



Application for Development Approval

OWNER DETAILS

Name: McAuley Property Limited
 ABN (if applicable): 17 151 537 450
 Address: 720 Heidelberg Road, Alphington VIC 3078
 Postcode:

Phone: Fax:
 Mobile: Email: property@ismapng.org.au
 Contact person for correspondence: C/- Daniela Paradiso 0402 299267
 Signature:  Date: 19.8.2020
 Signature: Date:

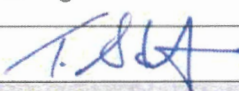
The signature of the owner(s) is required on all applications. This application will not proceed without that signature. For the purposes of signing this application an owner includes the persons referred to in the Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2 Clause 62(2).

APPLICANT DETAILS

Name: SANTA MARIA COLLEGE
 Address: 18 STONEHAM RD
ATTADALE Postcode: 6156
 Phone: 6330 0233 Fax:
 Mobile: 041998 0938 Email: stewart.tim@santamaria.wa.edu.au
 Contact person for correspondence: TIM STEWART

The information and plans submitted with this application may be made available by the Local Government in accordance with Clause 85 Schedule 2, Part II of the Planning and Development (Local Planning Scheme) Regulations 2015.

Agree Disagree

Signature:  Date: 23-7-20

PROPERTY DETAILS

Lot No: 35-49 218-229 House/Street No. 18 Location No.
 Diagram/Plan No: 1746 Certificate of Title Vol No: Folio:
 Title encumbrances (e.g. easements, restrictive covenants).....
 Street name: STONEHAM Suburb: ATTADALE
 Nearest street intersection: MOREING, CAWSTON & ROBERTS RD



PROPOSED DEVELOPMENT	
Nature of development:	<input checked="" type="checkbox"/> Works <input type="checkbox"/> Use <input type="checkbox"/> Works and use
Is an exemption from development claimed for part of the development? If yes, is the exemption for:	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Works <input type="checkbox"/> Use
Description of proposed works and/or land use:	LDP FOR FUTURE WORKS
Description of exemption claimed (if relevant):	
Nature of any existing buildings and/or land use:	
Approximate cost of the proposed development (Ex GST)	N/A
Estimate time of completion:	

OFFICE USE ONLY	
Acceptance Officer Initials:	Date Received:
Local government reference No:

City of Melville Terms and Conditions

In submitting an application to City of Melville I accept the following terms and conditions:

I declare that the information and plans submitted are correct and can be relied upon for planning assessment purposes.

I understand that once an application fee invoice is issued, I have the period between invoice issue and my complete payment to decide if I wish to withdraw my application. Once my complete payment is made I will no longer be entitled to a refund of any portion of the complete application fees.

I acknowledge that the email address that I have provided in lodging this application is the email address to which I will accept any notification or communication from the City of Melville. Any changes so notified to the City of Melville will be via an email and contain all reference numbers used by the City of Melville and by me in relation to this application.

I declare I will accept time deadlines for information requested by City of Melville and understand that if I do not adhere to timeframes specified in communications that my applications may be determined with the available information.

I declare that by accepting these terms and conditions and submitting my application I have also read the City of Melville website terms and conditions, <http://www.melvillecity.com.au/site-information/terms-and-conditions> and I agree to be bound hereby.

If the application is being submitted by the owner, then as the representing owner I hereby declare that I am the owner as indicated on the application form.

OUR REF: SMC ATT

25 August 2020

City of Melville
10 Almondbury Road
BOORAGOON WA 6154

Email: Peter.Prendergast@melville.wa.gov.au

Attention: Peter Prendergast, Manager Planning and Development (email)

Dear Peter,

RobertsDay
planning.design.place

**RE: PROPOSED LOCAL DEVELOPMENT PLAN
SANTA MARIA COLLEGE
LOTS 35-49 & LOTS 208-217 (2-44) STONEHAM ROAD, ATTADALE**

RobertsDay acts on behalf of Santa Maria College (the College), in submitting the enclosed Local Development Plan (LDP) for the College (which comprises Lots 35-49 and Lots 208-217 (2-44) Stoneham Road, Attadale), with associated explanatory and supporting information.

The LDP provides a clear framework for the College to improve the learning environment and experience for future students, maintaining educational excellence.

The focus of these works is on quality, not quantity. It should be noted that the works provided for in this LDP do not propose or result in increasing student numbers at the College.

Within the LDP itself, the works proposed have been designed to maintain and improve amenity for the College and surrounding community. As An integral (and founding) member of the Attadale community, the College has been careful to ensure streetscape, traffic, building heights and presentation of the campus are respectful of Attadale's unique local character.

The LDP provides the College, the City and the community with certainty, providing a thorough framework for the intended improvements to the College is coming years, so that individual development proposals can be considered in the context of a well-understood comprehensive plan for the campus.

We are grateful to officers at the City for their advice and assistance prior to lodgement. We trust that the information submitted is sufficient for the City of Melville and WAPC to endorse the Local Development Plan. Should you have any queries or require further information, please do not hesitate to contact the undersigned on 9213 7300 or ross@robertsday.com.au

Yours sincerely

ROBERTS DAY



**ROSS DUCKHAM
SENIOR ASSOCIATE**

CC: SANTA MARIA COLLEGE

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SANTA MARIA
COLLEGE

SANTA MARIA COLLEGE

LOCAL DEVELOPMENT PLAN

DOCUMENT CONTROL	
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REVISION	COMMENT	AUTHOR	APPROVED BY	DATE ISSUED

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Contents

- 1.0 Introduction 4**
- 2.0 Site Context5**
 - 2.1 Site Description 5
 - 2.2 College History and Background 6
- 3.0 Santa Maria Masterplan 2019 8**
 - 3.1 Vision for Santa Maria 8
 - 3.2 Preparation of the Masterplan 8
 - 3.3 Design Intent 9
- 4.0 LDP Elements10**
 - 4.1 Objectives10
 - 4.2 General Provisions.....10
 - 4.3 Building Scale and Location 11
 - 4.4 Streetscape and Retaining Local Character13
 - 4.5 Transport, Parking and Access13
 - 4.6 Modifications and Variations.....15
 - 4.7 Relationship with LPS 6 and Local Planning Policies15
- 5.0 Implementation16**
 - 5.1 Indicative Staging16
 - 5.2 Development Applications16
 - 5.3 Construction Management16

Appendix 1

LOCAL DEVELOPMENT PLAN

Appendix 2

TRAFFIC AND TRANSPORT TECHNICAL NOTE

1.0 Introduction

Santa Maria College is a longstanding member of the Attadale community with a proud history of local involvement and educating young women. The college has plans to redevelop the campus in a staged and orderly manner, to continuously improve the learning experience of students.

No increase in student capacity is proposed as part of the redevelopment.

To ensure well-managed redevelopment, a Local Development Plan (LDP) is proposed, to place individual stages of redevelopment in a broader context, as provided for by City of Melville requirements. The purpose of this Local Development Plan (LDP) is therefore to coordinate and guide development of the the College site in accordance with Clause 32 of the City of Melville Local Planning Scheme No. 6 (LPS 6) by:

- Clearly communicating development intentions and expectations to the community;
- Illustrating the intended development scenario which provides context for considering individual development applications;
- Ensuring that proposed development of Santa Maria is viable and of a high quality as befits the Attadale community; and
- Implementing the vision for Santa Maria College for the next 10-15 years, as per the Santa Maria College Masterplan 2019.

In addition to the objectives of the ‘Private Clubs, Institutions and Places of Worship’ zone stipulated in LPS 6, the objectives of the College that underpin the content of the Local Development Plan area as follows:

- To create a high quality, contemporary environment for learning needs, fit for now and the future
- Ensure development of the College is coordinated and abides by recognised design principles
- Ensure transport, traffic and parking are well coordinated in the College and surrounding streets
- Provide a continued exemplary contribution to Attadale’s local landscape, heritage and built form character.



2.0 Site Context

2.1 Site Description

2.1.1 Location

Santa Maria College is located in the suburb of Attadale, between Canning Highway and the Swan River foreshore. Perth City is approximately 15km north-east of the site and Fremantle is approximately 8km south-west of the site.

The College site is generally bounded by Stoneham Road to the north, Roberts Road to the east, Cawston Road to the south and Moreing Road to the west. The College site has an area of approximately 6.7ha. The overall College site includes 37 individual landholdings, the details of which are listed in Table 1 below. The individual landholdings are all located on the same survey plan, being Plan 1746.

LOTS FRONTING STONEHAM RD	LOTS FRONTING CAWSTON RD	LOTS FRONTING MOREING RD
Lot 35	Lot 208	Lot 218
Lot 36	Lot 209	Lot 219
Lot 37	Lot 210	Lot 220
Lot 38	Lot 211	Lot 221
Lot 39	Lot 212	Lot 222
Lot 40	Lot 213	Lot 223
Lot 41	Lot 214	Lot 224
Lot 42	Lot 215	Lot 225
Lot 43	Lot 216	Lot 226
Lot 44	Lot 217	Lot 227
Lot 45		Lot 228
Lot 46		Lot 229
Lot 47		
Lot 48		
Lot 49		

Figure 1: Santa Maria College, depicting contours, cadastral boundaries and immediate surrounds.



