Metro Inner-North Joint Development Assessment Panel Agenda

Meeting Date and Time: Thursday, 3 August 2023; 9:30am
Meeting Number: MINJDAP/192
Meeting Venue: City of Vincent
244 Vincent Street, Leederville

A live stream by the City of Vincent is available for this meeting, via the following link:
https://www.youtube.com/channel/UCYzPi8ye_dyQxjx3g_4QgVA

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Attendance

DAP Members

Francesca Lefante (Presiding Member)
Lee O'Donohue (Deputy Presiding Member)
John Syme (Third Specialist Member)
Cr Susan Gontaszewski (Local Government Member, City of Vincent)
Cr Ashley Wallace (Local Government Member, City of Vincent)

Officers in attendance

Jay Naidoo (City of Vincent)
Adam Parker (City of Vincent)
Mitchell Hoad (City of Vincent)

Minute Secretary

Kylie Tichelaar (City of Vincent)

Applicants and Submitters

James Hunter (Cyrenian House)
Alex McGlue (Lavan Legal)
Martti Warpenius (Reverberate Consulting)
Ross Underwood (Planning Solutions)
Daniella Mrdja (Urbanista)
Merle Bloch
David McDermont
Simon Carroll
Mayor Emma Cole

Members of the Public / Media

Nil.

1. Opening of Meeting, Welcome and Acknowledgement

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

2. Apologies

Nil

3. Members on Leave of Absence

Nil.

4. Noting of Minutes

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

5. Declarations of Due Consideration

The Presiding Member notes an addendum to the agenda was published to include details of a DAP request for further information and responsible authority response in relation to Item 8.1, received on 2 August 2023.

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

6. Disclosure of Interests

Nil

7. Deputations and Presentations

7.1 Mayor Emma Coles (City of Vincent) presenting in support of the recommendation and against the application at Item 8.1. The presentation will address the grounds for refusal for the proposed development.

7.2 Simon Carroll presenting in support of the recommendation and against the application at Item 8.1 The presentation will address

- To explain from local residents perspective why the proposed development and nature of its operation, as a 24/7 emergency drug and alcohol crisis centre, is unsuitable for the high density residential location in which it is proposed.
- How it will degrade the amenity of the local neighbourhood and create significant risks to local residents.
- To respond to the inaccurate claims made on behalf Cyrenian house in support of the proposed development

7.3 Merle Bloch presenting in support of the recommendation and against the application at Item 8.1. The presentation will address that the proposed centre is does not fall within the planning scheme provisions in that it would not be *"compatible with and complementary to residential development*" and/or would not *"enhance the amenity and character of the residential neighbourhood"*.

7.4 David McDermont presenting in support of the recommendation and against the application at Item 8.1. The presentation will address the reasons why 94% of residents that submitted responses against the proposed development.

7.5 Daniella Mrdja (Urbanista) presenting in support of the recommendation and against the application at Item 8.1. The presentation will address

- How the proposal fails to satisfy the relevant and applicable planning framework;
- How the proposed land use is inconsistent with the aims and objectives of the zone;
- How the proposal will result in significant amenity impacts to the neighbouring residents.\
- How the proposal is entirely incompatible within the existing context of the area.

7.6 James Hunter (Cyrenian House) presenting against the recommendation and in support of the application at Item 8.1. The presentation will provide an introduction to Cyrenian House's proposal to establish and maintain an intermediate drug assistance co-ordination centre on the subject site.

7.7 Alex McGlue (Lavan Legal) presenting against the recommendation and in support of the application at Item 8.1. The presentation will address the legal framework relevant to assessing the appropriateness of the proposed land use.

7.8 Martti Warpenius (Reverberate Consulting) presenting against the recommendation and in support of the application at Item 8.1. The presentation will address reason 2 of the City's RAR and provide details of an additional noise impact assessment addressing car stacker and carpark noise.

7.9 Ross Underwood (Planning Solutions) presenting against the recommendation and in support of the application at Item 8.1. The presentation will provide background and planning rationale for approval of the proposed development.

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

8. Form 1 – Responsible Authority Reports – DAP Applications

8.1 Lot 3 (37-43) Stuart Street, Perth

Development Description:	Proposed Unlisted Use (Community Purpose) & Alterations & Additions
Applicant:	Planning Solutions
Owner:	37 Stuart Street Pty Ltd
Responsible Authority:	City of Vincent
DAP File No:	DAP/23/02480

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

Nil.

10. State Administrative Tribunal Applications and Supreme Court Appeals

Current SAT Applications				
File No. & SAT DR No.	**LG Name**	**Property Location**	**Application Description**	**Date Lodged**
DAP/21/02136 DR60/2022	City of Nedlands	No. 43 Esplanade, Nedlands	Proposed Mixed Use Development – One consulting room and three multiple dwellings	01/04/2022
DAP/20/01770 DR140/2022	City of Nedlands	97 (Lots 1-4) and 105 (Lot 500) Stirling Highway, Nedlands	Mixed use development comprising of basement car parking, restaurants, offices, motor vehicle sales and multiple dwellings.	23/08/2022
DAP/22/02219 DR154/2022	City of Bayswater	589-591 (Lot 160-161) Morley Drive, Morley	Proposed Childcare Centre	14/09/2022
DAP/22/02229 DR172/2022	Town of Cambridge	413 (Lot 11) Vincent Street West, West Leederville	Two-Storey Childcare Centre	04/10/2022
DAP/22/02191 DR192/2022	City of Vincent	No. 391 (Lot: 20) Lord Street, Mount Lawley	Proposed Mixed Use Development	31/10/2022
DAP/22/02276 DR194/2022	Town of Cottesloe	19 Napoleon Street (Lot 20) Cottesloe (Also Known As 19 & 21 Napoleon Street)	Four-Storey Office Building with Rooftop Terrace, and Change of Use of Existing Ground Floor Buildings To 'Restaurant and Small Bar)	04/11/2022
DAP/22/02218 DR216/2022	City of Subiaco	No. 414 (Lot 27) Rokeby Road, Subiaco	Demolition Of Existing Building and Construction of a Six Storey Mixed Use Development (Ten Multiple Dwellings and Three Office Tenancies)	07/12/2022

Current SAT Applications				
File No. & SAT DR No.	**LG Name**	**Property Location**	**Application Description**	**Date Lodged**
DAP/22/02366 DR74/2023	City of Stirling	House Numbers 432, 438 And 440 (Lots 23, 15 And 351) Scarborough Beach Road and House Number 57 (Lot 31) Howe Street, Osborne Park	Additions - Motor Vehicle, Boat or Caravan Sales and Motor Vehicle Repair to existing Automotive Sales	22/05/2023
DAP/22/02364 DR75/2023	City of Bayswater	504A & 504-508 (Lot 30,4) Guildford Road, Bayswater	Proposed service station, fast food outlet and showroom development	23/05/2023
DAP/22/02248	City of Vincent	No. 129 (Lot: 62; D/P: 956) Loftus Street, Leederville	Proposed Child Care Premises	24/05/2023
DAP/22/02317 DR81/2023	City of Vincent	41-43 and 45 Angove Street, North Perth	Proposed Service Station	31/05/2023

11. General Business

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

12. Meeting Closure

Direction for Further Services from the Responsible Authority

Regulation 13(1) and DAP Standing Orders 2020 cl. 3.3

Guidelines

A DAP Member who wishes to request further services (e.g. technical information or alternate recommendations) from the Responsible Authority must complete this form and submit to daps@dplh.wa.gov.au.

The request will be considered by the Presiding Member and if approved, the Responsible Authority will be directed to provide a response to DAP Secretariat within the form.

It is important to note that **the completed form containing the query, response and any accompanying documentation will be published on the DAP website** as an addendum to the meeting agenda.

DAP Application Details

DAP Name	Metro Inner-North JDAP
DAP Application Number	DAP/23/02480
Responsible Authority	City of Vincent
Property Location	Lot 2 (37-43) Stuart Street, Perth

Presiding Member Authorisation

Presiding Member Name	Francesca Lefante
Signature	*Francesca Lefante*
Date	31 July 2023
Response Due	**2 August 2023; 10am**

Nature of technical advice or information required*

1	**DAP query**	**Please provide an alternate recommendation for approval with conditions.** ***NOTE: The request for an alternate recommendation should not be construed as implying a position from any Panel Members.***
	Response	Please see below.

* Any alternate recommendation sought does not infer a pre-determined position of the panel.

No. 37-43 Stuart Street, Perth – Change of Use to Unlisted Use (Community Purpose) and Alterations and Additions – Alternative Recommendation

That the Metro Inner-North JDAP resolves to:

1. **Accept** that the DAP Application reference DAP/23/02480 is appropriate for consideration as an "Unlisted Use (Community Purpose" land use and compatible with the objectives of the zoning table in accordance with Clause 18 of the City of Vincent Local Planning Scheme No. 2.

2. **Approve** DAP Application reference DAP/23/02480 and accompanying in **Attachment 2** in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the provisions the City of Vincent's Local Planning Scheme No. 2, and Clause 24(1) and 26 of the Metropolitan Region Scheme, subject to the following conditions:

Conditions

1. General

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

    1.2 This approval is for an Unlisted Use (Community Purpose) and Alterations and Additions as shown on the approved plans dated 31 March, 3 April 2023, 5 April 2023, 6 July 2023 and 19 July 2023. No other development forms part of this approval.

2. Use of Premises

    2.1 This approval is for an Unlisted Use (Community Purpose) as defined in the City of Vincent Local Planning Scheme No.2. The use of the subject site for any other land use may require further development approval in accordance with LPS2.

    2.2 This approval for an Unlisted Use (Community Purpose) is valid for a period of two years from the date of occupation. After this period, the use shall cease to operate unless a further approval is obtained prior to the expiration of this period.

    2.3 The Unlisted Use (Community Purpose) shall be limited to a maximum of:

    Staff:
    - A maximum of 39 staff across The Hub and Short Term Crisis Beds between 8:30am and 5pm, and 12 staff outside of these hours;
    - A maximum of two staff in each of the Assertive Outreach and Responsive Outreach Services. The Assertive Outreach Service shall operate between the hours of 5am to 10am, and 5pm to 10pm;

    Consumers
    - A maximum of 20 consumers within The Hub at any one time;
    - A maximum of 10 consumers within the Short Term Crisis Beds at any one time; and

Visitors

- Visitors to the Short Term Crisis Beds shall be arranged by prior appointment only between the hours of 8:30am to 5pm. Visitors shall be limited to a maximum of two per consumer, with a total of three consumers permitted visitors at any one time.

2.4 The Unlisted Use (Community Purpose) shall have a minimum of two security staff on site at all times.

2.5 The Reception area of the Unlisted Use (Community Purpose) shall be staffed at all times.

2.6 Consumers discharged from and individuals refused access to the premises shall have suitable transportation arrangements provided made to ensure that they do not leave unsupervised, to the satisfaction of the City.

3. Operations Management Plan

3.1 **Prior to the operation or use of the development**, the Operations Management Plan dated July 2023 shall be updated, and be submitted to and approved by the City. The updated Operations Management Plan is to:

- Reflect the operational details set out in Condition 2, and be consistent with the Acoustic Design Report dated 2 May 2023 and any subsequent updated Acoustic Design Report;
- Provide further detail into the shift arrangements for staff of The Hub, Short Term Crisis Accommodation and the Outreach Services. This detail is to include the number of staff per shift, the timing and length of shifts including any staggering arrangements, and shift handover management procedures;
- Provide for further detail in relation to the management of emergency vehicles attending the site, including instances when sirens would and would not be used by ambulances;
- Provide for detail in relation to the use of the Courtyard and Staff Courtyard areas, including hours of use, access by staff and/or consumers, and management procedures of these areas;
- Detailed management measures for the allocation and use of the car stackers and tandem parking bays during shift change periods;
- Provide for details of the role, responsibilities, and strategies of the operator in managing consumers and individuals external to the premises, including the boundary of where servicing by the operator would not occur and would be reported to the WA Police; and
- Further detail on the transportation arrangements for consumers accessing and discharging (including individuals refused access) from the premises, to ensure that consumers and/or individuals do not leave unsupervised.

3.2 The Operations Management Plan (including the Code of Conduct) shall be reviewed:

- Every six months within the first 12 months of the date of occupation of the development, and every 12 months thereafter; and
- Within 30 days of a change of the operator of the premises; and
- Within 30 days of where there is any change proposed to the management procedures outlined within the approved Operations Management Plan;
- Within 30 days of where there is a complaint received which is substantiated by the City.

Any changes identified during the review of the Operations Management Plan shall be incorporated into an updated Operations Management Plan to be submitted to an approved by the City.

3.3 The Unlisted Use (Community Purpose) shall be operated in accordance with the approved Operations Management Plan (as amended) to the satisfaction of the City at the expense of the owners/occupiers.

3.4 The Code of Conduct outlined in the Operations Management Plan shall be provided to consumers and visitors to the premises, and be displayed within a prominent location at the entry of the building.

3.5 The operator shall distribute a copy of the approved Operations Management Plan (as amended) to all owners/occupiers of the following properties:

- No. 45-47 Stuart Street;
- No's. 65 and 99 Palmerston Street;
- No's. 146 and 152 Fitzgerald Street; and
- No's. 10 and 20 Pendal Lane.

The approved Operations Management Plan (as amended) shall be distributed every six months to account for any change in ownership or tenancy of these properties.

4. Building Design

4.1 Doors and windows and adjacent floor areas fronting Stuart Street shall maintain an active and interactive relationship with this street. Ground floor glazing and/or tinting shall be a minimum of 70 percent visually permeable to provide unobscured visibility. Darkened, obscured, mirrored or tinted glass or other similar materials as considered by the City is prohibited.

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

4.3 **Prior to the issue of a building permit** revised plans shall be submitted to and approved by the City which:

a) Modifies the proposed new first floor windows fronting Stuart Street to be consistent with the shape of the existing windows along this frontage;
b) Provides the detail of the screening proposed to the first floor balcony adjacent to Pendal Lane. This screening shall be a minimum height of 1.6 metres, at least 75 percent obscure, permanently fixed and made of durable materials; and
c) Provides for solar PV panels on the roof of the existing building.

The development shall be thereafter carried out in accordance with the approved plans, with the works completed **prior to the occupation or use of the building**.

4.4 **Prior to the commencement of development**, an updated detailed schedule of external finishes (including materials, colour schemes and details) shall be submitted to and approved by the City. The updated schedule is to detail how the external finishes would respond the adjoining state heritage-listed Malting Plants building.

The development shall be finished in accordance with the approved schedule **prior to the occupation or use of the development**.

5. Boundary Walls

The surface finish of boundary walls facing an adjoining property shall be of a good and clean condition, **prior to occupation or use of the development**, and thereafter maintained, to the satisfaction of the City. The finish of boundary walls is to be fully rendered or face brick, or material as otherwise approved, to the satisfaction of the City.

6. Car Parking, Access and Bicycle Parking

6.1 **Prior to occupation or use of the development**, the Parking Management Plan dated 7 July 2023 shall be updated, and be submitted to and approved by the City. The updated Parking Management Plan is to include:

- Detailed management measures for the allocation and use of the car stackers and tandem parking bays during shift change periods to ensure that vehicle movements within Pendal Lane are not obstructed;
- The location and provision of signage for the purposes of identifying and marking the on-site parking bays;
- Details related to the electric vehicle charging systems and ongoing maintenance measure; and
- Specifications related to the car stacker.

The approved Parking Management Plan shall be implemented thereafter, and the development shall be carried out in accordance with the approved Parking Management Plan and approved plans, to the satisfaction of the City at the expense of the owners/occupiers.

6.2 **Prior to occupation or use of the development**, a minimum of 19 car parking bays shall be provided on-site for the development. The car parking and access areas shall be provided and constructed in accordance with the approved plans and are to comply with the requirements of AS2890.1.

6.3 Prior to the occupation or use of the development a minimum of:

- Eight short term bicycle spaces shall be provided within the Stuart Street verge; and
- Six long term bicycle spaces shall be provided within the development.

The bicycle bays shall be designed in accordance with AS2890.3 and installed **prior to occupation or use of the development**, to the satisfaction of the City.

6.4 Engineering drawings and specifications shall be submitted to and approved by the City's Engineering Business Unit, and works undertaken in accordance with the approved drawings and specifications for the provision of a dedicated on-street accessible parking bay along Stuart Street.

All costs associated with these works shall be at the owners cost, and shall be completed **prior to the occupation or use of the development**, to the satisfaction of the City.

6.5 No walls, letterboxes or fences above 0.75 metres in height to be constructed within the 1.5 metre of where:

- walls, letterboxes or fences adjoin vehicular access points to the site; or
- a driveway meets a public street; or
- two streets intersect;

Unless otherwise approved by the City of Vincent.

6.6 All driveways, car parking and manoeuvring area(s) which form part of this approval shall be sealed, drained, paved and line marked in accordance with the approved plans **prior to occupation or use of the development** and maintained thereafter by the owner/occupier to the satisfaction of the City.

6.7 The car stackers shall not be operated between the hours of 10:30pm and 6:30am.

7. Waste Management

7.1 The approved Waste Management Plan dated 3 April 2023 shall be implemented at all times, to the satisfaction of the City. Any changes to the approved Waste Management Plan shall be incorporated into an updated Waste Management Plan to be submitted to and approved by the City.

8. Acoustic Report and Noise Management

8.1 **Prior to the issue of a Building Permit** for the development, the Acoustic Design Report dated 2 May 2023 shall be updated, and be submitted to and approved by the City. The updated Operations Management Plan is to include:

- An assessment of the noise generated from the use of the car parking area, including from car engines starting and idling, and vehicle movement;
- Assessment of the car stackers, including the model and specification;
- Specifications and details related to plant and mechanical equipment; and
- Be consistent with the operational details set out in Condition 2 and the Operations Management set out in Condition 3.

The updated Acoustic Design Report is to demonstrate these activities and equipment would achieve compliance with the assigned levels of the *Environmental Protection (Noise) Regulations 1997* would be achieved at all times.

8.2 The Unlisted Use (Community Purpose) shall designed, constructed and operated in accordance with the Acoustic Design Report dated 2 May 2023, and the updated Acoustic Design Report, and at the expense of the owners/occupiers.

Confirmation of design and construction shall be provided to the City **prior to the occupation or use of the development** and be maintained thereafter during the operation to the satisfaction of the City at the expense of the owners/occupiers.

9. Stormwater

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

10. Public Art

10.1 In accordance with City's Local Planning Policy: Percent for Public Art the application is required to make a public art contribution of $47,500, being one percent of the $4.75 million cost of development.

In order to comply with the Policy, the owner(s) or applicant, on behalf of the owner(s) shall submit a statutory declaration **prior to the lodgement of a Building Permit** stipulating the choice of:

Option 1: Owner/Applicant chooses to co-ordinate the Public Art project themselves or by engaging an art consultant

OR

Option 2: Owner/Applicant chooses to pay cash-in-lieu.

10. 2 The owner(s), or the applicant on behalf of the owner(s), shall comply with the City's Local Planning Policy: Percent for Public Art in conjunction with the above chosen option:

Option 1: **Prior to the issue of a Building Permit for the development**, obtain approval for the Public Art Project and associated Artist; and

Prior to occupation or use of the development, install the approved public art project, and thereafter maintain the art work;

OR

Option 2: **Prior to the issue of an Occupancy Permit** pay the above cash-in-lieu contribution amount.

11. Construction Management Plan

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

- Public safety, amenity and site security (including fencing details)
- Contact details of essential site personnel;
- Construction operating hours;
- Noise control and vibration management;
- Air, sand and dust management;
- Stormwater and sediment control;
- Soil excavation method;
- Waste management and materials re-use;
- Traffic and access management;
- Parking arrangements for contractors and subcontractors;
- Protection of trees within the adjoining Stuart Street verge; and
- Consultation plan with nearby properties.

Advice Notes

1. This is a development approval only and is issued under the City of Vincent's Local Planning Scheme No. 2 and Metropolitan Region Scheme only. It is the responsibility of the applicant/owner to obtain any other necessary approvals and to commence and carry out development in accordance with any other laws.

2. Where an approval has lapsed, no development must be carried out without the further approval of the local government having first be sought and obtained.

3. If an applicant or owner is aggrieved by this determination there is a right of review by the State Administrative Tribunal in accordance with the *Planning and Development Act 2005*, Part 14.

4. The movement of all path users, with or without disabilities, within the road reserve, shall not be impeded in any way during the course of the building works. This area shall be maintained in a safe and trafficable condition and a continuous path of travel (minimum width 1.5 metres) shall be maintained for all users at all times during construction works. Permits are required for placement of any materials within the road reserve.

5. An Infrastructure Protection Bond together with a non-refundable inspection fee shall be lodged with the City by the applicant, prior to the commencement of works, and will be held until all building/development works have been completed and any disturbance of, or damage to the City's infrastructure, including verge trees, has been repaired/reinstated to the satisfaction of the City. An application for the refund of the bond shall be made in writing. The bond is non-transferable.

6. All storm water produced on the subject land shall be retained on site, by suitable means to the full satisfaction of the City. No further consideration shall be given to the disposal of storm water 'off site' without the submission of a geotechnical report from a qualified consultant. Should approval to dispose of storm water 'off site' be subsequently provided, detailed design drainage plans and associated calculations for the proposed storm water disposal shall be lodged together with the building permit application working drawings.

7. In regards to the Construction Management Plan the owner/applicant may be required to obtain a Work Zone Permit from the City in order to satisfy this Condition due to access constraints. The requirement for, and cost of any such permit shall be determined by the City following the lodgement of a Building Permit.

8. Any external artificial lighting installations, including in carparks and common areas, is to comply with Australian Standard AS 4282-1997 'Control of the obtrusive effects of outdoor lighting' and must not be permitted to shine or reflect into other properties, creating a nuisance.

9. The premises is to be provided with a suitable enclosure for the storage and cleaning of refuse receptacles. The enclosure is to be provided with:
    - A tap connected to an adequate supply of water;
    - Adequate ventilation to remove objectionable odours;
    - Of sufficient size to accommodate all receptacles used on the premises but in any event having floor area not less than 3 square metres;
    - Constructed of brick, concrete, corrugated compressed fibre cement sheet or other material of suitable thickness approved by the City;
    - Having walls not less than 1.5 metres in height and having an access way of not less than 1 metre in width and fitted with a self-closing gate;
        - containing a smooth and impervious floor;
        - of not less than 75 millimetres in thickness; and
    - Which is evenly graded to an approved liquid refuse disposal system and which is easily accessible to allow for the removal of the receptacles.

11. The development is to comply with the assigned levels of the *Environmental Protection (Noise) Regulations 1997* at all times.

12 The applicant/landowner is advised that the bicycle racks within the Stuart Street verge require a separate approval in accordance with the City's Vibrant Public Spaces Policy.

13 In relation to the provision of a dedicated on-street accessible parking bay, the drawings and specifications are to include any works required to the verge to provide for accessible access between the street and the footpath.

Presentation Request Form

Regulation 40(3) and DAP Standing Orders 2020 cl. 3.5

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

Presentation Request Guidelines

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

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

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

Presenter Details

Name	Mayor Emma Cole
Company (if applicable)	City of Vincent
Please identify if you have any special requirements:	**YES ☒** **NO ☐** If yes, please state any accessibility or special requirements: If could please present at start of presentations due to another commitment.

Meeting Details

DAP Name	Metro Inner-North Joint Development Assessment Panel
Meeting Date	Thursday 3 August 2023
DAP Application Number	DAP/23/02480
Property Location	37-43 (Lot 3) Stuart Street, Perth
Agenda Item Number	8.1

Presentation Details

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

Presentation Content*

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

Brief sentence summary for inclusion on the Agenda	*The presentation will address:* • The grounds for refusal for the proposed development

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

Please attach detailed content of presentation or provide below:

The presentation will address:

The Responsible Authority Report's recommended reasons for refusal including:

- The establishment of a high-intensity, non-residential land use which is incompatible with the residential amenity and context of the surrounding area.
- The intensive nature of the Immediate Drug Assistance Coordination Centre in offering an immediate access, walk-in, first-point crisis AOD service for consumers and outreach services with a 24 hour/7 day operation within a residential context.
- Concerns over the ability of the Management Plan to sufficiently reduce amenity impacts from an incompatible land use in the residential context, including management of consumers who are not accepted into the service and noise and traffic associated with shift changes, overnight arrivals/departures and proximity of car park and car stackers to residents.

Community consultation feedback indicating high levels of concern from residents living within close proximity to the proposed development.

Presentation Request Form

Regulation 40(3) and DAP Standing Orders 2020 cl. 3.5

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

Presentation Request Guidelines

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

Presenter Details

Name	Simon Carroll
Company (if applicable)	Click or tap here to enter text.
Please identify if you have any special requirements:	**YES ☐** **NO ☒** If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	MINJADP/192
Meeting Date	3 August 2023
DAP Application Number	DAP/23/02480
Property Location	37 Stuart Street, Perth
Agenda Item Number	7

Presentation Details

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

Presentation Content*

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

Brief sentence summary for inclusion on the Agenda	*The presentation will address:* • To explain from local residents perspective why the proposed development and nature of its operation, as a 24/7 emergency drug and alcohol crisis centre, is unsuitable for the high density residential location in which it is proposed. • How it will degrade the amenity of the local neighborood and create significant risks to local residents. • To respond to the inaccurate claims made on behalf Cyrenian house in support of the proposed development.

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

Please attach detailed content of presentation or provide below:

- Explanation from local residents perspective why the proposed development and nature of its operation, as a 24/7 emergency drug and alcohol crisis centre, is unsuitable for the high density residential location in which it is proposed.
    - The high density residential location in which the development is proposed is not suitable for 24/7 facility.
    - No other facility like this exists currently in WA that can be provided as example for how its operations will impact the local community. It is not acceptable to use our neighbourhood as a test case for this type of centre.
    - No consideration or acknowledgment has been given by Cryrenian house to the adverse impacts on the residents and neighbourhood amenity in their proposal and decision to redevelop this building and operate it as an IDACC. It has been a purely financial decision.
    - The majority of residents who have submitted a response do not want this centre in their neighbourhood. In addition the majority of neighbours I have spoken to that have not submitted a response also do not want this centre in their neighbourhood.
    - It will create 24/7 traffic and people movement that does not exist in the immediate area now
    - The building is unsuitable as it directly adjoins residential properties and will create additional noise, traffic and people disturbances for those adjoining residences.
- Outline of how will degrade the amenity of the local neighbourhood and create significant risks to local residents.
    - Drug and Alcohol addicts attending the IDACC can be violent, irrational and unpredictable. Should they come into contact with local residents there is a significant risk for harm to local residents and unacceptable confronting behaviour.
    - In the my section of Palmerston street 200 m from the proposed facility,(76 to 132) there are 6 children ranging from toddlers, to primary school age to early teenage. Is it reasonable to subject children of that age to the clientele that will be attending this centre? In addition there is a park and children’s

playground almost directly opposite the proposed centre to which neighbourhood children come to daily. Again it is unacceptable for children and their parents in that park to be exposed to the centre's clientele and the risk of harm or confrontation with their behaviour.

- Respond to the inaccurate claims made on behalf Cyrenian house in support of the proposed development.
    - Spinners Backpackers is not a 24/7 facility it does provide accommodation but not for drug and alcohol addicts. It does not impact residences in proximity of 37 Stuart Street as is far enough away on Newcastle Street to not have an impact.
    - Mission Australia is not a 24/7 facility and does not open late every day of the year.
    - Homeless Healthcare is not a 24/7 facility and their residents should not be classified as having higher needs than Drug and Alcohol addicts who will be attending the IDACC.
    - 58 & 62 Palmerston Street are residences and will not be redeveloped as intensification redevelopment.
    - The majority of other vacant land and business listed that could be redeveloped would not directly impact adjoining residences and very unlikely to get approval as a 24/7 facility. Further residential development is a given but that is very different to a 24/7 emergency drug and alcohol centre. It is misleading to use these properties as comparable to the proposed development.

Government of **Western Australia**
Development Assessment Panels

Presentation Request Form

Regulation 40(3) and DAP Standing Orders 2020 cl. 3.5

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

Presentation Request Guidelines

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

Presenter Details

Name	Merle Ruth Bloch
Company (if applicable)	Click or tap here to enter text.
Please identify if you have any special requirements:	**YES ☐** **NO ☒** If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	MINJDAP/192
Meeting Date	3 August 2023
DAP Application Number	DAP/23/02480
Property Location	37 Stuart Street, Perth
Agenda Item Number	7

Presentation Details

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

Government of **Western Australia**
Development Assessment Panels

Presentation Content*

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

Brief sentence summary for inclusion on the Agenda	*The presentation will address:* That the proposed centre is does not fall within the planning scheme provisions in that it would not be "*compatible with and complementary to residential development*" and/or would not "*enhance the amenity and character of the residential neighbourhood".*

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

Please attach detailed content of presentation or provide below:

Click or tap here to enter text.

No one disputes that the proposed service would be of benefit to the Western Australian community.

However as noted in the City Assessment, the scale, intensity and nature of the proposed service is incompatible with the surrounding residential locality.

The concerns are the amenity impacts relating to volume of people traffic by way of employees, consumers and rejected consumers; noise from people and traffic on a 24 hour daily basis each day of the year; the significant volume of increased traffic in the area flowing from the daily number of people; the likely increase in use of street car parking; the likelihood of anti-social behaviour and the incompatibility of the service with the surrounding residential character.

1. The centre will operate 24 hours a day, 7 days a week and 365 days a year. That would mean 3 daily shifts of staff (around 30 people for some of those shifts), a rotating customer base during the day of up to 30 people at any one point in time, and 10 residential customers on each day.

   That in itself, will dramatically increase the movement of people in the area on every day of the year.

2. Not all people will be accepted in the centre. The information provided is that people who are not accepted will include people who are unwilling to be supported or assessed, are disruptive or if they require medical care.

   While the best of intentions may be to promptly move those people on to suitable services, there will be those who refuse or a period in which they remain in the area.

3. It is proposed that staff attending will be provided with car stacker parking. There are insufficient bays for all staff members and given the 24 hour nature of shifts, there will be times where public transport is either unavailable (as it does not run 24 hours a day) or unsuitable (such as limited times on weekends and public holidays).

4. The traffic and parking issues will inevitably come with daily noise, times when the stackers are being serviced and times when they are out of order. There is also the high probability that street parking will be consumed by the staff, consumers, visitors and visiting services.

While the provision of the proposed service is supported, the submission is that it would be incompatible with the planning legislation to exercise a discretion to approve the application, on the basis that the proposed service is not compatible with the residential locality and will have a significant detriment to the amenity of the area.

Presentation Request Form

Regulation 40(3) and DAP Standing Orders 2020 cl. 3.5

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

Presenter Details

Name	David McDermont
Company (if applicable)	Click or tap here to enter text.
Please identify if you have any special requirements:	**YES** ☐ **NO** ☒ If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	**Metro Inner-North Joint Development Assessment Panel**
Meeting Date	Thursday 3 August 0930
DAP Application Number	MINJDAP/192
Property Location	Lot3 (37-43) Stuart St Perth
Agenda Item Number	8.1

Presentation Details

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

Presentation Content*

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

Brief sentence summary for inclusion on the Agenda	*The presentation will address:* The reasons why 94% of residents that submitted responses against the proposed development

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

Please attach detailed content of presentation or provide below:

1 94.2% of residents who lodged a response to this development were against it, with good reason. The area is a prime residential development area. In the last 20 years, large residential developments containing over 1000 residents, have replaced old breweries, garages, factories, and vacant land. It is close to all services and a 15 min walk into the CBD

2The people visiting the Centre could create problems in the street and in Robinson Park which already has some alcohol and drug problems. This development could make it worse in that it could also attract drug dealers and people buying drugs.

3. The City of Vincent has a plan to upgrade Robinson Park ($2-3mill) for community use. The park is a key future recreation. facility for families the area.

4. There are many elderly people living in the area who may feel vulnerable with the change in use.

5. There are security issues. There have been a number of break-ins to units and vehicles in the area and anti-social behaviour. This may increase.

6. Parking in Stuart and Palmerston Streets is limited, and the development only has staff parking.

7 The development is basically a drop-in centre. Clients can arrive or leave as they see fit. This would leave them out on the local parks and streets.

8 We accept this type of facility is very necessary in society, but a service such as this should be located in a more compatible zone (near hospitals and other nonresidential services. This facility is very different than say a facility for the homeless, women's refuge, or aged care.

Government of **Western Australia**
Development Assessment Panels

Presentation Request Form

Regulation 40(3) and DAP Standing Orders 2020 cl. 3.5

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Presentation Request Guidelines

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

Presenter Details

Name	Daniella Mrdja
Company (if applicable)	Urbanista Town Planning
Please identify if you have any special requirements:	**YES** ☐ **NO** ☒ If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	Metro Inner-North
Meeting Date	3 August 2023
DAP Application Number	DAP/23/02480
Property Location	37-43 Stuart Street, Perth
Agenda Item Number	8.1

Presentation Details

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

Government of **Western Australia**
Development Assessment Panels

Presentation Content*

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Brief sentence summary for inclusion on the Agenda	*The presentation will address:* • How the proposal fails to satisfy the relevant and applicable planning framework; • How the proposed land use is inconsistent with the aims and objectives of the zone; • How the proposal will result in significant amenity impacts to the neighbouring residents. • How the proposal is entirely incompatible within the existing context of the area.

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

Please attach detailed content of presentation or provide below:

Click or tap here to enter text.

URBANISTA
TOWN PLANNING

31 July 2023

Francesa Lefante
Presiding Member Inner-North Joint Development Assessment
daps@dplh.wa.gov.au

Dear Presiding Member

NO.37-43 (LOT 3) STUART STREET, PERTH

PROPOSED UNLISTED USE (COMMUNITY PURPOSE) – OBJECTION TO PROPOSED DEVELOPMENT

Urbanista Town Planning have been engaged by several local community members and adjoining residents to review the proposal, provide technical planning advice and prepare a submission against the proposed Immediate Drug Assistance Co-ordination Centre at No. 37-43 Stuart Street, Perth.

Our clients have resided within the locality for several years, enjoying a quiet residential amenity within an inner-city precinct. The proposed land use presents serious concerns that may disturb the delicate harmony which exists in the locality and is highly likely to impact on the residential amenity of the area.

Our submission in response to this proposal demonstrates that the proposal is non-compliant with the relevant local planning framework, however more importantly, demonstrates that this proposed and land use is inconsistent with the aims and objectives of the zone, will result in significant amenity impacts to the neighbouring residents and locality and is entirely incompatible within its setting.

Whilst the need to provide community services and assistance for vulnerable people is acknowledged, it is equally important that these services are appropriately located and managed to ensure that they are not detrimental to the existing local community where they are situated.

THE SITE AND CONTEXT

The subject site is located at No. 37-43 Stuart Street, Perth on the corner of Penal Lane. The site has a total land area of 1290sqm with a frontage of approximately 63m to Stuart Street and 20m to Pendal Lane. The subject site currently contains an existing warehouse/office building which is proposed to be utilised for the development. Historical images of the subject building indicate that in 2010 and 2014 the building was used as an office/warehouse, however from at least February 2015, the building has remained vacant.

The site is adjacent to high density residential development to the east, west and south of the site with approximately 450 dwellings located within a 150m radius of the subject site.



Figure 1: Subject site and surrounds (MNG Maps)



Figure 2: Subject building in January 2010. (Google Street View)



Figure 3: Subject building in February 2014 (Google Street View)



Figure 4: Subject building in February 2015 (Google Street View)



Figure 5: Subject building in January 2023 (Google Street View)

In formulating our submission against the proposal, we have considered and reviewed the current, past and future context and planning framework of the locality.

The City's Local Planning Scheme No. 2, which was gazetted in May 2018, illustrates a change in zoning within this precinct. As illustrated below, in accordance with the City's Local Planning Scheme No. 1, the precinct bounded by Fitzgerald Street, Newcastle Street, Palmerston Street and Stuart Street, including the subject site, was primarily zoned Residential-Commercial R80 with the exception of Newcastle Street. However, whilst most of the precinct remained as a 'Mixed-Use' zone, albeit with a higher density code, the subject site only was rezoned to straight 'Residential' under the City's new Local Planning Scheme No. 2.

It is clear from the isolated zoning change that the City made this decision to discourage any future straight commercial development within this building and for this site to be developed as a high density residential development, consistent with the adjacent sites.

When considering the future context of the area, whilst the surrounding lots are zoned Mixed Use, almost all of the surrounding lots have been recently developed to a high density form as purely residential buildings. This illustrates that the context has been set for the long term and that this locality is almost entirely residential.

Notwithstanding, there are a some very low scale commercial activities within the area which include a take away coffee window and small offices. These are land uses that suit the residential context of the area as they very low intensity land uses, they operate during day time hours and attract low levels of activity to the site.



Figure 6: City of Vincent Local Planning Scheme No. 1 (City of Vincent).



Figure 7: City of Vincent Local Planning Scheme No. 2 (City of Vincent).

SUBMISSION AGAINST THE PROPOSED DEVELOPMENT

The following submissions identify the relevant and applicable documents and clauses within the suite of the planning framework and demonstrates how the proposal fails to satisfy on all accounts.

In accordance with the City's community consultation documentation, the City has determined that this land use is best defined as "Community Purpose". In accordance with the City's LPS2, community purpose is defined as:

> *"The use of premises designed or adapted primarily for the provision of educational, social or recreational facilities or services by organisations involved in activities for community benefit."*

Whilst this definition is provided in the City's LPS2, the City has not listed this land use in their Zoning Table in clause 17 of the Scheme. Therefore, the proposal as a community purpose is considered an 'unlisted use' as is subject to clause 18(4) of the City's LPS which states:

> *"The local government may, in respect of a use that is not specifically referred to in the zoning table and that cannot reasonably be determined as falling within a use class referred to 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 the local government; or*
>
> *b) determine that the use may be consistent with the objectives of a particular zone and give notice under clause 64 of the deemed provisions before considering an application for development approval for the use of the land; or*
>
> *c) determine that the use is not consistent with the objectives of a particular zone and is therefore not permitted in the zone."*

Clause 16 of the City's LPS provides the objectives of the zones for the Residential zone, the listed objectives are:

- *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 promote and encourage design that incorporates sustainability principles, including but not limited to solar passive design, energy efficiency, water conservation, waste management and recycling.*
- *To enhance the amenity and character of the residential neighbourhood by encouraging the retention of existing housing stock and ensuring new development is compatible within these established areas.*
- *To manage residential development in a way that recognises the needs of innovative design and contemporary lifestyles.*
- *To ensure the provision of a wide range of different types of residential accommodation, including affordable, social and special needs, to meet the diverse needs of the community.*

In considering the proposed land and the associated operations, we submit that the proposal is entirely inconsistent with the residential zone objectives.

The proposed development and its operations are not compatible within this residential precinct as the proposal is for a facility that is for the benefit for the wider community. Therefore, this facility should be in area that is a known destination, is easily accessible and importantly, is well serviced by public transport. The nearest bus stop is located 470m from the subject site on Fitzgerald Street and only offers two bus routes and the nearest train station is the Perth station, which is almost 1.5km from the site.

Additionally, the proposal is not complimentary to the existing residential precinct, especially along Stuart Street and Palmerston Street. The proposed land use and operations is not a land use that would serve the day-to-day needs of the local community nor it is a land use that is low in scale or intensity that would impact on the general residential amenity.

The proposal operates 24 hours of day, attracts large numbers of staff and consumers to the site, will consistently have people coming and going to and from the site and all times, as well as frequent visits from police and emergency services and does not have the appropriate parking facilities and noise attenuation methods to facilitate the development. This proposal in no way meets the objectives of the residential zone or is conducive to a highly residential setting in any event.

Although the proposed land use can be considered and contemplated in a Residential zone, the proposed land use is not in keeping with the established character of the Stuart Street/Palmerston Street locality. The locality of Stuart Street and Palmerston Street is mostly residential in nature and is made up of one and two-storey character single houses to high density multiple dwellings. Although this is a locality within a mixed-use zone, there are very few examples of commercial land uses. The commercial land uses that exist within this locality are small offices and a 'hole in the wall' café. The locality is not conducive to commercial land uses that attract high numbers of staff and customers/clients, let alone a land use that will operate on a 24/7 basis.

Whilst we accept that the existing building currently exists with an office approval, we submit that the proposed crisis accommodation community purpose land use will be far more detrimental to the amenity of the locality than the existing 'office' use. The shift from a low scale office setting, to a 24/7 health centre with staff, volunteers, and guests attending/residing at site on a daily basis, represents a significant change to operation and development intensity.

The increased impacts anticipated from the change of use include, but are not necessarily limited to:

- Increase activity on site beyond typical business hours;
- Noise impacts from within the building;
    - Discussions between guests and staff late into the night / early morning;
    - Distressed guests;
    - Frequent vehicle trips to and from the site 24/7.
- Disturbances associated with turning away unexpected drop-ins from distressed former guests, potential future guests, or anyone seeking assistance who is aware of the address.
- The ability for staff and volunteers in particular to be able to enforce the house rules and management plan and ensure guests are not creating disturbances.

