
- The proposal is consistent with the existing approved use of residential aged care facility on the subject site and will enhance the amenity of the local area.
- The proposal would not result in any significant increase in traffic along Bristol Avenue, Point Walter Road and surrounding road network, and would not have any measurable impacts on the traffic safety of these roads.
- The proposed development will provide for increased housing diversity and choice for older people looking to downsize, age in place and/or seeking aged and dementia care services in this locality.

We therefore respectfully request the Application for Development Approval is considered on its merits and favourably determined by the Metro Central Joint Development Assessment Panel.