2.1.2 Topography and Site Features

The site slopes from Cawston Road to Stoneham Road, towards the river, with its highest points around the south-west corner and its lowest points around the north-east corner.

The site contains a number of important assets, that are considered important to retain and if possible, celebrate, as part of any future redevelopment of the College. These include:

- Retention of the landscape quality on the College
- Retention of the majority of major trees
- Retention of original school administration building (Catherine McAuley Building) from 1938 (listed on City of Melville Local Government Inventory 2014)

2.1.3 Surrounding Land Use and Amenity

The College site is predominantly surrounded by one and two storey residential dwellings. The residential lots in the area are larger in size (generally coded R12.5 and R15) and as a result Attadale is a relatively leafy, green suburb.

The College is respectful of the local character and amenity by reflecting the importance of vegetation and shade and providing landscaping around most of the site's boundaries.

2.1.4 City of Melville Local Planning Scheme No. 6

The subject site is zoned 'Private Clubs, Institutions and Places of Worship' under the provisions of LPS 6.

The proposed LDP has been prepared taking into consideration the relevant objectives of the zone, which are:

- To provide sites for privately owned and operated recreation, institutions and places of worship.
- To integrate private recreation areas with public recreation areas wherever possible
- To ensure that the standard of development is in keeping with the surrounding development and protects the amenity of the area

As per Clause 32, Table 7 of LPS6, development of land within the 'Private Clubs, Institutions and Places of Worship' zone is to accord with a Local Development Plan for the site which has been approved by the local government. The proposed LDP addresses this requirement of the scheme for the Santa Maria College site and provides for the comprehensive and coordinated planning of future development on the campus.

2.2 College History and Background

Santa Maria College, a school for girls, was established in 1938 by the Mercy Sisters to provide schooling for both boarders and day students. The original administration building was constructed in 1938 and was host to both the girls schooling and a Convent for the Sisters.

The College has grown from approximately 600 students in the 1980s to nearly 1300 enrolments and a little over 160 staff members in 2019. The College accommodates students from Year 5 up to Year 12.

The College does not have any plans to increase the number of students attending the school in the short term.

A timeline of significant events from the College's history is outlined below:

1938	Santa Maria College established – Catherine McAuley Building
1955	Chapel built
1958	North-south section of Mercy Building constructed
1965	First east-west section of Mercy building constructed
1968	Second east-west section of Mercy building constructed
1974	McDonald Building constructed as a music and drama complex
1981	Boarding houses constructed. Boarders previously lived in McAuley Building
1990	Final east-west section of Mercy Building constructed
1996	Irene McCormack Building completed
1998	Refurbishment of Catherine McAuley Building
2008	Mercy Building extended and renovated
2011	Upgrade of McDonald Building completed

As Santa Maria College moved into the new millennium, it was a time of rapid change in technology, providing increased accessibility to knowledge and resources beyond the realms of the traditional school environment.



A number of factors began to impact the planning and design of education campuses (below), which continue today.

- Staffing structures and student services support
- More diverse academic pathways for students
- Traffic and parking demand through increased staff and student numbers
- Development of the visual and performing arts program
- Integration of technology – both fixed and mobile provisioning
- The move away from book-focussed libraries
- Increased choice of sporting options with more expansive facilities required
- Cross-curriculum programs
- Greater focus on professional development opportunities for staff
- Stronger links with community and external providers
- Safety, security and wellbeing of students and staff and increased compliance requirements
- More active parent communities



Exploring these changing conditions that impact the College provided a catalyst for meaningful discussion with stakeholders about how Santa Maria may respond, to shape the future of the campus.



3.0 Santa Maria Masterplan 2019

3.1 Vision for Santa Maria

Santa Maria College began undertaking a masterplanning process in 2018, engaging EIW Architects to work with the College to understand emerging needs and address the potential development of the site for the next 10-15 years.

The Masterplan, which provided comprehensive planning of the site in its context, and forms the basis of the Local Development Plan, has been informed by the College's Strategic Plan 2018-2020 and embraces the heritage and culture of the College by responding to emerging needs with solutions developed through the lens of the Mercy values, as follows:

- Hospitality
- Compassion
- Justice
- Service
- Excellence

The process for preparation of the Masterplan, and the inputs that helped shape it, are described in the following sections.

3.2 Preparation of the Masterplan

The consistent focus of the masterplanning exercise (and subsequent planned investment in improvement of the school campus) is on improving the quality of the educational experience for young girls, in keeping with Mercy values.

To this end, preparation of the masterplan drew on a wide variety of inputs. This included a comprehensive review of leading international examples of education environments, recognition of the character and place attributes of the surrounding neighbourhood, and extensive engagement with a range of stakeholders in the school community.

Stakeholder engagement included intensive workshops with students across a range of ages, seeking inputs from teachers and other members of staff at the College, and the ongoing stewardship of College leadership.

These inputs assisted in identifying relevant best practice for the future College environment, attributes of the campus that are loved by various stakeholders, important current and future needs that must be met, and opportunities for efficiency.



3.3 Design Intent

Following the rigorous and inclusive consultation process, the Masterplan was developed and refined, and proposes the following key outcomes:

- New performing arts facilities including a College theatre
- Enhancement of sporting facilities
- New, contemporary facilities for the year 5-7 program that incorporate external learning areas and playgrounds
- Improve accessibility and provision of maintenance workshop(s), car parking (short and long term) and traffic management
- McAuley Building re-visioned as a senior learning community to include a centre for religious education and student services, celebrating the heritage and ethos of the College

- Development of external environments to include new shelter and seating areas for students and central community spaces
- All projects incorporating sustainability initiatives where possible, including solar power, rainwater harvesting, natural play areas, sustainable material choices and building management systems.

The masterplan layout is depicted in Figure 2. This forms the basis for the Local Development Plan. Indicative staging is indicated on the masterplan. This is discussed further in section 5.1 of this report.

Figure 2: Santa Maria College Masterplan 2019



4.0 LDP Elements

4.1 Objectives

The objectives of the College, as stated in the introduction of this report, are stated in the provisions of the LDP. Additionally, reference to the zone objectives stated in LPS 6 is provided.

These are included to provide guidance on the use of discretion, and also to ensure development proposals, and their assessment and determination, remain outcomes-focussed.