A review of the proposed Management Plan for the facility highlights the incompatible nature of the land use as follows:

Concerns relating to the Management Plan	
24 hour/7 day operations	The proposed facility will operate at all times and will operate in two sub-services. One team will and act in response to calls from the entire Perth metro area community and will travel to the patients and potentially bring them to the facility. This team will operate 24/7 resulting in the potential for the Outreach Team to come and go from the site several times and at any time of the day and night. The IDACC Hub will also operate as a 'walk-in' facility on a 24/7 basis allowing consumers to come and go from the facility at any time of the day and night.

Concerns relating to the Management Plan	
	Whilst it is accepted that naturally the accommodation component of the proposal would operate 24/7, the 24/7 operations of the Hub, where consumers and outreach services can come and go at any time, is entirely incompatible within a residential context and setting. The Hub will effectively operate like a hospital emergency department, which is in a constant state of activity. There is no question that 24/7 operations of the Hub will result in significant noise impacts within the residential locality, regardless of any attempts by the operator to 'keep noise to a minimum'. Our clients therefore strongly object to the 24/7 operation of the Hub, especially the walk-in services. This is no different to any 24/7 land use in a residential zone. Whether the land use is 'controversial' or not, any 24/7 land use that attracts a large number of clients and staff and has people coming and going will impact on a residential locality, let alone a land use that attracts consumers in a drug induced crisis. This is no way appropriate for a residential zone.
Consumers and staff numbers	The Management Plan states that a maximum of 30 consumers will be using the Hub and at the crisis accommodation at any one time. This is made up of 10 consumers in the crisis accommodation beds on the first floor and 20 consumers using the communal lounge spaces on the ground floor and first floor. In addition, the Management Plan provides the following staff numbers: • Approximately 30 staff during business hours • Approximately 12 staff after hours • 12 staff from other non-IDACC programs • 2 security officers In total, during peak periods, the facility will accommodate upwards of 75 people. However, this does not include ancillary services attending the site such as doctors, paramedics, police and family members visiting. In addition the Management Plan fails to note the number of clients that will attend the site with respect to the other non-IDACC programs as well as their hours of operation. Our client's therefore strongly object to the excessive number of staff/consumers and clients that would attend the site at any one time. These excessive numbers and the lack of car parking to reflect these numbers will have a significant impact on the amenity of the residential

Concerns relating to the Management Plan	
	nature of the locality due to the additional activity and noise that these staff and consumer numbers would generate.
Car Parking	As discussed above, the proposed land use will generate over 75 people at any one time, however only 18 car bays are provided and in accordance with the Parking Management Plan, these on-site car bays are provided for staff only. Further the arrangement of these bays are in tandem, with the back row of bays being within a car stacking system. Given the facility is proposed to operate 24/7, it is assumed the staff will operate in 2 or 3 shifts. It is common for these facilities to have a 'shift handover' period whereby there would be double the amount of staff for a short period of time. This is most concerning given the development already provides a significant shortfall in car parking. In relation to the car stacker itself, this is located approximately 10m from the dwellings located at No. 45 Stuart Street and are highly likely to result in noise and disturbance issues when used around the clock by staff members. Furthermore, the Parking Management Plan suggests that the two Outreach Vans will park on the street as well as staff who will attend the site for less than two hours. The PMP also states that if a staff member who drives to the facility, but leaves the facility during their shift without their car, must move their car to the street. In relation to the applicant's heavy reliance on the available on street car parking, it is noted that the Robertson Park Development Plan, which was endorsed by Council in September 2021 proposes the removal of 5-6 on street car bays directly opposite the subject site to facilitate an extended footpath along Stuart Street (see point 14). Whilst we accept that the on-street parking is not fully utilized at this point in time, the removal of 5-6 car bays coupled with the applicant's heavy reliance on these bays, will result on significant parking pressures for the local residents. This is an impact that will effect the amenity that the residents currently enjoy. In relation to car parking, our client's strongly object to the following aspects: • The overall lack of parking provided on site to accommodate the number of people attending the site. • The lack of car parking to the allow for the shift handovers.

Concerns relating to the Management Plan

- The use of the car stackers that will result in noise impacts and general disturbances in the locality – especially in the evenings.
- The location of the police/ambulance bay being directly adjacent to residential dwellings.
- The heavy reliance on the street parking to accommodate the staff of the facility.

SUMMARY

It is clear from the content provided in this submission that whichever way you look at this development, this development is so far removed from the objectives and intent of the planning framework that the only correct decision is to refuse this application.

We have thoroughly dissected all of the relevant and applicable planning framework and have undertaken a fair and reasonable assessment of the proposal against the framework. Notwithstanding, what is crucial and fundamental to the decision, is the consideration of the matters listed in clause 67 of the Deemed Provisions of the Planning and Development Regulations 2015. Our submission considers all the relevant sub-clauses and comprehensively addresses how the proposed development lacks any regard for these matters.

Overall, whilst we have examined all the relevant and applicable planning framework, the approval or refusal of this application keeps coming down to two main questions:

1. Is this proposal compatible within its setting, having regard to the current and desired future context and character? *And*
2. Will this proposal result in amenity impacts to the locality?

To answer these questions, we submit that when you consider the residential character and context of the locality and all the provisions that make up the relevant planning framework, there is no way that this proposal is compatible within its setting.

Additionally, in regards to amenity, there is no doubt that the noise, light spillover, 24hr operations, and the traffic and parking generated from this development will significantly impact the adjoining residents, the surrounding local businesses and community more broadly.

Notwithstanding the resident's objections to the proposed development, they do appreciate and understand the value of this facility and the benefit it could have on the broader community. However, we must remember that the JDAP is not making a decision on whether the facility is good for the broader community, we all generally agree that it is, the JDAP must consider this proposal and the intensity of the operations in the context of the setting where it sits. For this reason, we submit that the proposal should be refused.

Should you have any question in relation to the details provided in this submission, please contact Daniella Mrdja on 6444 9171 or daniella@urbanistaplanning.com.au.

Yours sincerely,



Daniella Mrdja
Director

Government of **Western Australia**
Development Assessment Panels

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

Presenter Details

Name	James Hunter
Company (if applicable)	Cyrenian House
Please identify if you have any special requirements:	**YES ☐** **NO ☒** If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	MINJDAP/192
Meeting Date	3 August 2023
DAP Application Number	DAP/23/02480
Property Location	37-43 Stuart Street, Perth
Agenda Item Number	8.1

Presentation Details

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

Government of **Western Australia**
Development Assessment Panels

Presentation Content*

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Brief sentence summary for inclusion on the Agenda	*The presentation will address:* Provide an introduction to Cyrenian House's proposal to establish and maintain an intermediate drug assistance co-ordination centre on the subject site.

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

Please attach detailed content of presentation or provide below:

Refer attached presentation.

Presentation for Metro Inner-North JDAP

Re: 37 – 43 Stuart Street, Northbridge

3 August 2023

Acknowledgment of Traditional Ownership

We respectfully acknowledge the traditional custodians of this land on which we are meeting, the Whadjuk Nyoonger people and pay our respect to Elders past and present.



Who are Cyrenian House?

- Not-for-profit, non-government organisation with 42 years of successful operations.
- Founded by Richard (Rick) Hammersley in 1981 following the death of his daughter at a young age due to drug use.
- Largest alcohol and other drug treatment provider in Western Australia:
  - Services operate across Perth, the South West, and Kimberley
  - 180 beds in the community and a further 77 in the prison system
  - Over 200 staff
  - Accredited under two industry and Government approved quality standards
- Funded by:
  - WA Government (Mental Health Commission, Department of Justice, Department of Communities)
  - Commonwealth Government (Department of Health and Aged Care, Department of Veterans Affairs, Department of Education)
  - WA Primary Health Alliance (WAPHA)
  - Fees and donations.

We helped over 4,000 people in 2022, via the 14 alcohol and other drug treatment services we operate

Facilities	Services
318 Fitzgerald Street, Perth	• Organisational Executive • Corporate Services • Cyrenian Central (residential assessments, outpatient counselling)
Rick Hammersley Centre, Cullacabardee: • Therapeutic Community • Saranna Early Childhood Centre	• Gnangara Program (50 beds) • Saranna Program (14 cottages) • Saranna Early Childhood Education and Care Centre (Childcare Centre – 77 places)
Serenity Lodge, Rockingham	• Serenity Lodge Therapeutic Community (34 beds) • Serenity Withdrawal Unit (4 beds)
Nannup Therapeutic Community, Nannup	• Kongal Wiren Therapeutic Community Program (20 beds) • Nannup Withdrawal Unit (3 beds)
Wandoo Rehabilitation Prison	• Wandoo Therapeutic Community Program (78 beds)
CHMR, Broome	• CHMR Outreach Services
Dugdale Street, Warwick	• North Metro Community Alcohol and Drug Service
Clarke Crescent, Joondalup	• North Metro Community Alcohol and Drug Service
Eveline Road Middle Swan	• Midland Withdrawal Intervention Centre (6 beds)
Munda Mia Therapeutic Community	• Munda Mia Therapeutic Community (20 beds) • Cyrenian Café

Immediate Drug Assistance Coordination Centre (IDACC)

Background to IDACC

- In 2021-22, the WA State Government provided funding as an Election Commitment to develop the Immediate Drug Assistance Coordination Centre (IDACC) to provide immediate assistance to people in crisis due to their alcohol and drug use.

- In August 2022 the Mental Health Commission released the tender for IDACC.

- The tender closed in October 2022, and the contract for the IDACC was awarded to the Cyrenian House led consortium in March 2023.

- Cyrenian House is partnering with the following organisations to deliver the IDACC service:
  - Cyrenian House – overall management and majority of services
  - Uniting WA – providing security guards
  - 360 Health + Community – providing nursing staff
  - Noongar Outreach Services – providing outreach workers and cultural services
  - Cambridge Clinic – providing Addiction Medicine Specialist services
  - Multicultural Futures – providing a specialist CaLD worker

IDACC Service

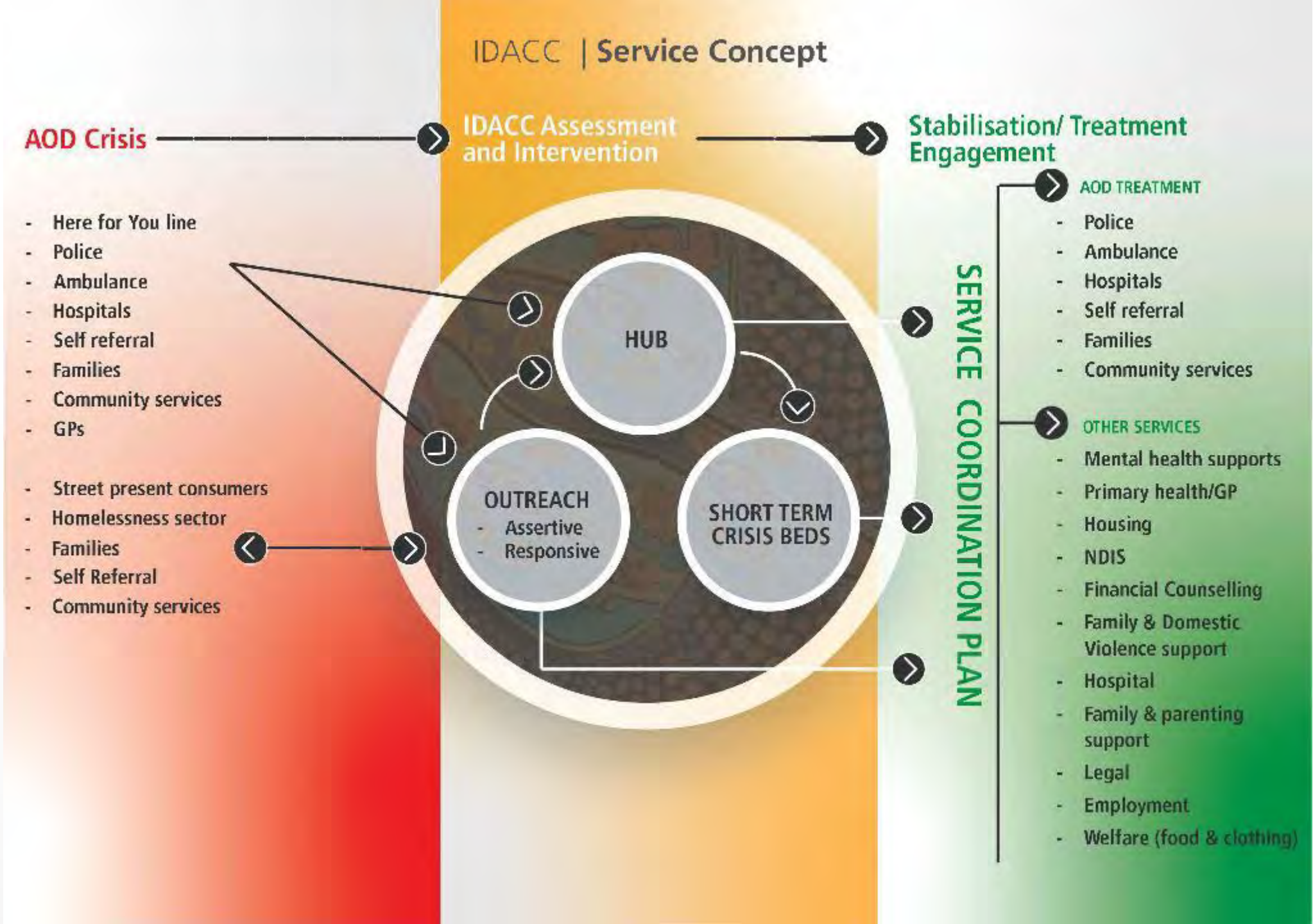
The IDACC is designed to support individuals experiencing a crisis related to their AOD use to immediately access care and support. Though originally focussed on methamphetamine use, IDACC will be is accessible to people regardless of the substance used. It has three main elements:

- **Component 1:** A **Hub** staffed by a range of professional and support staff to provide short-term support, assessment and stabilisation in a calm and welcoming space for individuals experiencing an AOD related crisis. The focus of the service will be on assessing the person's recovery and treatment needs and putting together a recovery plan and facilitating access to the required longer-term services.

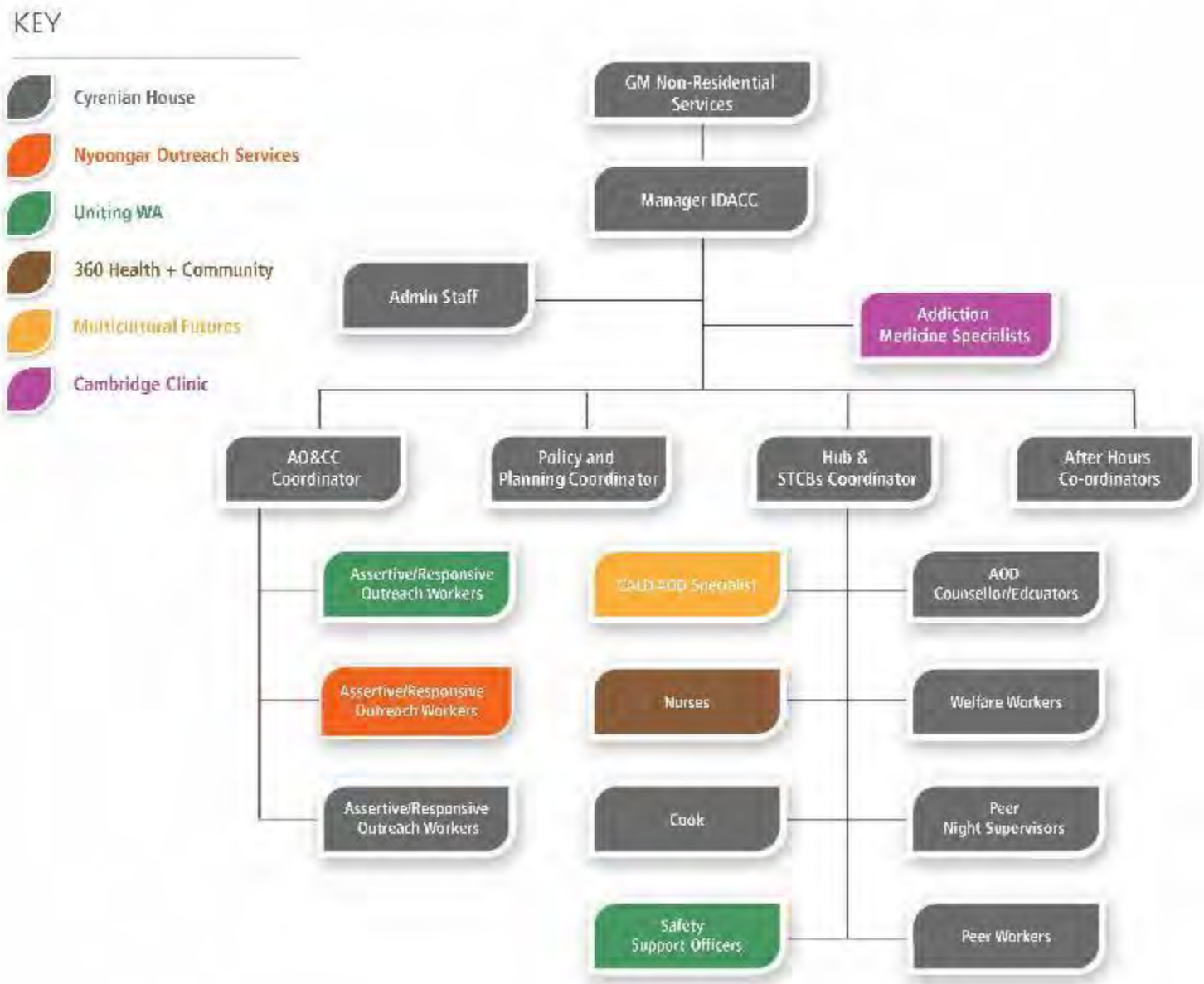
- **Component 2: Short-Term Crisis Beds.** This component is an extension of the Hub and will consist of 10 beds that can be utilised for up to 72 hours for individuals requiring a short stay to help stabilise their situation while their recovery plan can be commenced and they can be transitioned to longer term treatment and other services.

- **Component 3:** An **Assertive Outreach and Care Coordination Team** which will engage with street present and other individuals, in a location suitable to them (for example in an individual's home), with the aim of providing brief intervention, harm reduction information, transport to the Hub if required and assisted referral to health, social and other services.

IDACC Service Model:



IDACC Cyrenian House | **Staffing Model**



Key considerations for operating the service:

- IDACC is not a homeless drop-in centre. It is a place for people seeking alcohol and other drug treatment and support.
- Key concept is ‘immediate’ access to assessment, treatment and support, and case management.
- IDACC is a new service model, but essentially combines a number of existing models already in operation including residential Low-Medical Withdrawal, outpatient assessment and case management, sobering-up services, outreach services.
- Close relationships with other services, including homelessness services, Royal Perth Hospital, WA Police, St John Ambulance
- We are committed to a positive and cooperative relationship with the local community.

IDACC - Service establishment timeline

** The following projected dates are subject to approval of the Development Application for 37-43 Stuart Street*

Dates	Milestones
August 2023	Potential approval of Development Application
August and September 2023	Final detailed design/contracting of builder
October 2023 – September 2024	Building work
October 2024 – December 2024	Installation of furniture and equipment/ testing/ commissioning
June 2023 – December 2024	Service planning and preparations
January/February 2025	**IDACC operations and services commence**

The proposed IDACC building:
37 – 43 Stuart Street, Northbridge

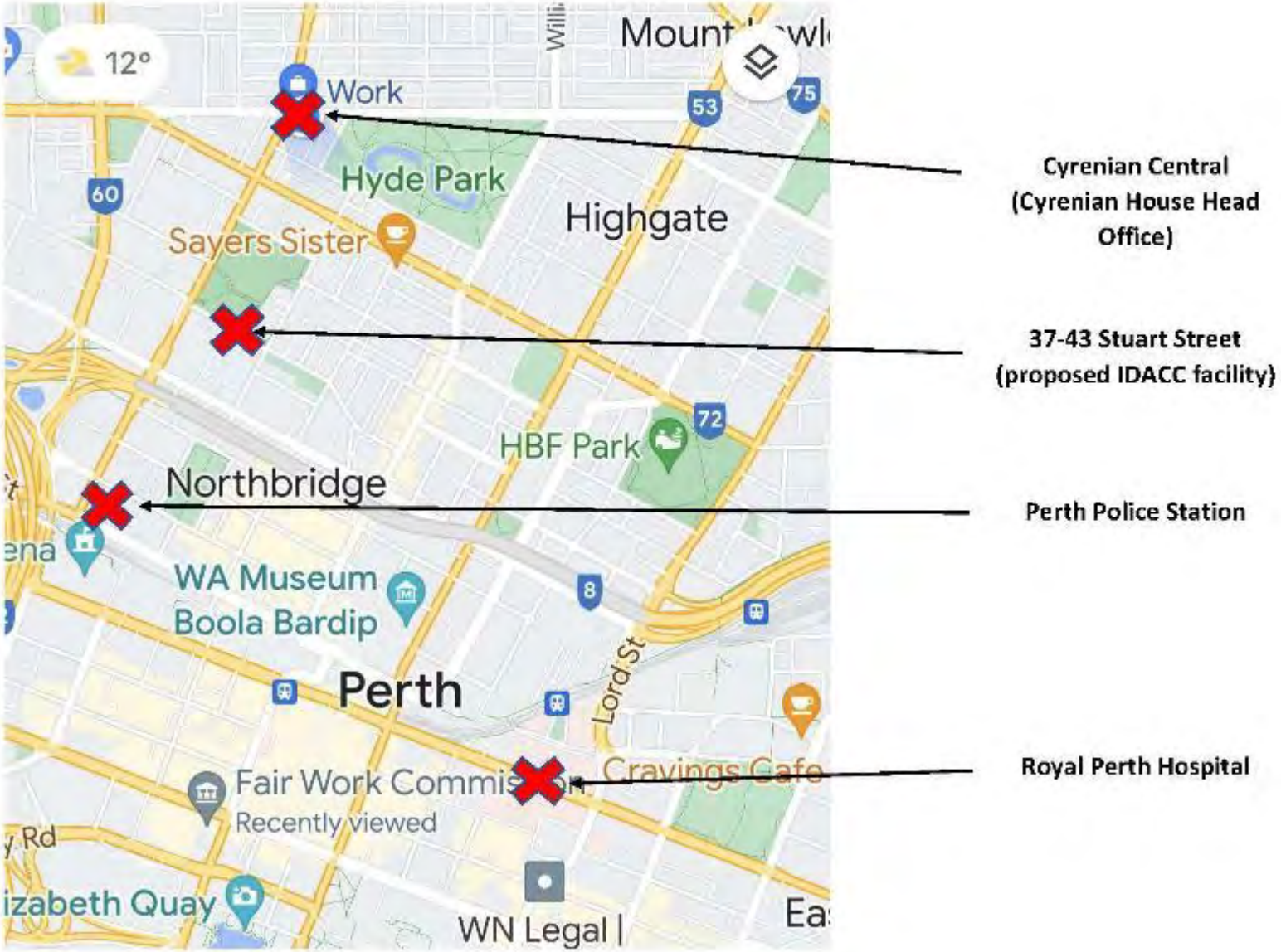
IDACC building requirements

- Inner city location (within 5km of CBD)
- Close to complementary services (Police, Hospital, other community services)
- Sufficient space for *Hub*, *Beds*, and *Outreach Teams*
- Disability accessible (ground floor access, lift to any upper floors)
- Ambulance accessible
- Outdoor area (s) for consumers
- Culturally secure, and consumer-focused spaces/rooms
- Reasonable cost (MHC to cover reasonable fit-out costs)
- Able to obtain planning approval
- Purchase or lease acceptable

IDACC building search and subsequent progress

- Extensive search undertaken:
  - 26 properties identified as potentially suitable and assessed against the required criteria
  - 12 of these were for lease and 13 for purchase
  - Cyrenian House headquarters in Fitzgerald Street was also considered for IDACC.
- **September 2022** - 37-43 Stuart Street was selected as clearly the best option meeting all the required criteria.
- **October 2022** - Offer to purchase 37-43 Stuart Street made, conditional on planning approval being achieved.
- **January 2023 - March 2023 -** Design work and completion of the Development Application.
- **May 2023** – Submission of the Development Application to the Inner- Metro North JDAP.
- **May - June 2023 -** Community consultation period, including Cyrenian House Community Forum on 15 June 2023.
- **3 August 2023** – JDAP meets to consider Development Application.

Proposed IDDAC building location



37 – 43 Stuart Street - how it looks now





37 – 43 Stuart Street - how it could look





Ground floor




STUART STREET
First floor
Balcony
Short-term beds
Offices
ROOM 1
ROOM 2
ROOM 5
ROOM 6
ROOM 7
ROOM 8
ROOM 9
ROOM 10
ROOM 3
ROOM 4
LIFT
OBSERVATION ROOM
LOUNGE
DINING
CONSULT
CLNR
STRUCTURE TO BE REMOVED
COURTYARD BELOW
GROUP ROOM
SAFETY SUPPORT
MEETING
AO & CC
PRINT
STAFF BREAKOUT
LAUNDRY
STORE
OFFICE
OFFICE
MEETING
ROOF VOID - NOT ACCESSIBLE

Managing the building and service
&
working with local residents

Specific strategies (our Management Plan):

- Building will be fully staffed 24/7, 365 days per year (30 staff during business hours, and 10-12 staff after-hours).
- Commitment to establish a Community Reference Group including representation from local residents.
- Two Security Guards (Safety Support Officers) will be on-site 24/7. They will regularly patrol the exterior of the building as part of their role.
- Senior staff on-site at all times, IDACC Service Manager, After-Hours Coordinators, and on-call arrangements.
- Monitored CCTV in the interior and exterior of the building.
- Controlled access arrangements to the building for both staff and consumers. Residents in the short-term beds will also be subject to a 5pm curfew.

Specific strategies (our Management Plan):

- Ambulance will access via a dedicated Ambulance bay in the car park area at the western end of the building.
- Residents of the Short-Term Beds will not be allowed to park their cars on the property or in the street parking.
- Dedicated on-site parking for staff at western end of the building.
- Visitors for people in the Short-Term Beds will be via appointment during business hours.
- Enclosed balcony at the western end is for the use of residents of the Short-term Beds. It will only be accessible from 7am to 9pm. Behaviour on the balcony will be closely monitored and controlled by staff.
- Deliveries will occur at the western end of the building and will occur between 7am and 3pm.

Antisocial behaviour management summary:

- Overall strategy is based on working successfully with people with alcohol and drug problems for over 40 years.
- There will be a Code of Conduct for all IDACC consumers and visitors.
- All visitors and consumers will be screened and assessed on entry to the IDACC Hub.
- CCTV cameras will cover all main internal areas and the external areas adjacent to the building.
- Two Security Guards (Safety Support Officers) will be on site 24 hours per day, seven days per week. They will also respond to any incidents that occur.
- All IDACC staff will be trained in de-escalation techniques.
- The IDACC will have a formal relationship with WA Police, ensuring responsive support from Police where this may be needed.
- There will be an on-call system to provide senior-level support from Cyrenian House in the event of any incidents.
- Comprehensive complaints process for local residents in addition to the Community Reference Group process.

Questions

Government of **Western Australia**
Development Assessment Panels

Presentation Request Form

Regulation 40(3) and DAP Standing Orders 2020 cl. 3.5

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

Presentation Request Guidelines

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

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

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

Presenter Details

Name	Alex McGlue
Company (if applicable)	Lavan
Please identify if you have any special requirements:	**YES ☐** **NO ☒** If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	Metro Inner-North
Meeting Date	3 August 2023
DAP Application Number	DAP/23/02480
Property Location	37-43 Stuart Street, Perth
Agenda Item Number	8.1

Presentation Details

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

Government of **Western Australia**
Development Assessment Panels

Presentation Content*

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

Brief sentence summary for inclusion on the Agenda	*The presentation will address:* The legal framework relevant to assessing the appropriateness of the proposed land use.

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

Please attach detailed content of presentation or provide below:

Please see accompanying letter.

1 William Street
Perth Western Australia 6000

Tel +61 8 9288 6000
Fax +61 8 9288 6001

lavan.com.au

Our ref: AMG:CHW:1177702
Your ref: DAP/23/02480

Contact: Alex McGlue
Direct Line: (08) 9288 6890
Email: alex.mcglue@lavan.com.au
Partner: Craig Wallace
Direct Line: (08) 9288 6828
Email: craig.wallace@lavan.com.au

31 July 2023

Ms Francesca Lefante
Presiding Member
Metro Inner-North JDAP
140 William Street
PERTH WA 6000
By Email: daps@dplh.wa.gov.au

Dear Ms Lefante

DAP/23/02480 – legal submission in support of development application

Background

1 Lavan acts for WA Council on Additions Inc (also known as Cyrenian House).

2 My client is the proponent behind the "Immediate Drug Assistance Coordination Centre" proposed for the existing building at 37-43 Stuart Street, Perth (**Property**).

3 I provide this legal submission to the Metro Inner-North Joint Development Assessment Panel (**JDAP**) on behalf of my client in support of the development application for the Property.

4 The City of Vincent (**City**) in its responsible authority report (**RAR**) has recommended that the development application be refused and has provided the JDAP with four proposed reasons for refusal.

A full service Western Australian law firm:

Aged Care, Seniors Living & Disability
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Mining & Resources
Planning & Environment
Private Clients
Property & Leasing
Reconstruction & Insolvency
Wills & Estates

Our Values:

Excellence
Courage
Collaboration
Fulfilment
Integrity

Lavan respectfully acknowleges the traditional owners of the land on which we live and work.

5 The second, third and fourth proposed reasons for refusal in the RAR relate to the technical matters of noise, heritage architecture and car parking, so those topics will be addressed by other presenters assisting my client.

6 This legal submission is therefore focussed upon the first proposed reason for refusal in the RAR, which basically contends that the proposed land use is inappropriate for the Property, in an amenity sense.

7 For the reasons that follow:

7.1 it is my opinion that the proposed land use is appropriate for the Property, by reference to the provisions of the planning framework, as well as the proposed operational management measures; and

7.2 the JDAP should therefore reject the first proposed reason for refusal in the RAR and resolve to grant development approval.

Planning framework

8 At a regional level, the Property is zoned "urban" under the *Metropolitan Region Scheme* (**MRS**).

9 The Property is also located in close proximity to the "Central city area" zone under the MRS, which begins a block to the south of the Property, on the far side of Newcastle Street.

10 At a local level, the Property is zoned "residential" under the *City of Vincent Local Planning Scheme No 2* (**Scheme**) and is coded R160 for the purpose of *State Planning Policy 7.3 – Residential Design Codes* (**R-Codes**).

11 Notably, the Property is a "residential" zoned "island" under the Scheme, in the sense that it does not abut any other lots that are also zoned "residential" under the Scheme.

12 Rather, the immediate surrounds of the Property (to the south of Stuart Street) are zoned "mixed use" under the Scheme, with the land to the west of Pendal Lane coded R160 for the purposes of the R-Codes and the land to the east of Pendal Lane coded R80 for the purposes of the R-Codes.

13 Robertson Park is situated across the road from the Property (to the north of Stuart Street) and is reserved under the Scheme for "public open space".

14 In proximity to the Property, there is also:

14.1 land zoned "residential" to the north-east (along Palmerston Street);

14.2 land zoned "residential" to the north-west (on the far side of Fitzgerald Street); and

14.3 land zoned "commercial" to the south (on the northern side of Newcastle Street).

15 This mixture of zonings materially informs the amenity of the locality and I would invite the JDAP to carefully consult both the MRS map and the Scheme map before determining the development application for the Property.

16 In terms of land use classification, I agree with the position as outlined in both the development application and in the RAR that the proposed development is a "use not listed" under the Scheme.

17 As identified in the RAR, the proposed development would seem to fall within the scope of the land use category of "community purpose", which is defined in the Scheme, but does not appear in the Scheme zoning table.

18 Given that public advertising has occurred, the JDAP would be determining the development application pursuant to clause 18(4) of the Scheme, which says that the local government (or, in this case, the JDAP) may:

> *determine that the use may be consistent with the objectives of a particular zone and give notice under clause 64 of the deemed provisions before considering an application for development approval for the use of the land*

19 The objectives of the "residential" zone are listed in clause 16(1) of the Scheme.

20 Whilst the objectives of the "residential" zone under the Scheme are clearly relevant and should be given appropriate weight by the JDAP in determining the development application, it is observed that clause 18(4) of the Scheme does not require the JDAP to be satisfied beyond doubt about complete consistency with the zone objectives and the JDAP simply needs to find the use "may be consistent".

21 Given that the Property is effectively an "island" of "residential" zoned land under the Scheme, in my submission, for the purpose of the JDAP assessing the appropriateness of the proposed development within this particular locality, the objectives of the "mixed use" zone in clause 16(1) of the Scheme would be of equal relevance, as any amenity impacts would likely occur within the "mixed use" zone.

22 The objectives of the "mixed use" zone under clause 16(1) of the Scheme include:

> • *To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels.*
>
> • *To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, amusement centres, eating establishments and appropriate industrial activities which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents.*
>
> • *To provide for a compatible mix of high density residential and commercial development.*
>
> • *To ensure the provision of a wide range of different types of residential accommodation, including affordable, social and special needs, to meet the diverse needs of the community.*

23 In my submission, nothing about the proposed development is manifestly inconsistent with the above objectives of the "mixed use" zone under the Scheme.

24 Unlike many local governments, the City does not appear to have any adopted local planning policy to deal with the specific topic of non-residential land uses being proposed in the "residential" zone under the Scheme.

25 That being the case, I would suggest that the assessment by the JDAP as to the suitability of the proposed land use should be primarily informed by:

25.1 the zone objectives under the Scheme (for both the "residential" zone and the adjacent "mixed use" zone); and

25.2 the general considerations listed under clause 67(2) in Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (WA) (**Deemed Provisions**), especially limbs (m) and (n), which refer to the concepts of compatibility and amenity.

Approach to amenity assessment

26 In order to properly assess the amenity impact of the proposed development on the surrounding locality, the JDAP needs to consider:

26.1 the "locality" in question;

26.2 the existing amenity of the locality;

26.3 the likely future amenity of the locality;

26.4 the manner in which the proposed development will affect the amenity of the locality; and

26.5 the degree of the impact on the amenity of the locality and whether it is acceptable.

27 This is consistent with the approach endorsed by the State Administrative Tribunal (**SAT**) in matters such as *Cranston and Shire of Serpentine-Jarrahdale* [2019] WASAT 19 (see paragraphs [76] to [78]).

28 The SAT in *Ridgecity Holdings Pty Ltd and City of Albany* [2006] WASAT 187 at paragraph [42] said the following in relation to defining a "locality" for the purposes of an amenity assessment:

> *The concept of the locality in town planning is necessarily flexible. However, the determination of the boundaries of the locality in any given case is generally concerned with town planning impacts. The locality of a site is the topographic area which relevantly affects or is affected by a proposed development. The characterisation of the locality will depend on the impact in question and the circumstances of the case.*

29 The City in the RAR has defined the relevant "locality" as being the area shown in Figure 1 (at page 27 of the RAR).

30 The relevant “locality” would arguably be slightly larger than what is shown in the plan at Figure 1 in the RAR and could (for example) be said to reflect something closer to the area shown on the consultation map at Attachment 1 to the RAR.

31 Regardless of how exactly the “locality” is defined, it is evident (with respect) that the City in its RAR has not undertaken a complete and objective evaluation as to the existing and future amenity of the relevant locality.

32 In particular, the City in the RAR:

32.1 has focussed primarily upon the existing residential buildings that are within close proximity to the Property; and

32.2 has not given sufficient regard to the fact that the locality has a varied range of different land uses, zonings and sites with either development or redevelopment potential.

33 It would be wrong, with respect, for the JDAP to assess the amenity impact of the proposed development by approaching the locality as being a pristine residential area, since the locality in reality is a lot more diverse and by no means has a uniform residential amenity.

Potential impacts

34 In relation the potential for off-site amenity impacts associated with the proposed development, I would observe that:

34.1 the activities that occur within the building on the Property will not have any material off-site amenity impacts (as they will be enclosed);

34.2 the focus of the JDAP should therefore be on the off-site amenity impacts that may be caused by those activities associated with the proposed development that would occur outside of the building on the Property;

34.3 the two key considerations in that respect would be people coming or going to the Property on foot and people coming or going to the Property in vehicles;

34.4 both of these particular considerations are already comprehensively addressed in the management plan at Attachment 5 to the RAR (which could be made the subject of a condition of development approval);

34.5 the off-site amenity impacts (if any) caused by vehicle movements associated with the Property should be approached by the JDAP no differently to how the JDAP would assess any other proposal that would involve a similar volume of vehicle movements in a similar urban environment; and

34.6 assuming that vehicle movements can be appropriately managed, it would leave the remaining issue as being the off-site amenity impacts associated with people coming or going to the Property on foot.

35 On this note, the JDAP obviously needs to:

35.1 assess any amenity impacts associated with such pedestrian movements objectively and through a planning assessment lens; and

35.2 avoid making unfounded adverse assumptions based upon stigma or stereotypes associated with individuals who are suffering from addiction.

36 In my submission, the proposed development will generate a level of additional foot traffic in the locality that is entirely consistent with an inner-city urban location and that would be of a type to be expected in an area that is predominantly zoned "mixed use", is in very close proximity to the "Central city area" zone under the MRS and is adjacent to a large "public open space" reserve.

37 To the extent that there may be any legitimate planning concerns that arise in the case of vulnerable people accessing services in a particular location, then the JDAP should acknowledge that:

37.1 these vulnerable people already exist and are already living in the community;

37.2 there will be vulnerable people in the locality regardless of whether this proposed development goes ahead (indeed, some of the public submissions suggest this to be the case); and

37.3 the proposed development would provide a mechanism for vulnerable people to be placed into a position of care in a private location, which if anything, would constitute a net amenity benefit.

38 Importantly, the proposed development is not of a nature that would encourage groups of patrons to congregate in the adjacent public realm (similar to the proposal approved by the SAT in *St Patrick's Community Support Centre and City of Fremantle* [2007] WASAT 318).

Community benefit

39 In determining this development application, the JDAP must give due regard to clause 67(2)(x) of the Deemed Provisions, which refers to:

> *the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals;*

40 Even if the JDAP reasons that the proposed development will have some level of impact on the amenity of the locality, by reference to clause 67(2)(x) of the Deemed Provisions, it is open to the JDAP to conclude that the broad community benefit that would be achieved by the proposed development outweighs any potential adverse impact on the immediate locality.

Conclusion

41 For the above reasons, I would invite the JDAP to reject the first proposed reason for refusal in the RAR and to conclude that the proposed development will have an acceptable level of impact on the existing amenity and character of the locality.

42 The proposed development will generate a level of vehicle and pedestrian traffic that is appropriate for an inner-urban location of this type.

43 The proposed development will otherwise operate in accordance with the detailed management plan that has been appended to the RAR, which can be made the subject of a condition of development approval.

44 I will attend the upcoming meeting of the JDAP and would gladly answer any questions in relation to this written submission or in relation to the legal aspects of the development application more broadly.

45 Please let me know in the interim if you have any questions.

Yours sincerely



Alex McGlue
Special Counsel

Please notify us if this communication has been sent to you by mistake. If it has been, any privilege between solicitor and client is not waived or lost and you are not entitled to use it in any way.

Government of **Western Australia**
Development Assessment Panels

Presentation Request Form

Regulation 40(3) and DAP Standing Orders 2020 cl. 3.5

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

Presenter Details

Name	Martti Warpenius
Company (if applicable)	Reverberate Consulting
Please identify if you have any special requirements:	**YES** ☐ **NO** ☒ If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	MINJDAP/192
Meeting Date	3 August 2023
DAP Application Number	DAP/23/02480
Property Location	37-43 Stuart Street, Perth
Agenda Item Number	8.1

Presentation Details

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

Government of **Western Australia**
Development Assessment Panels

Presentation Content*

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

Brief sentence summary for inclusion on the Agenda	*The presentation will address:* Address reason 2 of the City's RAR and provide details of an additional noise impact assessment addressing car stacker and carpark noise.

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

Please attach detailed content of presentation or provide below:

Refer attached presentation summary.

REVERBERATE
CONSULTING

Friday 28 July 2023

Reference: P191253LT2 Acoustic Deputation 37 Stuart St .docm

Secretariate
Metro Inner North Joint Development Assessment Panel

Dear Sir/Madam,

Submission for JDAP Meeting – 3 August 2023
MINJDAP/192 – Lot 2 (37-43) Stuart Street, Perth

This deputation has been prepared to provide the necessary acoustical evidence to confirm operations of the proposed Cyrenian House carpark are satisfactory.

The City of Vincent RAR has documented the following concern:

Reasons:
2. Pursuant to Clause 67(2)(g) of the Planning and Development (Local Planning Schemes) Regulations 2015 the development would be inconsistent with the objectives of Element 1.11 of Policy No. 7.1.1 – Built Form and Policy No. 7.5.21 – Sound Attenuation.

   The Acoustic Design Assessment has not assessed the impact of noise result from the parking area, including the car stackers and vehicles manoeuvring and using this area, which would have the potential to adversely impact on the surrounding residential properties.