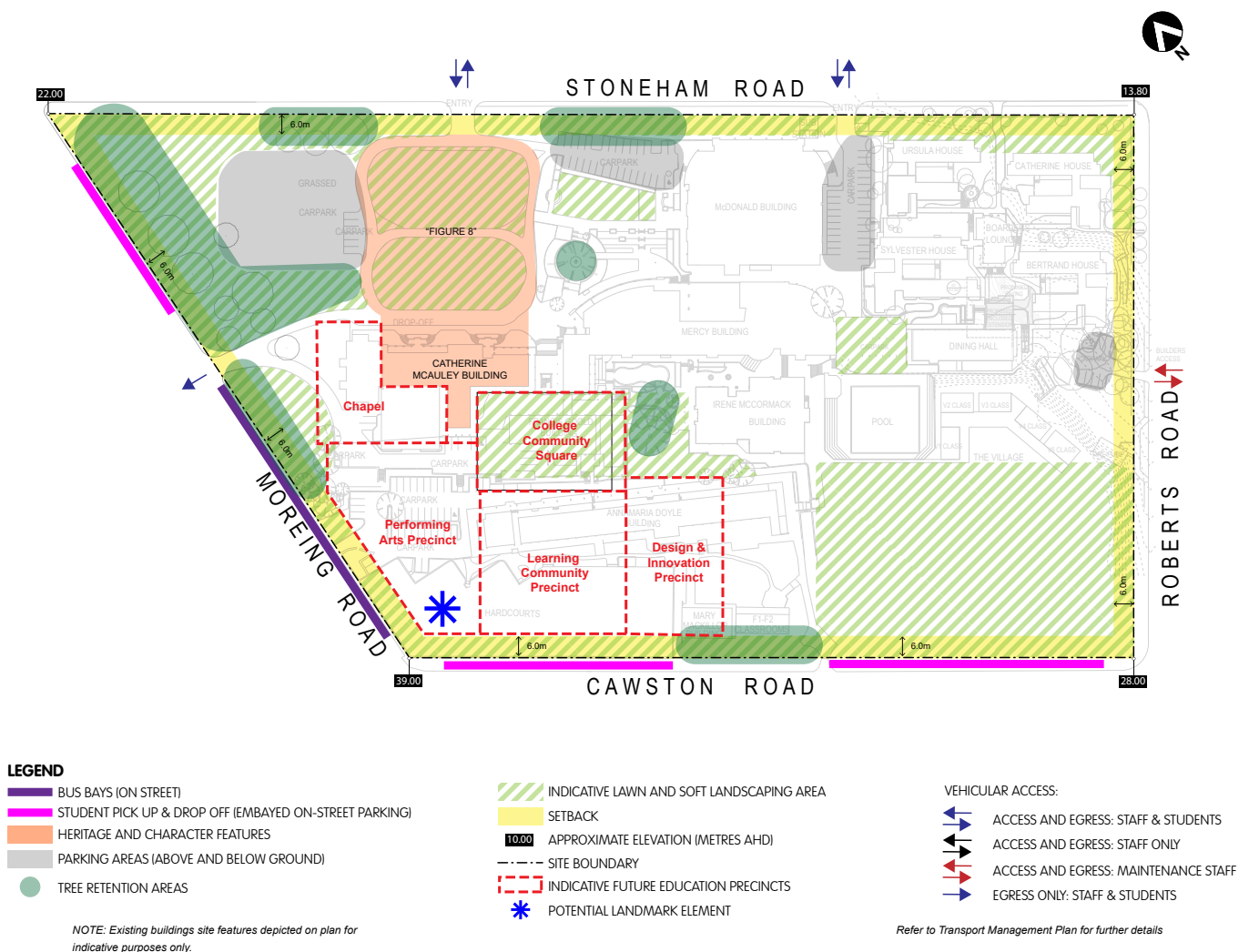
4.2 General Provisions

These provisions reflect the “due regard” status of the LDP, specifically that the LDP should be afforded considerable weight in decision-making, but that there is an ability to vary from the provisions if, in the opinion of the determining authority, such a variation is justified.

The advertising provisions also reflect the weight afforded the LDP: the detail considered in advertising and assessing an LDP, should not be substantially reviewed for every development application. Where a subsequent development application respects the LDP as a guiding document, the assessment process should do so too, and avoid re-advertising compliant development proposals.

It should be noted that the primary land use, as defined by LPS6, will continue to be “Educational Establishment”. This is reiterated as a provision in the LDP.

Figure 3: Proposed local development plan for Santa Maria College (excluding text provisions)



4.3 Building Scale and Location

As is clear in the Masterplan, additional building is largely proposed in the south-west and southern areas of the site. The ultimate result of this staged development is to provide a series of clustered learning areas (“precincts”) that provide for a range of educational opportunities and enrich the student experience.

Furthermore, the building footprints indicated create open spaces for informal interaction that are well defined and designed in their own right, rather than being remnant space not occupied by buildings.

The proposed street setback provides space for landscaping and boundary treatments that are both reflective of the landscape qualities of the surrounding area and provide for the security and safety of the school.

4.3.1 Street Setbacks

Setbacks from boundaries shall maintain the amenity and local character of the existing streetscapes, and shall be as follows:

- Stoneham Road – average 6.0m setback from site boundary
- Roberts Road – average 6.0m setback from site boundary
- Cawston Road – average 6.0m setback from site boundary
- Moreing Road – average 6.0m setback from site boundary

These setbacks will largely used to provide landscaping and a sympathetic and appealing contribution to the visual amenity of the area.

4.3.2 Separation of Buildings

Separation of buildings should be reflective of, and properly balance, a number of factors.

Separation of buildings is also recognised as only one element of character, and that other design elements can contribute to good design outcomes. These factors are reflected in the LDP, which stipulates that buildings should be sited to:

- Reflect the siting and relationship of existing buildings on the campus, as an important contribution to the character and appeal of the site;
- Minimise apparent bulk by providing architectural relief and complementary landscaping, both of which also serve to break up perceived bulk, and add interest to the streetscape
- Promote an open streetscape (particularly above the apparent ground floor), generally in keeping with the existing campus building layout, and intended character and density coding of the street, to ensure the streetscape adopts similar design principles across the campus and adjacent residences

Provide adequate ventilation and natural light to all buildings, to provide for natural cooling and lighting, contributing to a healthy and productive learning environment.

4.3.3 Open Space, Landscaping and Plot Ratio

Reflecting the landscape character of the site, the provision of adequate open space areas should be a consideration in the development of the campus. Accordingly, open space shall be measured in accordance with the provisions and definitions of LPS6. The minimum open space permitted over the site shall be 60%.

In addition to maintaining an open character to the site, the contribution of soft landscaping is recognised in the LDP also. This includes:

- The retention of mature trees, which provide shade, and a significant contribution to the character of the campus and locality
- The use of open grassed areas for formal sport or casual interaction, an important element of student development
- The use of greenery in setbacks and building curtilage to provide an appealing setting for the campus
- Prudent use of greenery to screen servicing and other building elements from public view, to turn a potentially unsightly building into a positive visual contribution

To this end, the requirement for soft landscaping within the LDP is a minimum of 30%. Details of landscaping to be provided will relate to an individual development proposal and be lodged and assessed with a development application.

This 30% minimum does not include soft landscaping provided within the street verge (outside the property boundary), which would be additional to this soft landscaping requirement.

Finally, given other controls in place over open space, building height and setbacks to guide built form, there are no plot ratio controls on site

4.3.4 Building Height

It is proposed to apply the same maximum height limit across the whole of the College site.

By way of reference, the tallest existing building on the site is the original administration building (Catherine McAuley Building). The tallest point of the McAuley Building stands at 17.28m in height, which is equivalent to 48.72m Australian Height Datum (AHD).

In order to ensure the redevelopment of the College in the future is respectful of the existing built form, streetscape and local amenity, the highest point of the tallest existing building shall be imposed as the maximum height limit, regardless of changes in levels across the site.

This provides a direct point of reference and certainty for the community regarding anticipated heights of buildings. This point of reference is reinforced by approximate AHD elevations for ground levels at all four corners of the site, providing further clarity to all stakeholders.

AHD itself is a technical measure, for a more practical and easily understood reference, "apparent height" has been used. This is approximate only but communicates more clearly to all stakeholders the heights to be expected

4.3.5 Landmark and Heritage Features

Two heritage features have been identified on the campus, the McCauley building, and the "Figure 8" lawned area.

The McCauley building is the original building on site from the establishment of Santa Maria College, and serves as a local landmark, an impressive architectural example, and a prominent reminder of the history of the College and Attadale as a whole.

The "Figure 8" complements the McCauley building and provides a substantial setting for the building and the campus as a whole, in addition to being a familiar point of arrival for many students. It was identified as a much loved attribute of the campus during the masterplanning process.

Development proposals shall have regard for the amenity and character of these elements, to ensure they continue to contribute visually to the locality.

4.3.6 Other Building Design Considerations

The preceding building controls cover specific elements of design but are not all encompassing. To provide comfort that overall building design will be well-considered, holistically, more general guidance has been included in the LDP, including:

- Orientation of buildings towards the street;
- Contributing to the streetscape through design and building orientation;
- Prudent use landmark features to provide identity and character
- Designing landscaping elements to complement built form
- Screening of servicing areas and waste collection areas from public view to protect the streetscape

4.4 Streetscape and Retaining Local Character

In addition to provisions regarding site cover and the importance placed on landscaped areas on campus, the streetscape can contribute positively to local character, as part of any redevelopment.

Specifically, the ability of street verges to provide additional greenery and shade can significantly add to the suburban landscape, and the locality. These elements, when combined with safe and legible pedestrian and cycling connections, can also improve the pedestrian experience

In keeping with the principle of protecting the amenity of streetscape, landscape, local character and local pedestrians, any improvements to road reserves adjacent to the College should have regard to protection or enhancement of these elements, while ensuring orderly development and operation of the college.



4.5 Transport, Parking and Access

4.5.1 Technical Note

A Technical Note on Traffic Management has been prepared in support of the proposed LDP. It addresses vehicle access to and egress from the site, parking provision, and the management of parking areas relative to the use of the site. It guides implementation with each development application as appropriate.

A full copy of the Technical Note is attached under Appendix 2.

4.5.2 Access

Vehicular access to the site is to be designed to ensure access to the site minimises impact on the surrounding road networks as much as is practicable. Vehicular access to and egress from the site for parking and service vehicles shall be limited to those points identified on the attached LDP.

Significantly, access and egress points proposed on the LDP substantially reflect current access arrangements, providing legibility and consistency – and therefore safety – for the College campus and surrounding streets.

One point of access is proposed to be removed (off Moreing Road, to a staff parking area also proposed to be removed). The Technical Note recognises that familiarity with access points will provide certainty and minimise disruption for those driving to the College.



4.5.3 Parking

Parking distribution has been carefully considered in planning for the site. Some areas have been identified for staff only, or for maintenance and servicing purposes, and some for student and parent movements.

Importantly, pick up and drop off areas include identified on-street locations, to ensure a coordinated and clearly communicated approach, which ensures cars do not stay in surrounding streets for longer than they need to.

The distribution of existing parking across the campus (including on-street parking) is provided in Figure 2.

Parking requirements for the College are as stipulated in the City of Melville’s Local Planning Policy 1.6, Car Parking and Access, requiring one bay for every two staff members.

Under this policy, 89 bays are required to be provided for the College. At present, 139 formal bays are provided. With the removal of the staff parking accessed from Moreing Road discussed in section 4.5.2 (43 bays), 96 bays would be provided on-site. This is still in excess of Council’s parking requirements.

These calculations also do not include on-street parking. For the purposes of assessing the total number of parking bays that serve Santa Maria College, those bays over which the College has access and right of use during school times and which are not on the site, shall be included in the assessment (for example, on-street pick up and drop off bays).

Finally, it should be noted that these parking calculations do not include or rely on any informal parking, for example in the north western corner of the campus.

Figure 4: Existing Parking



4.5.4 Walking and Cycling

The College is surrounded by an extensive, safe and legible local path network suited to a residential area. Pedestrian access gates to the College are provided at Moreing Road and Cawston Road.

Bicycle racks are available on the southern side of the Doyle Building and also adjacent to the current year 7 classrooms. Actual take-up of cycling amongst staff and students is low, but the College is able to accommodate more cyclists if popularity increases.

Dual use paths adjacent to the site can be upgraded with individual development applications, noting that the street verge adjacent to the school should provide greenery and shade, as well as pedestrian paths and infrastructure, to maintain the amenity of the locality.

4.5.5 Public Transport and School Buses

A substantial proportion of students use public transport to travel to and from the College. There is one standard Transperth bus route that runs from Perth to Fremantle, with a deviation that passes by the College, route 158. The service is provided for local commuters and is frequent during the commuter peak periods. It is useful for students accessing the College, but less so in the afternoon.

There are four dedicated school bus services that are specific to the College and provide connections to Coogee, Kensington/Waterford, South Perth and Manning. There is a dedicated and well-located bus embayment parking area provided on Moreing Road.

Due to the school services being privately operated, there is ability to modify schedule the of some routes, should circumstances change and new arrangements be required.

Presently, bus movement includes buses making a sharp left hand turn from Stoneham Road to Moreing Road, at the northern point of the site. There is an opportunity to improve the quality of this intersection, firstly by improving and safeguarding sightlines for drivers and pedestrians, and secondly by potentially redesigning the intersection to ensure it operates to a high standard for all users.

4.5.6 Service Vehicles and Emergency Access

It is incumbent upon future development applications to demonstrate that sufficient access and manoeuvring space will be provided and maintained for service and emergency vehicles. It should be noted that some emergency access is not depicted in the LDP, as they will not be regular or permanent points of access as part of the College's daily operation.

4.6 Modifications and Variations

The development depicted in this LDP and supporting documents will take place over an extended period. The vagaries of detailed design may change over time. Consequently, the City of Melville may approve both modifications to the LDP, and development applications that vary from LDP provisions, provided it is satisfied that proposed development is in keeping with the vision and objectives for Santa Maria College, as outlined in this supporting report, the principles of the endorsed LDP, and/or the objectives of the Private Clubs, Institutions and Places of Worship zone in LPS6.

4.7 Relationship with LPS 6 and Local Planning Policies

This Local Development Plan is a "due regard" document based on site specific conditions. In the instance where a provision of the Local Development Plan is inconsistent with a provision of LPS6, the Scheme provision shall prevail. Variations to Local Planning Policies (also "due regard" documents) may be considered on this site where specifically provided for or otherwise justified by the Local Development Plan, or site-specific considerations.

5.0 Implementation

5.1 Indicative Staging

The final Masterplan identifies six stages of development for the College, which should be considered indicative. The development stages are clustered by function, which will allow maximum benefit for staff and students at the completion of each stage, whilst reducing impact on the day-to-day functions of the College. The indicative stages are as follows:

- **Stage 1:** Performing Arts Community
- **Stage 2:** Sporting Precinct
- **Stage 3:** Learning Community (5-7)
- **Stage 4:** Parking + Traffic Management
- **Stage 5:** McAuley Building Re-Vision
- **Stage 6:** Design + Innovation Centre

5.2 Development Applications

Unless exempted by LPS6, development applications must be lodged for all proposed development on the campus.

Development applications may need to be supported with additional information, including but not limited to a Waste Management Plan, a Landscape Plan, and a Traffic Impact Statement. Pre-lodgement consultation with the local government should be undertaken to confirm the exact nature of additional information required for a development application.

Not all provisions of the LDP will apply to every development application lodged. Pre-lodgement discussions can confirm which provisions are applicable to a specific proposed development.

All development applications should be considered in the context of the Local Development Plan, and comprehensive planning represented in the LDP and its approval process.

Advertising of development applications may be required where variation is proposed to the Local Development Plan provisions.

As per Provision 2 of the Local Development Plan, advertising of a development application may not be required, where the proposed development is consistent with the requirements of the Local Development Plan.

5.3 Construction Management

Notwithstanding the outcomes-focussed approach taken in this LDP, it is acknowledged that unregulated construction activity can be disruptive, especially in quieter residential areas.

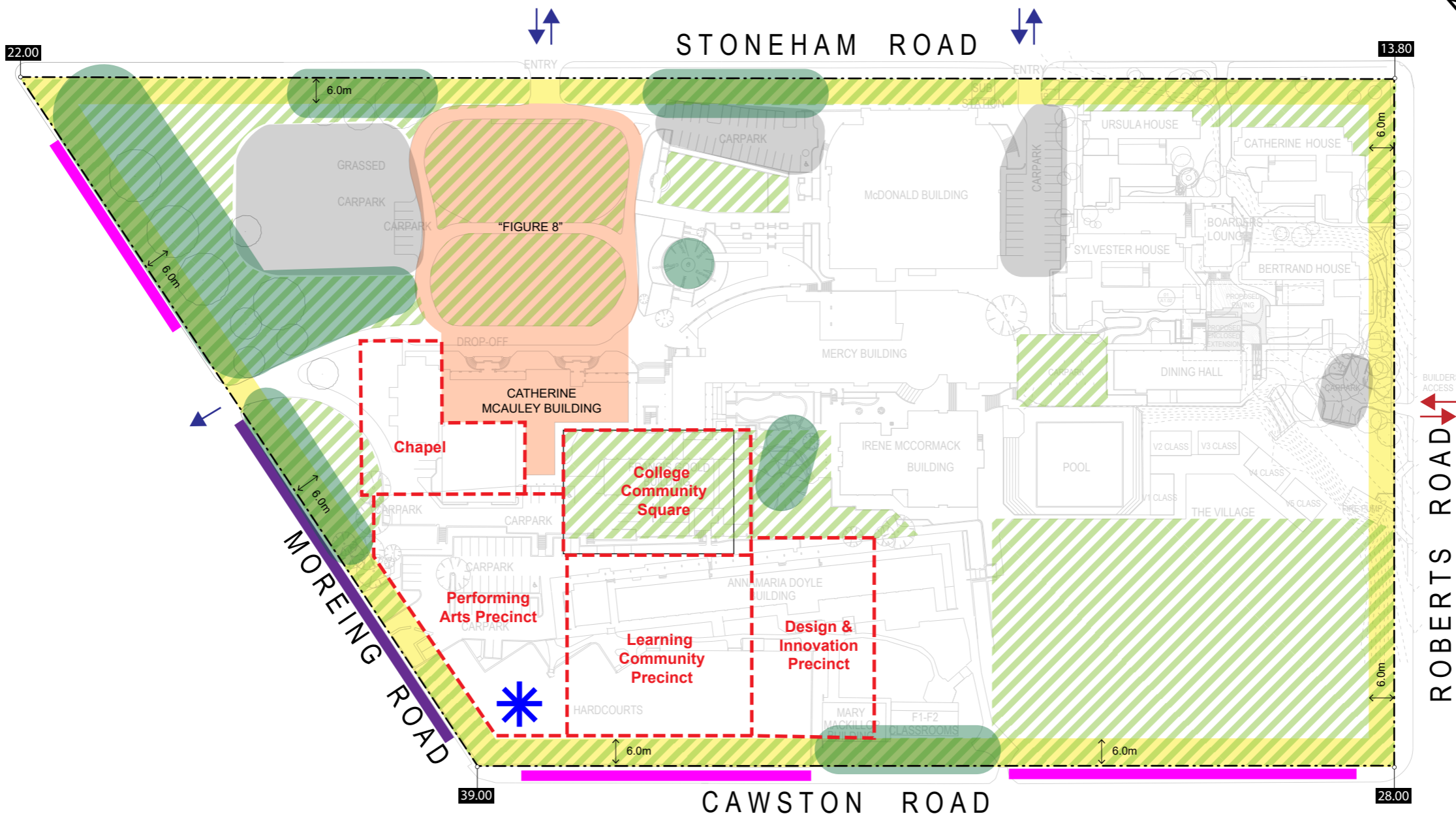
In order to safeguard amenity of the locality during construction, the determining authority may resolve to require a Construction Management Plan as a condition of development approval, which may address, but is not limited to, the following elements of the construction process:

- Noise control
- Dust control
- Traffic, parking and access management
- Waste management

Complaints procedures and contact details for site managers

APPENDIX 1

LOCAL DEVELOPMENT PLAN



LEGEND

- BUS BAYS (ON STREET)
- STUDENT PICK UP & DROP OFF (EMBAYED ON-STREET PARKING)
- HERITAGE AND CHARACTER FEATURES
- PARKING AREAS (ABOVE AND BELOW GROUND)
- TREE RETENTION AREAS

- INDICATIVE LAWN AND SOFT LANDSCAPING AREA
- SETBACK
- APPROXIMATE ELEVATION (METRES AHD)
- SITE BOUNDARY
- INDICATIVE FUTURE EDUCATION PRECINCTS
- POTENTIAL LANDMARK ELEMENT

VEHICULAR ACCESS:

- ACCESS AND EGRESS: STAFF & STUDENTS
- ACCESS AND EGRESS: STAFF ONLY
- ACCESS AND EGRESS: MAINTENANCE STAFF
- EGRESS ONLY: STAFF & STUDENTS

NOTE: Existing buildings site features depicted on plan for indicative purposes only.