On this basis an additional noise impact assessment has been undertaken, of the parking area activity as follows:

- Vehicle activity inclusive of door closing, car starting and car idling/ manoeuvring
- Car stacker operation: Evolution Parking Systems EPS-204
- People talking

The forecasting used the same parameters as the original work in our 2/05/23 Acoustic Design report. The forecast daytime noise levels are presented below in Figures 1 and 2, as well as summarised in Table 1 and Table 2 below. These forecasts are based on 5 (out of 6) car stacker movements per hour.

The forecast levels are shown to all comply with the daytime Assigned Level criteria from the Noise Regulations.

Furthermore, the noises associated with vehicle engines, transmissions and car movement within the carpark was previously discussed in our 7 July 2023 letter where we stated:

> *"…the sounds generated by engines, transmissions and car movement are lower in the carpark than on the road directly outside the carpark. Vehicles on this road are not only noisier, as they travel at higher speeds and engine revolutions, but the road is closer to the surrounding neighbours, resulting in bigger impacts from such vehicles. On this basis the vehicle noise from car movements in the carpark are not considered "Unreasonable" as defined in the Environment Protection Act 1986."*

Where operation during evenings or night-time is contemplated the current forecast levels are up to 8 dB in exceedance of the L_{Amax} night-time assigned level, i.e.

> Stacker lowering and car door closing noise of 65 dB at 47 Stuart NE Level 1, with a night-time assigned level of 58 dB

and 6 dB in exceedance of the L_{A1} night-time assigned level, i.e.

> Car Idling noise of 54 dB at 47 Stuart NE Level 1, with a night-time assigned level of 48 dB

All other noise emissions are lower than the noises outlined above.

8 dB noise control, can be achieved by:

- The installation of Autex soffit liner, ASLR1.3 (NRC 0.85), or equivalent on the carpark soffit and side & rear walls

In conclusion, a full assessment of carpark noise has been undertaken. The forecasting shows that, for the selected Car stacker; Evolution Parking Systems EPS-204, the carpark is shown to meet the daytime Assigned Levels. It can also be engineered to meet the night-time requirements.

On that basis we conclude that no unreasonable noise, as defined in the Environmental Protection Act (1986) is forecast from the site, and we recommend its approval.

Yours sincerely,



Martti Warpenius
Director

p+61 8 9468 7888
m+61 414 394 220
martti@reverberate.consulting



Figure 1: Carpark daytime environmental noise emission prediction (L_{Amax}) - first floor 4.5 m above ground

(Assigned Level = 68 dB)



Figure 2: Carpark daytime environmental noise emission prediction (L_{A1}) - first floor 4.5 m above ground

(Assigned Level = 58 dB)

Table 1 - Forecast $L_{Amax,\ adj}$ daytime carpark noise emission levels

	Receiver						
	Palmerston 65	47 Stuart NE	47 Stuart NE	47 Stuart NE	47 Stuart SE	47 Stuart SE	47 Stuart SE
Noise Source	Grnd Fl	Grnd Fl	Level 1	Level 2	Grnd Fl	Level 1	Level 2
Person Talking	14	40	45	44	32	37	37
Car Idling	24	51	55	54	42	47	47
Stacker Raising*	21	46	50	49	38	42	42
Stacker Lowering**	36	61	65	64	53	57	57
Car Start	25	51	56	55	42	47	47
Car Door close**	33	60	65	64	52	57	57
Assigned Level	68	68	68	68	68	68	68
Compliance	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**

Note * Tonality adjustment applied

** Impulsive adjustment applied

Table 2 - Forecast $L_{A1, adj}$ daytime carpark noise emission levels

	Receiver						
	Palmerston 65	47 Stuart NE	47 Stuart NE	47 Stuart NE	47 Stuart SE	47 Stuart SE	47 Stuart SE
Noise Source	Grnd Fl	Grnd Fl	Level 1	Level 2	Grnd Fl	Level 1	Level 2
Person Talking	12	38	43	42	30	35	35
Car Idling	23	50	54	53	41	46	46
Stacker Raising*	21	45	49	49	38	41	42
Stacker Lowering**	19	44	48	47	36	40	40
Assigned Level	58	58	58	58	58	58	58
Compliance	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**

Note * Tonality adjustment applied

** Impulsive adjustment applied

Government of **Western Australia**
Development Assessment Panels

Presentation Request Form

Regulation 40(3) and DAP Standing Orders 2020 cl. 3.5

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

Presentation Request Guidelines

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

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

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

Presenter Details

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

Meeting Details

DAP Name	MINJDAP/192
Meeting Date	3 August 2023
DAP Application Number	DAP/23/02480
Property Location	37-43 Stuart Street, Perth
Agenda Item Number	8.1

Presentation Details

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

Government of **Western Australia**
Development Assessment Panels

Presentation Content*

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

Brief sentence summary for inclusion on the Agenda	*The presentation will address:* Provide background and planning rationale for approval of the proposed development.

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

Please attach detailed content of presentation or provide below:

Refer attached presentation note.

Presentation notes

To:	Metro Inner-North Joint Development Assessment Panel (**DAP**)	**From:**	Ross Underwood
Meeting No:	MINJDAP/192	**Job No:**	8278
Agenda item:	8.1	**Date:**	31 July 2023
Subject:	Proposed Unlisted Use (Community Purpose) & Alterations & Additions – Lot 3 (37-43) Stuart Street, Perth (**subject site**)		

PLANNING SOLUTIONS
URBAN & REGIONAL PLANNING
PS
Level 1, 251 St Georges Tce, Perth WA
(08) 9227 7970
GPO Box 2709
Cloisters Square PO 6850
admin@planningsolutions.com.au
www.planningsolutions.com.au
ACN 143 573 184 ABN 23 143 573 184
Planning Solutions (Aust) Pty Ltd

Thank you for the opportunity to present to the DAP on this matter. Planning Solutions is the applicant for the proponent - Cyrenian House. Presenting on behalf of the applicant are:

- James Hunter, Cyrenian House
- Alex McGlue, Lavan Legal
- Martti Warpenius, Reverberate Consulting
- Ross Underwood, Planning Solutions

The application seeks approval for the refurbishment of the existing office building on the site and its use for an Intermediate Drug Assistance Co-ordination Centre (**IDACC**) and office accommodation. We ask that the DAP supports this vital community service by granting **approval**, subject to appropriate conditions including:

1. The use be undertaken in accordance with the Management Plan Version 2 – July 2023 (**Attachment 5** of the DAP agenda).
2. The use be undertaken in accordance with the Parking Management Plan – July 2023 (**Attachment 6** of the DAP agenda), which includes provision for scheduling the use of car stacker parking bays.
3. The use be undertaken in accordance with the Waste Management Plan – April 2023 (**Attachment 8** of the DAP agenda).
4. Preparation of modified elevation drawings showing upper floor windows of a size and shape complementary to the adjacent Union Maltings building.

The City's officers have dealt with this application in a professional, diligent, and courteous way. We do not, however, agree with the conclusions reached. The correct and preferable decision is for approval to be given on the facts and merits of the application, and the City's four reasons for recommending refusal should be rejected by the DAP for the reasons which follow.

1. AMENITY AND COMPATIBILITY WITH THE LOCALITY

The City's first reason for refusal, on the question of the amenity impact of the proposal, and compatibility with the its setting, is in my opinion flawed in several aspects.

Lavan Legal's Alex McGlue in his legal submission sets out the approach to amenity assessment. On taking a full and proper approach to the question of amenity and character of the locality the development warrants approval. Aspects of the City's assessment which, with respect, are flawed are:

- it has failed to give proper regard to Cyrenian House's 40+ years' experience of providing support services for people with drug and alcohol issues across Western Australia;

- it does not give proper regard to the use of a management plan to mitigate amenity impacts (**Attachment 5**), when the planning framework expressly requires exactly this outcome. For instance, the City's Local Planning Policy: Short Term Accommodation requires all applications for short term accommodation to include a detailed management plan and code of conduct. In fact, the City had on 12 January 2023 written to us and requested a detailed management plan be included with the application. It would be inconsistent with orderly and proper planning for a management plan, being required by the planning framework, to not be given adequate consideration.

- it has not properly characterised the 'locality' (which the City establishes per **Figure 1** on page 27) by overemphasising residential land uses and underemphasising non-residential land uses which operate after hours including the 64-bed Spinners Backpacker Hostel on Pendal Lane 125m south of the subject site, and Mission Australia's Youthbeat 90m southeast of the subject site. Both land uses operate after hours and both were approved with management measures to mitigate amenity impacts.

  There are also similar land uses in the nearby residential area, including Palmerston Association Outpatients at 134 Palmerston Street, and Homeless Health Care at 142 Palmerston Street; the latter which services people with higher needs than the proposed IDACC.

- it does not fully acknowledge the building on the subject site has never been used for residential purposes with the approved use being an office with no limit on the number of persons accommodated, hours of operation, or how the use is managed, and the approved use of the building is relevant when considering the existing character of the locality;

- it claims the area surrounding the subject site comprising the 'locality' *"would not be expected to undergo further significant intensification"* (page 29), when in fact there are numerous underdeveloped sites that are capable of redevelopment including:

    - 49 Stuart Street (single-storey building containing BOOespresso)
    - 136 Fitzgerald Street (two-storey Miss Mauds building),
    - 130-134 Fitzgerald Street (Scrap Metal Merchants),
    - 120-128 Fitzgerald Street and 372 Newcastle Street (vacant land for sale),
    - 358 Newcastle Street and 126 Fitzgerald Street (single-storey Tran's Emporium buildings),
    - 352 Newcastle Street (single-level commercial building),
    - 346 Newcastle Street (single-level Bunzl trade supplies building)
    - 340 Newcastle Street (two-level Spinners Hostel)
    - 326 Newcastle Street (two-level MM Electrical trade supplies building and single level Pack & Send building)
    - 324 Newcastle Street (single-level Automasters vehicle servicing)
    - 310 Newcastle Street (two-storey shop and office building)
    - 27-29 Palmerston Street (single-storey building which was used for Frank Cecchele motors)
    - 306 Newcastle Street (two-storey Reward Hospitality building)
    - 33 Church Street (Mission Australia Youthbeat building)
    - 26, 58, and 62 Palmerston Street (two single-storey dwellings and a single-storey duplex on three separate lots)

These sites could all be readily redeveloped with buildings between three and six storeys high under the City's Built Form Policy, any which could feasibly include non-residential land uses operating after hours;

- it does not give full regard to the positive benefits of a 24-hour non-residential land use on the subject site including round-the-clock security presence and having 'eyes on the street' from after hours presence of staff on the site; and

The proposed use has a beneficial impact on safety and amenity of the locality, and is compatible with the existing and future character of the locality. The net community benefit of the development is also relevant when considering possible amenity impact. The development warrants approval being a non-residential land use entirely consistent with the objectives of the Residential zone and compatible with Mixed Use zoned land.

2. SOUND ATTENUATION

The City's second reason for refusal relates to the noise from the proposed car stackers and manoeuvring of cars in the carpark. This matter has been addressed by Martti Warpenius, Reverberate Consulting, who has demonstrated the carpark and mechanical stackers can meet relevant daytime noise standards, and can meet nighttime noise standards subject to installation of soffit liners.

3. BUILDING FAÇADE AND RELATIONSHIP TO UNION MALTINGS

The City contends the refurbishment does not maintain or enhance the visual prominence of the Union Maltings building. However, this view is not shared by the Heritage Council of Western Australia which supported the proposal as the proposed alterations and additions would not affect or result in adverse impacts on the significance of the Malting Plants (refer **Attachment 12**).

The City's design review panel (**DRP**) chair provided commentary on the façade. Initial concerns were communicated to the applicant, and modified elevation drawings twice provided. The DRP chair recommended in page 15 of the RAR, in comments not previously provided to us:

> *The removal of the black colorbond cladding from the Stuart Street façade is an improvement, and assists the streetscape façade to look more cohesive. This principle could be resolved through reconsidering the use of the aluminium* [sic – Dekton tile] *cladding on the remainder of the Stuart Street façade in place of a painted rendered finish, and for the shape of the proposed new first floor windows to be consistent with the existing windows which are square and vertical.*

The existing building is constructed of painted rendered brick, refer the following photograph:



Figure 1: Photograph of existing facade:

The refurbishment proposes cladding the façade with Dekton (porcelain / glass / quartz composite) façade tiles and making new openings in the façade framed with black aluminium:

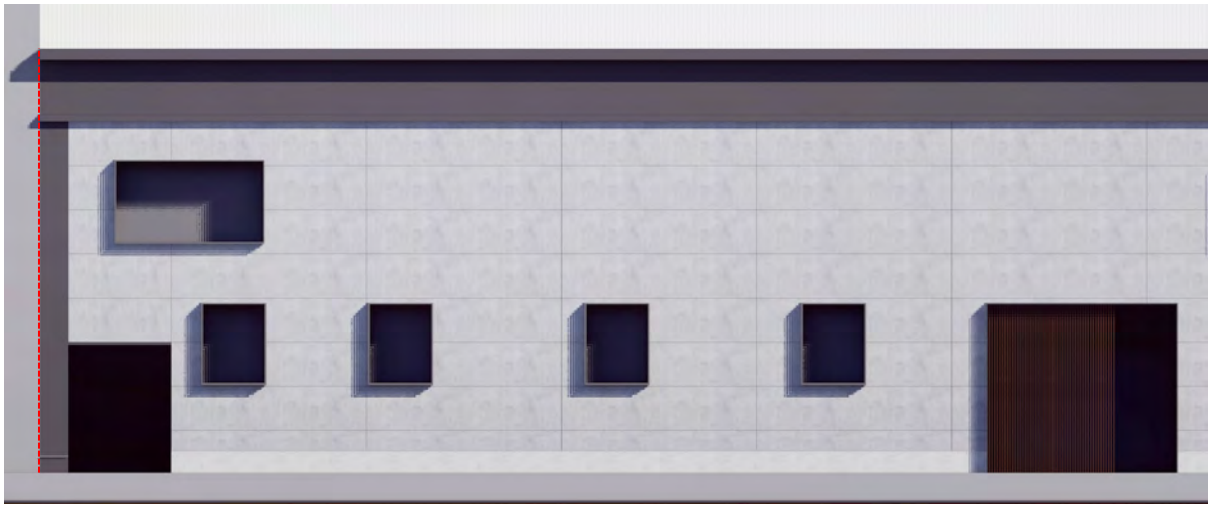


Figure 2: Elevation drawing for refurbished façade – street tree removed for clarity

We are open to making further changes to the façade in accordance with the suggestions of the DRP chair, including modifying the upper-floor windows to be square or vertical in shape and adding windows to allow more natural light into the office spaces, meeting rooms, and staircase. As the City's request on the shape of windows is clear, and noting the Heritage Council of WA supported the proposal and additional windows do not substantially impact the refurbishment, it would be appropriate to apply a condition to approval requiring the submission of modified elevation drawings to the satisfaction of the City, showing upper floor windows of a size and shape complementary to the adjacent Union Maltings building.

4. MANAGEMENT OF CAR PARKING

The City's officers state insufficient strategies have been proposed for the management of tandem bays and car stackers without adversely impacting the function of Pendal Lane.

It is considered the proposal by Cyrenian House to manage parking is simple and can be managed without adversely impacting the functionality of Pendal Lane. We note:

- Car parking will be used by staff of the IDACC facility only, allowing parking to be efficiently managed.
- A parking management plan has been prepared (**Attachment 6**) which requires a schedule to be prepared by Cyrenian House assigning use of the stacker bays to staff who arrive and depart in the same shift, to avoid the need to move cars between shifts.
- Six independently-accessed parking modules are provided, meaning multiple cars can arrive at the same time without causing queuing.
- Cyrenian House has also advised rosters will be staggered so that staff arrive and depart at different times to allow on-site parking to be adequately managed.

Pendal Lane, like any street, will always be subject to short-term inconveniences such as:

- Residents stopped to open electric gates which secure entry to most of the car parks accessed from the Lane.
- Rubbish collection vehicles.
- Pedestrians which frequent the Lane.

The minor inconvenience that might be experienced on the odd occasion where cars need to be moved, is not unexpected. Under WAPC policy laneways are encouraged to promote low vehicle operating speeds using traffic calming and other means, which in turn discourages rat-running through laneways. The design of the parking area is consistent with these design principles and we would not support an outcome that facilitates high-speed traffic past the subject site.

CONCLUSION

We would be grateful to receive the DAP's support for this important initiative proposed for the State Government's Mental Health Commission and would be pleased to answer any questions that may arise.



ROSS UNDERWOOD
SENIOR ASSOCIATE

230731 8278 Ross Underwood Presentation Note.docx

NO. 37-43 (LOT 3) STUART STREET, PERTH – PROPOSED UNLISTED USE (COMMUNITY PURPOSE) & ALTERATIONS & ADDITIONS

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Inner-North	
Local Government Area:	City of Vincent	
Applicant:	Planning Solutions	
Owner:	37 Stuart Street Pty Ltd	
Value of Development:	$4.75 million ☐ Mandatory (Regulation 5) ☒ Opt In (Regulation 6)	
Responsible Authority:	City of Vincent	
Authorising Officer:	Jay Naidoo Manager Development & Design	
LG Reference:	5.2023.125.1	
DAP File No:	DAP/23/02480	
Application Received Date:	5 May 2023	
Report Due Date:	24 July 2023	
Application Statutory Process Timeframe:	90 Days	
Attachment(s):	1. Location & Consultation Plan 2. Development Plans 3. Perspectives 4. Applicant Planning Report 5. Operations Management Plan 6. Parking Management Plan 7. Acoustic Design Report 8. Waste Management Plan 9. Traffic Impact Statement 10. City Response to Summary of Submissions 11. Applicant Response to Summary of Submissions 12. Heritage Council of WA Comments 13. DRP Chair Comments	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	☐ Yes ☒ N/A	Complete Responsible Authority Recommendation section
	☐ No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

That the Metro Inner-North JDAP resolves to:

1. **Accept** that the DAP Application reference DAP/23/02480 is appropriate for consideration as an "Unlisted Use (Community Purpose" land use and compatible with the objectives of the zoning table in accordance with Clause 18 of the City of Vincent Local Planning Scheme No. 2.

2. **Refuse** DAP Application reference DAP/23/02480 and accompanying plans included in **Attachment 2** in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the City of Vincent's Local Planning Scheme No. 2 for the following reasons:

Reasons:

1. Pursuant to Clauses 67(2)(m) and (n) of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the objectives of the Residential zone of the City of Vincent's Local Planning Scheme No. 2, the development would result in a non-residential land use which is neither compatible with or complimentary to, and would not enhance the amenity or character of the existing residential developments in the locality.

   The scale and intensity of the use would result in off-site amenity impacts related to the 24 hour walk-in nature of the premises, as well as the lack of details to ensure the functionality of and to mitigate noise generated from the on-site car parking area. The use would be over-reliant on the measures of the Operations Management Plan and the control of the individual behaviour of consumers to make the use compatible with its setting and to reduce amenity impacts.

2. Pursuant to Clause 67(2)(g) of the *Planning and Development (Local Planning Schemes) Regulations 2015* the development would be inconsistent with the objectives of Element 1.11 of Policy No. 7.1.1 – Built Form and Policy No. 7.5.21 – Sound Attenuation.

   The Acoustic Design Assessment has not assessed the impact of noise result from the parking area, including the car stackers and vehicles manoeuvring and using this area, which would have the potential to adversely impact on the surrounding residential properties.

3. Pursuant to Clause 67(2)(g) of the *Planning and Development (Local Planning Schemes) Regulations 2015* the development would be inconsistent with the performance criteria of Policy No. 7.6.1 – Heritage Management – Development Guidelines for Heritage and Adjacent Properties.

   The upgrades to the Stuart Street façade have not been demonstrated to incorporate materials and design elements that maintain and enhance the visual prominence and significance of the adjacent State heritage-listed Malting Plants building.

4. Pursuant to Clauses 67(2)(g) and (s) of the *Planning and Development (Local Planning Schemes) Regulations 2015* the development would be inconsistent with the objectives of the Local Planning Policy: Non-Residential Parking and would not provide for adequate arrangements of the parking of vehicles.

   Inadequate parking strategies and details have been provided to demonstrate that staff access to the tandem parking bays and car stackers could be managed and maintained without adversely impacting on the functionality of Pendal Lane.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	City of Vincent Local Planning Scheme No. 2
Local Planning Scheme - Zone/Reserve	Residential R160
Structure Plan/Precinct Plan	N/A
Structure Plan/Precinct Plan - Land Use Designation	N/A
Use Class and permissibility:	Unlisted Use (Community Purpose)
Lot Size:	1290.1m^2
Existing Land Use:	Office
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☐ N/A ☒ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

The subject site is located at No. 37-43 Stuart Street, Perth. A location plan is included in **Attachment 1**.

The application proposes a change of use to Unlisted Use (Community Purpose) to refurbish the existing building to accommodate an Immediate Drug Assistance Co-ordination Centre (IDACC) which would be operated by Cyrenian House.

The development of an IDACC was the result of funding from the State Government, with the Mental Health Commission awarding the tender to Cyrenian House in March 2023.

Cyrenian House currently has a premises at No. 318 Fitzgerald Street, Perth, which accommodates administration activities and delivers a range of counselling and support groups. It is intended that these services would relocate to the proposed IDACC.

Proposed Use & Operations Management

The proposed IDACC would be operated by Cyrenian House which is an accredited not-for-profit and non-government organisation which provides treatment for people impacted by alcohol and drug issues (referred to as 'consumers' by the applicant).

The key components of the proposed IDACC would include:

- Outreach Service – This is separated into the Responsive Outreach Service and the Assertive Outreach Service. The Responsive Outreach Service would travel to requests for assistance 24 hours per day with access to two vans to transport consumers to and from the premises. The Assertive Outreach Service would also patrol inner city areas and operate 10 hours per day, seven days a week, with staff based in the IDACC when not on patrol.

- The Hub – The Hub would operate 24 hours a day and undertake a triage and risk assessment of consumers who present to the IDACC. Consumers that are deemed appropriate for the hub would be connected to a counsellor/educator who is on site who would develop a treatment plan including relevant internal and external to support services.

  Consumers that are not deemed appropriate would be provided with information on available services and leave the premises. It is intended that transport would be arranged for these consumers, either from family or friends coming to collect them, or by the Outreach Service or Police or ambulance services depending on their circumstances. Consumers may also leave the premises by their own means.

- Short Term Crisis Beds – This would provide accommodation for consumers undergoing an alcohol or drug related crisis. 10 beds would be provided on the first floor with access to these for up to 72 hours. Consumers accessing these beds would include those requiring a safe space following the acute phase of intoxication, and significant others who require respite.

  Consumers in the Short Term Crisis Beds would undergo a risk assessment and be monitored for mental and physical wellbeing, and be provided with initial treatment and links to ongoing support. Laundry and shower facilities would be provided, along with meals.

  During the 72 hours individuals would be allowed to leave the premises by a check-in and check-out system, with a 5pm curfew, and would be allowed visitors which would be scheduled by appointment and during business hours. Following this 72 hour period, or earlier should the consumer wish, they would be discharged from the IDACC, with the intention that they would either be collected by family or friends, or transported by the IDACC. Consumers may also leave the premises by their own means.

The proposed IDACC would offer a range of health and social services to be coordinated and managed by Cyrenian House in partnership with providers including Uniting WA, Nyoongar Outreach Services, 360 Health + Community, Cambridge Clinic, and Multicultural Futures. The proposed operational details of the IDACC include:

- The premises would be open 24 hours a day, 7 days a week and 365 days a year;
- Consumers would be transported to and from the premises, while it would also operate as a walk-in facility and by pre-arranged appointment;
- Consumers utilising the Short Term Crisis Beds would have access and transport to pre-booked off-site doctor's appointments during the week and an on-call doctor on the weekend;
- During business hours from 8:30am to 5pm there would be up to 39 on-site staff at any one time, including:
  - 20 staff to assist with counselling and support services, and a further 12 staff to provide the allied drug and alcohol support programs;
  - Two security officers; and
  - A clinic doctor would also be on site one day per week;
- After business hours there would be up to 12 on-site staff at any one time, including:
  - Two nurses;
  - Two security officers;
  - One after-hours Coordinator;
  - One night supervisor for the Short Term Crisis Beds;
  - One counsellor; and
  - One peer worker.

  In addition to this, four Outreach Service staff would also utilise the office space when not attending off-site locations. These staff would be across both the Assertive and Responsive teams. The Assertive team would operate in two shifts, between 5am to 10am, and 5pm to 10pm. The Responsive team would operate 24 hours, across three shifts;
- It is anticipated that there would be a maximum of 30 consumers accessing the premises at any one time. This would include 10 within the Short Term Crisis Beds and on the first floor and 20 accessing assessment, counselling and support on the ground floor between The Hub and Outreach Service; and
- Two security officers would be on the premises at all times and undertake regular patrols around the building. Where necessary Police would be called to assist with situations. Arrangements would also be made with St John's Ambulance regarding attendance to the premises to transport those with medical issues that are not suitable for the IDACC.

Proposed Works

To accommodate the IDACC, the existing building is proposed to be refurbished. The extent of these proposed works include:

- Internal fit out works;
- The replacement of existing entry doors along Stuart Street with windows. A new main entrance and emergency exit would be created along Stuart Street;
- The replacement of all existing windows along Stuart Street with a new façade treatment. This would include a mix of cladding and batten screening as well as a new pedestrian awning over the new main entrance. Two new windows are also proposed on the first floor fronting Stuart Street;
- A total of 19 parking bays would be provided within the existing parking area accessed from Pendal Lane. This includes 12 bays located in car stackers, six

bays in a tandem configuration and one service bay. An accessible bay is also proposed to be provided within Stuart Street reserve in front of the premises; and
- The installation of screening to enclose the existing balcony to the western boundary.

The proposed development plans and perspectives are included in **Attachment 2** and **Attachment 3** respectively.

The applicant's planning report and accompanying Operations Management Plan, Parking Management Plan (PMP), Acoustic Design Report, Waste Management Plan (WMP) and Traffic Impact Statement (TIS) are included in **Attachments 4 to 9** respectively.

Background:

Site Context

Subject Site and Previous Use

The subject site is bound by Stuart Street to the north and Pendal Lane to the west. An existing two storey development at No. 65 Palmerston Street abuts the subject site to the east, and a four storey residential development at No. 20 Pendal Lane abuts the subject site to the south. These two properties form part of the Malting Plants apartment complex.

The subject site contains an existing two storey building that has previously been approved and used as an Office. The main pedestrian entrance is provided from Stuart Street, with vehicle access to 10 undercroft parking spaces provided from Pendal Lane.

On 23 July 2002 Council approved a development application for two storey alterations and additions to the existing Office building on the subject site. A further approval was granted by Council on 11 April 2006 for unauthorised works including additional Office floorspace.

Based on mapping imagery a fence has been erected around the perimeter of the parking area on the subject site since October 2020. The existing building is currently affected by graffiti, vandalism, and instances of rough sleepers.

Surrounding Development Context

The immediate surrounding development context predominantly consists of residential development, including:

- No. 65 Palmerston Street – A two storey residential development immediately abutting the subject site to the east and with frontages to both Stuart Street and Palmerston Street. This building is part of the Malting Plants and is listed on the State Heritage Register and as Category A – Conservation Essential on the City's Municipal Heritage Inventory (MHI). This development accommodates 42 dwellings.
- No. 20 Pendal Lane - A four storey residential development abutting the subject site to the south. This building also forms part of the former Malting Plants development and accommodates 36 dwellings.

- Nos. 45-47 Stuart Street – A three storey residential development on the western side of Pendal Lane adjacent to the subject site. This building accommodates 20 dwellings approximately 5 metres to the west of the subject site.
- No. 99 Palmerston Street – A five storey residential development on the northern side of Stuart Street to the north-east of the subject site. This building is commonly known as 'The Bottleyard' and accommodates 125 dwellings approximately 30 metres to the north-east of the subject site.
- No. 49 Stuart Street – This is a non-residential use that operates as BOOexpresso and is a hole-in-the wall coffee shop that offers primarily take away services, approximately 85 metres to the west of the subject site

In the wider area there are a number of high density residential developments along Pendal Lane. The eastern portion of Stuart Street predominantly consists of medium density residential development, while Palmerston Street and Fitzgerald Street accommodates a mix of residential and non-residential development.

Mission Australia Youthbeat

Mission Australia currently operates its Youthbeat service from No. 33 Church Street, Perth. This site is approximately 90 metres to the south-east of the subject site and is located adjacent to residential dwellings fronting Palmerston Street and other non-residential uses along Church Street.

The premises provides a safe space for unaccompanied youths under the age of 16 that are found within the Perth CBD and Northbridge area while family and guardians are contacted or alternative accommodation is found. The service operates on Thursday, Friday and Saturday nights, with youths being transported to the premises by an outreach bus service or by the Police.

The use of this premises was initially approved by Council at its meeting on 18 December 2012. The conditions of this approval included:

- The operation of the use being time limited for a five year period;
- The hours of operation being limited to 10pm to 5am Thursday to Saturday; and
- The submission of a management plan detailing the operation of the premises for approval and thereafter be implemented.

At its meeting on 16 October 2018 Council approved an amendment to the previous approval. This approval:

- Deleted the time limited condition, approving the use in perpetuity;
- Updated the hours of operation to be from 9pm to 5am Thursday to Saturday; and
- Required an updated management plan to be submitted for approval and thereafter be implemented.

Public Realm

The Stuart Street public realm consists of footpaths, mature street trees and on-street parking on both the northern and southern sides of the road reserve. The on-street parking includes parallel marked bays along the southern side and perpendicular bays on the northern side.

Robertson Park is located on the northern side of Stuart Street opposite the subject site, and is listed on the State Heritage Register and as Category A – Conservation Essential on the City's MHI. The City's Public Open Space Strategy (POS Strategy) identifies Robertson Park as being District POS and includes amenities such as the Robertson Park Tennis Centre and a dog exercise area.

On 14 September 2021 Council endorsed the Robertson Park Development Plan which would guide the timing and funding of future upgrades. The Robertson Park Development Plan is not a planning instrument.

Stuart Street Reserve is located approximately 75 metres to the east of the subject site, and is listed on the State Heritage Register and as Category A – Conservation Essential on the City's MHI. The City's POS Strategy identifies this as being Local POS with amenities including a playground.

Applicable Planning Framework

Local Planning Scheme No. 2

The subject site is zoned Residential R160 under the City's LPS2.

The adjoining properties to the east and south are zoned Mixed Use R80, while the adjacent properties on the western side of Pendal Lane are zoned Mixed Use R160.

Robertson Park is a local reserve for Public Open Space, and the properties to the south of the subject site which front Newcastle Street are zoned Commercial.

A zoning plan is included in **Attachment 1**.

Built Form Policy

The subject site is within the Residential built form area of the City's Policy No. 7.1.1 – Built Form (Built Form Policy) with a building height standard of four storeys.

The adjoining property to the east and south are within the Mixed Use built form area. The adjacent properties on the western side of Pendal Lane as well as those fronting Newcastle Street to the south are within the Activity Corridor built form area. All of these properties have a building height standard of four storeys.

Appendix 16 – Design Guidelines Perth

In addition to the Built Form Policy, the subject site and surrounding properties are also subject to Appendix 16 – Design Guidelines Perth (Perth Design Guidelines). This sets out design features which includes matters related to land use, built form and scale, vehicle access and car parking.

Where the design features of the Guidelines are inconsistent with the City's policies, the Perth Design Guidelines are to prevail.

At its meeting on 4 April 2023 Council resolved to prepare a notice of revocation for the Perth Design Guidelines for the purposes of community consultation. Community consultation was undertaken between 8 March and 29 March 2023.

Following the close of consultation, the Perth Design Guidelines would need to be presented to Council to consider any submissions received and to approve its revocation. This is intended to occur at the July Council meeting on 25 July 2023. At the time of preparing this report, the outcome of this is not known.

Until this occurs the Perth Design Guidelines remain a current planning policy, however its current status in being seriously considered by Council for revocation would mean that the weight attributed to this Guideline in decision making would be lesser.

Legislation and Policy:

Legislation

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

State Government Policies

- State Planning Policy 7.0 – Design of the Built Environment (SPP 7.0)
- WAPC Transport Impact Assessment Guidelines (TIA Guidelines)
- Safer Places by Design: Crime Prevention through Environmental Design Planning Guidelines (CPTED Guidelines)

Structure Plans/Activity Centre Plans

- N/A

Local Policies

- Community and Stakeholder Engagement Policy
- Policy No. 7.1.1 – Built Form Policy
- Policy No. 7.5.21 – Sound Attenuation (Sound Attenuation Policy)
- Policy No. 7.5.23 – Construction Management Plans (CMP Policy)
- Policy No. 7.6.1 – Heritage Management: Development Guidelines for Heritage and Adjacent Properties (Heritage Policy)
- Local Planning Policy: Non-Residential Parking (Parking Policy)
- Local Planning Policy: Percent for Public Art (Public Art Policy)
- Local Planning Policy – Short Term Accommodation (Short Term Accommodation Policy)
- Appendix 16 – Design Guidelines Perth

Planning and Development (Local Planning Schemes) Regulations 2015

Clause 67(2) of the LPS Regulations outlines matters that are to be given due regard by the decision maker in the exercising of discretion. An assessment of the relevant matters for the JDAP to have due regard to is provided in the Planning Assessment and Officer Comment sections of this report.

Consultation:

Public Consultation

Community consultation was undertaken for a period of 33 days in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015*, from 25 May 2023 to 26 June 2023.

The advertising period was extended from the 28 days set out in the City's Community and Stakeholder Engagement Policy with the agreement of the applicant to provide additional time following a community information session facilitated by Cyrenian House on 15 June 2023.

The method of advertising included 1,378 letters being mailed to all owners and occupiers within a 200 metre radius of the subject site (as shown in **Attachment 1**), the erection of signs on the Stuart Street frontage of the site, a notice being placed in the local newspaper and a notice on the City's website in accordance with the City's Community and Stakeholder Engagement Policy.

At the conclusion of the consultation period a total 178 submissions were received.

- 148 submissions were received in objection;
- 26 submission were in support; and
- Four submissions were neither objecting to nor supporting the proposal, but expressing some concerns.

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

Submissions Received	Within 200 metres	Outside of 200 metres	Total
Support	11.9%	17.7%	13.6%
Object	61.6%	22.5%	84.1%
Concerns but neither supporting or objecting	2.3%	0%	2.3%
Note – Nine submissions did not provide an address and have not been included in the table above.			

The key concerns raised during the community consultation period were as follows:

- The proposed IDACC would provide for a positive service broadly, but would be of a scale and intensity that is incompatible with the existing residential setting of the locality. The incompatibility would relate to the operating hours, number of visitors, staff and consumers, and associated off-site noise and traffic amenity impacts which would impact on adjoining and surrounding properties;
- There is existing anti-social behaviour in the area and the proposed IDACC would further contribute towards this;
- The Operations Management Plan does not fully address how the proposed IDACC would be managed so as to avoid disturbances associated with the premises. The success of implementing the Operations Management Plan relies on the ability to control consumers who may be under the influence of drugs and alcohol; and

- There is inadequate on-street parking along Stuart Street to accommodate the demands of the proposed IDACC. The proposed on-site parking within car stackers would not be practical or functional and would further rely on the use of these on-street bays.

The key comments in support received during the community consultation period were as follows:

- The premises is well located, highly accessible, and would be a benefit to the community;
- Cyrenian House is an experienced operator and the Operations Management Plan would assist to ensure that there are no adverse amenity impacts on the surrounding area;
- The repurposing of the existing building for the IDACC and 24 hour operations would deter anti-social behaviour from occurring; and
- There is adequate parking along Stuart Street to accommodate the demands from the IDACC.

A summary of all the submissions received and the City's comments with respect to these is included in **Attachment 10**. The applicant's comments with respect to these submissions are included in **Attachment 11**.

Additional Information Following Community Consultation

Following community consultation the applicant submitted additional information on 7 July 2023 to respond to the concerns raised. The additional information provided is summarised below:

- Amended Plans – Amended plans were provided which removed the step to the 'New Main Entry' to better facilitate universal access, and to provide two new windows on the first floor 'Group Room' and 'AO &CC' fronting Stuart Street. Updated and additional perspectives were also provided.

  The amended plans and perspectives are included in **Attachment 2** and **Attachment 3**.

- Applicant Planning Report – The applicant submitted additional information in relation to the use including the operation of the Outreach Service, The Hub and the Short Term Crisis Beds. Clarification was also provided in relation to staff numbers, the management of on-site security and anti-social behaviour, and vehicle access and use of on-site car parking.

  The applicant also provided addition planning justification in relation to items raised by the City, and responses to the City's internal business unit referrals as, well as comments from the Chair of the City's Design Review Panel (DRP).

  The additional use and planning justification is included in **Attachment 4** in addition to the applicant's original planning report submitted.

- Operations Management Plan – The Operations Management was updated to clarify and provide further information in relation to:
  - Staffing of the Outreach Service;

- Access to The Hub services including procedures for transporting consumers who are deemed unsuitable for the services;
- Discharge processes, visitor arrangements and curfew procedures for the Short Term Crisis Beds;
- After-hours staffing numbers;
- The extent of external security patrols in relation to Pendal Lane and Robertson Park;
- Negotiations with St John's Ambulance in relation to accessing the proposed IDACC and the use of sirens;
- Staff and visitor access to the premises by Stuart Street instead of Pendal Lane;
- Arrangements for external cleaning services between 10am and 4pm; and
- Establishment of an IDACC Community Advisory Group with the local community.

The updated Operations Management Plan is included in **Attachment 5**.

- Traffic Impact Statement – A TIS was provided to assess and consider the associated traffic impacts from the proposed IDACC. The TIS is included in **Attachment 9**.

In addition to the above, the applicant also resubmitted the PMP however there were no changes made to the parking provision or strategies.

Readvertising

The additional information, updated Operations Management Plan, and TIS were readvertised for eight days from 10 July to 17 July 2023. The method of readvertising included an email notification to the previous submitters, and a notice on the City's website in accordance with the City's Community and Stakeholder Engagement Policy.

At the conclusion of the readvertising period a further 17 submissions were received, including:

- 16 submissions were received in objection; and
- One submission was in support.

Of these, 15 were from submitters who provided a submission during the initial advertising period, while two were from new submitters.

The locations of the submitters during the readvertising period relative to the subject site are outlined in the table below:

Submissions Received	Within 200 metres	Outside of 200 metres	Total
Support	5.8%	0%	5.8%
Object	64.8%	29.4%	94.2%

These submissions generally reiterated previous concerns raised with the proposal during the initial consultation period and that these had not been adequately addressed by the applicant. The key new concerns raised during the readvertising period were as follows:

- The comparisons with other premises are not relevant as the proposed IDACC would operate in a different manner and within a different context;
- The proposed IDACC would be incompatible with the locality, with the changes to the Operations Management Plan insufficient to address concerns regarding amenity and anti-social behaviour impacts on the surrounding properties and public realm;
- There would be inadequate on-street parking to accommodate the additional vehicles estimated in the TIS, which would also adversely impact the surrounding roads; and
- The Acoustic Design Report does not sufficiently address concerns regarding the impacts of the use of the parking area and car stackers on surrounding residents.

A summary of all the submissions received and the City's comments with respect to these is included in **Attachment 10**. The applicant's comments with respect to these is included in **Attachment 11**.

Further Additional Information Following Readvertising

Following the readvertising period the applicant submitted further additional information on 20 July 2023. The additional information provided is summarised below.

- Amended Elevations – Amended elevations were provided which removed the black colorbond cladding previously shown to the parking area fronting Stuart Street. Updated perspectives were also provided.

  The amended plans and perspectives are included in **Attachment 2** and **Attachment 3**.

- Applicant Planning Report – The applicant submitted additional information to clarify the Outreach Service staff numbers, the use of the car stackers including clarification of when this would be used by staff as well as the staggering of shifts. In response to the DRP Chair comments the applicant provided sustainability initiatives that would be incorporated, including solar PV panels, and efficient lighting and other fixtures.

  The additional information is included in **Attachment 4** in addition to the applicant's original planning report submitted.

The final set of development plans were not re-advertised to the community as they did not result in additional departures to the relevant planning framework. The additional information did not result in a significantly different proposal to that which was previously advertised. Previous submitters have been notified of the additional information provided.

Referrals/consultation with Government/Service Agencies

Heritage Council of Western Australia (HCWA)

The application was referred to HCWA as the subject site abuts the Malting Plants building which is listed on the State Heritage Register.

The HCWA advised that the proposal is supported as the subject site does not have any significant cultural heritage value, and the proposed alterations and additions would not affect or result in adverse impacts on the significance of the Malting Plants. A copy of the HCWA advice is included in **Attachment 12**.

Department of Communities (DoC)

During the community consultation period the City received a submission from the DoC, which is a landowner within the 200 metre consultation radius. The DoC advised that it supports the proposed IDACC for the following reasons:

- The proposed use would be compatible with the established residential and mixed use character of the area;
- The proposed building works would renovate a run-down building to deliver a built outcome that will benefit and support the character of the area; and
- The premises would provide accessible assistance and crisis accommodation to individuals experiencing drug and alcohol issues. The DoC supports the intervention opportunities this facility will deliver in improving the well-being of individuals, families and the community at large.