Refer to Transport Management Plan for further details



robertsday.com.au planningdesignplace

DRAFT

REV	DESCRIPTION	YMMDD	DRAWN	APPR'D
E	UPDATE BASE PLAN	200617	II	RDu
D	UPDATE BASE PLAN	200218	II	RDu
C	UPDATE BASE PLAN	191217	II	RDu
B	UPDATE BASE PLAN	191127	II	RDu
A	BASE PLAN	191106	II	EH
REV	DESCRIPTION	YMMDD	DRAWN	APPR'D

LOCAL DEVELOPMENT PLAN
Santa Maria College, Attadale
 City of Melville

REF NO. **SMC ATT** DRAW NO. **RD3 001** REV. **E**

APPENDIX 2

TRAFFIC + TRANSPORT TECHNICAL NOTE

TECHNICAL NOTE

Project: Santa Maria College
Traffic and Parking

Date Issued: 3 July 2020

Issued to: Santa Maria College

Job Number: 19-08-110

1.0 Background

Porter Consulting Engineers has been engaged to provide traffic and parking input into the proposed Masterplan and subsequent Local Development Plan for Santa Maria College, Attadale.

Santa Maria College is a Catholic school for girls from years 5 to 12 with approximately 1,300 students including 152 boarders. The school operates with approximately 166 staff either part time or full time.

2.0 Masterplan and Local Development Plan

The Local Development Plan is guided by the Masterplan that considered the needs of the College and its Stakeholders and adopted a design approach recognising these needs.

The Plans look at the potential development of the College in the future to meet the educational needs of students and staff in the next 10-15 years or longer. There are no plans to increase student numbers, the focus is on improving educational facilities and student experiences.

With respect the traffic and parking a number of improvements are proposed. The stages are indicative only and the timing is tentative on buildings and associate works including parking. In summary these include:

- *Stage 1 – 2021-2023*
Construct full width bus embayments and on street parking along Moreing Road
Removal of existing staff carpark off Moreing Road
- *Stage 2 – 2025*
Construct on street parking embayments on Cawston Road (eastern end)
- *Stage 3 – 2027-2028*
Construct on street parking embayments on Cawston Road (western end)
- *Stage 4 – post 2028*
Construct multi-level deck parking in the north west corner of the Site

A copy of the Masterplan is contained in Appendix A.

3.0 Existing Situation

Road Hierarchy

Santa Maria College is bounded on all sides by the local road network. These roads include Stoneham Road, Moring Road, Cawston Road and Roberts Road all of which are local access roads as classified by the *Main Roads WA Functional Road Hierarchy*. Local access roads by definition “provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function.”

Road Infrastructure

Stoneham Road is constructed to a two way single carriageway standard with a pavement width of approximately 7m. No stopping is permitted on the northern side of Stoneham Road between 3-4pm. A 2m wide footpath is provided on the same side as the College.

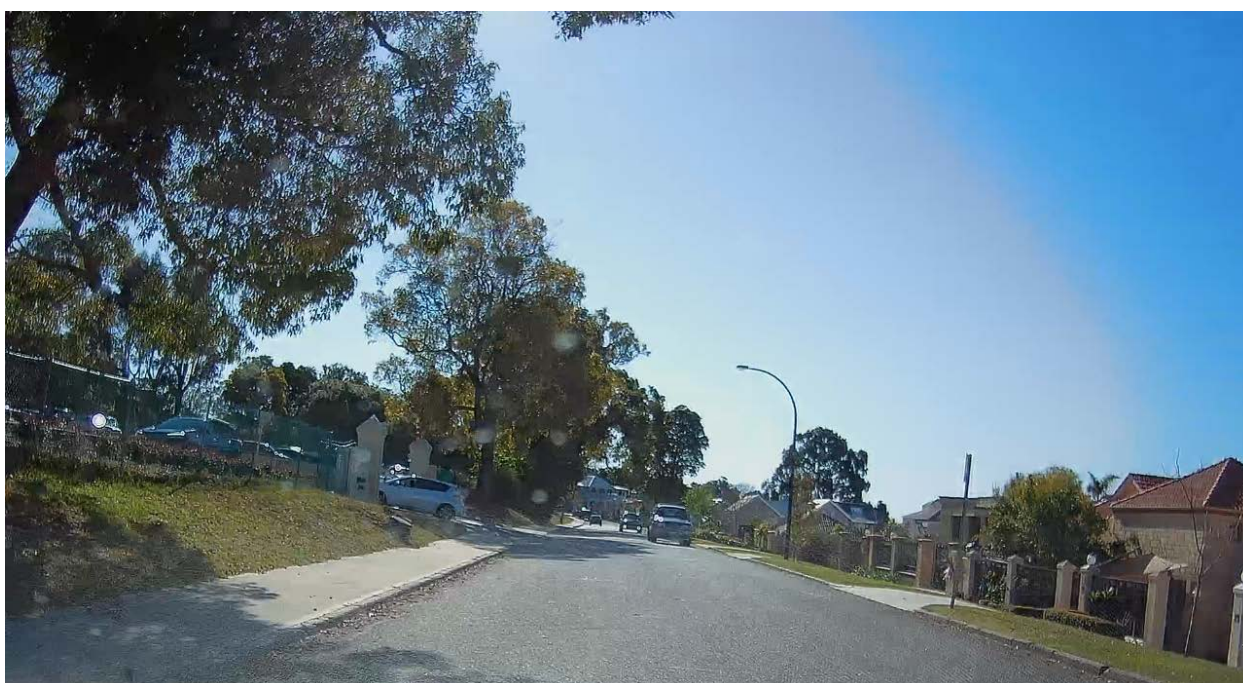


Figure 1 – Stoneham Road, adjacent to main entry into College

Moreing Road is constructed to a two way single carriageway standard with a varied pavement width ranging from 6m up to 8.8m adjacent to the College. The 8.8m pavement width caters for a bus embayment on Moreing Road, north of Cawston Road.

No stopping is permitted on the eastern side of Moreing Road between Stoneham Road and the College exit between 8-9am and 3-4pm. On the western side of Moreing Road between Stoneham Road and Cawston Road a combination of no stopping and no parking restrictions occur between 8-9am and 3-4pm.



Figure 2 – Moreing Road, north of Stoneham Road



Figure 3 – Moreing Road, adjacent to the College exit only



Figure 4 – Moreing Road, adjacent to the bus embayments

Cawston Road is constructed to a two way single carriageway standard with a pavement width of approximately 6m. A 2.5m wide footpath is provided on the same side as the College on Cawston Road.

Two parking restrictions occur of Cawston Road adjacent to the College. These are:

- Cawston Road (northern side) between Moreing Road and Cann Road: No parking 8-9am and 3-4pm
- Cawston Road (northern side) between Cann Road to Roberts Road: 15 minute parking 8-9am and 3-4pm
- Cawston Road (southern side) between Moreing Road and Roberts Road: No stopping 8-9am and 3-4pm

The parking signage facilitates the collection of students along this length of road in accordance with the Road Traffic Code 2000. This requires that a vehicle is permitted to stop provided they are dropping off or picking up persons/goods, does not stop for longer than 2 minutes and that the driver does not leave the vehicle.



Figure 5 – Cawston Road, west of Moreing Road

Roberts Road is constructed to a two way single carriageway standard with a pavement width of approximately 6m. A 2.0m wide path is provided on Roberts Road also adjacent to the College. No parking restrictions apply to Roberts Road adjacent to the College.

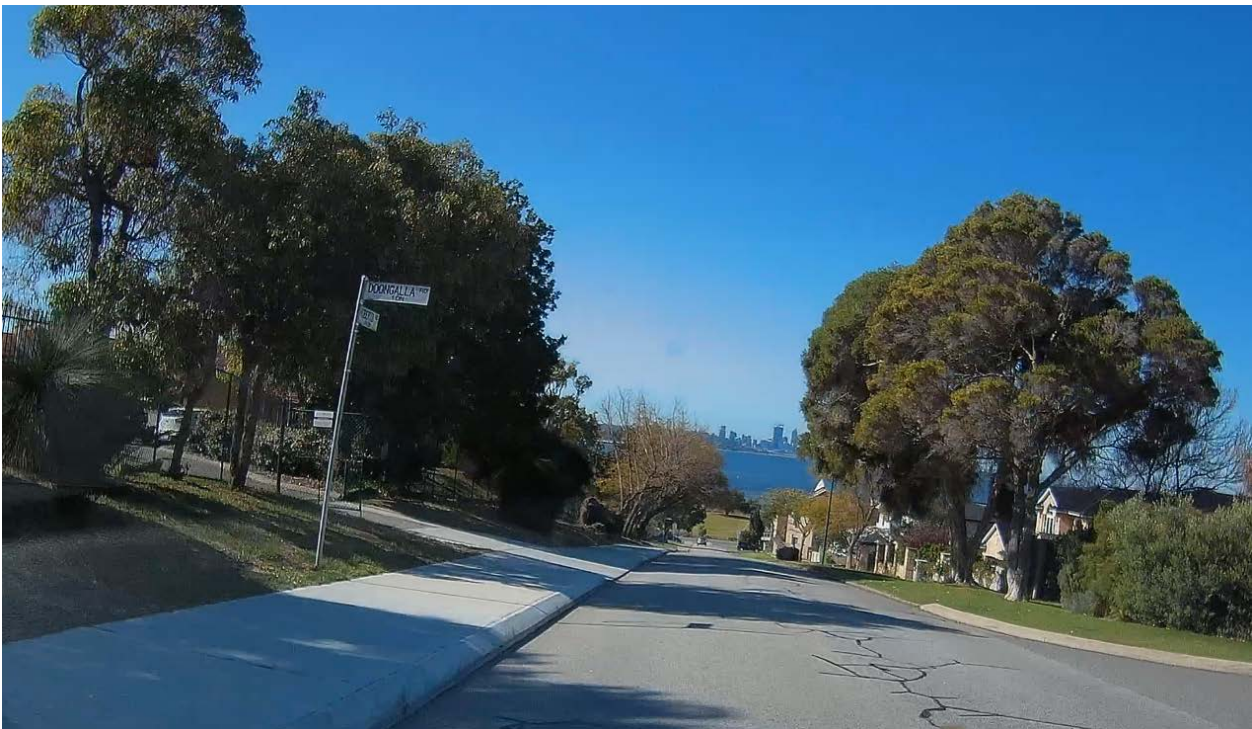


Figure 6– Roberts Road, north of Cawston Road

Existing Traffic Volumes

The most recent traffic counts available were sourced from the City of Melville. A summary of these are outlined in **Table 1**. These traffic volumes are in line with those traffic volumes expected on an “access” road as defined by the *Main Roads WA Functional Road Hierarchy*.

Table 1: Existing Traffic Counts

Location	Weekday (veh per day)	AM Peak Hour (veh per hr)	Pm Peak Hour (veh per hr)	Date
Stoneham Rd, east of Booker Rd	899	88 (8-9am)	108 (3-4pm)	May 2017
Cawston Rd, east of Moreing Rd	390	145 (8-9am)	68 (3-4pm)	May 2017
Roberts Rd, north of Cawston Rd	991	152 (8-9am)	141 (3-4pm)	Sept 2017
Roberts Rd, south of Burke Dr	627	99 (8-9am)	91 (3-4pm)	Sept 2017

Vehicle Access

The College currently has 5 crossovers servicing the Site as shown in Figure 7.

The primary two way crossover into the College is located on Stoneham Road. A “figure eight” internal road network provides access to a pick up and set down area, staff parking, visitor parking and an existing grassed overflow parking area. This access/egress has a tight geometry constrained by the entry statement walls and internal garden bed walls. As this crossover is used by the same drivers on a daily and/or weekly basis they are likely familiar with the constraints. This crossover is proposed to be maintained.

A secondary egress only from the College is provided on Moreing Road which is primarily used by parents exiting the College.

A two way crossover to the College is located on Moreing Road. This carpark is primarily used by staff. Under the Masterplan this carpark is proposed to be removed and hence the crossover is proposed to be closed. Under the existing situation stopped buses may restrict sight lines between exiting vehicles and through traffic on Moreing Road however there is no evidence of crash occurrence at this location within the last 5 years.

There is also a two way crossover on Stoneham Drive (adjacent to the Boarding Community) to service a staff only carpark. This carpark and crossover is to remain. Roberts Road contains a two way crossover that services a small carpark used primarily by maintenance staff which is also proposed to be retained.



Figure 7: Existing Vehicle Access

Crash History

A review of the recent crash history for road network abutting the College has been conducted for the five year period to the end of December 2018 from the Main Roads Western Australia Integrated Road Information System (IRIS) crash database. There were a total of 4 crashes within the extracted data. Details for the 4 crashes are summarised as follows:

- 1 right angle crash at Moreing Road and Cawston Road,
- 1 midblock crash on Roberts Road,
- 1 midblock crash on Cawston Road, and
- 1 right angle crash at Cawston Road and Cann Road.

All crashes resulted in major property damage and occurred in dry weather conditions. Three crashes occurred in daylight hours with one occurring at night. Only one crash occurred during the typical peak hours of the school.

Site Observations

General observations made during an afternoon peak period were as follows:

Stoneham Road

1. Vehicles began queuing within the internal Figure 8 and onto Stoneham Road prior to the end of school bell (3.20pm for Senior students)
2. Vehicles queued along both approaches on Stoneham Road i.e. turning both left and right into the College. Sight lines and pavement widths generally do allow vehicles to pass vehicles queued to turn left on Stoneham Road.
3. Vehicles queued to turn right were observed to queue immediately adjacent to the kerbline which does not allow vehicles to overtake right turning vehicles on the correct side. Vehicles queued to turn right may cause some inconvenience to residents on Stoneham Road as the queue may restrict their driveway access.
4. Vehicles were also observed to pull up and park on the kerb/path on Stoneham Road, near the Boarders entry/exit and wait for students.

Moreing Road

5. A small number of vehicles stopped to collect students within the no stopping zone on Moreing Road.
6. A combination of private and public school buses use the bus embayment on Moreing Road.

Cawston Road

7. Vehicles began queuing on Cawston Road prior to the end of school bell for Junior School (3.10pm for Junior School) hence were not actively picking up or setting down students as per the installed signage. The Road Traffic Code specifies a default time restriction of 2 minutes within no parking zones.
8. Vehicles queued on Cawston Road extended to Moreing Road with vehicles starting to queue on Moreing Road (i.e. waiting to turn right into Cawston Road)

Roberts Road

9. Vehicles pulled up and parked on the kerb/path on Roberts Road.

The pm peak period for traffic occurred approximately from 3.00pm to 3.30pm.

4.0 Parking Review

Parking Requirements

Parking requirements applied by Local Governments are generally defined through local planning schemes and local planning policies. The City of Melville parking requirements for Schools is 0.5 spaces per staff plus 6 bays for pick up and set down (Primary Schools) as outlined in the City of Melville Car Parking and Access policy. Based on 166 staff (2019) the City of Melville parking requirements is approximately 89 bays. It is noted that the Department of Education parking requirements for new schools would require more bays than those required by the City of Melville

Santa Maria College currently have 139 formal on site parking bays as shown in Figure 8. The southwest corner of the Site is to be developed (Stage 1) which would see the removal of the existing staff carpark of Moreing Road with approximately 43 bays. This would reduce the on site parking to 96 formal bays which still exceeds the City of Melville parking requirement of 89 bays.

Staff from the closed Moreing Road carpark are proposed to park within the existing grassed area in the northwest corner of the site. This grassed area is currently used by staff for overflow parking and is estimated to have a capacity of approximately 80-90 bays depending on the layout. It has adequate capacity to cater for the removal of the 43 bays on the basis that a similar number currently use the overflow area. To maximise the number of bays an indicative layout using bunting is likely to be required.

Due to the number and frequency of vehicles likely to use the grassed overflow parking area it is likely that the area may require continued maintenance to ensure a suitable surface is provided particularly during the wet months. On this basis it may prove beneficial that a form of hardstand be provided.

On Street Parking

On street parking improvements are proposed as shown in the concept sketches in Appendix B. These are envisaged to occur in Stages in conjunction with internal works occurring within the College. These include:

Stage 1 - improve the existing bus embayment and create on street parking (7 bays) along Moreing Road. These bays have typically been positioned to ensure sight lines are maintained.

Stage 2 -- 13 bays on Cawston Road between Robert Rd and Cann Road

Stage 3 – 21 bays on Cawston Road between Moreing Road and Cann Road.

The new on street parking embayments proposed along Cawston Road within the existing verge will require some retaining and the construction of a new path. The conceptual design shows a 2.5m parking embayment with a 0.5m safety strip. A 2m path is shown on the concept sketches however the City of Melville has requested that a wider path be considered in the detailed design. A review of other schools within the City of Melville indicates that a 2m wide path is standard. It is noted that the northern verge contains both gas and optic fibre that will need to be considered in the detailed design and whether a wider path could be readily accommodated. These on street bays would improve traffic flow around the College during pickup and set down times as two way traffic flow could be maintained on Cawston Road.