The DoC comments are included within the summary of submissions in **Attachment 10**.

Design Review Panel Advice

The table below outlines the application's progress through the design review process in accordance with the Ten Principles of Good Design.

Design review progress report			
Design quality evaluation			
	Supported		
	Pending further attention – refer to detailed comments provided		
	Not supported		
	Not relevant to the proposal		
	DRP Chair 23 June 2023	**DRP Chair 10 July 2023**	**DRP Chair 20 July 2023**
Principle 1 - **Context and character**			
Principle 2 - **Landscape quality**			
Principle 3 - **Built form and scale**			
Principle 4 - **Functionality and build quality**			
Principle 5 –**Sustainability**			
Principle 6 – **Amenity**			
Principle 7 – **Legibility**			
Principle 8 – **Safety**			

Principle 9 – **Community**			
Principle 10 - **Aesthetics**			

The application was not referred to the DRP before it was lodged. Following the lodgement of the application, the proposal was referred to the City's DRP Chair. The DRP Chair's comments are provided in **Attachment 13** and are summarised as follows:

- Context & Character and Aesthetics – There is a significant change to the building façade and the proposal does not appear to relate to respond to the adjoining heritage building or to the surrounding context of Stuart Street.
- Functionality & Build Quality – Further information outlining the management of amenity impacts from equipment such as the air conditioning units, bin enclosure and car stacker should be provided.
- Sustainability – No information is provided in relation to environmentally sustainable design (ESD), with opportunities for measures to be integrated, and for the façade treatments to provide for additional shading and cross ventilation.
- Safety – Passive surveillance should be maximised to the Stuart Street and Pendal Lane streetscapes. This includes modifying the existing windows fronting Stuart Street to increase passive surveillance, reconsidering the enclosure of the balcony to increase greater surveillance of Pendal Lane, and to ensure that the internal spaces maintain maximum interactivity and transparency.

The applicant provided a written response to the DRP Chair comments, which is included as **Attachment 4**. These responses were reviewed by the DRP Chair who advised that there was no change to the overall DRP tracking, noting the following:

- Context & Character and Aesthetics – The applicant's justification refers to the use of black metal cladding on the Bottleyard development. The cladding is used at a higher level on this building, with solid materials on the ground level. This is different to how the proposed black cladding is to be used on the IDACC building which features large areas of black cladding on the ground floor. It is recommended that a compromise be found between the existing façade and the proposed treatments.
- Functionality & Build Quality – The use of the car stackers and parking management measures remains an area of concern and hasn't been addressed.
- Sustainability – The adaptive re-use of the existing building as well as the sustainability initiatives provided in the applicant's response are a positive, but doesn't give any commitment to these being incorporated. Commitments should be provided to resolve this principle.
- Safety – Passive surveillance of Stuart Street and Pendal Lane remains an area of concern and hasn't been addressed.

The applicant provided a further written response to the DRP Chair comments, which is included as **Attachment 4**. Amended plans were also provided which removed the black cladding previously proposed to the car park area wall fronting Stuart Street which are included as **Attachment 2**. This was reviewed by the DRP Chair who advised the following:

- Context & Character – The changes to the facade still do not establish a relationship with the adjoining heritage-listed building as previously set out.

- Functionality & Build Quality – No further comments to what has already been previously provided.
- Sustainability – The commitment to ESD initiatives is a positive. The provision of solar PV panels in addition to the adaptive reuse of the existing building would be sufficient to resolve this principle.
- Safety – Passive surveillance remains an area of concern and hasn't been addressed.
- Aesthetics – The removal of the black colorbond cladding from the Stuart Street façade is an improvement, and assists the streetscape façade to look more cohesive. This principle could be resolved through reconsidering the use of the aluminium cladding on the remainder of the Stuart Street façade in place of a painted rendered finish, and for the shape of the proposed new first floor windows to be consistent with the existing windows which are square and vertical.

Planning Assessment:

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

Applications for development approval need to demonstrate that the design achieves the objectives of each clause within Volume 3 of the Built Form Policy. While addressing the acceptable outcomes is likely to achieve the objectives, they are not a deemed-to-comply pathway, and the proposal will be assessed in context of the entire design solution to ensure the objectives are achieved. Proposals may also satisfy the objectives via alternative means or solutions.

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

Planning Element	Use Permissibility/ Acceptable Outcome	Discretion Required
Land Use		✓
Visual Privacy		✓
Public Domain Interface		✓
Pedestrian Access & Entries		✓
Vehicle Access	✓	
Universal Design		✓
Façade Design		✓
Roof Design	✓	
Environmentally Sustainable Design		✓
Car and Bicycle Parking		✓
Managing the Impacts of Noise		✓
Heritage Policy		✓
Short Term Accommodation Policy		✓

Detailed Assessment:

Land Use	
Acceptable Outcome	**Proposal**
LPS2 Permitted 'P' use.	Community Purpose is an Unlisted Use.
Visual Privacy	
Acceptable Outcome	**Proposal**
Built Form Policy: Vol 3, Clause 1.6 No acceptable outcome. Element objective assessment required.	Refer to Officer Comments.
Public Domain Interface	
Acceptable Outcome	**Proposal**
Built Form Policy: Vol 3, Clause 1.7 Upper level balconies and/or windows overlook the street and public domain areas.	Full height perforated metal screening is proposed to enclose the balcony adjacent to Pendal Lane.
Balustrading includes a mix of visually opaque and visually permeable materials to provide residents with privacy while maintaining casual surveillance of adjoining public domain areas.	
Car & Bicycle Parking	
Acceptable Outcomes	**Proposal**
Local Planning Policy: Non-Residential Parking Table 1 of the Parking Policy does not provide parking ratios for an Unlisted Use and requires the City to determine the acceptability of the on-site car parking provided based on a site specific PMP.	18 parking bays are provided on site for use by staff. One service bay is also proposed within the parking area. The applicant has submitted a PMP in support of the proposed parking arrangements.
Universal Design	
Acceptable Outcome	**Proposal**
Built Form Policy: Vol 3, Clause 1.12 No acceptable outcome. Element objective assessment required.	Refer to Officer Comments.
Façade Design & Heritage Policy	
Acceptable Outcome	**Proposal**
Built Form Policy: Vol 3, Clause 1.13 Commercial Development which fronts the public realm shall provide active frontages including glazing, openings and operable windows to ensure	Fixed windows are proposed to replace the existing windows on the Stuart Street façade, with consulting and meeting

activity, interaction and surveillance of the street.	rooms located behind on the ground floor.
Commercial Development shall provide a continuous protective awning over the pedestrian footpath.	A new awning is proposed for a portion of the Stuart Street frontage of the new main entrance.
Development shall identify key design elements in the local area and streetscape through an Urban Design Study and integrate and acknowledge these design elements whilst avoiding the use of faux materials.	No Urban Design Study was provided by the applicant.
Where provided, doorways shall have a depth between 0.5 metres and 1.5 metres to clearly articulate entrances to commercial buildings and tenancies.	New Main Entry proposed to have a 1.7 metre depth.
Where provided, awnings shall be a minimum height of 3.5m and a maximum height of 4m from finished floor level to the underside of the awning to accommodate under awning signage.	New awning proposed to have a height of 2.9 metres.
Environmentally Sustainable Design	
Acceptable Outcomes	**Proposal**
Built Form Policy: Volume 3, Clause 1.17 Development achieves a 5 star Green Star Rating, Lifecycle Assessment with a 30% saving on global warming potential and 25% saving on fresh water use, or equivalent.	No ESD report has been submitted.
Managing the Impacts of Noise	
Acceptable Outcomes	**Proposal**
Built Form Policy: Volume 3, Clause 1.11 Potential noise sources such as, driveways, service areas, and mechanical equipment are not located adjacent to the external wall of dwellings on adjoining properties.	The car stackers within the existing parking area would be located adjacent to the wall of the existing dwelling at No. 45-47 Stuart Street. The Acoustic Design Report has not assessed the impacts associated with the use of the car stacker, or vehicles manoeuvring within the parking area.
Short Term Accommodation Policy	
Acceptable Outcomes	**Proposal**
Residential & Mixed Use zones: Clause 2 - Locational Context	

• Accommodation that has a direct interface with noise generating (non-residential) uses or where ambient noise/activity already exists. • Proposals that do not involve works that alter the external appearance of the building.	• The proposed IDACC would have a direct interface to residential properties, in a locality which is developed as primarily residential. • External modifications are proposed to the Stuart Street and Pendal Lane facades.

These matters are discussed in the Officer Comments section below, together with other relevant planning matters as considered against the relevant planning framework.

***Planning and Development (Local Planning Schemes) Regulations* 2015 – Matters to be Considered:**

In accordance with Clause 67(2) of the LPS Regulations, the decision maker is to have due regard to a range of matters to the extent that these are relevant to the proposed application.

The City has provided more detailed comments on matters relevant to the acceptability of the proposed development within in the Officer Comment section. These matters of Clause 67(2) include the following:

- (f) – Broader relevant policies of the State;
- (g) – Consistency with local planning policies;
- (m) and (n) – Compatibility and amenity;
- (s), (t) and (u) – The adequacy of car and bicycle parking arrangements, traffic and servicing; and
- (r), (v) and (x) – The impact on the community as a whole, including risk to health and safety, and potential loss of a community benefit.

The City's comments in respect to the remaining relevant matters of Clause 67(2) are set out in the table below.

Matter to be Considered	Officer Comment
a) The aims of LPS2	LPS2 contains broader aims applicable to the entire Scheme area, separate to more specific objectives of the Residential zone. The relevant aims applicable to this proposal include: • *Protect, and enhance the health, safety and welfare of the City's inhabitants* – The proposed IDACC would contribute towards a broader community benefit to those suffering from a drug or alcohol crisis, though there would be an amenity impact on the immediately surrounding residents of the locality. Further consideration of this impact is provided in the Officer Comment section. • *Ensure development is carried out in a sustainable manner, and achieves high quality built form outcomes* – Consideration of the sustainability and built form acceptability is provided

	through the assessment against the City's Built Form Policy in the Officer Comment section. • *Ensure safe and convenient movement of people* – Consideration of the traffic impacts associated with the proposed IDACC are provided in the Officer Comment section. • *Consistency with Vincent Vision 2024* – Vincent Vision 2024 includes a number of guiding principles, including in relation to Housing, Density and Urban Design, Safety and Security, and Parks and Community Facilities. These guiding principles are embedded within the City's planning framework, including LPS2 and associated local planning policies.
b) The requirements of orderly and proper planning	Orderly and proper planning requires the consideration of whether an application is consistent with the objectives of LPS2 and relevant planning policies. The suitability of the proposed development as assessed against the relevant LPS2 objectives, the City's local planning framework, and the impact of the proposal on the local amenity is discussed in the Officer Comment section.
c) Approved State planning policy *e) Any WAPC policy*	SPP 7.0 provides guidance on achieving good design outcomes in the built environment. The Ten Principles of Good Design are reflected in the overarching principles of the City's Built Form Policy and are given consideration through the assessment of this policy. Refer to Officer Comment section for assessment against the Built Form Policy.
fa) Local Planning Strategy endorsed by the WAPC	The City's Local Planning Strategy was endorsed by the WAPC on 8 November 2016. Relevant to the proposal: • The City's Local Planning Strategy identifies the subject site as falling within a High Density Residential area. The area surrounding the subject is within a High Density Mixed Use area. • The Local Planning Strategy has a number of broad actions ensuring that there are sufficient community services available, including to appropriately zone areas to accommodate these. The Community Purpose land use is defined in LPS2 but is not captured in the zoning table, meaning that it is an Unlisted Use and capable of consideration in all zones. Consideration of the appropriateness of the land use is included in the Officer Comment section. • The Place Analysis appended to the Local Planning Strategy does not provide for any recommendations for commercial development within the High Density Residential area. The following recommendations are provided for the High Density Mixed Use area, which would be relevant given the surrounds of the subject site: - Rezoning the area subject to the Perth Design Guidelines from R80 to R160;

	- Ensure that areas of existing commercial activity do not encroach on residential amenity. The subject site is zoned Residential R160 under LPS2 and an assessment of the impact on residential amenity is provided in the Officer Comment section.
i) Published report of the review of the local planning scheme	In accordance with the *Planning and Development Act 2005* the City's LPS2 is to be reviewed in 2023. At its meeting on 17 May 2022 Council recommended that the WAPC agrees to the recommendations of the draft report of review, which sets out the scope of the LPS2 review. The Statutory Planning Committee subsequently resolved that LPS2 and the Local Planning Strategy should be reviewed in accordance with the report of review at its meeting on 2 August 2022. The report of review does not include any recommendations relating to the subject site.
k) Conservation of built heritage *l) Impact on cultural heritage significance*	The subject site abuts the Malting Plants which is listed on the State Heritage Register and City's MHI. The City's Heritage Policy sets out that development that complies with acceptable development standards will generally be approved, and that the performance criteria describe the desired outcome to be achieved. The Heritage Policy also requires consideration of the proposal against performance criteria even if it complies with the prescribed acceptable development standards. The proposed external upgrades would be consistent with the acceptable development standards of the Heritage Policy, in that these works do not imitate the architectural style and would be clearly distinguishable. Further comment is provided in the Officer Comment section in relation to the works satisfying the performance criteria which includes maintaining and enhancing the significance of the adjoining heritage place.
w) Site history	The subject site has historically been used for non-residential purposes, including most recently as an Office which includes amendments to the approval issued in 2002 and 2006. The proposed IDACC would operate at a scale and intensity that is different to the previously approved Office. The acceptability of this use in considering its compatibility with its setting and impact on amenity is detailed in the Officer Comment section.
y) Submissions received *za) Comments and submissions from*	The City received 178 submissions in response to the initial consultation period. A further 17 submissions were received during the readvertising period. The key matters raised in the submissions that are relevant planning considerations in the assessment of the proposal are addressed in this report, and a summary of all submissions received is included as **Attachment 10** with responses by the City.

authorities consulted	The City also received submissions from the HCWA and DoC in support of the proposed development. The issues raised in the submissions have been considered as part of the assessment of this application. Receiving objections to the proposal alone is not a valid reason for the application to be refused.
zc) DRP advice	As outlined above in the Design Review Panel Advice section of this report, the proposal was referred to the DRP Chair following lodgement on three occasions, being 23 June 2023, 10 July 2023 and 20 July 2023. The DRP Chair is not supportive of the proposal in its current form. The DRP Chair comments are set out in the Consultation section.

Officer Comments

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

This includes where the proposal does not meet the specified acceptable outcomes and where concerns were received during community consultation which related to planning elements. The acceptability of the proposal having due regard to the items identified in Clause 67(2) of the LPS Regulations is also set out below.

Land Use

The subject site is zoned Residential R160 under LPS2. The development proposes a change of use to Unlisted Use (Community Purpose).

Community Purpose is a land use that is not included in the zoning table but is defined by LPS2 as '*the use of premises designed or adapted primarily for the provision of educational, social or recreational facilities or services by organisations involved in activities for community benefit.'*

The proposed IDACC would fall within this land use as it provides support services for those in the community with alcohol or drug related issues.

Clause 18(4) of LPS2 sets out that in assessing proposals for uses that are not identified in the zoning, the City (or the JDAP in this instance) may:

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 the local government; or

b) Determine that the use may be consistent with the objectives of a particular zone and give notice under clause 64 of the deemed provisions before considering an application for development approval for the use of the land; or

c) Determine that the use is not consistent with the objectives of a particular zone and is therefore not permitted in the zone.

In accordance with Clause 18(4)(b) the application was first advertised for community consultation between 25 May 2023 and 26 June 2023. Additional consultation was undertaken between 10 July 2023 and 17 July 2023 following updated information provided by the applicant.

An assessment against the objectives of the Residential zone and relevant matters of Clause 67(2) of the LPS Regulations is set out below.

Community Consultation Outcomes

During the community consultation the City received submissions raising concerns with the proposed use of the premises for the IDACC. These concerns included:

- The scale, intensity and nature of the use being incompatible with the surrounding residential locality. This includes off-site amenity impacts relating to noise, traffic, car parking, lighting and anti-social behaviour;
- The proposed use being inconsistent with the objectives of the Residential zone under LPS2 and the relevant matters of Clause 67(2) of the LPS Regulations; and
- The Operations Management Plan being inadequate to address concerns related to the use of the IDACC, as well as concerns relating to the difficulty of implementing the measures and the responsiveness to issues should these occur.

The City also received submissions providing support for the proposal. These submissions in support included:

- The proposed location being highly accessible and of benefit to those in need of assistance;
- There are already instances of anti-social behaviour occurring in the area, and the use of the building for the proposed IDACC would deter anti-social behaviour from occurring; and
- The Operations Management Plan would be implemented by an experienced operator and would assist to minimise adverse amenity impacts

Applicant Justification & Operations Management Plan

The applicant's justification for the proposed land uses is included in **Attachment 4** and is summarised as follows:

- The proposal would be consistent with the objectives of the Residential zone as it is a non-residential use that is compatible and complimentary to residential uses and provides for social and special needs crisis accommodation for people in need of these services;
- An Operations Management Plan has been prepared which outlines how the IDACC will manage noise and nuisances so that there is no impact on the amenity of the surrounding Mixed Use area;
- The surrounding locality is not just the adjoining properties and includes the surrounding streets which have a diversity of residential, commercial and social land uses. This includes YouthLinkWA which provides for mental health counselling to young people aged between 13-24 years old. The proposed IDACC would be compatibility with this locality;

- The proposed premises would accommodate people with alcohol or drug issues, which is a service identified by the State Government's Mental Health Commission. By providing these support services there would be a broader benefit to the community as a result of these people experiencing an alcohol or drug related crisis being less likely to remain on the street, and would contribute towards enhancing the overall health, safety and general welfare of the City's inhabitants consistent with the aims of LPS2; and
- The IDACC would operate 24 hours a day, seven days a week and provide on-site surveillance and security to benefit the immediate surrounds. The IDACC would be delivered in conjunction with the Mental Health Commission and combines a number of health and social service providers to provide support for those experiencing an alcohol or drug crisis.

Operations Management Plan

The applicant has provided an Operations Management Plan which is included in **Attachment 5** and outlines the measures and strategies that the premises would implement to minimise amenity impacts from the proposed IDACC.

The various use components of the IDACC are described in the Proposal section of this Report, and the supporting Operations Management Plan sets out the following measures:

- Outreach Service – The Assertive Outreach Service would operate for 10 hours per day between 5am and 10am, and 5pm and 10pm, and primarily work in the community but be based in the office space on the ground floor when on-site. The Responsive Outreach Service would operate 24 hours a day across three shifts, spending the majority of the day off-site travelling in response to calls for assistance and transporting consumers to and from the IDACC or to other support services. Four staff would operate across these two services and would have access to two vans.

- The Hub – Would operate 24 hours a day as an immediate access walk-in facility to provide short-term support and stabilisation for consumers experiencing an alcohol or drug related crisis. The Hub can also be accessed by pre-arranged appointments during business hours. Consumers accessing The Hub would undergo a triage process to determine if the IDACC is appropriate for their needs.

  If deemed appropriate consumers would be connected to Counsellor/Education and Peer Workers to provide support and establish a service coordination plan which may include referral to services to assist with ongoing treatment.

  A maximum of 20 consumers would be accommodated within The Hub, along with approximately 32 staff between 8:30am to 5pm, and 12 staff outside of these hours. These staff would also support the Short Term Crisis Beds.

- Short Term Crisis Beds – 10 beds are provided within the IDACC for consumers to utilise for up to 72 hours recovering from the acute phase of intoxication, or as respite for significant others of individuals suffering from alcohol or drug related crisis.

  During this 72 hour period consumers would be monitored and provided with treatment and welfare support. Consumers would be encouraged to stay for the

full 72 hour period but would not be held against their consent. The discharging of consumers would occur during the day, and a plan would be developed for this to occur in a practical and safe manner.

Consumers would be encouraged to not leave the IDACC unsupervised, but would be permitted to leave between the hours of 8am and 5pm. If consumers leave and return outside of these hours they would undergo triage and reassessment before potentially being readmitted.

Consumers of the Short Term Crisis Beds who drive to the IDACC would not be permitted to leave a vehicle on the property or street, and arrangements would be made for this to be transported prior to admission

- Medical Services – Consumers would have access to pre-arranged external doctors' appointments including transport to and from. A clinic doctor would also be on-site one day per week. The extent of on-site medical services would include the administering of medication which has been prescribed by a doctor, offering nicotine replacement therapy, and treating pre-existing conditions and medical-needs of consumers.

- Procedures for Unsuitable Consumers – Consumers would be deemed to not be suitable for the IDACC in instances that include where they do not have a drug or alcohol problem, are unwilling to be supported, assessed or are disruptive, or if they require medical care.

  In these instances staff would take reasonable steps to ensure that consumers do not leave the IDACC and remain in the vicinity. Responses to these instances would include transport to another support service by either Outreach Services or family and friends, transport to medical assistance by either the Outreach Services or ambulance, or attendance by the Police.

- Security & Anti-Social Behaviour – Two trained security officers would be provided in the IDACC at all times. These officers would intend to de-escalate situations should they arise, or utilise restrain techniques and call the Police where the safety of staff and consumers is threatened. They would also patrol of the perimeter of the IDACC to ensure there is no anti-social or criminal behaviour in the immediate vicinity. This would include observations of Pendal Lane and Robertson Park. Incidents occurring in these areas would be reported to the Police.

  CCTV would be installed to cover the main internal areas of the IDACC and external areas of the building, with lighting provided to the Stuart Street frontage and Pendal Lane parking area.

  In addition to the security officers, staff would be trained in de-escalation techniques, and have an on-call system to senior members of the Cyrenian House in the event of any incidents. A formal relationship with the Police would also be entered into to ensure that there is ongoing responsive support should this be needed.

- Visitors – Visitors would be permitted to the consumers within the Short Term Crisis Beds, although this would not be expected to be a prominent occurrence. These would be arranged by appointment and during business hours to ensure

that there is adequate staff available. Consumers would be permitted a maximum of two visitors at a time, with there expected to be no more than two to three consumers with visitors at the same time.

- IDACC Access – The IDACC would be staffed at all times and has two entrances. The main entrance located towards the western end of the building would be used by consumers of The Hub and Short Term Crisis Beds. The reception area would include a nurse to undertake triage and security officers. Staff would access the IDACC through the staff entrance on the eastern side of the building.

  Ambulances, staff and visitors would be instructed to access the premises by Stuart Street and the northern section of Pendal Lane to avoid using this as a thoroughfare. Negotiations would also occur with St John Ambulance to not use sirens when dropping consumers off at the IDACC.

- Deliveries & Servicing – Deliveries and servicing would park in the car park access from Pendal Lane and enter through the main entrance. Deliveries would be scheduled for between 7am and 3pm, while external cleaning would be undertaken between 10am and 4pm.

- Balcony Management – Individuals within the Short Term Crisis Beds would have access to the balcony overlooking Pendal Lane. The balcony is proposed to be enclosed by semi-transparent steel mesh. Access would be restricted to between 7am and 9pm. Staff would monitor the balcony to ensure that anti-social behaviour does not occur, and repeated instances of this result in individuals being removed from the premises.

- Code of Conduct – This would apply to Individuals, consumers and visitors to the IDACC and sets out that there would be a zero tolerance approach for aggressive and anti-social behaviour, the presence of alcohol or drugs (including smoking), and to respect the surrounding residents by being mindful of noise including between 9pm and 7am.

- Complaints Management - Residents would be advised to report any incidents should they occur to the IDACC, where they would be transferred to the most senior staff member available with intention of resolving the issue immediately or otherwise as soon as possible. Should the matter to ne satisfactorily resolved a formal complaint could be lodged where it would be responded to by Cyrenian House.

LPS2 Residential Zone Objectives

The JDAP is to have due regard to the objectives of the Residential zone in determining the appropriateness of the land use, which are 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 promote and encourage design that incorporates sustainability principles, including but not limited to solar passive design, energy efficiency, water conservation, waste management and recycling.*
- *To enhance the amenity and character of the residential neighbourhood by encouraging the retention of existing housing stock and ensuring new development is compatible within these established areas.*
- *To manage residential development in a way that recognises the needs of innovative design and contemporary lifestyles.*
- *To ensure the provision of a wide range of different types of residential accommodation, including affordable, social and special needs, to meet the diverse needs of the community.*

The following is relevant to the assessment of the proposal against these objectives:

City Assessment – Impact on Amenity (LPS2 Residential Zone Objectives and Clauses 67(2)(m) & (n) of the LPS Regulations)

One of the objectives of the Residential zone is for development to provide for a range of non-residential uses which are compatible with and complementary to residential development.

The LPS Regulations requires due regard to be given to the compatibility of the development with its setting (Clause 67(2)(m)), and the amenity of the locality including its character and social impacts of the development (Clause 67(2)(n)(ii) and (iii)).

The LPS Regulations defines amenity as *'means all those factors which combine to form the character of an area and include the present and likely future amenity'.*

Description of Existing Amenity

For the purposes of assessing amenity, the City defines the immediate locality as the street block generally bound by Stuart Street to the north (Robertson Park and the Bottleyard development at No. 99 Palmerston Street), the eastern side of Fitzgerald Street, the northern side of Newcastle Street, and Palmerston Street south of the Stuart Street intersection. This locality is indicated in **Figure 1** below.

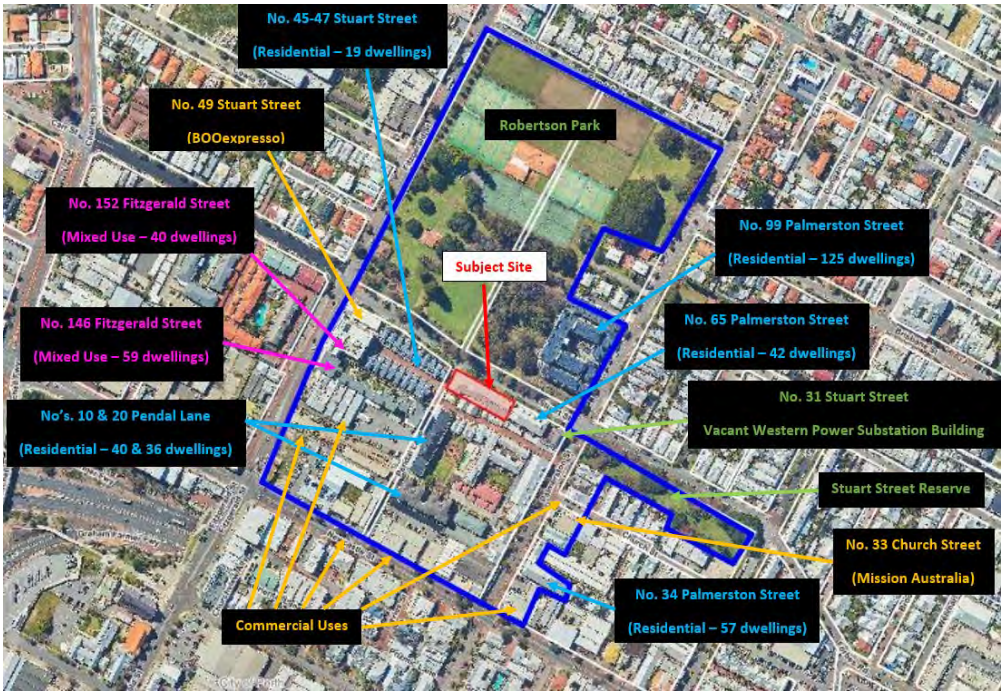


Figure 1 – Residential & Non-Residential uses in locality of the subject site

The character and existing amenity of the area surrounding the subject site is comprised of:

- Stuart Street West – Predominantly residential development including the two storey portion of the Malting Plants complex at No. 65 Palmerston Street which accommodates 42 dwellings but does not have any entrances to Stuart Street, and the four storey portion of the Malting Plants complex which accommodates 36 dwellings.

  To the west of the subject site is a three storey development at No. 45-47 Stuart Street which accommodates 19 dwellings and has gates which provide access to the dwellings that front Stuart Street. These properties immediately adjoin the subject site.

  No. 49 Stuart Street on the corner of Fitzgerald Street consists of BOOexpresso and operates as a hole-in-the-wall coffee shop and operates Friday to Thursday generally between 6am and 2pm. This development is approximately 85 metres to the west of the subject site, and includes informal seating located on the Stuart Street verge in front of the coffee window.

  A five storey development is located at No. 99 Palmerston Street on the northern side of Stuart Street abutting Robertson Park which accommodates 125 dwellings. This development is approximately 30 metres from the subject site and has its access from Palmerston Street.

  The properties on the western side of Pendal Lane are zoned Mixed Use R160 under LPS2, while the properties on the eastern side are zoned Mixed Use R80, with the exception of the subject site which is zoned Residential R160. No. 99 Palmerston Street is zoned Residential R80 while Robertson Park is reserved for public open space under LPS2.

- Fitzgerald Street East – A mix of residential and commercial uses. There is a five storey mixed use development at No. 152 Fitzgerald Street near the corner of Stuart Street which consists of 40 dwellings one commercial tenancy occupied by UKD Fitouts. This development is approximately 85 metres to the west of the subject site

  Another mixed use development which varies in height between three and eight storeys is located at No. 146 Fitzgerald Street, which has its vehicle access from Pendal Lane. This development consists of commercial space occupied by Community House Ltd and 59 dwellings, and is approximately 20 metres to the south-west of the subject site.

  The remainder of Fitzgerald Street north of Newcastle Street consists of commercial issues including Miss Maud's Bakehouse and Catering and Scrap Metal Merchants, which have vehicle access from Pendal Lane.

  All of the properties within this area are zoned Mixed Use R160 under LPS2.

- Newcastle Street North – A mix of commercial uses which includes Tran's Emporium Oriental Supermarket, Bunzl Outsourcing Services, Spinners Hostel. Roo Force Facility Management, MM Electrical Wholesaler, Pack and Send, and Automasters. All of these properties are zoned Commercial under LPS2, and are located between approximately 100 metres and 130 metres to the south of the subject site.

- Palmerston Street – The western portion consists predominantly of residential development south of Stuart Street including the three storey portion of the Malting Plants residential complex adjoining the subject site. Non-residential development occurs closer to the intersection of Newcastle Street and includes Cecchele Motors and Consumed Fashion Archive at No. 310 Newcastle Street which are approximately 130 metres to the south-east of the subject site.

  The eastern portion consists of Stuart Street Reserve and single storey dwellings south of Stuart Street, with the property on the corner of Church Street being used by WBD Property approximately 80 metres to the east of the subject site. Mission Australia operates its Youthbeat service from No. 33 Church Street on the corner of Palmerston Street which is approximately 90 metres to the east of the subject site. This is adjacent to two single storey dwellings and a three storey residential development at No. 34 Palmerston Street that accommodates 57 dwellings. Reward Hospitality operates from the corner of Palmerston Street at No. 306 Newcastle Street is approximately 45 metres to the south-east of the subject site.

  All of these properties are zoned Mixed Use R80 under LPS2, with the exception of No. 306 Newcastle Street which is zoned Commercial, and No. 310 Newcastle with a portion zoned Commercial and a portion zoned Residential R160. Stuart Street is reserved for public open space under LPS2.

- Pendal Lane – No. 10 Pendal Lane is six storeys and accommodates 40 dwellings, and is zoned Mixed Use R80. This development is approximately 80 metres to the south of the subject site.

Description of Future Amenity

The areas surrounding the subject site described above as comprising the locality would not be expected to undergo further significant intensification. This is because a number of existing properties have been developed consistent with the development potential under LPS2 and the Built Form Policy.

This includes the respective residential and mixed use developments at No's. 34, 65 and 99 Palmerston Street, No's. 146 and 152 Fitzgerald Street, and No's. 10 and 20 Pendal Lane.

The existing properties which would have redevelopment potential within the defined locality are largely located with frontages to Fitzgerald Street and Newcastle Street. While there is redevelopment potential for the single dwellings located along Palmerston Street, this may be limited due to land size and heritage listings.

Assessment of Compatibility & Amenity Impact

In considering whether or not the development is likely to be detrimental to the amenity of adjoining businesses or residential properties in the locality, the JDAP must consider the practical impacts of the proposal.

The proposed IDACC would be incompatible with the existing and desired future amenity for the following reasons:

- Residential Locality – The relevant locality consists of predominantly residential development as described above. The subject site is surrounded by developments within 100 metres that accommodate approximately 360 dwellings which includes the immediately adjoining and adjacent properties and that contribute towards the residential feel of Stuart Street. Non-residential uses are typically located towards the surrounding streets of Palmerston Street, Newcastle Street and Fitzgerald Street.

  While the subject site has a direct interface with properties zoned Mixed Use under LPS2, the use of the surrounding properties is for residential purposes and has a residential context. This residential locality has an inherent and distinct quality, whereby people are provided with places to shelter, retreat, eat and gather.

- Scale & Intensity of Use – While the proposed IDACC would provide for a type of accommodation to individuals in the community suffering from alcohol or drug-related issues, the use would operate at an intensity and in a manner which is greater than the surrounding residential land uses.

  This is because the proposed IDACC would operate 24 hours a day, seven days a week. The use is also transient in nature with up to 30 consumers across The Hub and Short Term Crisis Beds at any one time, and with up to up to approximately 40 staff on-site at any one time throughout various shifts of the day.

  The intensity of this use would result in additional activity at and surrounding the subject site including:
  - Staff entering and leaving the IDACC throughout the day associated with the respective shifts. This movement would include vehicles within the car park area, accessing on-street parking, or walking to the premises or to access alternate modes of transport;

- Consumers entering and leaving the IDACC at any given hour throughout the day. This would include consumers who use the walk-in component of the premises, are transported to and from the premises by the Outreach Services, family and friends, or who public transport as suggested by the applicant; and
- Activity associated with the Outreach Services coming and going throughout the day and night, as well as visitors to consumers within the Short Term Crisis Beds during business hours. This would also include the potential attendance to the site by the Police and ambulance services which could occur at any time.

The use would result in off-site amenity impacts related to noise from consumers coming and going from the premises via the walk-in component which would operate 24 hours a day. It has not been demonstrated how noise impacts would be managed from staff utilising the car park area, while inadequate detail has been provided to ensure that access to these parking bays would be functional and practical.

- Associated Off-Site Impacts – It has not been adequately demonstrated how the premises would be able to suitably manage off-site impacts so as to not have an unreasonable amenity impact in relation to the following operational matters.
  - The applicant has submitted an Acoustic Design Report which has not accounted for the noise generated by the use of unenclosed car stackers, or vehicles using the parking area. Without this being modelled the City cannot confirm that compliance with the Noise Regulations could be achieved and that there would not be an adverse amenity impact on the adjoining and surrounding residential properties;
  - The premises would accommodate up to 20 consumers within The Hub and 10 consumers within the Short Term Crisis Beds areas. The use is highly transient in nature, with consumers able to access the walk-in facility 24 hours a day with no restrictions on when this could occur, and with limited means of controlling and managing consumers outside of the premises;
  - The proposed IDACC would have approximately 50 staff accessing the premises each day, which would include the use of the parking area adjacent to Pendal Lane. The proposal has not been able to demonstrate through the Acoustic Design Report that the use of the parking area or the car stackers would be able to comply with the assigned levels of the Noise Regulations; and
  - The parking area provides for tandem bays in conjunction with the car stackers and the applicant's PMP has not been able to demonstrate that these could be appropriately managed so as to avoid queuing during shift changes.

  These impacts associated with activities occurring during typical business hours would be less impactful to the surrounding area during the day. The occurrence of activity outside of business hours due to the 24 hour and walk-in nature of the proposed IDACC would be inappropriate having regard to the residential nature of the locality. This is because the noise associated with this would have a greater level of disturbance to the amenity of the surrounding properties.

- Operations Management Plan – In considering the appropriateness of the land use and the potential for off-site impacts to arise, this should not be determined solely based on the Operations Management Plan.

  The applicant's justification that the Operations Management Plan would ensure that the proposed IDACC is a suitable use would be largely based on measures which are reliant on and reactive to the behaviour of consumers. This would include

when consumers are within the premises and on the first floor balcony, as well as when consumers are outside of the premises including in surrounding public realm areas.

In addition to the measures being difficult to consistently implement by the operator as well as to enforce by the City, the Operations Management Plan would not necessarily mitigate the potential for amenity impacts. This is because of the reactive nature of the measures required to manage the scale and intensity of the proposed IDACC, and with greater risk of off-site amenity impacts given the close proximity of the subject site to the surrounding residential properties. In this respect compliance with the measures of the Operations Management Plan would not be determinative in its own right and cannot be relied upon to mitigate from amenity impacts.

- Non-Residential Use in Residential Zone – While non-residential uses can be contemplated on and have operated from the subject site in the past, the only non-residential use currently operating within Stuart Street is BOOexpresso which is approximately 85 metres to the west of the subject site. This business operates primarily take-away and has limited operating hours between Friday and Thursday.

  As set out above, the proposed IDACC would result in off-site amenity impacts related to the 24 hour walk-in nature of the premises, as well as the functionality of and noise generated from the on-site parking. As a result, the proposed use would neither be compatible with nor complementary to the surrounding residential development and would not enhance the amenity or character of the Stuart Street neighbourhood.

- Short Term Accommodation – The Short Term Crisis Beds would fall within the definition of short term accommodation which is defined as '*means temporary accommodation provided either continuously or from time to time with no guest accommodated for periods totalling more than 3 months in any 12 month period.'* The proposal would be subject to the provisions of the Short Term Accommodation Policy.

  The proposal would be inconsistent with the acceptable development criteria relating to the proposal positively contributing to the location, and it involving works to the external appearance. The acceptability of the use in the locational context is set out above, and the acceptability of the modifications to the building façade is set out in the assessment below against the City's Built Form Policy.

City Assessment – Consistency with State Policy and Broader Community Benefit (Clauses 67(2)(e), (v), and (x) of the LPS Regulations)

Relevant to determining the impact on the community, the proposal has been assessed against the following matters of Clause 67(2) of the LPS Regulations:

e) Any policy of the State;
v) Potential loss of community benefit from the proposal; and
x) The impact of the development on the community as a whole, notwithstanding potential impacts to individuals.

There are broader State Government policies which would be relevant to the proposed IDACC. These are summarised below:

Policy	Actions and Initiatives
State Public Health Plan 2019-2024	Associated with the objective related to '*Empowering and enabling people to live healthy lives'* are policy priorities aimed towards a reduction in the use of alcohol and illicit and pharmaceutical drugs. This includes *'[to] continue to mobilise communities and other stakeholders to work in partnership on evidence-based prevention activities addressing drug use and related harm'*.
Western Australian Mental Health, Alcohol and Other Drug Services Plan 2015-2025	Broad actions are outlined relating to the provision of alcohol and drug services to reduce the impact on the public health system through an increase in the availability of community support and treatment services.
Mental Health Commission Strategic Plan 2020	This provides actions for reform to mental health and mental illness which are combined with the misuse of drugs or alcohol. The reform initiatives are in relation to person centred support and services, and connected approaches to treatment and recovery.
Western Australia Alcohol and Drug Interagency Strategy 2018-2022	Key initiatives include the provision of contemporary models of treatment services including transitional housing and support options, and facilitating greater access to counselling, information and support services.
Methamphetamine Action Plan Taskforce Report	Action 29 of this Report sets out '*within 12 months, the Mental Health Commission, Western Australia Police Force and Department of Health establish an appropriate alternative crisis intervention response that would provide a short-term place for methamphetamine users when they are in crisis that will keep them, their families and the community safe, including in the regions.'*

The proposed IDACC is a direct response from the Mental Health Commission in response to Action 29 of the Methamphetamine Action Plan Taskforce Report, with Cyrenian House being awarded the tender to operate the premises.

The proposed use would support the operation of Cyrenian House to provide alcohol and other drug treatment services and support programs, and would contribute towards a broader benefit at large by reducing and preventing drug-related harm to individuals and the community.

The proposed IDACC would be generally consistent with broader State Government public health policy and contribute towards providing a broader community benefit.

Built Form Design & Safety (LPS2 Residential Zone Objectives and Clause 67(2)(r) of the LPS Regulations)

The objectives of the Residential zone include to facilitate high quality design and built form, and to enhance the amenity and character by ensuring new development is compatible with the established areas.

The LPS Regulations requires due regard to be given to suitability of the land taking into account the possible risk to human health or safety (Clause 67(2)(r)).

Relevant to the assessment of these matters:

- Built Form, Activity & Surveillance – The Built Form Policy sets broad policy objectives which includes to incorporate the principles of CPTED while also outlining objectives related to the public domain interface and façade design.

  These matters have been assessed in the context of the extent of works proposed to the existing building. Broadly these works would maintain existing levels of surveillance and activation, with the existing windows and balcony being retained, and a relocation of the main entrance from Stuart Street.

- Safety & Risk – The City has received submissions in relation to the potential for increased anti-social behaviour as a result of the proposed IDACC, and is aware of existing anti-social behaviour which occurs in the surrounding area.