Cawston Road parking restrictions would be similar to that currently installed to ensure the parking embayment operates as a set down and pick up zone with a small number of 15 minutes bays for those vehicles that need to park for a short period. Outside of peak operating hours these on street bays could be used by residents, part time staff that arrive after and depart prior to the peak times or parents/visitors attending the College for meetings or events outside of peak times.



Figure 8: Existing Off Street Parking

5.0 Public Transport

The site has access to public transport with bus stops located on Moreing Road, south of Stoneham Road (I.D. 11057). A dedicated bus embayment pick up and set down area of approximately 100m in length is provided

Routes operating from this bus stop include:

- Route 158, general service, Elizabeth Quay Bus Station and Fremantle Station
- Route 782, School service, Santa Maria College and Bull Creek Station
- Route 783, School service, Santa Maria College and Booragoon Bus Station
- Route 784, School service, Santa Maria College and Bull Creek Station

The School also has a number of private bus services operating to areas such as Coogee, South Perth, Kensington/Waterford and Manning.

There are numerous opportunities for students to use public transport to travel to/from the College. The College's website outlines the various bus routes that service the College.

6.0 Pedestrian and Cyclist Movements

The College is located within a residential area that typically has a footpath on one side of most streets for pedestrian walkability and to encourage local students to walk to school. Pedestrian road crossing facilities are provided at the intersections around the College.

The walkable pedestrian catchment (800m or 10 minutes) includes the suburbs of Bicton and Attadale. The river, foreshore and Point Walter Golf Club are within this walkable catchment area hence reducing the potential student catchment. There are no district distributor roads that may typically act as a barrier and deter students residing in the immediate surrounds from walking or cycling to school. The paths along the Foreshore also provide a pleasant and safe walking and cycling environment for students that live locally.

Figure 9 indicates the likely walkable pedestrian areas to/from the College based on a 400m and 800m radius.

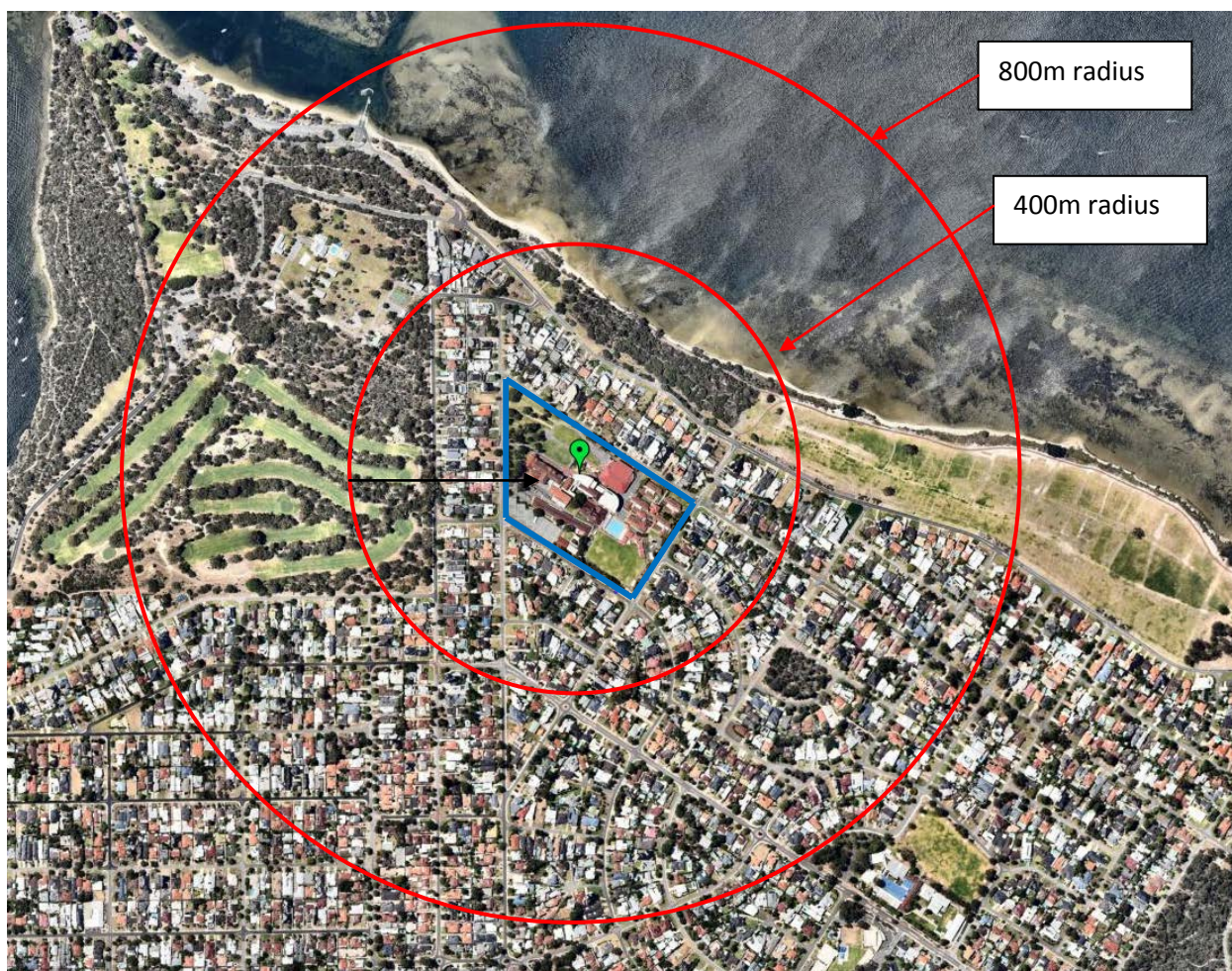


Figure 9: Walkable Pedestrian Area

7.0 Parking Management

Parking management is an important element to provide safe and efficient parking to meet the College's parking demand in particular the set down and pick up of students. Accordingly the College already has some parking and traffic management measures in place.

Student collection is via the designated set down and pick up zones. Year 5 to 7 students are to be collected on Cawston Road whilst Years 8 and above are to be collected within the Figure 8 located in the College.

Parking demand is typically higher in the afternoon where vehicles are all parking at a similar time awaiting the end of school bell, whilst during the morning the arrival of vehicles is spread over a slightly longer period as students are dropped off at varying times for the start of school.

To assist with managing traffic during the peak afternoon period the College staggers the finish times for junior and senior students which assist in dispersing the traffic on the surrounding road network during the peak period. Similarly, the two designated collection areas are on opposite sides of the College (i.e. Cawston Road and Stoneham Road) also assisting with reduction in congestion through the distribution of traffic on the surrounding road network.

On site observations indicate that the vehicles are queueing within the pick up zones prior to the “end of school bell” for the respective areas i.e. 3.10pm for Cawston Road and 3.20pm for the Figure 8. To support the efficiency of these pick up zones, it will be beneficial to advise parents using these zones to arrive a short time after the “end of school bell” to allow students adequate time to make their way to the pick-up zone. No vehicles should be parked in these areas prior to the bell. This should minimise the average length of queues and delays.

Vehicles parked within the Figure 8 may be discouraged from arriving early and parking in the area by the College using temporary traffic management measures restricting access to these areas prior to the school bell. This is an effective measure in use at other schools. No vehicle is permitted legally to stop on Cawston Road for longer than 2 minutes in the no parking zone in accordance with the Road Traffic Code. Whilst this area can not be closed using traffic management a reminder by staff on duty may be beneficial prior to the bell.

Appendix A – Masterplan

MASTERPLAN

Santa Maria College began undertaking a masterplanning process in 2018, engaging EIW Architects to work with the College to address the potential development of the site for the next 10-15 years.

In establishing an effective process to address this task, EIW Architects proposed a series of 'Building Ideas' Workshops that included students, staff and the parent community. These lead the participants through activities designed to identify both the existing conditions and future visions for the -

VALUES PLACE LEARNING

A College wide survey was also utilised across the staff, student and parent groups to gather additional data.

Synthesizing the data confirmed early ideas identified by the Master Plan Group including -

- Preserving the History
- Building Community
- Embracing sustainable design practices
- Empowering future learning directions
- Re-visioning current buildings
- Developing exemplary, multi-purpose new facilities
- Enhancing the campus environment for all

The process for developing Masterplan concepts was guided by the Master Plan Group and included a set of **Guiding Principles**. These were utilised in assessing the validity of the ideas and were intrinsic to the decision making process.

Strategic Plan

Ethos
Learning
Students
Staff
Community

Resourcing Factors

Cost
Dependencies
Impact
Adaptability

Site Factors

Environment
Heritage
Design
Accessibility

The College's Leadership Team and the College Advisory Council were engaged to review the final rationale behind each of the stages.

The Masterplan proposes key outcomes following the inclusive and rigorous process.

- New performing art facilities established including a College theatre
- Enhancement of sporting facilities
- New, contemporary facilities for the year 5-7 program developed that incorporate external learning areas and playgrounds

- Accessibility and provision of maintenance workshop/s, car parking - short and long term - and traffic management to be improved
- McAuley Building re-visioned as a senior learning community, centre for religious education and student services, celebrating the heritage and ethos of the College
- External environments developed including new shelter and seating areas for students and central community spaces
- All projects incorporate sustainability initiatives where possible including solar power, rainwater use, natural play areas, sustainable material choice and building management systems.

The final masterplan has identified the following stages -

- Stage 1** Performing Arts Community
- Stage 2** Sporting Precinct
- Stage 3** Learning Community (5-7)
- Stage 4** Parking + Traffic Movement
- Stage 5** McAuley Building Re-vision
- Stage 6** Design + Innovation Centre

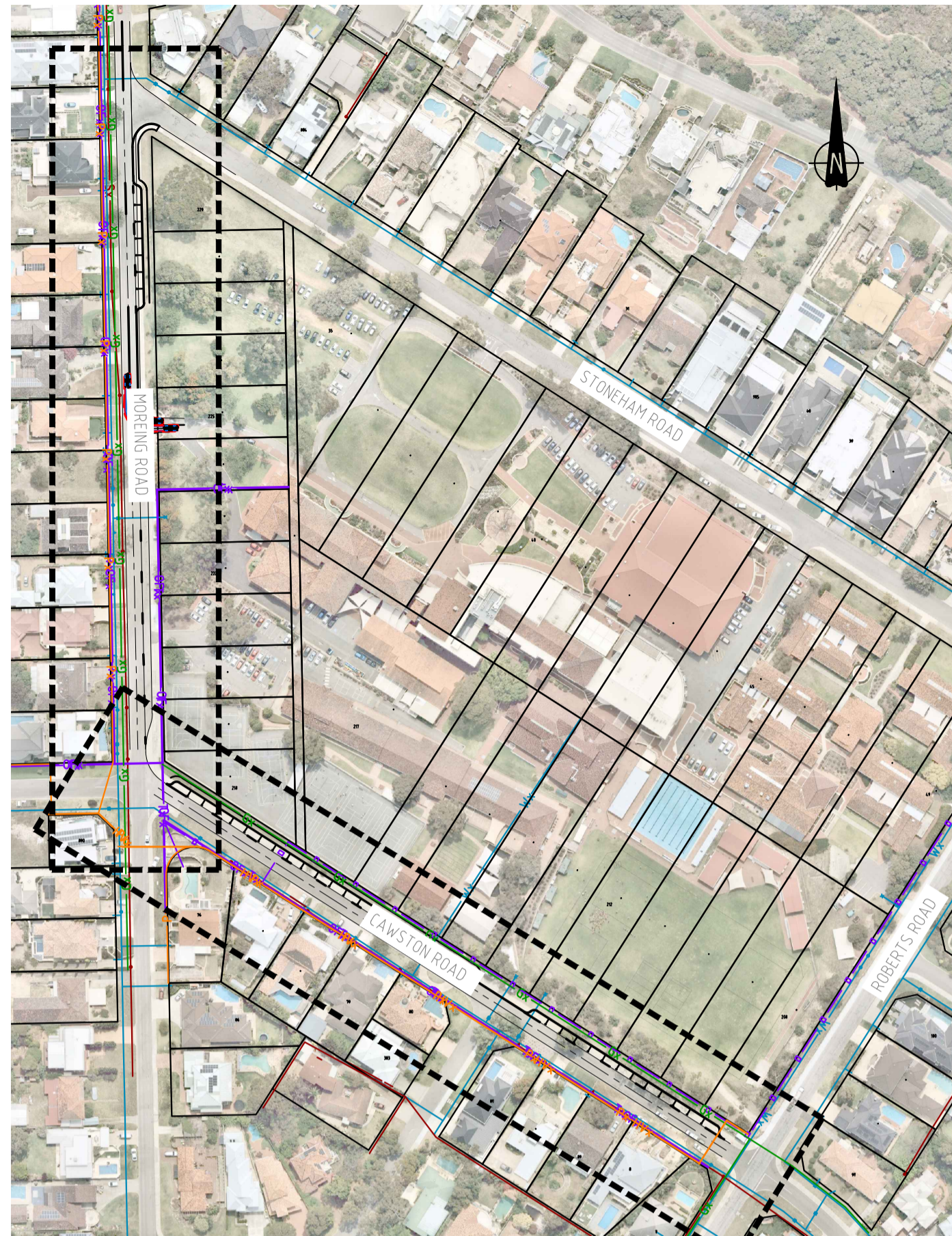
Masterplan Overview



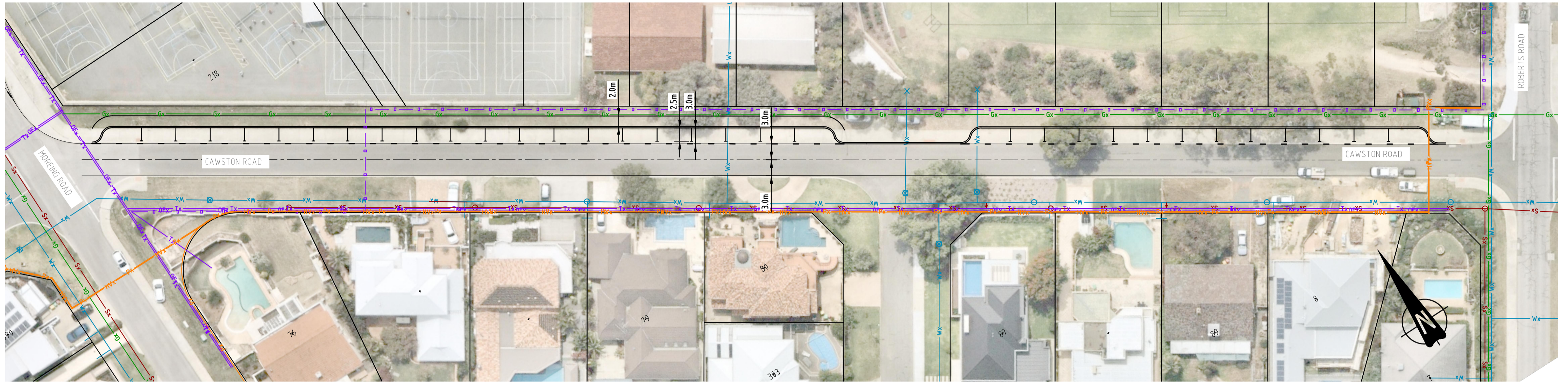
Masterplan Stages

	Stage 1
	Stage 2
	Stage 3
	Stage 4
	Stage 5
	Stage 6
	Future

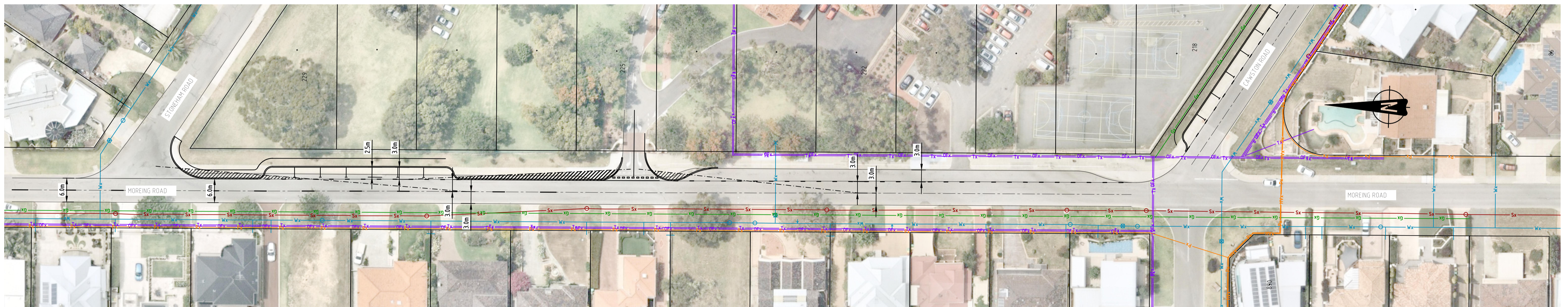
Appendix B – On Street Parking Options



KEY PLAN
1:2000



CAWSTON ROAD
1:500



MOREING ROAD
1:500

LEGEND

- EXISTING ROAD
- PROPOSED PARKING
- EXISTING SEWER
- EXISTING WATER
- EXISTING LV UG POWER
- EXISTING HIGH VOLTAGE UG POWER
- EXISTING TELECOMMUNICATIONS
- EXISTING NBN OPTIC FIBRE
- EXISTING OPTUS CABLES
- EXISTING GAS



PROJECT:		SANTA MARIA COLLEGE ATTADALE	
B	12-2-2020	SIGHTLINES ADDED TO STONEHAM ROAD	
A	29-10-2019	ISSUED FOR COMMENT	
No.	DATE	REVISION	

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CLIENT:

SANTA MARIA COLLEGE

DRAWING:	PARKING OPTIONS
STATUS:	FOR COMMENT

SCALE:	1:500
DATE:	FEB 2020
DESIGN:	JH
DRAWN:	MJV
CHECK:	APPD

DRAWING No.	19-8-110/800	REV No.	B	ORIGINAL DRAWING SIZE	A1
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