  While the development does not necessarily incorporate CPTED principles into the modifications to the building facade, the IDACC is proposed to be provided with external CCTV and lighting, as well as a security presence which would make a contribution to deterring anti-social behaviour from occurring within the immediate vicinity of the premises.

City Assessment – Accommodation Type & Sustainability Principles (LPS2 Residential Zone)

The objectives of the Residential zone include to provide for a wide range of residential accommodation, and to encourage the incorporation of sustainable design principles.

Relevant to the assessment of these matters:

- Range of Accommodation – The proposed Short Term Crisis Beds of the IDACC would contribute towards of type of social accommodation for those suffering from an alcohol or drug related crisis.

- Sustainability Principles – As discussed further in the Environmentally Sustainable Design section of this report, the proposed IDACC would be an adaptive reuse of the existing building which would have broader sustainability benefits. The applicant has also committed to a number of ESD measures, including the installation of solar PV panels which would support the adaptive reuse of the building to provide for an acceptable sustainability outcome.

Heritage Policy & Built Form Policy – Public Domain interface, Façade Design, Universal Design & Visual Privacy

Clause 67(2)(g) of the LPS Regulations requires due regard to be given to both the City's Built Form Policy and Heritage Policy.

The acceptable outcomes of the City's Built Form Policy outline for:

- Public Domain interface – Upper level balconies and or/or windows to overlook the street with balustrading to be a mix of visually permeable and visually opaque materials to provide for privacy and casual surveillance.

- Façade Design – Active frontages to be provided including glazing openings and operable windows to ensure activation and surveillance of the street, and the provision of a continuous awning over the pedestrian footpath with a minimum and maximum height of 3.5 metres and 4 metres respectively. An Urban Design Study is to be provided which identifies key design elements in the streetscape, and for doorways to have a maximum depth of 1.7 metres.

These acceptable outcomes of the Built Form Policy are consistent with the design features of the Perth Design Guidelines

The development proposes full height perforated metal screening enclosing the balcony adjacent to Pendal Lane. The extent of permeability has not been detailed in the plans. Fixed windows are proposed to replace the existing windows and an awning is proposed over the new entrance provided from Stuart Street with a height of 2.9 metres. No Urban Design Study has been provided in relation to the proposed façade treatments.

The City's Built Form Policy does not provide acceptable outcomes for visual privacy or universal design, and proposals are assessed against the overarching objectives.

The Heritage Policy also requires consideration of the proposal against performance criteria even though it complies with the prescribed acceptable development standards.

Community Consultation Outcomes

During the community consultation the City received submissions raising concerns with the external façade upgrades. These concerns related to the Stuart Street and Pendal Lane facades lacking interaction and passive surveillance with the streetscape. Concerns were also raised in relation to the existing balcony adjacent to Pendal Lane, and requesting additional screening be provided to protect the visual privacy of the adjoining properties.

Applicant Justification

The applicant's justification for the proposed modifications to the building facade is included in **Attachment 4** and is summarised as follows:

- The changes to the street facing elevation is an improvement on the current streetscape, with the design removing industrial components including the roller door, steel canopy and window bars, and exposed mechanical equipment;
- The proposed finishes contribute towards a residential feel of the building and would introduce materials which are anti-graffiti and low maintenance, with the alternative being that minimal changes are made to the façade; and
- Perforated metal screening is provided to address the privacy of adjoining properties, as well as the security, safety and operational procedures of the proposed IDACC. To achieve a balance of passive surveillance the amount of visibility through the screening can be adapted.

City Assessment

The proposal has not demonstrated that it would satisfy the performance criteria of the Heritage Policy for the following reason:

- Heritage – The upgrades to the façade include applying contrasting light and grey render to the building, the use of ultrawood aluminium cladding and aluminium box framing to all windows. No Urban Design Study has been provided, and while the proposed façade features are readily distinguishable from the heritage-listed Malting Plants building, it has not been demonstrated how these would relate or respond to the character of this building.

The proposed public domain interface, façade design, universal design and visual privacy would satisfy the objectives of the Built Form Policy for the following reasons:

- Stuart Street - The development proposes to maintain the existing windows fronting Stuart Street, replacing the existing window frames and relocating the existing main. Having regard to this extent of the works and the adaptive reuse of the existing building in situ, the building would maintain a similar level of transition between the public and private realm to that which is currently provided. The internal ground floor planning provides for consulting and meeting rooms, waiting areas and break out spaces, which all have access to a window fronting Stuart Street. In accordance with the Built Form Policy, these windows would be required to maintain an active and unobscured frontage. There are also windows on the first floor which overlook Stuart Street from the Short Term Crisis Beds and group and meeting rooms.

  Notwithstanding the relationship to the adjoining heritage-listed building, the external finishes would be broadly consistent with remaining properties along Stuart Street. An area of blank wall would front Stuart Street in front of the car parking area, which could accommodate public art in accordance with the City's Public Art Policy.

- Pendal Lane – The existing building currently provides for an undercroft parking area on the ground floor, and unenclosed balcony on the first floor with windows facing Pendal Lane. The proposed development would maintain the existing ground floor for vehicle parking, and would enclose the balcony with perforated metal screening for the full height and length. The balcony would be sectioned off, with Room 1 and Room 3 of the Short Term Crisis Beds having private access to a section, with the remaining portion available for communal use.

  While the extent of permeability through the perforated screening has not been indicated, the applicant has advised that this could be adapted to balance between providing passive surveillance of Pendal Lane, and providing for visual privacy of the occupants and adjoining properties.

  Lighting and CCTV is proposed around the perimeter of the building, including the Stuart Street and Pendal Lane facades. The Operations Management Plan also includes for security staff to be on-site at all times, and to conduct patrols along the Stuart Street and Pendal Lane permitter. While the building would not present an active frontage to Pendal Lane, there are minimal works proposed to this façade and the existing building and previous use as Office did not provide an active frontage to Pendal Lane. The use of external lighting, CCTV and a

security presence would broadly be consistent with the considerations of the CTPED Guidelines and would make an effective contribution towards safety measures.

- Universal Design – The building would provide for a flat path of travel from the main entrance from Stuart Street into the premises including The Hub. A lift is proposed within the building which would provide access to the Short Term Crisis Beds on the first floor.

- Visual Privacy – The proposal would not result in overlooking to habitable rooms or outdoor areas of the adjoining property to the south. This is because there is an existing two storey boundary wall which would screen the existing first floor windows. The overlooking from the existing balcony would fall to covered and uncovered parking areas of the adjoining property.

  To the west the existing balcony is setback approximately 6.2 metres from the ground floor outdoor living area and 7.8 metres from the first floor balcony of the adjoining property. As a guide and reference only, these setbacks would exceed the prescribed 6 metre setback standard identified as providing for sufficient visual privacy for private outdoor areas in the Residential Design Codes Volume 2 – Apartments. It is also noted that these areas are located within the front setback and would already be visible from the public realm. Remaining overlooking would fall to the side of the building which includes obscured windows, and the uncovered parking area at the rear.

- Awning & Entrance – The development proposes to remove the existing building entrance and construct a 'New Main Entry' from Stuart Street. The entrance would be legible as it would be defined by a new awning which extends for a portion of the building frontage, and existing mature trees within the Stuart Street verge would contribute towards creating a comfortable pedestrian environment. The extent of the awning provided would not be inconsistent with the existing streetscape which does not include any other existing awnings between Fitzgerald Street and Palmerston Street.

Built From Policy & Sound Attenuation Policy – Managing the Impact of Noise

Clause 67(2)(g) of the LPS Regulations requires due regard to be given to the City's Built Form Policy and Sound Attenuation Policy.

An Acoustic Report is required to be submitted in accordance with the City's Sound Attenuation Policy. This is to demonstrate that the proposed development would be designed and constructed to minimise the effects of noise emissions from the site and to preserve the amenity of surrounding developments.

The applicant submitted an Acoustic Design Report prepared by Reverberate Consulting to determine the potential impact of noise generated by and experienced from the development. This is included in **Attachment 7**.

Community Consultation Outcomes

During the community consultation the City received submissions raising concerns with the impact of noise from the proposed IDACC. This includes noise from the use

of the car stackers and car doors closing, air conditioning units, and noise associated with delivers and when the police and ambulances attend the premises.

Applicant Justification

The Acoustic Design Report is included in **Attachment 7** and is summarised below.

- Car Park Area – Noise modelling was undertaken on the use of the car parking area and concluded that noise resulting from the closing of car doors would comply with the assigned levels of the Noise Regulations at all times. Noise modelling was not undertaken in relation to the car stackers as there was insufficient information, however in any event the car stackers would be required to comply with the Noise Regulations at all times.

- Mechanical & Plant Equipment – Servicing equipment including rooftop condensers and air conditioning units would be selected during the detailed design stage and would be required to meet the Noise Regulations. Treatment such as the installation of a 2.1 metre high acoustic barrier may be required to ensure that compliance is achieved.

- Waste Collection – Waste collection should occur between 7am and 7pm on Monday to Saturday to ensure that there is minimal disruption to the surrounding properties. Collection should be undertaken in the quietest reasonable and practical manner during these periods.

- Internal Acoustic Treatment – Internal acoustic treatments should be implemented during the construction phase to maintain acoustic privacy. These treatments generally relate to the thickness of walls, ceilings and soffits.

City Assessment

The proposed development would not be consistent with the objectives of the Sound Attenuation Policy or the element objectives of the City's Built Form Policy for the following reasons:

- Noise Sources – The applicant's Acoustic Design Report has not assessed the impact of noise associated with the car stacker, or vehicles using the parking area. While it is noted that the proposed IDACC would be required to comply with the assigned levels of the Noise Regulations at all times, the City's concerns in respect to these items are set out below.

    - The applicant has advised that the car stacker model has yet to be selected, and would be done so during the detailed design stage and having regard to requirements of the Noise Regulations. The parking area is unenclosed to the west and the car stacker would be approximately 11 metres from the adjoining townhouse at Nos. 45-47 Stuart Street, including the outdoor living area. Without noise modelling of the car stackers being provided, the City is unable to confirm whether appropriate acoustic privacy is provided for the adjoining properties.

    - The applicant has advised that noise associated with vehicle movements would be less than those utilising the surrounding roads, as vehicles on the road would travel at higher speeds and in closer proximity to the adjoining

properties than those utilising the car park. While noise on public roads is exempt from the Noise Regulations, vehicle noise associated with engines starting, idling and moving are not exempt on private property. Given the proximity of the parking area to the surrounding properties, and the proposed increased scale and use of this parking area, the City is unable to assess and confirm that the intended use of the car parking area would not unduly impact the amenity of the adjoining properties.

Consideration of the amenity impacts associated with the activities of the IDACC, including impacts from noise, have been addressed in the Land Use section of this report.

Parking Policy & LPS Regulations (Clauses 67(2)(s) and (u))

Clause 67(2)(g) of the LPS Regulations requires due regard to be given to the City's Built Form and Parking Policies. Clauses 67(2)(s)(ii) and (u)(iv) of the LPS Regulations requires due regard to be given to the adequacy of arrangements for the manoeuvring and parking of vehicles, and cycling respectively.

The Parking Policy outlines that there is no parking standard applicable for Community Purpose uses, with parking to be determined by the City on a site-specific management plan.

The development proposes a total of 19 on-site car parking bays. 18 of these would be provided for staff car parking spaces within the existing parking area of the building accessed from the Pendal Lane. 12 of these parking spaces are accommodated within car stackers, with the remaining six in a tandem configuration. In addition to the staff bays, one service bay for use by ambulances and for general services and deliveries is also provided for within this area.

Six long term bicycle spaces are proposed within the premises, with eight short term spaces to be provided within the Stuart Street verge.

Community Consultation Outcomes

During the community consultation the City received submissions raising concerns in relation to the proposed car parking arrangements. These concerns included the lack of capacity within on-street parking bays to accommodate visitor parking, the inadequacy of the on-site parking arrangements include the use of tandem parking and car stackers, and the proposal being inconsistent with the objectives of the Parking Policy.

The City also received submissions in support of the proposed car parking arrangements, including that there would be adequate on-street parking to accommodate demands from visitors to the proposed IDACC.

Applicant Justification

The applicant's PMP is included in **Attachment 6** and is summarised as follows:

- Staff Parking – The 18 parking bays within the car stackers and the tandem configuration would be allocated for staff use:

- The car stacker bays would be allocated and occupied in the first instance by staff on the same shift; and
- The tandem parking bays would be used by staff who are on site for short periods of time, and only when the corresponding car stacker bays are occupied.

Parking for the outreach services and staff who would be on the IDACC for less than two hours would occur on the street and be subject to existing parking restrictions.

- Service Bays – The service bay accessed from Pendal Lane would be used by ambulance drop-offs and for service and delivery vans. Outside of the use for these purposes parking in this space is limited to 15 minutes without permission from Cyrenian House.

  It is proposed that an existing verge bay adjacent to the entrance be converted to an accessible parking bay, with the nearest accessible bay being approximately 105 metres from the subject site adjacent to Robertson Park.

- Consumer & Visitor Parking – There is no on-site parking for consumers or visitors. Consumers would be anticipated to access the IDACC by public transport or alternatives modes of transport, or by being dropped off, or by being picked up by the outreach services. In the instance that a consumer accessing the Short Term Crisis Beds drives to the IDACC, arrangements would be made for this vehicle to be removed.

  Visitors of those within the crisis accommodation driving to the IDACC would utilise on-street parking. Visitors would be scheduled by appointment only during business hours.

- Bicycle Parking – Four bicycle racks accommodating eight bikes are proposed within the Stuart Street verge adjacent to the subject site, and would be used by visitors or consumers. Six long term bays are proposed with the Staff Courtyard area access from Pendal Lane. These bays would be used by staff and be supported by end of trip facilities including lockers and showers within the IDACC.

- Alternative Modes of Transport – A footpath is located on both sides pf Stuart Street to provide for pedestrian and cyclists. The subject site is approximately 1 kilometre from the Perth Strain Station, and 250 metres from a high frequency bus route which services between Mirrabooka and Curtin University. The subject site is also approximately 400 metres from a free CAT service which services Northbridge, West Perth, East Perth and the Perth CBD.

Public Off-Street Parking

- Stuart Street – Between Fitzgerald Street and Lake Street there is 122 on-street parking bays, including adjoining the subject site. Of these:
  - 80 are 2P parking between 8am to 5:30pm Monday to Friday, and 8am to 12 noon Saturday;
  - 22 are 1P parking with no time restriction;
  - One is an accessible parking bay adjacent to Robertson park

- Eight bays are 1/4P and six bays are 1/2P parking between 8am to 5:30pm Monday to Friday and 8am to 12 noon Saturday.

Immediately adjacent to the subject site between Fitzgerald Street and Palmerston Street there is 95 bays. The City's parking data does not provide for a breakdown of the occupancy of these 95 bays.

- Parking Data – The City's parking data from 2018 was based on surveys undertaken over three days in November and December. The results of the survey data are summarised in the table below. It is noted that since this data was collected five bays have been removed from adjacent to Robertson Park to accommodate new street trees. The parking data has been adjusted to reflect this.

Location	Capacity	9:00am – 11:00am	12:00am – 2:00pm	3:00pm – 5:00pm	6:00pm – 8:00pm
	Wednesday 28 November 2018				
Stuart Street (117 bays)	Total Spaces Occupied	34	38	36	44
	Occupancy %	**29.1%**	**32.4%**	**30.7%**	**37.6%**
	Friday 30 November 2018				
Stuart Street (117 bays)	Total Spaces Occupied	23	42	41	44
	Occupancy %	**19.6%**	**35.8%**	**35.1%**	**37.6%**
	Saturday 1 December 2018				
Stuart Street (117 bays)	Total Spaces Occupied	32	48	56	61
	Occupancy %	**27.3%**	**41.1%**	**47.8%**	**52.1%**

- GIS Review – In addition to the above data, the City has undertaken a review of GIS mapping in relation to the parking bays along Stuart Street, between Fitzgerald Street and Palmerston Street.

  The review indicates that over 10 days between 15 December 2021 and 30 April 2023, the peak occupancy was 30.5% (29 bays) which occurred on Tuesday 30 August 2022. Outside of this peak the average occupancy was 25.2% (24 bays).

City Assessment

The proposed on-site parking arrangements would not be consistent with the objectives of the Parking Policy for the following reasons:

- On-Site Car Parking – The development would provide for 18 on-site parking bays for use by staff, with 12 of these located in car stackers and six in a tandem configuration. Four of these bays are identified as electric vehicle charging, which would be consistent with the provisions of the City's Parking Policy.

  The applicant's PMP sets out that the car stackers would be allocated to staff who arrive and depart in the same shift, with the tandem bays to be allocated to staff who may be on the site for more than two hours, such as the Outreach Service.

  This allocation would provide for staff to have access to these bays without the need to move vehicles. This would provide for adequate on-site parking for the 12

staff anticipated to be on-site outside of business hours. During business hours this would result in 20 of the on-site staff to utilise alternative and public transport

The PMP does not address how access to and from the car stackers would be managed during shift handover periods. Impacts associated with this would have the potential to result in queuing in Pendal Lane when new staff are arriving but are unable to access the on-site parking while staff from the previous shift are already on the site.

The applicant has advised that the car stacker would not be used between the hours of 10:30pm and 6:30am to limit its use during the evening period, and for shift change periods to be staggered by 15 and 30 minutes to limit instances of queuing to access these bays.

This additional information has provided insufficient detail as to the specific strategies and arrangements that would be implemented to effectively manage and maintain practical access to these bays which is integral to the functionality of the on-site parking provision and to ensure that it meets the demands of the development.

The proposed on-street parking, service and accessible parking bay, and bicycle parking would be consistent with the objectives of the Parking Policy for the following reasons:

- On-Street Parking – On-street parking would be utilised by the two vans associated with the Outreach Service when not travelling to and from the premises, as well as visitors to consumers within the Short Term Crisis Beds which would be anticipated to be between two and three at a time.

  As set out above, there are 95 parking bays these between Fitzgerald Street and Palmerston Street adjoining the subject site. In reviewing the City's mapping data, there is on average 74.8% of these bays unoccupied, including 2P, 1/4P and 1/2P bays. Based on this, the City is satisfied that there would be adequate on-street parking to meet the demands of the Outreach Service and visitors attending the proposed IDACC.

- Service & Accessible Parking Bays – The proposed IDACC would provide for a service bay accessed from Pendal Lane, which would be used for deliveries, cleaning, and by ambulances where necessary. The provision of this service bay is consistent with the provisions of the City's Parking Policy.

  The development also proposes to permanently mark an existing on-street parking bay in front of the subject site for the purposes of being an accessible bay. As this bay would be located in the public realm it would be capable of being used by people accessing the IDACC, as well as contributing towards the broader area. This bay would be consistent with the provisions of the Parking Policy, and the City would require further detail in respect to the location and specification of this parking bay.

- Bicycle Parking & Public Transport – The proposal would provide for four bicycle racks within the Stuart Street verge, which would accommodate eight short-term spaces for use by consumers of the IDACC. Being within the verge these spaces would also contribute towards the broader public realm.

An additional six bicycle spaces are provided for within the Staff Courtyard area for use by staff as long-term spaces. The provision of these spaces is supported by end of trip facilities within the IDACC, including a shower and lockers, which would encourage staff to cycle to the premises.

The end of trip facilities would also support the use of public transport by staff to the proposed IDACC, with the subject site being approximately 250 metres south-east of bus stops along Fitzgerald Street, which along a high frequency bus route. The subject site is also approximately 300 metres to the north bus stops for CAT service which operate along Aberdeen Street.

Built Form Policy – Environmentally Sustainable Design

Clause 67(2)(g) of the LPS Regulations requires due regard to be given to the City's Built Form Policy.

The Built Form Policy outlines for development to incorporate a range of ESD principles and for the development to be accompanied by a Green Star Rating, Lifecycle Assessment, or equivalent.

These acceptable outcomes are consistent with the Perth Design Guidelines, which also set out that the requirement for a Green Star Rating or Lifecycle Assessment can be varied if the City considers it appropriate based on the scale and nature of the development.

The development proposes the reuse of the existing building for the purposes of the IDACC. No other ESD initiatives are indicated on the proposed plans, and no Green Star Rating, Lifecycle Assessment, or equivalent has been provided.

Community Consultation Outcomes

During the community consultation the City received submissions raising concerns with the lack of ESD initiatives proposed. This includes the lack of solar PV panels, use of dark colours on the façade treatments and the lack of window shading, and that no lifecycle assessment has been provided consistent with the Built Form Policy.

Applicant Justification

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

- The reuse and adaption of the existing built form is one of the core sustainability outcomes of the proposal; and
- Other sustainability initiatives would be considered and incorporated where possible. These initiatives include the installation of solar PV panels, LED lighting and sensors, energy and water efficient appliances and fixtures; installation of rain water tanks, use of non-volatile and low VOC materials, natural and sustainable furniture and internal finishes, and acoustic materials from recycled materials.

City Assessment

The proposed development would be consistent with the objectives of the Built Form Policy for the following reasons:

- Adaptive Reuse – The proposed IDACC would be utilising the existing building, with modification to the existing treatments as well as the relocation of the entrance from Stuart Street. This would have sustainability benefits by reducing demolition and the need for new materials, and the associated embedded energy cost from construction of a new building on the subject site.

- Sustainability Initiatives – The applicant has provided a range of sustainability initiatives that would be considered for incorporation. While these are supported by the DRP there has been no commitment from the applicant that these would be implemented. The existing building already incorporates some initiatives including glazing to the northern and western openings that increase solar access in winter, shading and operable doors and windows to the western façade to provide for natural ventilation and shading in summer. The applicant has also advised that a number of sustainability measures would be implemented, including solar PV panels which was supported by the DRP Chair. These measures would be required to be delivered should the application be approved and would supplement the adaptive reuse of the existing building.

LPS Regulations – Traffic

Clause 67(2)(t) of the LPS Regulations requires due regard to be given to the amount of traffic generated by the proposal, in relation to the capacity of the road system and probable effect on traffic flow and safety.

The development would utilise the existing access to the subject site from Pendal Lane, which connects to Stuart Street to the north and Newcastle Street to the south.

Community Consultation Outcomes

During the community consultation the City received submissions raising concerns with the impact of increased traffic movements associated with the proposed IDACC on the surrounding roads, and the capacity for Stuart Street and Pendal Lane to accommodate this.

Applicant TIS

Following the initial community consultation period the applicant has prepared and submitted a TIS in accordance with the TIA Guidelines. The TIS is included in **Attachment 9** and is summarised as follows:

- Road Context –
  - Stuart Street is a local road with parallel parking on the southern side with a mix of 1/4P, 1/2P and 2P parking. The northern side consists of a mix of parallel and perpendicular 2P parking.
  - Pendal Lane is a 5.1 metre wide road which connects Stuart Street and Newcastle Street.

- Traffic Generation – The proposal is expected to generate the following estimated daily vehicle movements:

- 30 staff trips during business hours. It is anticipated that half of the 30 on-site staff during business hours would seek other modes of transport other than driving to the IDACC;
- 16 staff trips outside of business hours. It is anticipated that two-thirds of the 12 on-site staff outside of business hours would drive to the IDACC;
- 10 Assertive Outreach vehicle trips which are associated with the two vans and used to transport consumers to and from the IDACC as well as other treatment services;
- 10 vehicle trips associated with consumers being dropped off or picked up by family and friends; and
- Three vehicle trips associated with visitors; and
- Four vehicle trips associated with service vehicles.

City Assessment

The City notes the following in respect to the applicant's TIS and the probable effect on traffic flow and safety resulting from the proposed IDACC:

- Stuart Street – The Stuart Street road reserve width varies between 19.2 metres and 20 metres and consists of a footpath and parallel on-street parking along the southern side, and a mix of parallel and perpendicular parking on the northern side. Stuart Street cannot be accessed directly from Fitzgerald Street, with access restricted to left-out only from Stuart Street onto Fitzgerald Street.

  Stuart Street is identified as an Access Road under the City's Accessible City Strategy. The Main Roads WA Road Hierarchy identifies for Access Roads to have an indicative traffic volume of 3,000 vehicles per day, with the predominant purpose being to provide vehicle access to abutting properties.

  Traffic data collected by the City in 2017 indicates that the daily average traffic volume along Stuart Street is 917 vehicles.

- Pendal Lane – The Pendal Lane road reserve is 5.1 metres wide and consists of paving with vehicle access provided to the adjoining properties.

  Pendal Lane is also identified as Access Road under the City's Accessible City Strategy. The most recent traffic data collected by the City is from 2004 and indicates that the daily average traffic volume along Pendal Lane is 172 vehicles. However this data was collected prior to the construction of surrounding apartments at Nos. 45-47 Stuart Street and No. 146 Fitzgerald Street.

- Estimation of Vehicle Trips – The applicant's TIS estimates that there would be 75 estimated daily vehicle trips spread throughout the day. This is based on assumptions, particularly in relation to staff trips, movements of the Outreach Services, and visitors to consumers in the Short Term Crisis Beds. This is supplemented by the additional information provided by the applicant and is included in **Attachment 4** as well as the PMP in **Attachment 6**.

  In reviewing this information, the City considers it more appropriate to assume that the on-site parking would be used by 18 staff during business hours, and 12 staff outside of business hours, as a worst case scenario whereby. This would result in a total of 87 daily vehicle trips.

- TIA Guidelines – The WAPC's TIA Guidelines state that an increase in traffic of less than 10 percent of a road's capacity would not normally have material impact on any particular section of road. It also states that an increase of 100 vehicles per hour for any lane can be considered equivalent to approximately 10 percent of capacity.

  The impact of traffic movements would be spread throughout the day with the peak movements likely to be experienced with staff movements associated with shift changeover.

  Based on the estimates provided by the applicant in the TIS, the proposed IDACC would not result in an increase of more than 100 vehicles per hour to Stuart Street or Pendal Lane.

Having regard to the probable effect on traffic in accordance with the LPS Regulations, the additional traffic would be within the 3,000 vehicle trips per day capacity of these surrounding roads and the acceptable thresholds of the TIA Guidelines.

The City's Engineering and Infrastructure business unit has reviewed the applicant's TIS and is satisfied that the additional traffic would not have an adverse impact on traffic movements or safety in the area.

LPS Regulations – Waste

Clause 67(u)(iii) of the LPS Regulations requires due regard to be given to the adequacy of the storage, management and collection of waste.

The applicant has prepared and submitted a WMP which is included in **Attachment 9.**

Community Consultation Outcomes

During the community consultation the City received submissions raising concerns with the location of the refuse enclosure adjacent to the ROW and potential amenity impacts from this on the adjoining residential developments.

Applicant's WMP

The applicant's WMP provides for the following:

- A bin store is proposed along the southern portion of the subject site accessed via the parking area adjacent to Pendal Lane. The bin store would accommodate two bins for general waste and FOGO, and one for recycling. Medical waste would be disposed on within receptacles inside the building;
- The private contractor is anticipated to collect the bins every two days, with these arrangements to be confirmed once a contractor is appointed; and
- Collection would occur from Pendal Lane, as there would not be adequate clearance from beneath the existing building to accommodate a waste vehicle. The private waste contractor would be responsible for transporting bins to and from the bin store during collection periods.

City Assessment

The City does not offer a commercial waste service, and the proposed arrangements outlined in the WMP would be satisfactory, noting that further arrangements would be finalised once a contractor is confirmed.

Public Art Policy

The development is subject to Clause 1.1 of the City's Public Art Policy which applies to commercial developments. This prescribes a minimum of one percent of the total project cost is to be allocated to the contribution of public art appurtenant to the development. This equates to a contribution of $47,500, being one percent of the $4.75 million value of the development.

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

Construction Management Plan Policy

The careful management of the construction process and associated off-site impacts is required to ensure that the development does not have an adverse impact on the amenity of the surrounding businesses and residential properties to the east.

The landowner and/or builder would be required to demonstrate how the construction process and off-site impacts would be managed, including details on construction hours, noise control, traffic management and access, and public safety.

Conclusion

The application proposes a change of use to Unlisted Use (Community Purpose) to refurbish the existing building to accommodate an IDACC which would be operated by Cyrenian House.

The proposal has been assessed against the relevant planning framework and requires the exercise of discretion in respect to the land use. Discretion is also required in respect to the external upgrades proposed to the existing building as well as the adequacy of car parking arrangements and noise impacts.

The proposal would be broadly consistent with public health policy from the State Government and would provide a service which would benefit members of the community suffering from an alcohol or drug related crisis.

However the proposed IDACC would result in off-site amenity impacts related to the 24 hour walk-in nature of the premises, as well as the functionality of and noise generated from the on-site parking. As a result, the proposed use would neither be compatible with or complementary to the surrounding residential developments and would not enhance the amenity or character of the Stuart Street neighbourhood, and would be over-reliant on management measures to make it so.

On balance the City does not recommend that the JDAP exercise its discretion to approve the application.

CITY OF VINCENT

ATTACHMENT 1

Location & Consultation Plan

CITY OF VINCENT
LOCAL PLANNING SCHEME NO. 2

SCHEME MAP 1 - LEEDERVILLE

LEGEND

METROPOLITAN REGION SCHEME RESERVES

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

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

CITY OF VINCENT LOCAL SCHEME RESERVES

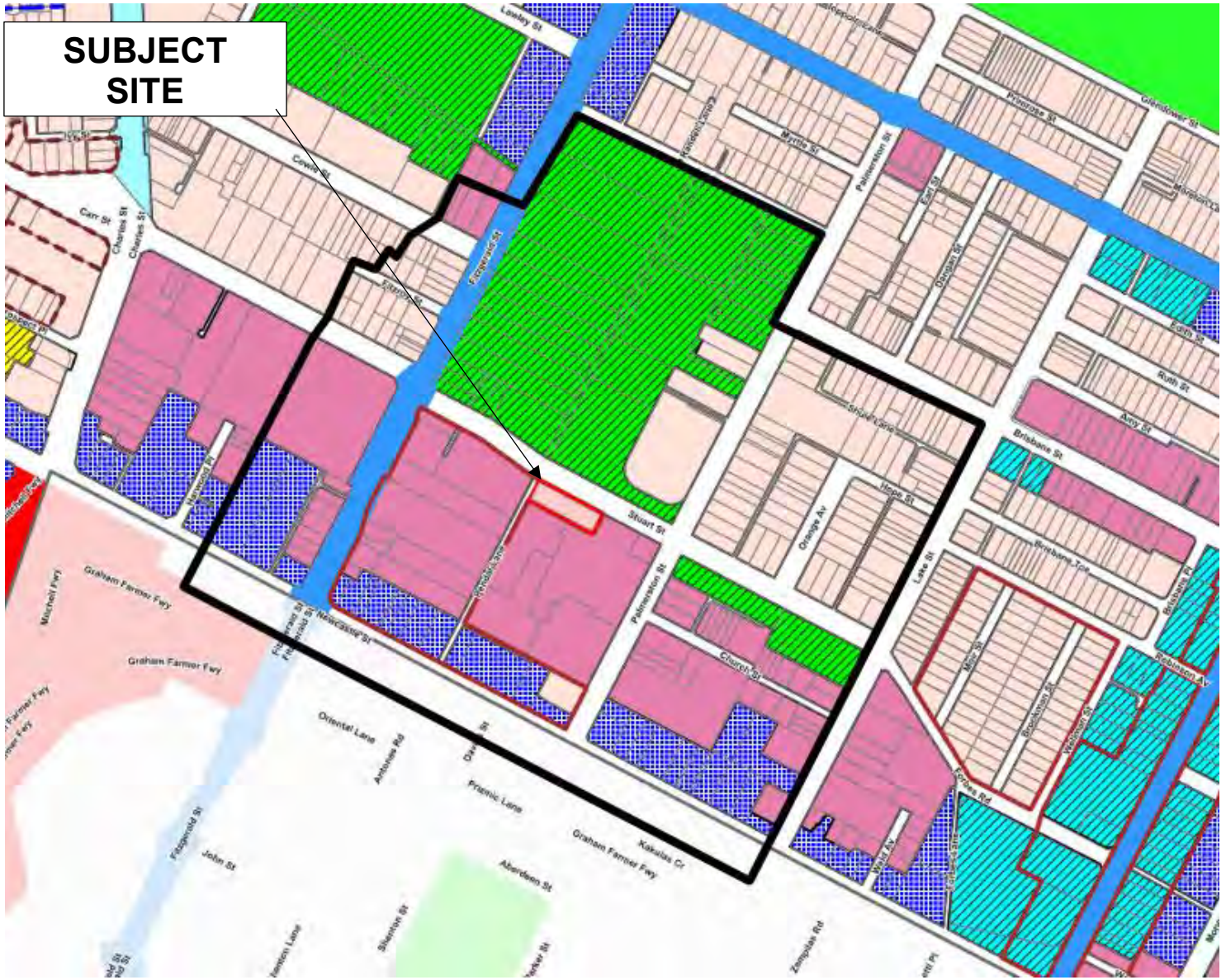
- PUBLIC OPEN SPACE
- R — Restricted
- PUBLIC PURPOSES (Particular use denoted as follows:)
  - PS — Primary School
  - CP — Car Park
  - CU — Civic Uses
  - HS — High School
  - I — Institute for the Deaf
  - W — Water Supply Sewerage and Drainage
  - TS — Technical School

CITY OF VINCENT SCHEME ZONES

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

ADDITIONAL INFORMATION & RESIDENTIAL PLANNING CODES

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



CITY OF VINCENT

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Consultation and Location Map

No. 37-43 Stuart Street, Perth

Extent of Consultation

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No. 37-43 Stuart Street, Perth

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CITY OF VINCENT

ATTACHMENT 2

Development Plans

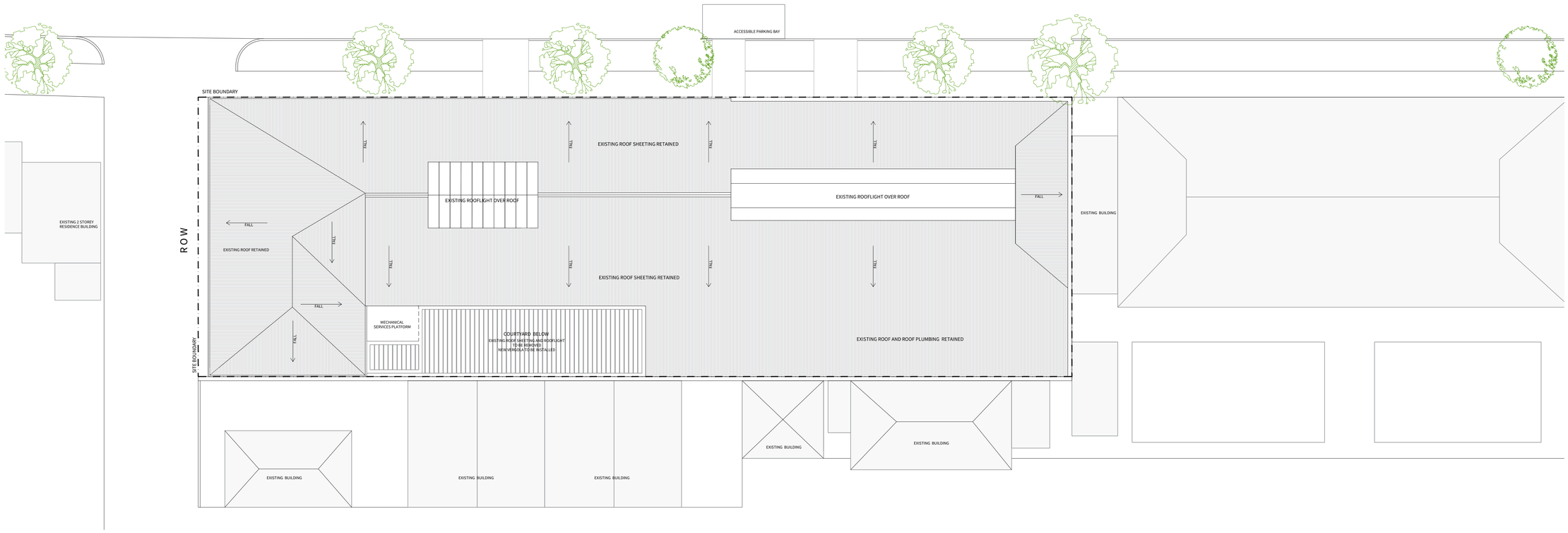
ARCHITECTURALS

COVER PAGE & AREA OF SCOPE	00
SITE PLAN / GROUND FLOOR PLAN	01
FLOOR PLAN - LEVEL 1	02
ROOF PLAN	03
ELEVATIONS	04
ELEVATIONS	05
ELEVATIONS	06



43, STUART STREET
PERTH WA 6000

SITE MAP



AREA OF SCOPE

PROJECT NAME: CYRENIAN HOUSE

PROJECT ADDRESS: 43 STUART STREET, NORTHBRIDGE

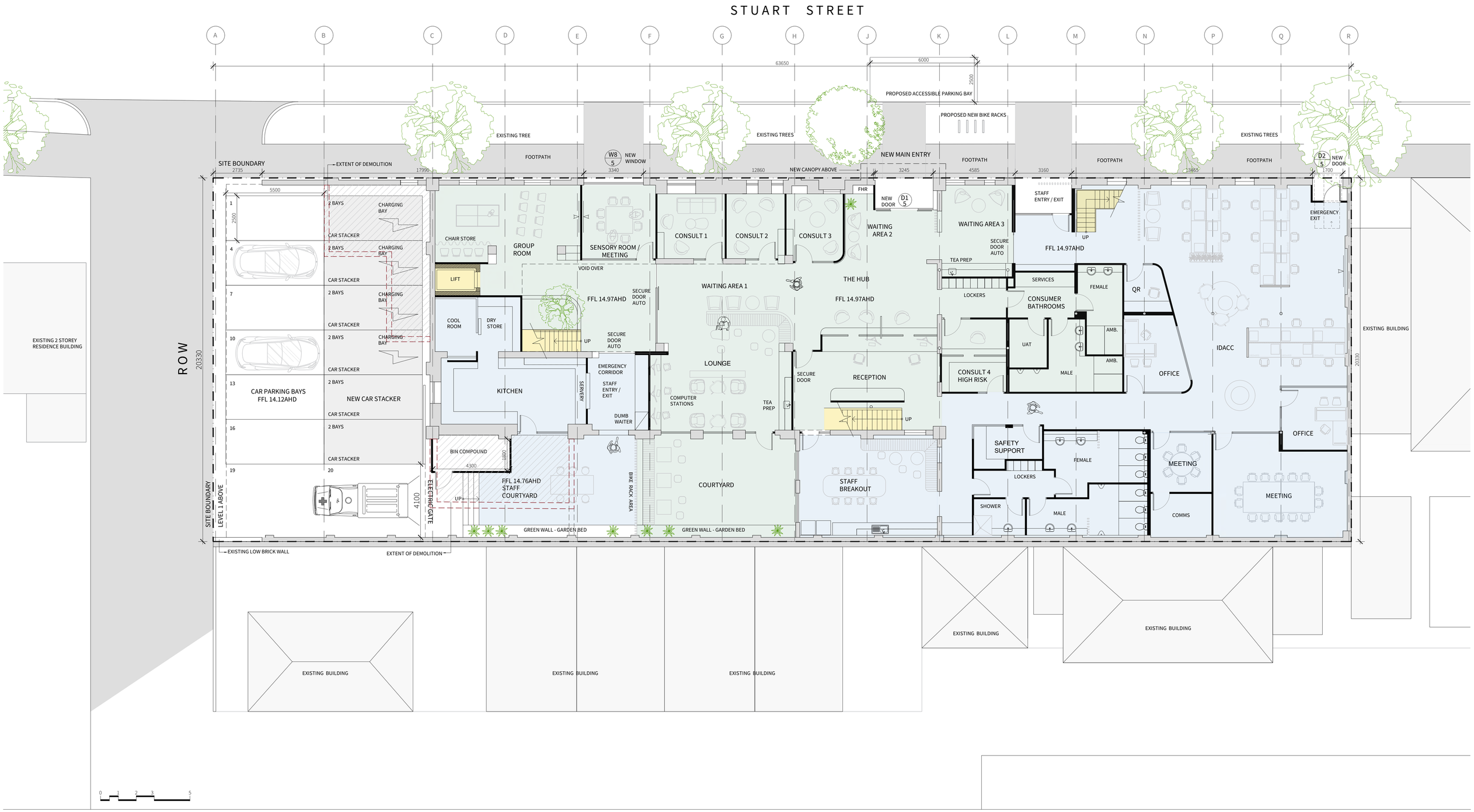
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L1, 220 St Georges Terrace,
Perth, Western Australia
(08) 9329 6880
info@hubinteriors.com.au
www.hubinteriors.com.au
www.hubinteriors.com.au

HUB INTERIORS AUSTRALIA



CYRENIAN HOUSE
43, STUART STREET
NORTHBRIDGE, WA, 6000

HUB PN 23021

SITE PLAN - GROUND

SCALE 1:100
SHEET - A1

REVISION	DESCRIPTION	DATE
A	FOR DEVELOPMENT APPROVAL	31/03/2023
B	FOR DEVELOPMENT APPROVAL	03/04/2023
C	FOR DEVELOPMENT APPROVAL	06/07/2023

LEGEND

- EXISTING BRICK WALLS
- NEW INTERNAL WALLS
- THE HUB & PATIENTS
- CONNECTIONS
- STAFF / WORK

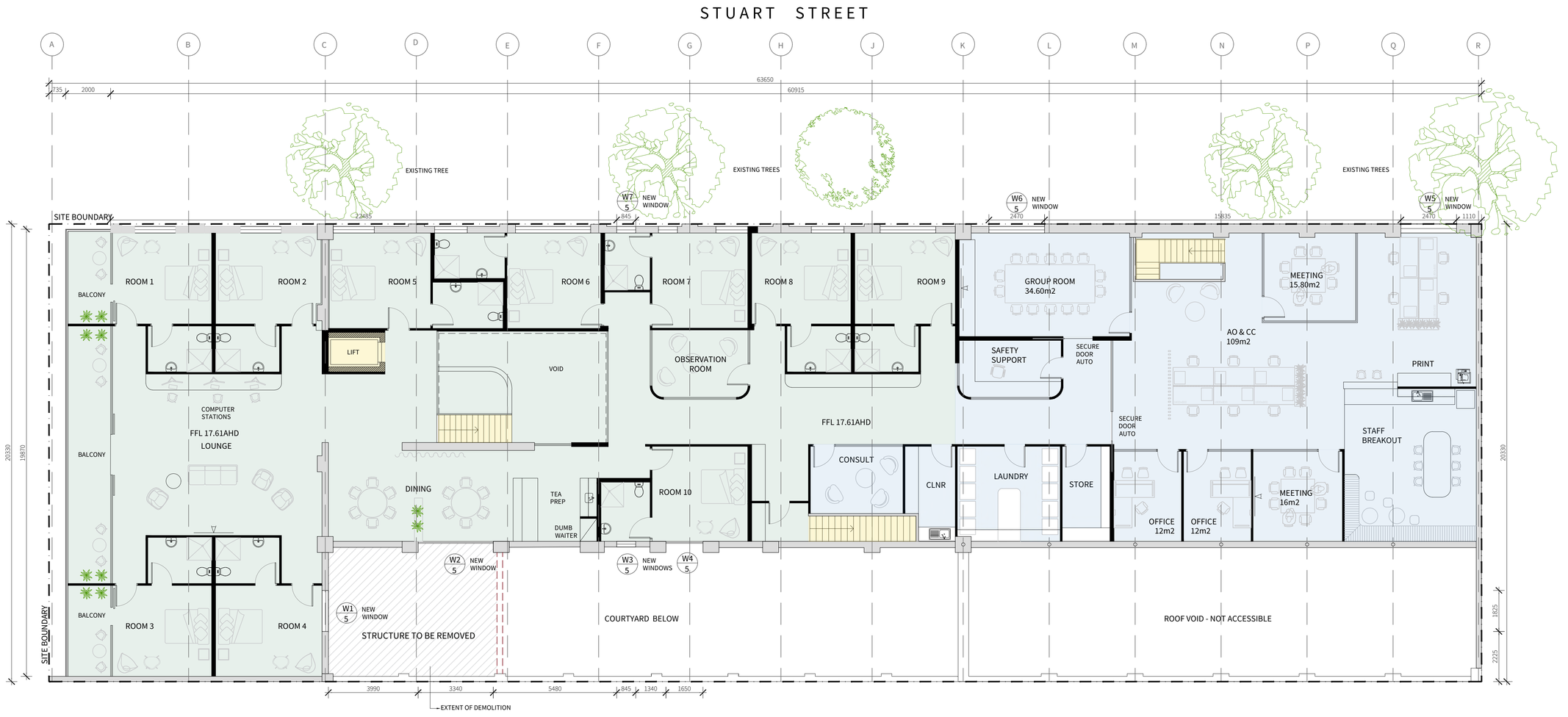
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DRAWING # 001

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L1, 220 St Georges Terrace,
Perth, Western Australia
(08) 9329 6880
info@hubinteriors.com.au
www.hubinteriors.com.au
www.hubinteriors.com.au

HUB INTERIORS AUSTRALIA



CYRENIAN HOUSE
43, STUART STREET
NORTHBRIDGE, WA, 6000

HUB PN 23021

FLOOR PLAN - LEVEL 1

SCALE 1:100
SHEET - A1

REVISION	DESCRIPTION	DATE
A	FOR DEVELOPMENT APPROVAL	31/03/2023
B	FOR DEVELOPMENT APPROVAL	03/04/2023
-	-	-

LEGEND

- EXISTING BRICK WALLS
- NEW INTERNAL WALLS
- THE HUB & PATIENTS
- CONNECTIONS
- STAFF / WORK

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DRAWING #

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L1, 220 St Georges Terrace,
Perth, Western Australia
(08) 9329 6880
info@hubinteriors.com.au
www.hubinteriors.com.au

www.hubinteriors.com.au

HUB INTERIORS AUSTRALIA

STUART STREET

A B C D E F G H J K L M N P Q R

PROPOSED ACCESSIBLE PARKING BAY

EXISTING TREE

EXISTING TREES

EXISTING TREES

SITE BOUNDARY

EXISTING 2 STOREY RESIDENCE BUILDING

ROW

FALL

EXISTING ROOF SHEETING RETAINED

EXISTING ROOFLIGHT OVER ROOF

EXISTING ROOFLIGHT OVER ROOF

EXISTING BUILDING

EXISTING ROOF RETAINED

MECHANICAL SERVICES PLATFORM

COURTYARD BELOW

EXISTING ROOF SHEETING AND ROOFLIGHT TO BE REMOVED
NEW VERGOLA TO BE INSTALLED

EXISTING ROOF AND ROOF PLUMBING RETAINED

SITE BOUNDARY

EXISTING BUILDING

EXISTING BUILDING

EXISTING BUILDING

EXISTING BUILDING

EXISTING BUILDING

0 1 2 3 5

CYRENIAN HOUSE
43, STUART STREET
NORTHBRIDGE, WA, 6000

HUB PN 23021

ROOF PLAN

SCALE 1:100
SHEET - A1

REVISION	DESCRIPTION	DATE
A	FOR DEVELOPMENT APPROVAL	31/03/2023
B	FOR DEVELOPMENT APPROVAL	03/04/2023
-	-	-

LEGEND

- EXISTING BRICK WALLS
- NEW INTERNAL WALLS
- THE HUB & PATIENTS
- CONNECTIONS
- STAFF / WORK

DRAWING #

003

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Perth, Western Australia
(08) 9329 6880
info@hubinteriors.com.au
www.hubinteriors.com.au

www.hubinteriors.com.au

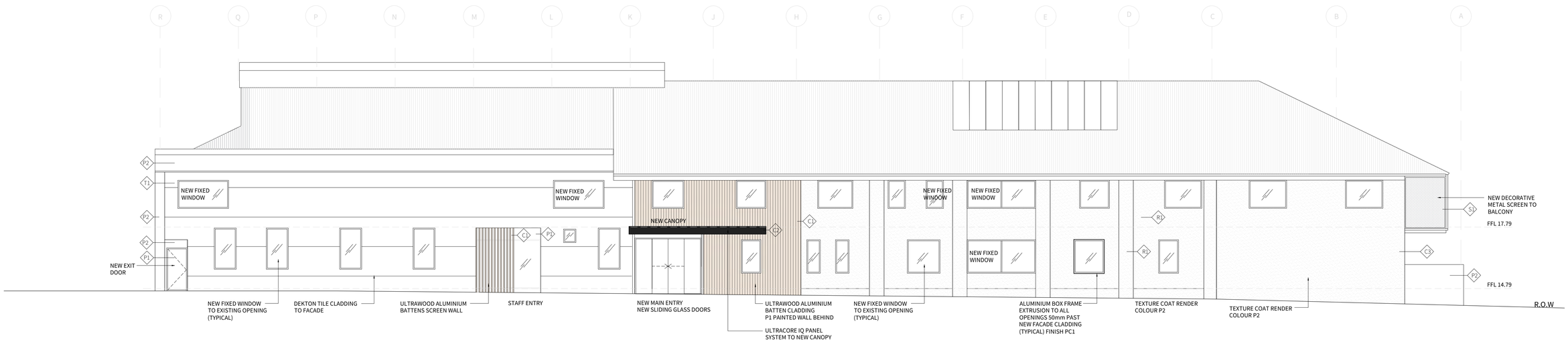
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EXISTING NORTH EAST ELEVATION (STUART STREET)

0 1 2 3 5

SCALE



PROPOSED NORTH EAST ELEVATION (STUART STREET)

0 1 2 3 5

SCALE

CYRENIAN HOUSE

43, STUART STREET
PERTH, WA, 6000
PN 23021

ELEVATIONS

SCALE 1:100
SHEET - A1

REVISION	DESCRIPTION	DATE
A	FOR DEVELOPMENT APPROVAL	31/03/2023
B	FOR DEVELOPMENT APPROVAL	03/04/2023
C	FOR DEVELOPMENT APPROVAL	06/07/2023
D	FOR DEVELOPMENT APPROVAL	19/07/2023

DRAWING #

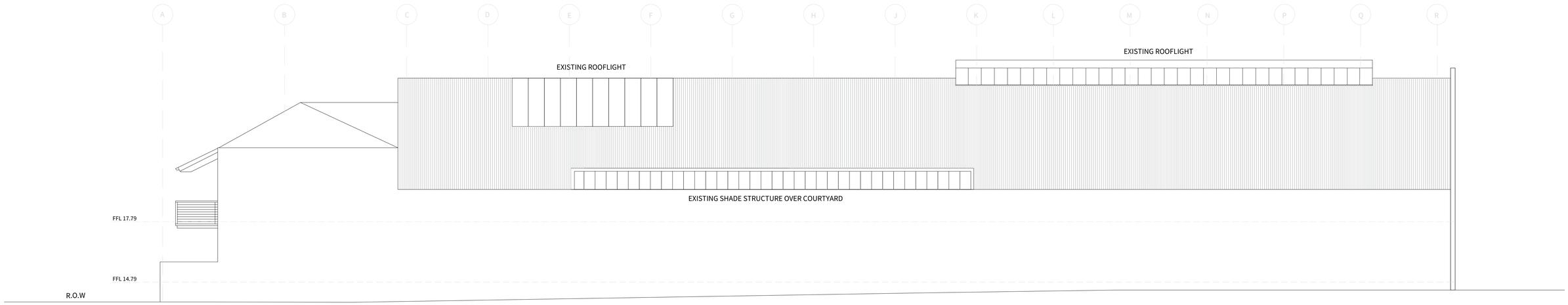
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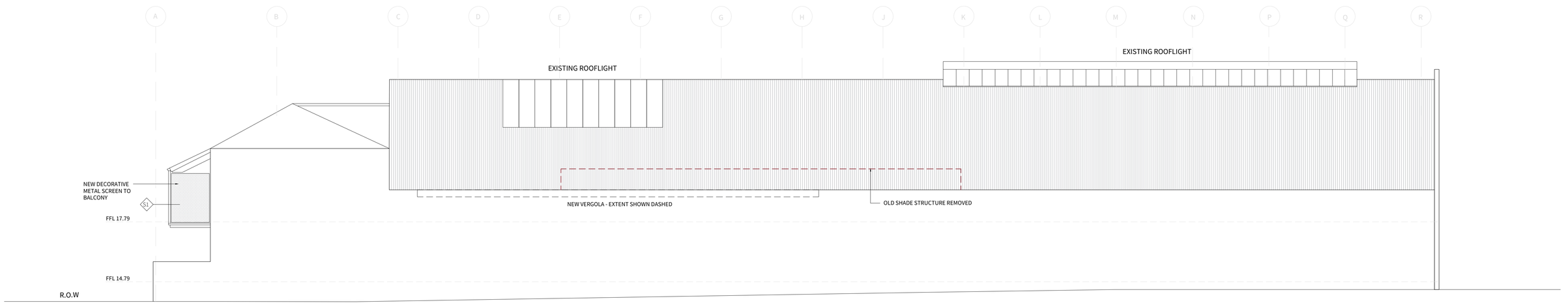
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EXISTING SOUTH WEST ELEVATION

0 1 2 3 5



PROPOSED SOUTH WEST ELEVATION

0 1 2 3 5

CYRENIAN HOUSE
43, STUART STREET
PERTH, WA, 6000
PN 23021

ELEVATIONS
SCALE 1:100
SHEET - A1

REVISION	DESCRIPTION	DATE
A	FOR DEVELOPMENT APPROVAL	31/03/2023
-	-	-
-	-	-

DRAWING #
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info@hubinteriors.com.au
www.hubinteriors.com.au
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EXISTING NORTH WEST ELEVATION

0 1 2 3 5
SCALE



PROPOSED NORTH WEST ELEVATION

0 1 2 3 5
SCALE

CYRENIAN HOUSE
43, STUART STREET
PERTH, WA, 6000
PN 23021

ELEVATIONS
SCALE 1:100
SHEET - A1

REVISION	DESCRIPTION	DATE
A	FOR DEVELOPMENT APPROVAL	05/04/2023
-	-	-
-	-	-

DRAWING #
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info@hubinteriors.com.au
www.hubinteriors.com.au
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CITY OF VINCENT

ATTACHMENT 3

Perspectives























CITY OF VINCENT

ATTACHMENT 4

Applicant Planning Report

PS ref: 8278

4 April 2023

Chief Executive Officer
City of Vincent
Via https://eservices.vincent.wa.gov.au

Attention: Planning Services

Dear Sir/Madam,

LOT 3 (37-43) STUART STREET, PERTH
APPLICATION FOR APPROVAL TO COMMENCE DEVELOPMENT
PROPOSED IMMEDIATE DRUG ASSISTANCE CO-ORDINATION CENTRE AND OFFICE ACCOMMODATION

Planning Solutions acts on behalf of Cyrenian House, the proponent of the proposed development of Lot 3 (37-43) Stuart Street, Perth (**subject site**). We are pleased to make this application for an immediate drug assistance co-ordination centre and office accommodation in the existing building on the subject site.

With regard to the above, please find enclosed:

1. The City's Application Form – Application for Development Approval and Information to be Included with Application, signed by the applicant
2. MRS Form 1, signed by the applicant
3. DAP Form 1, signed by the applicant
4. Land owner consent letter
5. The certificate of title and diagram applicable to the subject site
6. Development plans depicting the proposed development, including site plan, floor plans, and elevation drawings with a schedule of colours and materials
7. Management plan describing the proposed activities and management measures (**Appendix 1**)
8. Parking management plan (**Appendix 2**)
9. Waste management plan (**Appendix 3**)

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

- Site details
- Background
- Proposal
- Town planning considerations

PLANNING SOLUTIONS
URBAN & REGIONAL PLANNING
PS
Level 1, 251 St Georges Tce, Perth WA
(08) 9227 7970
GPO Box 2709
Cloisters Square PO 6850
admin@planningsolutions.com.au
www.planningsolutions.com.au
ACN 143 573 184 ABN 23 143 573 184
Planning Solutions (Aust) Pty Ltd

SITE DETAILS

Legal description

The subject site is legally described as "*Lot 3 on Diagram 6946*", being the whole of the land contained within Certificate of Title Volume 1897 and Folio 480. The subject site has a total area of 1,290m².

Refer certificate of title and diagram enclosed with this application.

Context

The subject site is approximately 1km north of the Perth city centre. It has excellent connectivity to Northbridge and the city centre via Stuart Street, Palmerston Street, Lake Street, and King Street. It also has excellent east-west connectivity to Leederville via Stuart Street, Carr Street, and Carr Place, and to East Perth via Stuart Street, Forbes Street, Little Parry Street, Parry Street, Edward Street, and the Claisebrook Station overpass.

The site also has good access to public transport with a bus stop for high-frequency Transperth route 960 approximately 250m north of the site; route 960 services Mirrabooka and Curtin University via the city centre. The subject site is also just north of the Transperth free fare zone where services through the Northbridge, West Perth, East Perth, and the city centre are free. The free blue CAT service stops on Aberdeen approximately 400m south of the subject site.

Vehicle access is excellent with entries to the city's freeway network a short drive.

There are a range of community services in close proximity to the subject site including:

- Medical respite centre– 330m northeast
- Perth Police Station – 630m south
- Perth cultural centre – 850m southeast
- Perth train station – 1km southeast
- Royal Perth Hospital – 1.6km southeast

Refer **Figure 1** for a context plan.

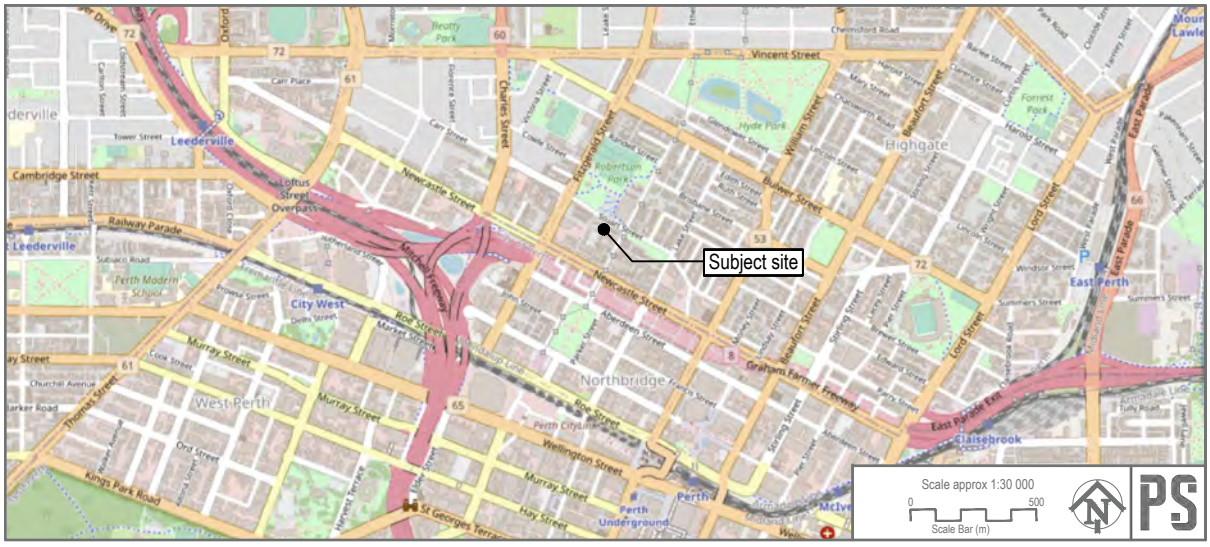


Figure 1: Context plan

The site is located in a mixed residential and commercial area. Buildings fronting Stuart Street are predominantly 2-3 storeys, and there are taller residential apartment buildings up to 8 storeys in height including those at 146 Fitzgerald Street immediately southwest of the subject site. There are some commercial uses in the immediate locality including Boo Espresso coffee at 49 Stuart Street, and various businesses and commercial enterprises fronting Fitzgerald Street and Newcastle Street.

Robertson Park is directly opposite the subject site. This landscaped green park provides a space for quiet contemplation and relaxation. The northern half of the park is developed with tennis facilities.

The subject site fronts Stuart Street on its north side. Stuart Street is a local access street with parallel parking on its southern side and perpendicular parking interspersed with mature trees on its northern side. The on-street parking is a mix of 1/4P, 1/2P, and 2P (weekdays and Saturday mornings).

The subject site fronts Pendal Lane on its west side. Pendal Lane is a 5.13m-wide road linking Stuart Street with Newcastle Street.

The subject site adjoins residential developments on its southern and eastern boundaries.

Refer **Figure 2** for an aerial photograph depicting the site's local context, and the following photographs.



Figure 2: Aerial photograph



Photograph 1: View of Stuart Street looking east. The subject site is to the right



Photograph 2: Existing buildings to the east of the subject site. The subject site is to the right



Photograph 3: View of Pendal Lane looking south from Stuart Street. The subject site is on the left



Photograph 4: Robertson Park

Land use and topography

The subject site is developed with a 3-storey brick and steel office building. Refer the following photographs.



Photograph 5: Building on the subject site as viewed from the corner of Stuart Street and Pendal Lane



Photograph 6: Building as viewed from Stuart Street

The building is vacant and has been damaged with graffiti and broken windows. Refer the following photographs.



Photograph 7: Graffitied carpark facing Pendal Lane



Photograph 8: Damaged and graffitied door



Photograph 9: Damaged window

History

The lands on which the subject site is located are part of the lands of the Whadjuk people of the Noongar nation who lived on and managed the land prior to European colonisation. Boojoormelup was the name given to the seasonal swamp that existed near what is now Palmerston Street. For Noongar people, the swamps were places of plenitude, providing food (such as water birds, frogs, freshwater crayfish, turtles and plant foods), meeting places, shelter and familiar hunting grounds, and the interconnectedness of the swamp system meant that the area was part of an annual circuit of camping places.

The British established the Swan River Colony in 1829, beginning the process of dispossessing traditional owners from their land. Boojoormelup was named Lake Henderson. The swamp around Perth continued to be used by Noongar people as a place of food and gathering during the Noongar seasons of *kambarang* and *birak* (spring-summer). In 1850 a gathering of around 300 Noongar people was reported at Boojoormelup[1]. Starting in 1833 the colonisers began draining the swamps around Perth. This process was largely completed by the 1900s and much of the land in these areas was leased to Chinese market gardeners. Over time the market gardeners were pushed out at the city grew. Much of the land that had comprised Lake Henderson land was reclaimed by the City of Perth around 1922 and converted to Robertson Park.[2]



Photograph 10: Boojoormelup (Lake Henderson) in 1864[3]

In 1926 the subject site was developed with a milk depot for the Dairy Farmers Cooperative Company Ltd, also referred to as 'Pascomi' (a condensation of the words "Pasteurised Cooperative Milk").[4] The building was also jointly used by Westralian Farmers Ltd (Wescobee honey).

[1] https://museum.wa.gov.au/explore/wetlands/aboriginal-context/noongar
[2] https://gnarlaboodjamap.dlgsc.wa.gov.au/#/home
[3] https://www.museumofperth.com.au/boojoormelup
[4] https://trove.nla.gov.au/newspaper/article/83645145



Photograph 11: Dairy Farmers Coop Company Ltd milk depot and butter factory, Stuart Street, Perth, 1926?[5]

In 1951 plans were approved to extend the building on its eastern side to for a printing factory. By 1968 the printing dept had taken over the whole building.

During this period Stuart Street was developed predominantly with industrial land uses. Joining the dairy, honey, and printing businesses were an electricity sub-station, industrial processing activities, and on the opposite side of Stuart Street the City of Perth works depot. It was only in the early 2000s the area began to be redeveloped with residential land uses following the closure and relocation of industrial uses elsewhere.

The building on the subject site has continued to be used for office purposes. In 1987 construction drawings proposed refurbishment of the building office spaces. In 2002 approval was granted for alterations and two-storey additions to the office building which included a westwards extension of office space over the car parking area – this approval was acted on and completed.



Photograph 12: The 2002 office extension as viewed from Pendal Lane

In December 2019 the property was transferred to the current owner.

[5] https://purl.slwa.wa.gov.au/slwa_b1923315_2

PROPOSAL

This application proposes the refurbishment of the existing building on the subject site for an immediate drug assistance co-ordination centre (**IDACC**) and office accommodation for Cyrenian House. Refer below details on the proposed use, works, and management measures.

Use

The existing building is to be refurbished primarily for use Cyrenian House to provide an IDACC service for the Mental Health Commission, with three main service components:

a) As an administrative base for outreach services.

b) As a hub to assess and provide intervention and management for individuals experiencing an alcohol or drug related crisis.

c) Short-term (up to 72 hours) crisis accommodation.

Refer the Management Plan at **Attachment 1** for a detailed description of the proposed IDACC activities.

The IDACC service will occupy the ground floor, with crisis accommodation located on the upper floor.

Separate to the IDACC service, portion of the upper floor will be used for Cyrenian House's allied drug and alcohol programs and treatment (**ADAPT**) service. This is a relocation of an existing service operating from Cyrenian House's premises at 318 Fitzgerald Street, Perth.

Works

Due to the age and condition of the building various works are required to refurbish it for the required use. They include:

- Internal works to partition the internal space fit for the proposed use.
- Closure of the existing main entry and replacing the entry doors with glazing.
- Refurbishing an existing doorway in the Stuart Street frontage for a new main entry. Install a new canopy to the entry.
- Replace an existing roller door to create a new staff entry.
- Create a new emergency exit onto Stuart Street at the east end of the building.
- Removal all externally-mounted air conditioning units from the Stuart Street frontage.
- Replace all existing windows along the Stuart Street frontage.
- Removal of ground floor toilets on the west side of the building to allow for additional car parking with stackers (6 of).
- Install screening on the balcony on the west side of the building.
- Replace existing rooflight over courtyard and replace with an operable vergola.

Refer **enclosed** development plans depicting the proposed refurbishment works.

Parking

The application proposes to expand and reconfigure the existing 10-bay carpark on the west side of the building by removing existing toilets and installing six vertical-lift car stackers to create parking for 18 cars, plus a service bay.

Bicycle racks and end-of-trip facilities will also be provided for staff.

Additionally, it is proposed to seek the City's permission to install four bicycle rails in the Stuart Street verge for parking of bicycles and scooters, and to provide an accessible on-street car parking bay, with these facilities ideally located adjacent to the main entry.

Refer **Attachment 2** to this letter for a parking management plan.

Waste

The application proposes a 4.1m x 1.8m bin compound in the southwest corner of the building for storing waste bins. It is intended a private contractor will be used for collecting waste.

Refer **Attachment 3** to this letter for a waste management plan.

Introduction to Cyrenian House

The IDACC and ADAPT services will be provided by Cyrenian House, which was established in 1981 as a not-for-profit non-government organisation to deliver a professional, ethical and effective Alcohol and Other Drug (**AOD**) Treatment Service. Cyrenian House provides a continuum of care to people affected by AOD issues providing a range of treatment options in an endeavour to meet our individual consumer needs.

Cyrenian House keeps pace with emerging drug and alcohol trends and consumer needs and continually reviews, develops and implements programs designed to prevent and reduce drug-related harm to individuals and the community. The organisation has strong records of excellence in service delivery, including direct experience in delivering services to Aboriginal people and families impacted by substance use.

Cyrenian House is accredited under the Alcohol and Other Drug Human Service Standard and the Australasian Therapeutic Communities Association Standard for Therapeutic Communities and Residential Rehabilitation Services.

Accreditation seeks to assess the quality and care of the services delivered against these quality standards and contributes to improved safety, quality, and continuous improvement of services.

TOWN PLANNING CONSIDERATIONS

City of Vincent Local Planning Scheme No.2

The City of Vincent *Local Planning Scheme No. 2* (**Scheme**) applies to the subject site. The provisions of the Scheme are supplemented by the deemed provisions in Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Scheme aims

One of the aims of the Scheme is:

> *(b) to protect and enhance the health, safety and general welfare of the City's inhabitants and the social, environmental and cultural environment*

The proposal has at its core a purpose of improving the general welfare of the City's inhabitants by filling a gap in the provision of adequate facilities for people with alcohol or other drug issues. The need for such a service has been summarised by the State Government Mental Health Commission as follows.

> *Alcohol and other drug (AOD) issues continue to be a critical challenge for individuals, carers, families and communities across WA. In 2019, about 17.2 per cent of Western Australians aged 14 and over drank alcohol at levels that risk lifetime harm; and about 15.6 per cent had recently used illicit substances. Concurrently, the capacity of the public healthcare system to respond to the needs of those with AOD issues, and those impacted by AOD-related harm, is becoming increasingly constrained.*

*Central to current mental health and AOD reforms is the delivery of better care options for people with mental illness and AOD issues, closer to where they live, while also reducing the pressure on hospital inpatient beds. This is consistent with the Western Australian Mental Health, Alcohol and Other Drug Services Plan 2015–2025 (**the Plan**) that aims to achieve a more balanced mental health system through investment in community-based treatment and support services.*

Recommendation 29 of the Methamphetamine Action Plan (MAP) Taskforce Report states that:

> *Within 12 months, the Mental Health Commission, Western Australia Police Force and Department of Health establish an appropriate alternative crisis intervention response that would provide a short-term place for methamphetamine users when they are in crisis that will keep them, their families and the community safe, including in the regions.*

A number of initiatives are being developed in response to Recommendation 29 of the MAP Taskforce Report, however, a gap exists in supporting individuals in the short term who are intoxicated and/or in crisis related to their AOD use and require immediate assistance. Both nationally and internationally, this is a difficult cohort to provide an effective response to, however contemporary research, sector engagement and existing models of service have been used to inform the development of a new model as an additional immediate response to fill this gap and to support appropriate access.

*In 2020, as part of the response to Recommendation 29 of the MAP Taskforce Report, the Mental Health Commission (**MHC**) developed a co-designed AOD Crisis Intervention System Service Model (**AODCISSM**) for people in AOD Crisis. An extensive community engagement process was undertaken across WA to identify gaps in the current system, identify priorities and make recommendations on how existing services could be expanded or new components developed to efficiently fill identified gaps. The final AODCISSM report identified gaps in the provision of AOD short-term critical intervention services, with consumers, family members and carers often left to navigate a system that is complex, unclear and unsafe.*

The IDACC has been developed in response to Recommendation 29 of the MAP Taskforce Report and is aligned to the findings of the AODCISSM. The IDACC is designed to support individuals experiencing a crisis related to their AOD use to immediately access care and support in a coordinated and seamless way.

By providing adequate support and services, the wellbeing of individuals is improved. This has a flow-on effect of providing an overall community-wide benefit. Individuals who are able to receive adequate support and care services are less likely to remain on the street where they might otherwise cause harm to themselves or other people in the community. The proposal is therefore consistent with the Scheme aim of enhancing "*the health, safety and general welfare of the City's inhabitants*".

Zoning

The subject site is zoned Residential with an applicable density code of R160 pursuant to the provisions of the Scheme. Adjoining land is zoned Mixed Use, as shown in **Figure 3** below.

Relevant objectives for the Residential zone under the Scheme are:

- *To provide for a range of non-residential uses, which are compatible with and complementary to residential development.*
- *To ensure the provision of a wide range of different types of residential accommodation, including affordable, social and special needs, to meet the diverse needs of the community.*

The building on the subject site is oriented such that its entry is onto Stuart Street with Robertson Park opposite, and with no residential entries within immediate proximity to the building. The adjoining Union Maltings building has no entries onto Stuart Street. Townhouses to the west of the subject site are separated by Pendal Lane and are provided with fencing for security. To the south a parapet wall separates the building from adjoining development.

A management plan has been prepared which details how the centre will manage noise and nuisances so that it does not infringe on the amenity of the surrounding Mixed Use area.

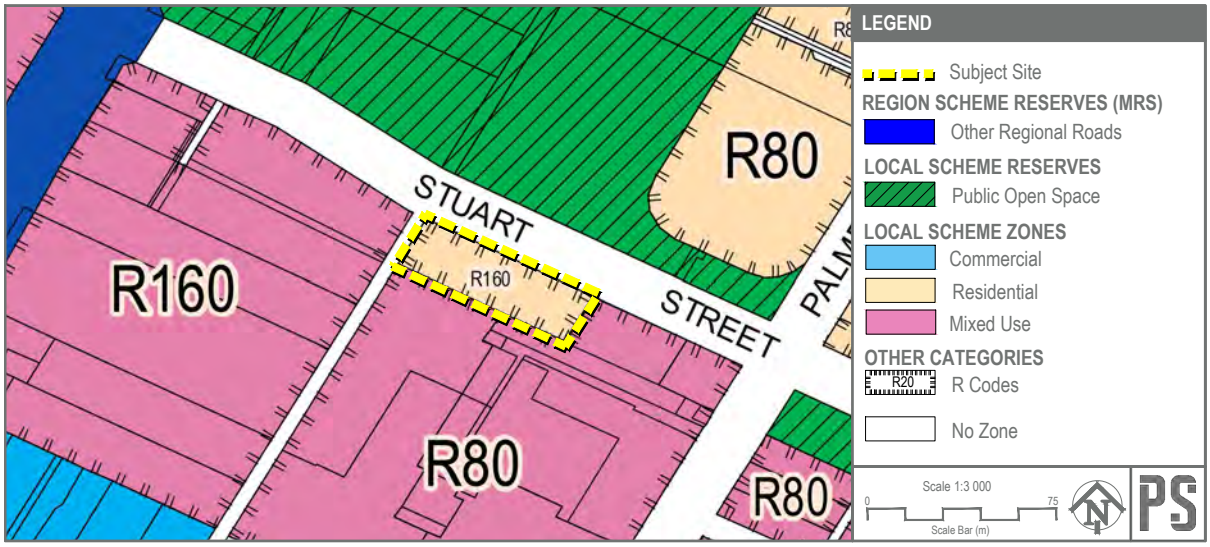


Figure 3: Scheme zoning map

Ultimately the proposed use is consistent with the Residential zone objectives in that it is a non-residential use which is compatible and complementary to residential uses, and is a use which provides social and special needs crisis accommodation for people in need of it.

Land use permissibility

The office component of the development does not require approval under the Scheme as the approved use of the building is office.

The proposed IDACC is not a use that is specifically referred to in the zoning table of the Scheme and cannot be reasonably determined as falling within a use class referred to in the zoning table. Accordingly, and consistent with advice provided by the City's officers in December 2022, the proposed IDACC is an unlisted use: community purpose, defined in the Scheme as:

> ***community purpose*** *means the use of premises designed or adapted primarily for the provision of educational, social or recreational facilities or services by organisations involved in activities for community benefit;*

Clause 18(4) of the Scheme provides:

> *The local government may, in respect of a use that is not specifically referred to in the zoning table and that cannot reasonably be determined as falling within a use class referred to 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 the local government; or*
>
> *b) determine that the use may be consistent with the objectives of a particular zone and give notice under clause 64 of the deemed provisions before considering an application for development approval for the use of the land; or*
>
> *c) determine that the use is not consistent with the objectives of a particular zone and is therefore not permitted in the zone.*

Per the earlier analysis, the proposed use is consistent with the objectives of the Residential zone and is therefore permitted.

Relevant considerations

Clause 67(2) of the deemed provisions of the Scheme lists various matters for which due regard is to be given. Matters relevant to this application are listed in the table below.

Table 1: Matters to be considered

Matter to be considered	Provided
(f) any policy of the State	Refer above consideration of the Western Australian Mental Health, Alcohol and Other Drug Services Plan 2015–2025.
(g) any local planning policy for the Scheme area;	Refer below.
(k) the built heritage conservation of any place that is of cultural significance	The proposal renovates the existing built fabric so it may be enjoyed by future generations.
(n) the amenity of the locality including the following – *(i) environmental impacts of the development;* *(ii) the character of the locality;* *(iii) social impacts of the development;*	With regard to amenity impacts, a detailed management plan has been prepared outlining the means by which potential for disturbances will be mitigated. With regard to the character of the locality, the locality in this context includes not just the adjoining property but more properly the surrounding streets and areas.[6] The surrounding area is an inner-city, diverse mixed use area with a range of residential, commercial, and social land uses. Among social land uses in the locality are YouthLinkWA which is a state-wide specialist mental health service providing counselling, therapy and case management to young people aged 13-24 years, and various services for people experiencing homelessness. Also notable is Cyrenian House's existing premises at 318 Fitzgerald Street. The IDACC's services is entirely compatible with the existing character of the locality. With regard to social impacts, the IDACC will have a beneficial impact to the community by providing services for people with AOD issues and reducing the impact these people might otherwise have on the community.
(s) the adequacy of – *(i) the proposed means of access to and egress from the site; and* *(ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles;*	With regard to access and egress, the subject site has excellent means of access and egress. Pedestrian entries allow people to readily enter to and exit from the footpath. The western end of the building is accessible to vehicles. A service bay is provided off Pendal Lane for loading and unloading. This bay is available for deliveries using small commercial vehicles (e.g. vans). Larger vehicles can park on-street (noting there is 1/4P and 1/2P on-street parking directly adjacent the building entry). With regard to parking of vehicles, staff will have use of the 18-bay carpark accessed off Pendal Lane. People also have access to on-street parking. It is expected outreach services vehicles accessing the premises for short periods (2 hours or less) will use the readily-available on-street parking.
(u) the availability and adequacy for the development of the following – *(i) public transport services;* *(ii) public utility services;* *(iii) storage, management and collection of waste;* *(iv) access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);* *(v) access by older people and people with disability;*	With regard to public transport, refer the description in the context section of this submission. The building is sufficiently serviced with public utilities. Refer **Appendix 3** for a waste management plan describing storage and collection of waste. The building is conveniently accessed from the adjacent footpath and has excellent connectivity to the locality. Bicycle parking and end-of-trip facilities are provided for staff, and bicycle / scooter parking is proposed adjacent the main entry for consumers. To provide convenient access for older people and persons with a disability, the City's permission is sought for an accessible on-street car parking bay adjacent the main entry.

[6] Refer *Focus Video Pty Ltd v Enfield (1985) 55 LGRA 214, 220* which was cited in the case of *Cranston and Shire of Serpentine-Jarrahdale [2019] WASAT 19* at [82].

Matter to be considered	Provided
(v) the potential loss of any community service or benefit resulting from the development other than potential loss that may result from economic competition between new and existing businesses;	The proposed IDACC provides a new community service to complement existing health services.
(w) the history of the site where the development is to be located;	Refer the history section of this submission.
(x) the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals;	The impact of the development on the community includes questions of need, particularly where the use in question is for the public benefit. The need for the development as described by the Mental Health Commission is discussed elsewhere in this submission. It is also necessary to balance the need for the proposed use against the possible cost the community by way of amenity impacts.[7] In this case, the proposed IDACC will be managed in such a way to minimise amenity impacts on the community. It therefore warrants approval based on the demonstrated need for the service and the overall benefit to the community.
(zb) any other planning consideration the local government considers appropriate.	The *Vincent Vision 2024* provides a community vision, and is directly referenced in clause 9(f)(iv) of the Scheme. It contains a number of guiding principles under the heading 'safety and security' which are relevant: 1. *Safety is improved through effective urban design methods which promote natural surveillance of public and private areas. Encouraging people generating activities to provide 'eyes on the street'.* The proposed IDACC will operate 24/7, providing on-site surveillance and security that will benefit the immediate surrounds. 7. *Preventative and innovative approaches to local crime and security issues reflect the best of the most effective and progressive solutions.* 8. *Effectively dealing with local safety and security issues requires an integrated, coordinated and prompt response by government, business and community.* The proposed IDACC is a program being delivered in conjunction with the Mental Health Commission and brings together a range of health and social services providers including Uniting WA, Nyoongar Outreach Services, 360 Health + Community, and Cambridge Clinic, all aimed at reducing the impact that people with AOD issues may otherwise have on the broader community.

The proposal addresses the relevant matters to be considered under the Scheme.

Policy No: 7.5.21 Sound Attenuation

The City's Policy No: 7.5.21 Sound Attenuation provides a clear framework to minimise the adverse impacts of noise for the sustainable co-existence of a mix of land uses within the City.

Under clause 3.2(d) an acoustic report is only required for a change of use application for a land use involving entertainment, amplified music, public gatherings or other significant noise emitting activity. The proposed IDACC does not propose amplified music or public gatherings. Accordingly acoustic reporting is not required.

[7] Refer Willey, S. (2021) *Planning and Environmental Law in Western Australia* at [14.390].

Proposed management measures for the IDACC to control anti-social behaviour include a code of conduct for consumers and visitors, security officers on-site 24/7, and training in de-escalation techniques. Cyrenian House has a complaints procedure that will be provided to local residents with 24/7 contact details for reporting issues requiring resolution. These management measures will assist in preventing and resolving noise complaints.

Policy No: 7.7.1 Non-Residential Development Parking Requirements

The City's Policy No: 7.7.1 Non-Residential Development Parking Requirements (**Parking Policy**) objectives are:

1. *To support a shift toward more active and sustainable transport modes that will reduce the dependence on single person private vehicle trips.*
2. *To ensure that parking facilities do not prejudice the environmental and amenity objectives of the City's Local Planning Scheme.*
3. *To ensure appropriate parking and access is provided in non-residential development to meet the needs of its users.*

The Parking Policy sets minimum and maximum car, and bicycle, and motorcycle parking rates and requirements for end-of-trip facilities and specific purpose bays for various land uses. For a use not specified in the Policy, car parking is to be determined by the City on a site-specific parking management plan. Refer **Appendix 2** for a parking management plan prepared in accordance with the Parking Policy.

Appendix No. 16 Design Guidelines for the Half Street Block Bounded by Fitzgerald, Newcastle (All Lots Between Palmerston and Fitzgerald Streets) and Stuart Streets and Pendal Lane, Perth

The City's Appendix No. 16 Design Guidelines For The Half Street Block Bounded By Fitzgerald, Newcastle (All Lots Between Palmerston And Fitzgerald Streets) And Stuart Streets And Pendal Lane, Perth (**Design Guidelines**) aims to provide developers and landowners with direction to design and construct development of a high calibre and intensity of use befitting of the land's location and suitability. The Design Guidelines is geared entirely towards new mixed use and residential developments and contains no provisions of relevance for a change of use application.

CONCLUSION

It is considered the proposal should be favourably determined, on individual merit, recognising the proposal provides an invaluable service to the community, and the use will be managed in such as way so as not to interfere with the amenity of the surrounding locality.

We therefore respectfully request the application for development approval be considered on its merits and favourably determined by the Metro Inner-North Joint Development Assessment Panel.

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

Yours faithfully,

REDACTED FOR PRIVACY PURPOSES

PP:

ROSS UNDERWOOD
SENIOR ASSOCIATE

230404 8278 DA Letter.docx

PS ref: 8278

7 July 2023

City of Vincent
Provided via email: Mitchell.hoad@vincent.wa.gov.au

Attention: Mitchell Hoad – Specialist Planner

Dear Mitchell,

LOT 3 (37-43) STUART STREET, PERTH
APPROVAL TO COMMENCE DEVELOPMENT - CHANGE OF USE TO COMMUNITY PURPOSE AND ALTERATIONS AND ADDITIONS
RESPONSE TO REQUESTS FOR FURTHER INFORMATION

Planning Solutions acts on behalf of Cyrenian House, the proponent of the proposed community purpose development on Lot 3 (37-43) Stuart Street, Perth (**subject site**).

We refer to correspondence received from the City of Vincent (**City**) during assessment of the development application on 30 June 2023. Specifically, the following:

- The City's Request for Further Information (**RFI**).
- Summary of submissions received during advertising of the proposed development.

This letter and accompanying development plans respond to the above-mentioned requests for further information and comments on the proposed development. The following documentation is attached to this submission in response to the above matters:

- Updated development plans.
- Updated Operational Management Plan.
- Transport Impact Statement (including updated Parking Management Plan)
- Schedule of applicant's response to submissions.

The abovementioned documents are considered to appropriately address the City's comments, in addition to the further information contained within this submission.

1 RESPONSE TO CITY'S REQUEST FOR FURTHER INFORMATION

Local Planning Scheme No.2

The preamble to the City's request for additional information expresses the City's concerns relating to *"the intensity and scale resulting from the proposed operations of the IDACC and the compatibility with its location"*, noting *"the immediate locality surrounding the subject site is predominantly residential, and there would likely be off-site impacts associated with the operations which would be of a scale and frequency beyond that which would reasonably be expected."* Reference was made by the City to the objectives of the Residential zone under LPS2, including:

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

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URBAN & REGIONAL PLANNING
PS
Level 1, 251 St Georges Tce, Perth WA
(08) 9227 7970
GPO Box 2709
Cloisters Square PO 6850
admin@planningsolutions.com.au
www.planningsolutions.com.au
ACN 143 573 184 ABN 23 143 573 184
Planning Solutions (Aust) Pty Ltd

- *To enhance the amenity and character of the residential neighbourhood by encouraging the retention of existing housing stock and ensuring new development is compatible within these established areas.*

The City also referred to the Perth Design Guidelines which sets out the following in relation to 'density and mix':

> *The street block is located within a transitional area characterised by a wide variety of uses. The City of Vincent recognises the opportunity available to develop this area with higher density development, consistent with development occurring south of Newcastle Street. As such, the City of Vincent is seeking higher density development commensurate with an R160 density. The remaining semi heavy industrial and intensive commercial service uses are expected to relocate and be replaced by appropriate contemporary inner-city uses. New development and change of use applications will require active ground floor uses.*

In essence, the City's concern is that the use is not of a type expected within a predominantly residential area.

It is our professional opinion the proposed use is a type of use contemplated in the locality for the reasons which follow.

Firstly, as identified above, the LPS2 objectives for the Residential zone expressly provide for *"a range of non-residential uses"*. Further, the area immediately surrounding the subject site is zoned Mixed Use under LPS2, where the objectives for this zone expressly contemplates *"a mix of varied but compatible uses such as housing, offices, showrooms, amusement centres, eating establishments and appropriate industrial activities."* It is simply not correct to say that the locality is a residential or predominantly residential area having regard to the LPS2 objectives for both the Residential and the Mixed Use zones.

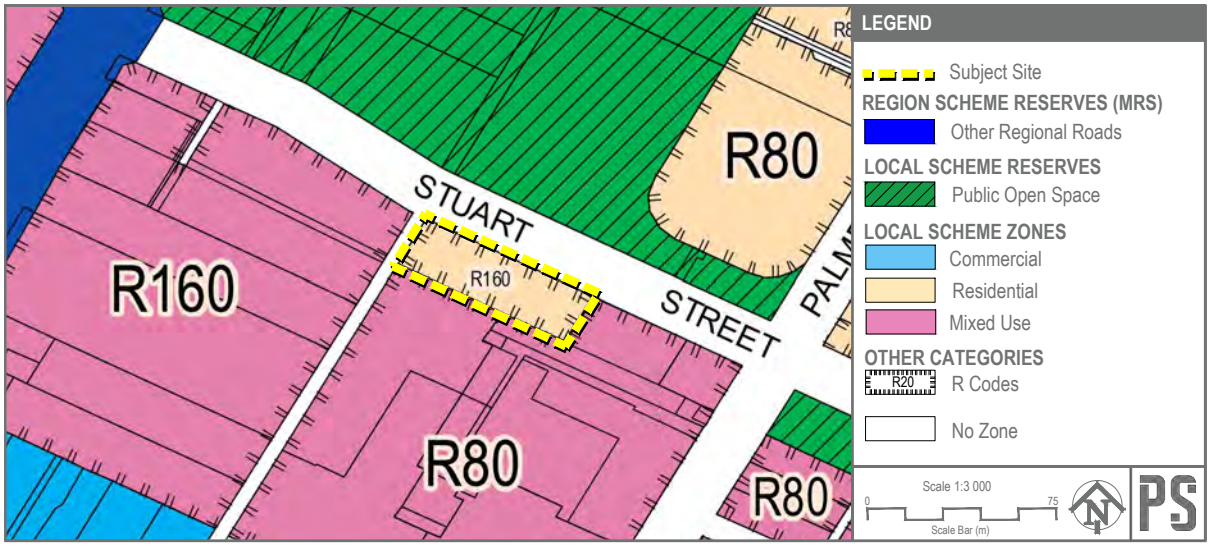


Figure 1: LPS2 zoning map

Secondly, the application has demonstrated through provision of detailed management statements that the scale of the development is not of a scale or intensity that would be detrimental to the amenity of the locality. It is noteworthy the building's current approved use is for an office building, and the approvals for the office building (July 2002 ref: 00/33/1133 and April 2006 ref: 5.2006.33.1) contain no restrictions on hours of operation, staff numbers, car parking, security, noise emissions, or any operational aspect of that use, and there is a potential for an office tenant through the number of staff accommodated or their hours of operation create nuisance to neighbours. By contrast, the application's detailed regime for controlling parking, security, and consumers on and off site provide a level of control far in excess of the office building use, aimed primarily at securing the amenity of the locality, and includes increasing the supply of on-site parking to reduce the incidence of on-street parking by staff.

Finally, various social and community uses co-exist with residential land uses including Cyrenian House's operations at 318 Fitzgerald Street, Perth, which have been undertaken at this site without issue for over 20 years, and Mission Australia's YouthBeat services for young homeless people at 48 Palmerston Street, Perth. The City's Built Form Policy referenced by the City above refers to "*appropriate contemporary inner-city uses*" and the proposed IDACC service is exactly that – a use that is appropriate and acceptable for an inner-city location. The former Minister for Planning, when determining the application for Ruah's services at 247-249 James Street, Northbridge including specialist services such as alcohol and other drug support, stated *"Northbridge forms part of the State's capital city. People naturally congregate in capital cities, where a myriad of social services are provided."* To claim the proposed use is not a type of use reasonably expected in the area fails to give regard to existing services of a similar nature in the area, the zoning of the land which supports a range of non-residential land uses, and the site's inner-city locality of the State's capital city where it is expected various social and community uses will be located.

The proposed use is of a scale and frequency expected in the locality and includes detailed management strategies to control and mitigate potential nuisances to the area. It warrants approval accordingly.

Other matters

Please refer to **Table 1** below for our response to the City's request for further information. This should be read in conjunction with the remaining information that is included within this correspondence.

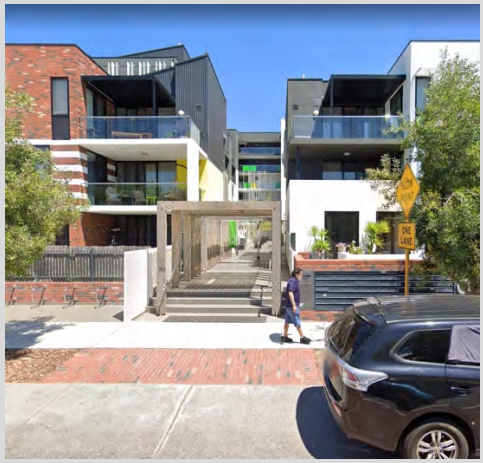
Table 1 – Response to City's RFI

City's comment	Applicant response
Operational details	
Is there a need for the 24 hour operation of the IDACC and the accommodation of consumers to drop in?	This is a requirement of the Mental Health Commission's tender for the IDACC service. The service is required to operate and be accessible to clients 24/7.
It is understood that this may be a core component of the IDACC function, but a reduction in operating hours of when consumers are accepted and a removal of the drop in component may assist to lessen the scale and intensity, and reduce off-site impacts from people accessing and leaving the premises during the evenings and early mornings.	While the service will be operating 24/7, the night-time hours are expected to be much quieter than the days. Most clients are expected to present during the day or early evening.
What would be the procedure of a consumer were to drop in and the IDACC were to be full and they could not be accommodated, and how would they be managed away from the premises?	While there is a 10-bed capacity in the Short-term Beds, the Hub does have a capacity to hold clients for a period of at least a few hours. This time period will be used to work intensively to put in place a plan for the client, including transport if necessary. The IDACC will have strong relationships with a range of other health and community services including homelessness services which will provide good options for transferring the care of a client who is not eligible for IDACC or longer-term alcohol and other drug treatment.
Additional explanation should be provided to the reference to the term 'crisis' as was explained at the community information session, and include what the likely state of consumer presentation would be.	Crisis refers to an emergent situation which results in the consumer needing accommodation and assistance at short notice. The Operational Management Plan will negate any negative impacts of the consumers use of the development.
Outreach Service	
How many staff and vans would be associated with the Assertive Outreach Service?	The IDACC Outreach teams will have a total of two eight (8) seater vans available for the exclusive use of this service.

City's comment	Applicant response
What hours would they operate from the IDACC?	The outreach team will operate with four (4) staff for 10 hours of each day, and for the remaining fourteen (14) hours of the 24 - hour period will drop to two staff. The responsive outreach team will operate from the IDACC 24 hours per day. In practice though they will spend the majority for their time travelling across metropolitan Perth providing outreach services, and transporting clients either to, or away from, the IDACC facility.
The Hub	
Aside from drop in's what is the process is for consumers to access support services?	The IDACC service can be accessed on a drop-in basis, or via phone setting up an initial appointment.
Would the support/counselling services offered be at prearranged times and accessible by consumers dropping in, or would they be at prearranged times?	Generally, the work of IDACC will be responsive and immediate. The majority of clients will present at the service and be seen on a drop-in basis.
If it prearranged times what is the frequency and number of consumers that would be able to attend each session?	There will be relatively few prearranged appointments. Where these occur they will generally be made during business hours.
Would there be instances where multiple counselling sessions occur at the same time?	Yes it will be common for multiple assessments and/or counselling sessions to occur at the same time. The building is planned to be equipped with multiple counselling rooms to enable this to occur.
Short Term Crisis Beds	
Following the conclusion of the 72 hour period, what is the procedure for consumers to leave the premises? Are there any time restrictions on this, for example of the 72 period concludes at 2am, would they be required to leave immediately?	The 72 hour period is a guide only, and it will be possible for clients to stay slightly longer where this is necessary to effect a safe and planned discharge from the service. Discharge planning will occur immediately on entry to the service to ensure there is a practical and safe plan for the client's discharge from the service. For example, in the case where the 72 hours expired at 2am, the client will be held until the morning when their discharge plan can be enacted safely. This plan will involve transport by the IDACC service when necessary. All planned discharges will occur during the day rather than at night wherever possible.
Should a consumer wish to leave at any time, what is the produce for managing this? Similar to the above, if they were to request to leave at 2am would they be allowed to leave immediately?	The IDACC service will work hard to encourage all clients to stay for the duration of their planned 72-hour stay. Where a consumer chooses to leave early the service will work to connect the consumer with their family or other services. In addition, if required we will provide transport for the consumer to other services if family or friends are not able to transport their loved ones. The IDACC service cannot compel people to stay in the service and is not able to 'hold' people if they choose to leave
There was mention of transport services at the community information session. Would this apply to both The Hub and Short Term Crisis Beds? Further explanation should be provided in relation to these procedures including how they would be managed while waiting for transport, or what the process would be if they refused or did not have any transport options.	Transport will be available for consumers of both the Hub and the Short-Term Beds. Clients will be able to wait in, and use, the facilities of the Hub while they are waiting for transport where a wait is necessary. In the rare event a consumer refused transport, they would be escorted out of the building. Should they become disruptive during this process then our in-house security team would manage the situation and potentially also call the Police if necessary.

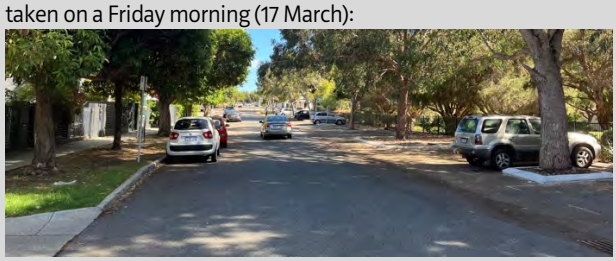
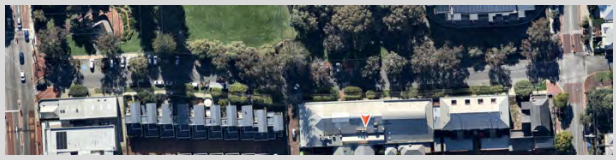
City's comment	Applicant response
Noting the 5pm curfew for consumers staying to check-in, is there a time in the morning that they would be permitted to check-out from, and is there a limit on the number of check-ins/check-outs an individual could do during the day?	The aim of the Short Terms beds is for people to stay the full 72 hours and not leave the IDACC building at all unless supervised to do so. All consumers will be strongly encouraged to comply with this request. Where clients do choose to leave and then come back there will be a 5pm curfew in the evening for return, and in the morning an 8am morning curfew before which time consumers will not be able to leave and then return to the service. If they do leave during a curfew period and then return to the service, they will be required to be reassessed before potentially being admitted to the service. While waiting for this assessment they will be required to wait in the Hub facility rather than outside the building.
How would visitors be managed? Further explanation should be provided as to the general visiting hours, the maximum number of visitors per consumer, and whether multiple consumers would be permitted visitors at the same time or whether these would be managed to be staggered.	Given the short nature of the stay at IDACC (72 hours) we are not expecting visits to be a prominent feature of the service. The Short-Term Crisis Beds residents will have scheduled visit times for family and friends, and these will be scheduled and arranged by the IDACC on an appointment basis during business hours. These visitors will arrive via the main entrance and be recorded and screened by staff. Visitors will be required to abide by the Hub Code of Conduct during their visit to the IDACC building (see attachment). No more than two visitors will be allowed for each consumer at any visit. Visits will occur on an appointment basis to ensure that space and staffing resourcing is available to manage the visit. It therefore unlikely that more than 2-3 visits for different clients will occur concurrently
Medical Services	
What is the nature and extent of any medical or pharmaceutical treatment that may be administered by the on-site doctors?	The doctors providing the service will only be on site one day per-week with most medical appointments occurring off-site at Cambridge Clinic. Staff at the IDACC will supervise the administration of medication to consumers where this has been prescribed by a doctor. Medication will be securely stored on-site for this purpose. The primary interventions occurring at IDACC are not medical or pharmaceutical. Interventions will largely be psychosocial and/or welfare related in nature. However, it is acknowledged that people will present at the IDACC with medical needs and pre-existing conditions. The service is therefore resourced, including via the employment of nurses, to be able to safely engage with these medical issues. The doctor visiting once per week will be provided with an on-site parking space. A doctor will also be available on-call to the service.
What hours would the doctor be on-site during the week, and would they have an onsite parking space?	The doctor will be on-site one day per week during business hours.
Staff Numbers	
Do staff members overlap between the Assertive and Responsive Outreach Services, or are these separate? If separate, how many staff within each team would be on-site at any time (assuming that the Assertive Outreach Service is not on patrol at the time)?	Yes there will be some overlap between the Assertive and Responsive Outreach teams. The outreach teams will operate with 4 staff for 16 hours of each day, and for the remaining 8 hours of the 24 hour period will drop to two staff. The responsive outreach team will operate from the IDACC 24 hours per day but will in practice spend the majority for their time travelling across metropolitan Perth providing outreach services, and transporting clients either to, or away from, the IDACC facility.
- Provide clarification of the time period referred to by 'business hours'.	By business hours we mean 8.30am to 5pm.

City's comment	Applicant response
Outside of 'business hours' what on-site staff would be included with the 10-12 that is indicated to be on the premises.	Staffing after-hours at the IDACC facility will comprise: • Two Nurses • Two Security Officers • One After-Hours Coordinator • Two to four outreach staff (often off-site providing outreach and transport) • Night Supervisor (short term beds) • One Counsellor • One Peer Worker
Security & Antisocial Behaviour	
How far would the external security patrol extend beyond the premises? Would this include Pendal Lane and/or Robertson Park?	The Security Officers will patrol the external perimeter of the IDACC building and will make observations down Pendal Lane and will look across into Robertson Park. Should they observe any criminal or antisocial behavior in these areas they will contact Police for attendance.
Areas of external CCTV and lighting should be clarified.	The entire perimeter of the IDACC property will be covered by CCTV except where this impinges on the privacy of a joint properties. Lighting will be positioned to illuminate the front of the building and the car park area adjoining Pendal Lane. Care will be taken to not create unnecessary lighting that could disturb neighbors. If additional lighting is deemed necessary via community consultation or via the DAP we are open to installing additional lighting.
IDACC Access	
Clarification should be provided if access to the IDACC from Pendal Lane would be used by ambulances transporting consumers.	Ambulances will be able to access the building via Pendal Lane. Cyrenian House will work with the Ambulance service to require that they approach and leave the premises via Stuart Street rather than via Pendal Lane. Cyrenian House will negotiate with St John Ambulance so that Ambulances will not use sirens when they bring clients to the IDACC. There will be no need for sirens and lights in any event given that the IDACC is not an 'emergency' service. People requiring urgent care will not be transported to IDACC, as a hospital is the more appropriate destination for these types of situations. Instructions will be provided for all visiting services that the IDACC building cannot be accessed via Pendal Lane
Deliveries and Servicing	
Clarification should be provided on the proposed times when external cleaning of the premises would occur.	Cleaning by external cleaning contractors will occur within business hours (between 10am and 4pm).
Visual Privacy	
The Built Form Policy does not provided for acceptable outcomes related to visual privacy, with an assessment against the element objective required. *Justification should be provided as to how the proposed development would satisfy the element objectives of the Built Form Policy.* *As part of this, we would suggest reviewing the level of screening provided to the balcony. While the screening may assist with the visual privacy of adjoining properties, this should be balanced with the ability to provide actual or perceived surveillance of Pendal Lane.*	The design of the screening that predominantly faces Pendal Lane was proposed to address not only privacy, but security, safety and the operational procedures of the facility and the effects on the consumers, staff, and neighbouring residences. Extending the screen to the underside of the eaves we thought appropriate as the height is only 2.1 metres high and the scale of the screening works in with the existing elevation scale and helps to reduce the visual mass of the pitched roof. To address the a balance of privacy and to allow passive surveillance viewing through the screen, the amount of visibility is adaptable and can be specified to meet any required standard for visual permeability.

City's comment	Applicant response
Pedestrian Access and Universal Design	
The acceptable outcomes of the Built Form Policy related to Pedestrian Access requires for the internal ground level to be at grade, while there are no acceptable outcomes related to Universal Design and an assessment is required against the element objective. *The plans indicate a step to the new main entry, and amended plans addressing this or justification against the relevant element objectives should be provided as to how this would satisfy the Built Form Policy.*	Refer **enclosed** revised ground floor plan and front elevation with no step and a compliant ramp to entry doors.
Façade Design	
The acceptable outcomes of the Built Form Policy requires the submission of an Urban Design Study demonstrating how the façade treatments integrate with the surrounding context, and to inform the assessment against the commercial building façade provision. *No Urban Design Study was provided, and the DRP Chair comments (included below) has raised a number of comments in relation to the proposed façade treatments.* *An Urban Design Study should be provided which addresses the DRP Chair comments, as well as inform any subsequent changes to the external façade features.*	The proposed changes to the street facing elevation is an improvement to the current existing streetscape. The design removes the industrial components of the existing roller door, steel canopy, steel bars on windows and the exposed mechanical condenser units. Most of the current door and window openings remain unchanged, albeit they are refurbished with new frames and glazing. The proposed finishes and materials for the street elevation were chosen for a combination of reasons. Firstly, to create a more residential feel to the building, and to reduce its current industrial elements and bulk scale. Secondly, to introduce surfaces less prone to vandalism and lower maintenance costs to keep the building looking 'as new' for as long as possible. The finishes and colours are drawn in some respects from adjacent buildings as shown in the figures below:  **Figure 2: perforated steel sheeting to balconies**  **Figure 3: black steel sheet cladding as a feature element to perimeter walls**

City's comment	Applicant response
	Most of the front elevation is proposed to be in white and light grey like surrounding buildings, albeit the material chosen is a large format porcelain tile for its anti-graffiti and low maintenance purposes. There are considerable refurbishment costs being proposed to improve the main elevation of the building and the streetscape. The alternative is that the elevations remain untouched, and only include the minimal changes required for the new main entry door location. Refer **enclosed** updated perspective images of the proposed development.
The Perth Design Guidelines identify for CPTED principles to be employed in new developments to reduce the opportunity for crime and increase the perception of safety in the area. *Justification and/or updated plans should be provided addressing how CPTED principles have been provided, particularly noting the feedback for the community consultation with concerns relating to existing and the potential for future anti-social behaviour to occur. The DRP Chair feedback in relation to Safety should be reviewed and incorporated as part of responding to this.*	The proposed development is a reuse of the existing building. Windows fronting Stuart Street have been enlarged increasing passive surveillance. Pedestrian access has also been provided on Stuart Street. The proposed Operational Management and included security presence is deemed to address the same impacts as CPTED principles.
ESD	
The acceptable outcomes of the Built Form Policy require for developments to incorporate sustainable design features, and to provide either a Green Star or Lifecycle Assessment in support of the application. *Given the scope of the works, the City wouldn't require the Green Star or Lifecycle Assessment to be provided, but written justification should be provided addressing how the works have incorporated sustainable design features.*	One of the core sustainability outcomes of the development is the reuse and adaptation of the existing built form, part of which dates back to the 1920s, with the resultant benefit of use of embodied energy in the existing building. Other sustainability initiatives will be considered and incorporated where possible as follows: • Solar panels • LED lighting with daylight harvesting sensors (detailed design stage) • Energy efficient appliances (detailed design stage) • Water efficient fixtures (detailed design stage) • Heat pump water heaters on dual ring mains (detailed design stage) • Specifying non-volatile compounds and Low VOC materials (detailed design stage) • Carpet tiles with 100% recycled backing • Combination of timbers, stone and natural plants to improve air quality • Water Storage tanks for rainwater harvesting garden reticulation • Install occupancy sensors to automatically control lighting and HVAC systems • Integrate recycling stations throughout the space to encourage proper waste disposal • Design flexible layouts to accommodate future changes and minimise waste • Create green walls or vertical gardens to improve air quality and aesthetics • Install efficient HVAC systems with programmable thermostats for better energy management • Use natural and organic materials for furniture upholstery and window treatments • Choose sustainable and durable materials for countertops and cabinetry

City's comment	Applicant response
	• Use acoustic materials made from recycled content to enhance sound insulation • Create collaborative and multi-functional spaces to encourage efficient use of resources • Incorporate sustainable and locally sourced materials to reduce carbon footprint
Updated Non-Residential Parking Policy	
At its meeting on 20 June 2023, Council resolved to update the Non-Residential Parking Policy. *The updated policy can be viewed here.* *The main changes to the policy which would impact on the proposed IDACC include:* *New objectives:* *- Justification should be provided as to how the proposed parking and associated PMP would address these objectives.* *EV charging bays:* *- New standards are included requiring 20% of the provided parking bays to be electric vehicle bays. Consideration should be given to whether this could be implemented, although it is acknowledged that the parking layout may cause some challenges with this.* *Traffic Impact Statement:* *- A new provision is included for a TIS or TIA to be provided in accordance with the WAPC's Guidelines.* *No TIS has been provided, and justification should be provided for the City's review as to how traffic movements would be managed (including staff and visitors) so as to not result in 10 or more trips in the peak hour. Should this not be able to be satisfactorily demonstrated a TIS would be required in accordance with these guidelines*	The proposed development aligns with the objectives of the updated policy as: • The proposal increases the supply of on-site parking to address the objective of the policy to *"ensure commercial development does not rely on on-street parking within residential streets to satisfy the parking demand."* • It also does not provide an oversupply of on-site parking. The proposed number of parking spaces utilises the existing car park and is commensurate to the service provided (operation and number of staff), and will utilise short-term parking in on-street bays. A parking management plan has been prepared to manage and control parking by staff. • EV charging for four vehicles is provided (20%). • Refer **enclosed** TIS.
Parking Management Plan	
Clarification is provided on how the use of the car stackers and tandem parking bays would work, particularly in relation to staff shift times, the number of staff using this, and how bays would be managed during the evening and mornings. *From the information provided it is not clear how the bays would be managed so that cars would not be blocked or wouldn't have to manoeuvre to allow vehicles to exit.*	The car stacker will not be used between the hours of 1030am – 6pm. It will be communicated with staff that those using the car stacker will be required to for the duration of the working day as to minimise its use. When waiting to use the car stacker, vehicles are to wait in the designated service vehicle bay.

City's comment	Applicant response
- In relation to the use of on-street parking, it is recommended that parking surveys to demonstrate the availability of the bays along Stuart Street between Fitzgerald and Palmerston Street be undertaken. *The City has parking data which is from 2018, and it would be beneficial to have more recent data to indicate the impact that the usage of on-street parking by visitors and the Outreach Services would have on the availability of these.*	It is not anticipated the proposed development will require the use of on street parking, other than for occasional short-term parking by outreach staff and consumer drop-off and pick-up. Further, there is no evidence of a shortage of car parking under current conditions. Refer for example the following photographs taken on a Friday morning (17 March):  **Figure 4: Photograph looking west from Pendal Lane**  **Figure 5: Photograph looking east from Pendal lane** Further, a review of aerial photography shows a general availability of car parking at all times, particularly in front of the building.  **Figure 6: Aerial photograph (Wednesday 18 January 2023)**  **Figure 7: Aerial photograph (Tuesday 30 August 2022)**  **Figure 8: Aerial photograph (Friday 3 June 2022)** Simply put, the development does not rely on access to on-street parking for long-term parking and in any event there is a general availability of parking along Stuart Street at all times.

City's comment	Applicant response
Health Services	
The Acoustic Report has not considered the movement of vehicles in the car park, and entering/leaving the car park. An updated report is required to address this noise generating activity.	The noise emission from the carpark is best characterised by the dominant noise source, that of door closing. Lesser sounds such as that from the engine/transmission as well as vehicle movements are quieter and of lower impact. Furthermore, the sounds generated by engines, transmissions and car movement are lower in the carpark than on the road directly outside the carpark. Vehicles on this road are not only noisier, as they travel at higher speeds and engine revolutions, but the road is closer to the surrounding neighbours, resulting in bigger impacts from such vehicles. On this basis the vehicle noise from car movements in the carpark are not considered "Unreasonable" as defined in the *Environment Protection Act 1986*.
The Acoustic Report refers to the LAMAX criteria for 'car doors closing' (see page 13). It is the City's view that the LA1 criteria is most applicable for the assessment of car door closing, as it can be reasonably assumed that it will not be just one instance of the sound occurring across a general business day. *If the LA1 criteria were to be applied, the sound from 'car doors closing' would NOT comply at the nearest noise sensitive receiver (47 Stuart Street NE Ground Floor, Level 1, Level 2). An updated report is required to demonstrate that compliance with the LA1 criteria can be achieved.*	The LA1 criterion is applicable for sound occurring in the carpark for between 9 and 89 seconds every 15 min, or between 36 and 359 seconds every hour. Car door closing events are characterised as generating noise lasting for less than one second per door. The proposed carpark is not sufficiently large to have 36 car/passenger movements or more, in any one-hour period, let alone this level of activity occurring regularly. On that basis it can be concluded that the carpark doors do not generate LA1 noise at this site.
The Acoustic Report has not considered the car stackers at the development, and refers to there being insufficient data / detail at this stage. The car stackers are proposed to be externally located (and not within the building) and due to the proximity to surrounding apartments should be included within the assessment. *Noting that the car stacker would need to be selected during the detailed design stage, it is recommended that a model be chosen for the purpose of a baseline assessment being provided for in the Acoustic Report demonstrating compliance with the Environmental Protection (Noise) Regulations 1997 can be achieved. A condition for an updated Acoustic Report prior to the issuing of a Building Permit could then be imposed allowing for the final model of car stacker to be selected.*	The car stackers have not been acoustically assessed as the specific unit, and its emissions have not been identified. It would be misleading to assess any specific unit, which has operational characteristics, and noise emission different to that ultimately planned for the site. The proponent understands they cannot install just any car stacker. They also understand that any car stacker would be subject to noise measurements either by the City, or by the proponent's consultant, or by others. They are also aware and are prepared to only install and operate a car stacker which complies with the Noise Regulations. If, and when, that time arrives, that decision would only be made after receipt of appropriate acoustical advice.
The Acoustic Report has not considered the impact of emergency service vehicles entering, idling, and leaving the development. Whilst sirens on emergency service vehicles are exempt from complying with the assigned levels of the Environmental Protection (Noise) Regulations 1997, there is concern that there would be an amenity impact on surrounding residents. Consideration of this should be provided for in the Operations Management Plan.	The operation of emergency services vehicles is not a scheduled activity at the site. It is observed that the site is surrounded by numerous multi-storey residential buildings, which collectively can house a substantially larger number of residents than the 10 proposed at 37 Stuart St. Given this large number of neighbouring residents, it is more likely that emergency service vehicles may attend these residences, rather than the planned 10 individuals at 37 Stuart St.
The Acoustic Report has not considered noise emissions from potential activities performed in the 'courtyard' of the development. If it is a potential source of noise emissions (amplified music, patron/resident talking/behaviour etc), an updated report is required to address this noise generating activity. Alternatively consideration of this should be provided for in the Operations Management Plan.	Noise from courtyard activity has not been specifically assessed as it is not a scheduled activity. The noise from courtyard activity, as with activity from surrounding residential yards or balconies, is subject to self-control and management. Noise from potential activity in any outdoor area, whether at 37 Stuart St or surrounding neighbours would be subject to 'good neighbourly conduct'. Behaviour of people within the courtyard is addressed in the whole-of-site antisocial behaviour management provisions of the IDACC Management Plan, and complaints management procures exist for responding to issues such as noise disturbance from activities anywhere on the site including the courtyard.

City's comment	Applicant response
The Acoustic Report has not considered the noise impacts of the 'comings and goings' of staff and consumers to the premises 24 hours a day. Whilst it is not expected that the majority of this sound is assessed against the assigned levels of the Environmental Protection (Noise) Regulations 1997, the Acoustic Report is silent on any noise mitigation or management strategies that will be employed by the operators of the venue to mitigate this noise source, which may be a source of nuisance for surrounding residents.	The noise from the behaviour of individuals when outside, whether from 37 Stuart St, from surrounding residences, or general public passer-by's is subject to 'good neighbourly conduct'. Where specific individuals from 37 Stuart St behave in a non-ideal fashion, management measures can be implemented. The management at 37 Stuart St has no control over noise generated by the neighbours around the site, nor by members of the general public. We recommend that in such an event, queries be directed to the City, and to Law Enforcement. The IDACC Management Plan puts in place strategies for minimising noise and other disturbance from the comings and goings of consumers and visitors.
Design Review Panel Chair	
P1 - Context & Character: • *Even though the project is predominantly an internal fitout the proposal also includes a significant change to the front facade however the facade upgrade doesn't relate or respond to the adjacent Union Maltings building which has a very strong and specific character as well as architectural language.* • *Stuart Street ground level streetscape interactivity could be improved. Refer to further comments in the Safety Principle.*	The existing building dates from the 1920s. The redevelopment of façade reflects the gentrification occurring within the locality whilst ensuring the historical value of the site is preserved.
P2 - Landscape Quality: • *The proposal shows a green wall in the rear courtyard however doesn't provide any detail in relation to planter depth / volume, plant species or reticulation to ensure its viability.*	This can be addressed through a suitably worded condition of approval.
P4 - Functionality & Build Quality: • *The AC external units are not shown on the drawings however there is a small mechanical services platform shown on the roofplan which I assume will house the external mechanical units. It looks quite small in relation to the size of the building. Also given the amount of surrounding residential properties I would encourage the applicant to consider screening this platform which is not shown on the elevations.* • *The bin enclosure is located in the staff courtyard which could impact on the amenity of this space but no detail is provided on this. Is the bin enclosure a room with mechanical ventilation or an open screened enclosure? The bin enclosure also looks quite small in relation to the size of the building.* • *The car stacker has a row of on-grade parking bays in-front of it. Is one of these bays required for accessing the stacker as all bays are shown for parking?* • *Given the surrounding properties are predominantly residential some car stackers can be quite noisy which can initiate neighbour complaints. What type of stacker is proposed and does the City require further information or an Acoustics Report for this?*	Mechanical plant is to be located on the services platform located on the roof. The services platform is proposed to be screened with insulation to manage noise. Refer to the waste management plan included with the development application. Staff will be directed only to park in tandem bays when the car stacker bays are both occupied. The end tandem bays will be preferentially made available for staff who will be on-site for longer than two hours but who are on premises for short periods of time (for example, for outreach services). Refer acoustic comments earlier in this submission.

City's comment	Applicant response
P5 – Sustainability: • The project provides no information in relation to ESD. Even though the project is predominantly an internal fitout many ESD initiatives could considered. Will the project integrate renewable technologies such as PV solar panels, no gas (all electric), low VOC materials / finishes, low water and energy fittings as well as lighting etc. The applicant is encouraged to develop an ESD narrative and strategy for the project. Some of the Stuart Street openings appear to have box passive shading devices however the depth will generate minimal shading benefit from an ESD perspective. • All windows appear to be fixed meaning the internal spaces (especially the residential rooms) won't gain any cross ventilation.	ESD has been considered and will be incorporated where possible as outlined earlier this submission.
P8 – Safety: • Given the proposed use and existing anti-social behaviour in this area passive surveillance of the Stuart Street and Pendal Lane streetscapes should be maximised and can be improved. • The height of the windows shown on the 3d renders and elevations don't appear to match. The windows on the east side of the Stuart Street elevation (old warehouse area) are too high to generate passive surveillance of the streetscape and will likely overlap the upper level floor structure. A section would assist in illustrating this relationship. The applicant is encouraged to modify these windows in order to bring them down to an interactive height at ground level • The upper level balconies on the west side are fully enclosed by screening. Is this for visual privacy compliance as it would be highly beneficial to generate a greater passive surveillance of the laneway? • Many consulting and meeting rooms are located on the Stuart Street facade. These uses positioned on the streetscape often result in mirror windows, frosted glass, heavily tinted glass, opaque signage or blinds permanently pulled down. The applicant is encouraged to maintain maximum interactivity on this interface and visually transparent glass to all windows • Some of the window box shading devices appear to extend past the property boundary over the footpath at low level which may pose a safety issue on the footpath. These are shown on the renders but not shown on the floorplans. • I understand the applicant likely wants to downplay the legibility of the Stuart Street Staff Entry however the batten screening in-front of this entry generates a recessed concealed space which is not ideal from a safety perspective.	The proposed development is a reuse of the existing building. Windows fronting Stuart Street have been enlarged increasing passive surveillance. Pedestrian access has also been provided on Stuart Street. The proposed Operational Management and included security presence is deemed to address the same impacts as CPTED principles. The intent of the screening is to achieve a balance of privacy to adjoining residential properties and to allow passive surveillance viewing through the screen. The amount of visibility is adaptable and can be specified to meet any required standard for visual permeability. The premises will be operated 24/7 and the entry glazed to permit visibility from inside the building. Further, two safety and support officers will be rostered on at all times and patrol the perimeter of the IDACC facility to ensure that no antisocial or criminal behaviour is occurring in the immediate vicinity of the building including the building entries.

City's comment	Applicant response
P10 – Aesthetics: • The front facade does not appear to draw from, reference or interpret the local area's unique built form character. I would encourage the applicant to undertake a local built form character analysis and illustrate how the surrounding context informs the Stuart Street facade's materiality, colours and architectural language. • The Stuart Street elevation generally appears dis-jointed and un-cohesive with one large area of tiles, one large area of painted render, one large area of black metal cladding and some timber look battens. • The large blank block of black metal cladding on the Stuart Street facade isn't an acceptable interface to Stuart Street. • The front facade upgrade should establish a sympathetic relationship with the adjacent Union Maltings building which has a very specific character and architectural language. The applicant is encouraged to include a streetscape elevation or 3d render showing the proposal sitting alongside the adjacent Union Maltings building. The new façade upgrade should consider taking some cues from the adjacent building. • The Stuart Street heights / proportions of the windows and openings shown on the elevation and 3d renders don't appear to match making it hard to assess the actual intended outcome. Suggest these be reviewed and amended.	Refer above response to the City's comments on façade design.

2 RESPONSE TO SUBMISSIONS

Refer **enclosed** the applicant's responses to the City's schedule of submissions.

3 CONCLUSION

The amended development plans (site plan,) amended landscape plan and responses contained within this letter address the City's comments received on 30 June 2023 and public submissions received during the consultation period. We respectfully request the City proceed to finalise its assessment and favourable recommendation of the application to the Development Assessment Panel.

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

Yours faithfully,

REDACTED FOR PRIVACY PURPOSES

ROSS UNDERWOOD
SENIOR ASSOCIATE

230707 8278 Letter to City of Vincent - RFI

PS ref: 8278

20 July 2023

City of Vincent
Provided via email: Mitchell.hoad@vincent.wa.gov.au

Attention: Mitchell Hoad – Specialist Planner

Dear Mitchell,

LOT 3 (37-43) STUART STREET, PERTH
APPROVAL TO COMMENCE DEVELOPMENT - CHANGE OF USE TO COMMUNITY PURPOSE AND ALTERATIONS AND ADDITIONS
RESPONSE TO REQUESTS FOR FURTHER INFORMATION

We refer to correspondence received from the City of Vincent (**City**) on 19 July 2023 with a request for further information and summary of further submissions, and are pleased to provide the following response.

1 RESPONSE TO CITY'S REQUEST FOR FURTHER INFORMATION

Please refer to **Table 1** below for our response to the City's additional request for further information.

Table 1 – Response to City's ARFI

City's comment	Applicant response
Assessment of additional information	
<u>Staff Numbers</u> *Is the reference to four Outreach Service staff the total across both the Assertive and Responsive teams? If it is a total, how many of each team would there being during both business and outside of business hours?*	Yes, four staff across both teams. The Assertive team will work two shifts per day (2 staff each shift) • 5am to 10am • 5pm to 10pm The assertive team will operate largely offsite. The responsive team will also spend most of their time undertaking outreach activities outside of the facility. The Responsive team will work 24/7 and will comprise two staff per shift (three shifts per 24 hour period)
The Operations Management Plan also includes a reference to the four staff being on-site for 10 hours per day. Is this period different to the business hours (8:30am to 5pm) referenced?	This reference is made in reference to the assertive outreach team which will operate 10 hours per day across two shifts (5am to 10am and 5pm to 10pm) – this team will be operating largely offsite and may even commence shifts from partner's premises.
There is reference to staff who are on site for less than 2 hours. Is there an example of the type of staff that this may include (aside from the Outreach Service) and an indication of how many may be on site at any one time?	The TIS made reference to the Outreach teams who may attend the Stuart Street site. The two hour timeframe was an anticipated maximum timeframe. There are no staff, other than Outreach, that would be on-site less than two hours.

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PS
Level 1, 251 St Georges Tce, Perth WA
(08) 9227 7970
GPO Box 2709
Cloisters Square PO 6850
admin@planningsolutions.com.au
www.planningsolutions.com.au
ACN 143 573 184 ABN 23 143 573 184
Planning Solutions (Aust) Pty Ltd

City's comment	Applicant response
Use of Car Stacker *There is a reference to the car stackers not being used between the hours of 10:30am to 6pm, however this does not align with the 8:30am to 5pm business hours. Could you clarify the relationship between these and how this would align with shift times, as well as whether there would be any restrictions outside of these hours which would include the evening and early morning?*	The times referred to above for use of the car stacker as 10.30am to 6pm are INCORRECT as set out in the "Letter to City of Vincent – RFI" from Planning Solutions on Friday 7 July 2023. The correct timeframe per the "Applicant Response to Summary of Submissions" is 10.30pm to 6.30am. While we expect the car stacker will meet the acoustic requirements, the use will be limited outside of work hours as a measure of good neighbourly conduct.
In clarifying the shift arrangements it is still not clear how the on-site parking would be managed to avoid queuing new staff are arriving but are unable to access the on-site parking while staff from the previous shift are already on the site. Clarification on the shift arrangements and handover periods would assist in this regard.	The intent is to stagger shifts for different roles to eliminate queuing for onsite parking bays. The shifts will have a slight stagger in start and finish times e.g. 15/30 minutes to enable smooth transition of vehicle movements from onsite parking and staffing to ensure appropriate handover within the facility.
TIS *The TIS provides an estimate of traffic movements, but does not appear to account for staff on the site for the less than 2 hours. Similar to above could you clarify this number of staff that would be anticipated to be on site for less than 2 hours?*	As discussed above Outreach workers will be the only staff who may be onsite for less than two hours. As per the TIS, Item 6, point 3, the estimated trips are likely to be ten or less per day.
Similarly the TIS does not account for visitor movements. While advice was provided that there would be expected to be 2-3 consumers having visitors at any one time, clarification should be provided on the number of visitors anticipated during the day.	Residents in the short term beds shall be allowed one visit per day from relatives/close supports. While there are 10 beds, based on our other short term residential services only 30% are likely to have visitors and this service may be even less as it is only a 72 hour stay.
DRP Chair comments	
Context & Character and Aesthetics – The applicant's justification refers to the use of black metal cladding on the Bottleyard development. The cladding is used at a higher level on this building, with solid materials on the ground level. This is different to how the proposed black cladding is to be used on the IDACC building which features large areas of blank cladding on the ground floor. It is recommended that a compromise be found between the existing façade and the proposed treatments.	In light of the DRP chair's comments, we are prepared to remove the black metal cladding from the development. Refer **enclosed** amended plans showing the development without the black metal cladding.
Functionality & Build Quality – The use of the car stackers and parking management measures remains an area of concern and hasn't been addressed	Refer response above.
Sustainability – The adaptive re-use of the existing building as well as the sustainability initiatives provided in the applicant's response are a positive, but doesn't give any commitment to these being incorporated. Commitments should be provided to resolve this principle.	Of the sustainability initiatives the following will be provided: • Solar panels • LED lighting with daylight harvesting sensors • Energy efficient appliances • Water efficient fixtures • Heat pump water heaters • Combination of timbers, stone and natural plants to improve air quality • Install occupancy sensors to automatically control lighting and HVAC systems in common areas and office areas • Integrate recycling stations throughout the space to encourage proper waste disposal • Create at least one green walls or vertical gardens to improve air quality and aesthetics in rear garden area • Install efficient HVAC systems with programmable thermostats for better energy management • Create collaborative and multi-functional spaces to encourage efficient use of resources

City's comment	Applicant response
	• Incorporate sustainable and locally sourced materials to reduce carbon footprint Other initiatives will be investigated at detailed design stage if feasible. These include (but are not limited to): • Electrical storage batteries • Specifying non-volatile compounds and Low VOC materials • Carpet tiles with 100% recycled backing • Design flexible layouts to accommodate future changes and minimise waste • Use natural and organic materials for furniture upholstery and window treatments • Choose sustainable and durable materials for countertops and cabinetry • Use acoustic materials made from recycled content to enhance sound insulation
Safety – Passive surveillance of Stuart Street and Pendal Lane remains an area of concern and hasn't been addressed.	To create better passive surveillance to Stuart Street, windows towards the eastern end of the ground floor will be made as visually permeable. This part of the building will be staff offices and therefore confidentiality is not a concern for this area of the building. Windows at the western end of the ground floor will be required to be less permeable as they will be used for the assessment and counselling of clients of the IDACC service, therefore confidentiality is a primary concern. Windows will be permeable from the inside looking out, so passive surveillance of Stuart Street will be achievable. At the Pendal Lane frontage the kitchen will have an outlook to the parking area, and balcony screening will allow restricted viewing to Pendal Lane. Safety is more than just 'passive surveillance'; the 24/7 use and the on-site presence of safety officers who will patrol the building's perimeter provides a far superior outcome on safety.

2 RESPONSE TO SUBMISSIONS

The applicant's responses to the additional schedule of submissions will be provided under separate cover.

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

Yours faithfully,

REDACTED FOR PRIVACY PURPOSES

ROSS UNDERWOOD
SENIOR ASSOCIATE

230720 8278 Letter to City of Vincent - RFI.docx

CITY OF VINCENT

ATTACHMENT 5

Operations Management Plan

MANAGEMENT PLAN

IMMEDIATE DRUG ASSISTANCE COORDINATION CENTRE (IDACC)

37-43 Stuart Street, Northbridge

Version 2 – Revised

cyrenian HOUSE
ALCOHOL & OTHER DRUG TREATMENT SERVICE

Prepared in accordance with City of Vincent Planning and Building Policy 7.4.5 – Temporary Accommodation

July 2023

1. Background

This management Plan has been prepared in support of a Development Application for 37-43 Stuart Street to redevelop the property for use as the Immediate Drug Assistance Coordination Centre.

Version 1 of this Management Plan was submitted with the Development Application in March 2023. This, Version 2 has been revised following the public consultation period. It contains additional information highlighted as necessary as a result of submissions and feedback from the local community.

2. Overview - Immediate Drug Assistance Coordination Centre

The Immediate Drug Assistance Coordination Centre (IDACC) is an initiative of the WA Government and is being funded via the Mental Health Commission (Commission). The IDACC will provide immediate assistance for people, and their families, requiring treatment and support for their alcohol and/or other drug issues.

Cyrenian House has been selected by the Commission as the preferred respondent to operate this new service. Cyrenian House intends to subcontract some elements of the service to other community organisations/health providers. The subcontractors include Uniting WA, Nyoongar Outreach Services, 360 Health + Community, and Cambridge Clinic.

The IDACC service is planned to begin operation as soon as an appropriate facility is ready for occupation, and other preparations including staff recruitment and training have been completed.

Proposed IDACC facility – 37-43 Stuart Street, Northbridge

The IDACC is proposed to operate from the building at 37-43 Stuart Street, Northbridge that is the subject of the current Development Application.

The IDACC Facility will provide 3 main service components – Drop in Hub, Short Term Crisis Beds and Assertive Outreach and Care Coordination Team. As required by the WA Government, the IDACC facility will operate 24 hours a day, 7 days per week and 365 days per year. It will provide culturally appropriate and person-centred support to individuals and significant others experiencing alcohol and other drug crisis.

A. Assertive Outreach and Care Co-ordination service (AO&CC)

The Assertive Outreach and Care Coordination service has a focus on engaging with street present and other individuals in a location which is suitable for the consumer, including outreach into a consumer's home.

The AO&CC service will have access to 2 vans which will be utilised to transport staff to outreach locations, as well as transport consumers to and from the IDACC facility and other treatment services as required.

The outreach teams will operate with four (4) staff for 10 hours of each day, and for the remaining 14 hours of the 24 -hour period, will drop to two staff.

The AO&CC service will work from a brief intervention and harm reduction model, providing assisted referral, risk assessment and management and transport to and from the Hub or other relevant treatment services as required. The AO&CC Teams engagement with consumers will focus on health and social care needs. The AO&CC service will be comprised of 2 sub-services/teams – these are:

- ***The Responsive Outreach Team***

This team will cover the entire metro area and will travel in response to calls for assistance. It will operate 24 hours per day, 7 days per week. The Responsive Outreach team will operate from the IDACC 24 hours per day. In practice though they will spend the majority for their time travelling across metropolitan Perth providing outreach services, and transporting clients either to, or away from, the IDACC facility.

- ***The Assertive Outreach Team***

This team will patrol the inner-city areas and will operate 10 hours per day, 7 days a week.
Staff working in the AO&CC will spend much of their time working in the community away from the IDACC facility. When they are on site at the Stuart Street building they will occupy office space on the Ground Floor of the building.

B. The IDACC Hub

The IDACC Hub will occupy much of the Ground Floor of 37-43 Stuart Street. It will be an immediate access walk in facility, providing a safe, trauma informed, co-designed, low stimulus environment for individuals experiencing an alcohol and other drug (AOD) related crisis, offering short term support and stabilisation.

The IDACC Hub will operate 24/7, providing assessment, brief intervention, harm reduction, risk assessment and management, recovery planning and treatment linkages, holistic/welfare support, peer support and follow up.

The IDACC service can be accessed on a drop-in basis, or via phone setting up an initial appointment. There will be relatively few prearranged appointments. Where these occur they will generally be made during business hours.

The Hub nurse's will undertake an initial triage for any individual brought to the Hub. This initial triage will determine consent, physical and mental health needs, risk and suitability of the service. A Brief Risk Assessment will be completed for all consumers during this triage process.

If at the point of triage, it is determined the Hub is an appropriate option, the consumer will be connected to a Counsellor/Educator within the Hub. The Counsellor/Educator will work to engage the consumer as appropriate. Peer Workers will also be employed in the Hub, supporting consumers through the process and part of the multidisciplinary team.

Any consumer who is not suitable to be assessed at the IDACC Hub will have an alternative plan developed and implemented which will likely include transport to other services, or back to safe accommodation.

Once the consumer's presentation is stable and the Counsellor/Educator has established rapport, a full bio-psycho-social assessment will be completed collaboratively with the consumer and any support person present with the consumer. The assessment will help establish the needs of the consumer and which staff or services in the Hub will be most beneficial in resolving their crisis and immediate needs.

The IDACC Hub staff will work collaboratively with the consumer to develop a service coordination plan. This may include referral to services to resolve the immediate crisis and/or referral to services that will support the individual's identified ongoing treatment and support goals.

C. Short Term Crisis Beds

The Short-Term Crisis Beds (STCB) service will offer safe accommodation for up to 72 hours for individuals requiring a private, safe space during an AOD related crisis. Ten (10) short term crisis beds will be built within the building at 37-43 Stuart Street and will occupy the western portion of the first floor of the building.

The 72 hour period is a guide only, and it will be possible for clients to stay slightly longer where this is necessary to effect a safe and planned discharge from the service. Discharge planning will occur immediately on entry to the service to ensure there is a practical and safe plan for the client's discharge from the service. For in the case where the 72 hours expired at 2am, the client will be held until the morning when their discharge plan can be enacted safely.

All planned discharges will occur during the day rather than at night wherever possible.

The STCB will provide a quiet space for individuals requiring a safe space to sleep after the acute phase of intoxication, or a quiet low stimulus environment to recover for up to 72 hours from their AOD crisis. Significant others impacted by the AOD use of a loved one will also be assessed for suitability to utilise the STCB for up to 72 hours, providing a safe respite from their crisis situation.

The IDACC service will work hard to encourage all clients to stay for the duration of their planned 72-hour stay. Where a consumer chooses to leave early, the service will work to connect the consumer with their family or other services.

The aim of the Short Terms beds is for people to stay the full 72 hours and not leave the IDACC building at all unless supervised to do so. All consumers will be strongly encouraged to comply with this request.

Where clients do choose to leave and then come back there will be a 5pm curfew in the evening for return, and in the morning an 8am morning curfew before which time consumers will not be able to leave and then return to the service. If they do leave during a curfew period and then return to the service, they will be required to be reassessed before potentially being admitted to the service.

The IDACC service will not be able to 'hold' people if they choose to leave.

The service will take a holistic approach to consumer treatment, inclusive of; monitoring and support, ongoing physical and mental health assessment, risk assessment and management, harm reduction, warm referral and linkages to ongoing treatment, provision of treatment via a brief intervention model, welfare support, primary needs support (laundry, showers and food), exit planning and follow up.

The STCB area will have a no alcohol and other drug policy. Consumers will also be offered Nicotine Replacement Therapy (NRT) to assist with the no smoking policy within the IDACC.

Given the short nature of the stay at IDACC (72 hours) it is not expected that visits will be a prominent feature of the service.

The Short-Term Crisis Beds residents will have scheduled visit times for family and friends and these will be scheduled and arranged by the IDACC on an appointment basis during business hours.
These visitors will arrive via the main entrance and be recorded and screened by staff.

Visitors will be required to abide by the Hub Code of Conduct during their visit to the IDACC building (see attachment).

No more than two visitors will be allowed for each consumer at any visit.

Visits will occur on an appointment basis to ensure that space and staffing resourcing is available to manage the visit. It is therefore unlikely that more than 2-3 visits for different clients will occur concurrently.

Medical services (externally provided)

The IDACC is not a medical service or a hospital. The focus of interventions is psychosocial. However medical services are provided as an adjunct as part of a holistic approach to care and risk.

All consumers in the STCB will be offered an appointment with a doctor at Cambridge Clinic within 24 hours of admission (Monday to Friday). These pre-arranged and pre-purchased appointments will allow for quick access to a specialist AOD practitioner. Within these sessions, primary health needs will also be assessed. Transport to the clinic daily will be supported by the IDACC facility.

Access to doctors on weekends will be via the on-call system with Cambridge Clinic. In addition to daily appointments at Cambridge Clinic, a clinic doctor will be onsite within the IDACC facility one day per week.

The doctors providing the service will only be on site one day per-week with most medical appointments occurring off-site at Cambridge Clinic.

Staff at the IDACC will supervise the administration of medication to consumers where this has been prescribed by a doctor. Medication will be stored on-site for this purpose.

The primary interventions occurring at IDACC are not medical or pharmaceutical. Interventions will largely be psychosocial and/or welfare related in nature. However, it is acknowledged that people will present at the IDACC with medical needs and pre-existing conditions. The service is therefore resourced to be able to safely engage with these medical issues.

The doctor visiting once per week will be provided with an on-site parking space.

Staffing at the IDACC facility

The IDACC facility will operate 24 hours per day, 7 days per week. During business hours, up to 20 IDACC staff will be on site at 37-43 Stuart Street Northbridge engaged in counselling, client-support and care, and administrative and other support activities.

In addition, Cyrenian House plans to relocate up to 12 staff from other non-IDACC programs to the facility to provide services and support functions currently provided at Cryrenian House's 318 Fitzgerald Street facility. These additional staff will provide education and counselling services and administrative support activities. The Assertive outreach team of the IDACC will also be based at the IDACC facility and will be on-site at the times they are not outreaching to other locations around the metro area.

In summary, approximately 30 staff will be on site during business hours at 37-43 Stuart Street. After hours the staff on-site at the IDACC facility will number approximately 10-12 staff.

Staffing after-hours at the IDACC facility will generally comprise:

- Two Nurses
- Two Security Officers
- One After-Hours Coordinator
- Two to four outreach staff
- Night Supervisor (short term beds)
- One Counsellor
- One Peer Worker

Clients (consumers) at the IDACC facility

At any one time it is expected that up to 30 consumers to be on-site at the IDACC facility. Ten of these consumers will be accommodated in the 10 short-term beds on-site on the first floor of the building.

The other 20 consumers will be situated in the Hub (ground floor) and will be provided with assessment, counselling and support.

IDACC Management and Staffing Structure

The IDACC will be managed and lead by the IDACC Service Manager with oversight from the Cyrenian House General Manager Non-Residential Services. Executive oversight will then be provided by the Cyrenian House Chief Operating Officer, and ultimately the Cyrenian House CEO, Ms Carol Daws.

Security at the IDACC facility

Security will be provided at the IDACC facility by 2 Safety Support Workers always rostered on. These staff will be trained and licensed "Security Officers" (Security and Related Activities Control Act, 1996). These staff will operate based on the successful model already operating at the UnitingWA's *Tranby Engagement Hub* and will be employed by Uniting WA.

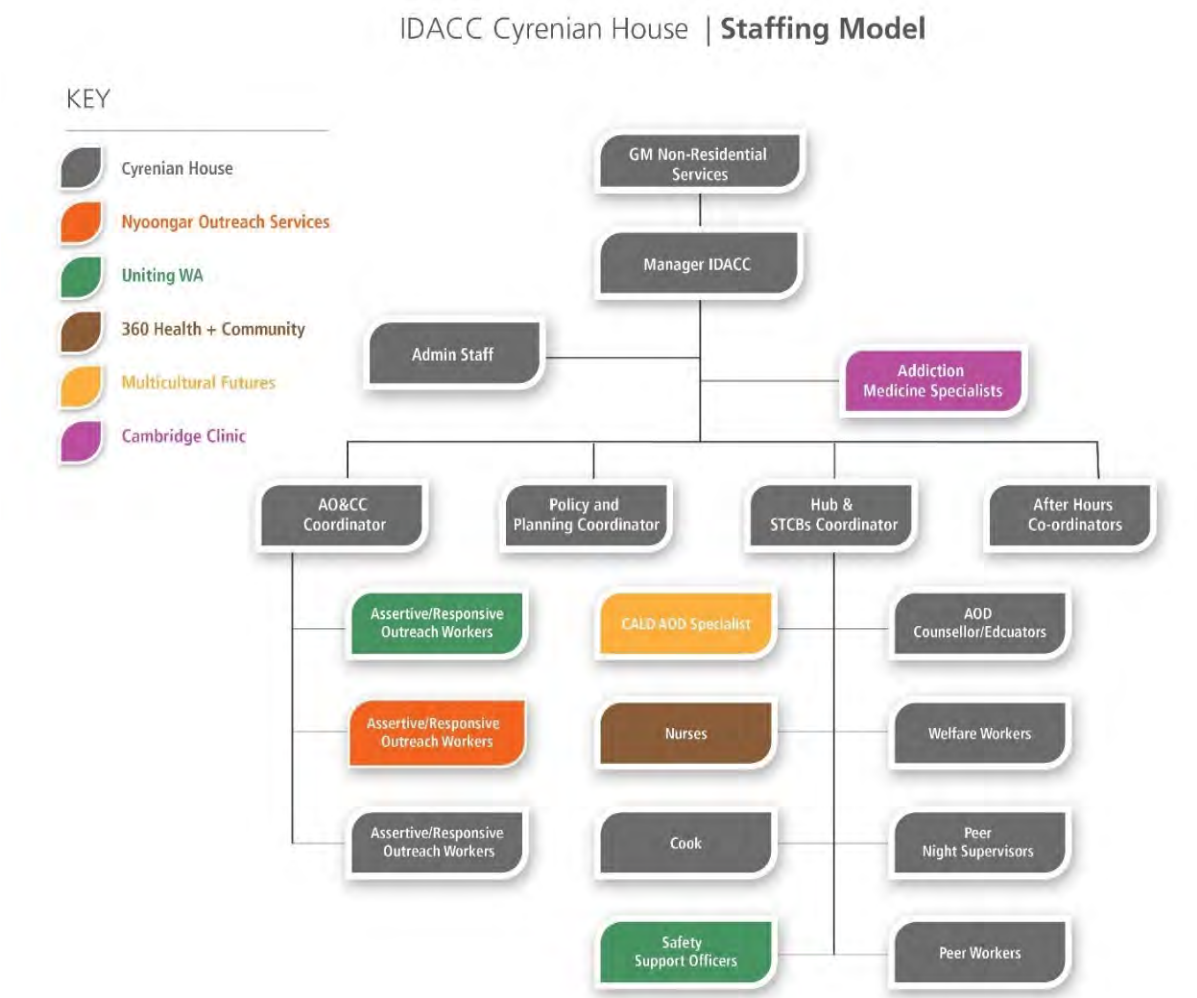
Safety and Support Officers will be an integral part of the IDACC team and integrated into the service to ensure they support the overall aims of the service. When de-escalation has been unsuccessful and the safety of staff and other consumers in the IDACC is at risk, Safety and Support Officers will utilise restraint techniques, and/or call Police where necessary.

Safety and Support Officers will also patrol the perimeter of the IDACC facility to ensure that no anti-social or criminal behaviour is occurring in the immediate vicinity of the building.

The Security Officers will patrol the external perimeter of the IDACC building and will make observations down Pendal Lane and will look across into Robertson Park. Should they observe any criminal or antisocial behavior in these areas they will contact Police for attendance.

The entire perimeter of the IDACC property is covered by CCTV except where this impinges on the privacy of joint properties. External lighting is positioned to illuminate the front of the building and the car park area adjoining Pendal Lane.

Figure 1. Staffing structure for the IDACC service and facility



2. Specific management strategies

Security at the IDACC facility

Security will be provided at the IDACC facility by having two Safety Support Workers always rostered on. These staff will be trained and licensed "Security Officers" (Security and Related Activities Control Act, 1996). These staff will operate based on the successful model already operating at the UnitingWA's *Tranby Engagement Hub* and will be employed by Uniting WA.

Safety and Support Officers will be an integral part of the IDACC team and integrated into the service to ensure they support the overall aims of the service. When de-escalation has been unsuccessful and the safety of staff and other consumers in the IDACC is at risk, Safety and Support Officers will utilise restraint techniques, and/or call Police where necessary.

Safety and Support Officers will also patrol the perimeter of the IDACC facility to ensure that no anti-social or criminal behaviour is occurring in the immediate vicinity of the building.

Procedure for clients not suitable for IDACC

When clients present to the IDACC service it is possible that they may not be suitable for assistance at the service. This may be because they do not have an alcohol and other drug problem, they are unwilling to be supported or assessed, or they are seeking support for an issue other than alcohol and other drug use. It is also possible that they are unwell or injured and therefore require medical care, including hospital-level care.

In these instances, IDACC staff will assess the situation and will provide one of a range of responses dependent on the situation. These may include:

- Significant injury or illness – transport to hospital by IDACC staff or calling an ambulance
- Disruptive or violent behaviour – containment by IDACC security staff and calling Police
- Requiring another service (e.g. homeless) – IDACC (or family or friend) transport to another service.

In all of the above instances, and with the consent of the client, a supportive family member of friend will be contacted to potentially participate in the plan for the client to access an alternative service.

IDACC staff are to take reasonable steps to prevent the client who is not suitable from remaining in the vicinity of the IDACC building without a clear plan where they best need to go.

Access to the building

There will be 2 entry points to the building, a Main Entrance located towards the eastern end of the building on Stuart Street, and a Staff Entrance located to the east of the Main Entrance also on the

Stuart Street side of the building. Both entrances will operate 24 hours per day and seven days per week. The IDACC building will be operational and staffed at all times.

The Main Entry to the building will be used by consumers accessing the IDACC and by residents of the Short Term Crisis Beds. Entry by these consumers of the service will be controlled via a staffed reception and triage desk staffed by a nurse and Safety Support Workers (Security Officers).

Residents of the Short-Term Crisis Beds will check out with staff and return via a check in at reception and triage via the IDACC Main Entrance. A 5pm curfew will operate for residents of the Short Term Crisis Beds. Residents returning after 5pm (or leaving before 8am) will be admitted to the Hub area on the ground floor and will be reassessed before potentially being re-admitted to the Short Term Crisis Beds if still suitable for this service.

Residents of the Short Term Crisis Beds will be registered on the Pharos bed management system and their identity will be checked every time they re-enter the building. They will also be screened for any intoxication (including being breathalysed) or other significant health issues every time they re-enter the building. Intoxication will be managed within the both the Hub and the Short-Term Crisis Beds up to the point where either behaviour, or injury or illness requires transfer to Police custody or hospital care.

Staff will access via the IDACC building via the staff entrance (located on Stuart Street to the west of the main entrance) utilising a swipe card system.

Tradespeople and suppliers will be asked to present themselves at the main entrance to the IDACC building.

Ambulance Access

Ambulances will access the IDACC facility via the dedicated Ambulance Parking Bay. Ambulances will be able to access the building via the Stuart Street end of Pendal Lane. Cyrenian House will negotiate with the Ambulance service to require that they approach and leave the premises via Stuart Street rather than via Pendal Lane.

In addition, Cyrenian House will negotiate with the St John Ambulance that sirens are not to be used when dropping clients off at the IDACC building.

Staff and visitor parking

Staff will park in the allocated secure staff parking at the western end of the building.

Visitors will park their cars in the public parking areas on the street.

The majority of IDACC consumers will use public transport to come to the IDACC or they will be transported to and from the service via friends and family, or by referring service providers. The IDACC Outreach Team will also very often transport consumers to the IDACC Hub.

Staff and all visitors are instructed and required not to utilise Pendal Lane as a thoroughfare when arriving and departing the facility. Arrivals and departures are required to be via the Stuart Street end of Pendal Lane.

Short Term Crisis Beds resident's parking

Residents will not be allowed to store their cars on the property or in the street parking. Before someone is admitted to the Short-Term Crisis Beds arrangements will be made for transport of their car in the rare event that they have driven to the service themselves.

Management of visitors

Visitors to the IDACC building will park in the available street parking.

The Short-Term Crisis Beds residents will have scheduled visit times for relatives and friends and these will be scheduled and arranged by the IDACC on an appointment basis during business hours.

These visitors will arrive via the main entrance and be recorded and screened by staff.

Visitors will be required abide by the Hub Code of Conduct during their visit to the IDACC building (see attachment).

Deliveries

Deliveries and suppliers will park in the staff carpark and will then present themselves via the Main Entrance. Deliveries will take place between 7am and 3pm via the on-site car park. Deliveries will be for general supplies and food and office supplies.

Servicing and cleaning

The IDACC building and service will utilise a hybrid model for serving and cleaning. In-house staff will undertake a portion of the operational and ad-hoc cleaning of the kitchen, office facilities and bedrooms. In addition, contract cleaning services will be engaged for regular cleaning and deep cleaning.

Any cleaning by external cleaning contractors will occur during business hours (between 10am and 4pm).

The IDACC building will be fitted with several commercial washing machines and dryers as well as commercial dishwashing and other cleaning equipment.

Antisocial behaviour management

Antisocial behaviour will not be tolerated both within the IDACC building and in the exterior vicinity of the building. The overall objective is to maintain a safe and disturbance-free environment for staff, consumers and local residents adjacent to the facility. Measures to support this objective are:

- There will be a Code of conduct for all IDACC consumers and visitors (see attached).

- All visitors and consumers will be screened and assessed on entry to the IDACC Hub.
- CCTV cameras will cover all main internal areas and the externally areas adjacent to the building.
- Two Safety Support Workers (Security Officers) will be on duty 24 hours per day, seven days per week. They will be stationed in the IDACC hub on the group floor and will also patrol the exterior of the building periodically during the day and night. They will also be available to respond to any incidents that occur either within the building or in the immediate exterior vicinity of the building.
- All IDACC staff will be trained in de-escalation techniques.
- The IDACC will have a formal relationship with WA Police, ensuring responsive support from Police where this may be needed.
- There will be an on-call system to provide senior-level support from Cyrenian House in the event of any incidents.

Balcony management

The first-floor balcony at the western end of the building is provided for the use of the residents in the Short Term Crisis beds part of the IDACC service. Short-term Crisis Beds residents are able to access this area for recreation activities during the daytime and early evening.

The balcony is fully enclosed by a semi-transparent steel mesh structure. The only access to the balcony is via the first floor Short-Term Crisis Beds Facility.

The balcony will be managed in the following way:

- The balcony is accessible between the hours of **7am thru to 9pm**.
- Access to the balcony is controlled by IDACC staff and the balcony access door(s) will be locked by staff no later than 10pm and unlocked by staff no earlier than 7am.
- Residents of the Short-Term Crisis beds are informed that there is ZERO tolerance for excessive noise or other anti-social behaviour on the balcony.
- Any resident who causes repeated excessive noise or anti-social behaviour on the balcony will be exited from the IDACC service.
- Any structured activities on the balcony will be supervised by staff.

Engagement with local residents

The IDACC facility and service is situated in an area that contains a number of residential dwellings. The IDACC service has been designed to co-exist with the local community and to play a positive part in improving the amenity and safety of the area. Strategies such as security patrols, lighting, CCTV, and procedures to minimise disruptions after-hours are part of the approach to managing this important relationship.

In addition, Cyrenian House will work with the local community to establish an ***IDACC Community Advisory Group*** to enable a forum for ongoing consultation and engagement. The terms of reference from this group will include:

- Information sharing about the IDACC service and any issues likely to impact both IDACC and local residents
- Consultation on key operational matters that have the potential to impact on residents
- Providing a forum for concerns to be raised, addressed and monitored.

Complaints management policy and procedure

Cyrenian House has well-developed complaints process already in place that will also be utilised for the IDACC service. The Cyrenian House Complaints Policy is attached to this management plan.

For local residents living near the IDACC building, in addition to existing complaints processes, a procedure has been developed specifically for local residents who live near the IDACC building. This procedure is attached to this Management Plan.

In summary local residents who wish to report an issue or incident will be advised to telephone the IDACC via the 24/7 phone number for the service. Once they identify themselves as a local resident wishing to report an incident they will be transferred to the most senior staff member on site at the time (either the IDACC Service Manager, or an After Hours Coordinator). The aim of this interaction will be to respond to a resolve the incident or issue as soon as possible (preferably immediately).

If after this initial contact the local resident is not satisfied the issue has been appropriately responded too they will be able to contact a member of the Cyrenian House Senior Management team, and/or make a formal complaint via the Cyrenian House website. The complaint will then be managed responsibly as per the Cyrenian House Complaints Policy.

Visitors and resident complaints will be managed via the existing Cyrenian House Complaints Policy our existing complaints policy.

Review

This document shall be reviewed at least annually, or more frequently if required, and any significant changes submitted to the City of Vincent.

3. Appendices

- **CODE OF CONDUCT IN THE IDACC HUB and SHORT-TERM CRISIS BEDS**
- **CODE OF CONDUCT FOR IDACC VISITORS**
- **Complaints Procedure – local residents**
- **Cyrenian House Complaints Policy**

CODE OF CONDUCT IN THE IDACC HUB and SHORT-TERM CRISIS BEDS

- We have a ZERO TOLERANCE approach to any form of aggressive behaviour.
- We have a ZERO TOLERANCE approach to any form of substance use or presence of alcohol or drugs within the service.
- To ensure a safe and supportive environment for all our consumers and staff we ask that you:
    - Treat workers with respect, consideration and dignity
    - Treat other consumers with respect, consideration and dignity
    - Respect the privacy and confidentiality of other consumers accessing the service
    - Answer questions truthfully and inform workers of relevant mental, physical or psychological health and drug use issues as accurately as possible to enable best care
- Please be mindful of topics of conversation and refrain from drug raving, sexual references, and inappropriate comments.
- Please respect our residential neighbours by keeping noise to a minimum, particularly during the hours of 9pm and 7am.
- Use of the balcony is restricted to Short-Term Crisis Beds residents between 7am to 9pm, and there is a ZERO TOLERANCE for excessive noise or other anti-social behaviour on the balcony.
- We have a strictly **No Smoking policy** throughout all our facilities, and smoking will not be tolerated.

CODE OF CONDUCT FOR IDACC VISITORS

- We have a ZERO TOLERANCE approach to any form of aggressive behaviour.
- We have a ZERO TOLERANCE approach to any form of substance use or presence of alcohol or drugs within the service.
- To ensure a safe and supportive environment for all our consumers, visitors and staff we ask that you:
    - Treat workers with respect, consideration and dignity
    - Treat other consumers and visitors with respect, consideration and dignity
    - Respect the privacy and confidentiality of other consumers and visitors accessing the service
- Please be mindful of topics of conversation and refrain from drug raving, sexual references, and inappropriate comments.
- Please respect our residential neighbours by keeping noise to a minimum, particularly during the hours of 9pm and 7am.
- We have a strictly **No Smoking policy** throughout all our facilities, and smoking will not be tolerated.

Immediate Drug Assistance Coordination Centre (IDACC)
Complaints Procedure for local residents

The Immediate Drug Assistance Coordination Centre operates at 37-43 Stuart Street, Northbridge. The centre provides immediate care and assistance to people who require help with alcohol and or other drug problems. The centre operates 24/7 and is staffed at all times.

Cyrenian House and its partners are the operators of the IDACC on behalf of the WA Government. Cyrenian House has a comprehensive plan in place for the safe and effective management of the IDACC service. Part of this plan is a commitment to work collaboratively with the local community to quickly respond to and resolve any issues or complaints from local residents.

The following procedure should be used if you wish to report an incidents or problems associated with the operation of the IDACC. This can include things like disturbances, noise or antisocial behaviour occurring in and around the IDACC building.

In the event of a disturbance or to make a complaint first:
Call the IDACC Service on ph XXXXXXXX (number to be confirmed) 24 hours per day 7 days per week.

Staff at the IDACC will then respond to the issue and attempt to resolve any problems as quickly as possible. You will be asked for your address, the nature of the disturbance/complaint and location of the disturbance. You will also be asked for a contact number so that IDACC management can follow-up with you once the complaint is investigated/resolved.

The IDACC has its own security team and in instances of antisocial behaviour either inside or immediately outside the IDACC our security team will respond directly to the incident and attempt to resolve the situation. If they are unable to resolve it themselves then Police will be called for assistance.

In the event of an emergency, or any serious safety concerns:
please call Police immediately on 000.

If the issue is not resolved to you satisfaction following your call to the IDACC service we recommend lodging a formal complaint with Cyrenian House via the feedback page of our website at.
https://cyrenianhouse.com/contact-us/

Your complaint will then be investigated and responded to in line with our Consumer Suggestions, Compliments, and Complaints Policy – see attached policy overleaf.

CONSUMER SUGGESTIONS, COMPLIMENTS AND COMPLAINTS POLICY

PURPOSE AND SCOPE

The purpose of this policy is to ensure Cyrenian House workers are provided with guidance on a best practice, and consistent process to address consumer suggestions, compliments and complaints.

This policy applies to all consumers accessing Cyrenian House services, including people with alcohol and other drug and co-occurring mental health issues, and significant others. Consumers have access to this policy on request and will be supported in understanding the policy and its procedures.

This policy applies to all Cyrenian House services and programs with the exception of feedback received at North Metro Community Alcohol and Drug Service regarding medical treatment programs or medical staff. A separate Integrated Services Policy covers this service.

DEFINITIONS

Minor Complaint refers to a complaint that would be considered by a reasonable person to not potentially impact on the safety or efficacy of a service (an example may be feedback on the quality of coffee available in a waiting room; or the décor in a counselling room). Compliant can be easily resolved at the service level.

Moderate complaint. Issues that may require a more involved investigation. Potential to impact service provision/delivery. Legitimate consumer concern, especially about communication or practice, but not causing lasting detriment. May be some potential for legal action.

Major complaint. Significant issues of standards, where it is likely input from the manger is required quality of care, or denial of rights. Complaints with clear quality assurance or risk management implications or issues causing lasting detriment that require investigation. Threat of legal action and Ministerial notification.

Serious complaint. Issues regarding serious adverse events, sentinel events, long-term damage, grossly substandard care, professional misconduct or death that require investigation. Highly probable legal action and Ministerial notification

Consumer refers to an individual accessing Cyrenian House services currently or in the past.

Worker encompasses all employees, volunteers, students and other workers who represent or deliver services on behalf of Cyrenian House.

A **consumer complaint** is any expression of dissatisfaction, made by or on behalf of a consumer or significant other, regarding the treatment provided by a service.

A **consumer compliment** is an expression of satisfaction and/or gratitude by, or on behalf of a consumer or significant other regarding the treatment provided by a service.
A consumer suggestion is a recommendation for service improvement made by a consumer or significant other.

RATIONALE

Consumers provide unique expertise due to their lived experience of alcohol and other drug and mental health issues. Consumer suggestions, compliments and complaints should be welcomed and dealt with in a consistent, transparent, fair and timely manner.

A suggestions, compliments and complaints management process is an important strategy for gaining feedback about the service and is fundamental to the delivery of quality care. An effective and efficient suggestions, compliments and complaints management process enables Cyrenian House to resolve disputes, obtain feedback from consumers and provide strategies for service improvement.

GENERAL PRINCIPLES

- A suggestions, compliments and complaints management process is an important strategy for gaining feedback about the service and is fundamental to the delivery of quality care.
- All workers are committed to providing a fair feedback process and efficient resolution of complaints regarding the service and/or workers at all levels.
- Workers will consider complaint resolution as a learning and improvement opportunity for themselves and the service more broadly.
- The procedure for handling complaints will be fair for both the complainant and respondent and dealt with in a timely manner.
- All consumers will be made aware of their right to provide suggestions, compliments and complaints and supported in their understanding of the process whilst discussing Consumer Rights and Responsibilities.
- Consumers have the right to provide a suggestion, compliment or complaint about the service without fear of it impacting Cyrenian House service provision.

POLICY

All workers will encourage consumers to provide suggestions, compliments and complaints and these will be actioned in an open, receptive and transparent manner. Cyrenian House workers will encourage consumers to continue accessing services after providing a suggestion, compliment or complaint. To ensure the consumer is comfortable continuing to access the service, the Manager may arrange an alternative staff member to provide the service.

Consumers may choose to make a suggestion, compliment or complaint directly to the service or via the Cyrenian House executive team.

Consumers have the right to use an advocate of their choice to negotiate on their behalf with the service.

All feedback is to be recorded on the Consumer Feedback Form, which can be completed by either the consumer directly or the worker recording the feedback on behalf of the consumer.

At any time consumers may submit suggestions, compliments or complaints anonymously and these will be managed in accordance with this policy.

When investigating a complaint, all parties involved will be kept informed and engaged in the process, and principles of natural justice will be applied.

PROCEDURES

To ensure that all suggestions, compliments and complaints are received, recorded and collated the following processes should be followed:

- Consumer Feedback Boxes should be emptied at least twice per week by the Service Manager or Coordinator.
- Suggestions, compliments and complaints are often received in writing either using the Consumer Feedback Form or via email. When received verbally, the staff member receiving the feedback may use the Consumer Feedback Form to record the details of the suggestion, compliment or complaint and proceed with the suggestion, compliment or complaint management process with the consent of the consumer.
- All suggestions, compliments and complaints, and Complaint Evaluation Forms received will be reviewed by the relevant Cyrenian House manager. Where the complaint or other feedback is minor, and the issue contained to that service only, the Manager will manage the response locally, with no requirement to report the complaint to the General Manager or CEO.
- Where the compliant is moderate, major or serious it will be reported to the General Manager. The General Manager will report these complaints to the CEO. Major or Serious complaints will also be reported to the relevant funding body as required by contract. Major or serious complaints will also be reported to the Committee of Management by the CEO.

PROCESS FOR MANAGING SUGGESTIONS AND COMPLIMENTS:

- The Service Manager or Coordinator will record the feedback received on the Suggestions, Compliments and Complaints register for their site, outlining the nature of the feedback and all relevant details.
- Where contact details are provided, the Service Manager or Coordinator will acknowledge receipt of the suggestion/compliment with the responder and take other relevant action (i.e. staff commendation).

PROCESS FOR MANAGING COMPLAINTS:

- The Service Manager or Coordinator will record the complaint on the Suggestions, Compliments and Complaints register and send an acknowledgement of the complaint to the complainant within five (5) working days.
- The Service Manager or Coordinator will assess and investigate the complaint, making recommendations and taking action to resolve the complaint. In general, the process should include:
    - Informing the complainant of the process to be undertaken
    - Informing any party accused of any improper action of the nature of the complaint being made and providing them an opportunity to respond with their perspective on what occurred.
    - Investigate the complaint. The purpose of the investigation is to obtain a sufficient amount of clinical and other information in order to decide what has occurred and identify appropriate action.
    - Providing a draft summary of findings to the complainant, and to anyone complained about, prior to finalisation.
    - Resolve the complaint. At the end of the investigative stage, the parties to a complaint are advised about the outcome. This may be achieved by providing a copy of the investigation report or it may be more appropriate to communicate the report's information in a letter format. Where a number of individuals have been identified, it is essential for privacy considerations that the reports to individuals will only contain those aspects of the complaint that deal directly with them. The report will therefore need to be abridged, and a covering letter explaining why an edited version has been provided, for each individual respondent.
    - The final summary or letter should include what was reported, what is reasonably considered to have most likely occurred, and what has been done to resolve the complaint. The resolution information should include summarising any action already taken or planned to be taken to address the issue – either as redress (such as an apology or refund), or at a systemic level to reduce risk of reoccurrence into the future (such as revision of a policy, or modification of training content).
- Where possible, the matter should be resolved quickly, and at the local level.
- A final written response and a Consumer Complaint Evaluation Form and pre-paid envelope should be sent to the complainant within 30 working days of receipt of the complaint. If the complaint is significant enough to have warranted reporting to the General Manager, then the General Manager or CEO should approve the final letter and summary before it is sent.
- If there is a delay the Service Manager or Coordinator should advise the complainant and provide updates on the progress of the investigation at 15 working day intervals.
- The Service Manager or Coordinator will update the Suggestions, Compliments and Complaints register with the outcome of the complaint, including actions taken and/or to be taken.
- The General Manager and should be kept updated on the complaints process throughout its duration, in those cases where it is serious enough to have initially been reported to the General Manager. The General Manager is responsible for keeping the CEO appropriately updated proportionate to the severity and significant of the complaint.

- If, despite Cyrenian House's best efforts a complaint is unable to be resolved and is referred to an external agency it is considered closed/resolved for reporting purposes.
- If a complaint is lodged via an external agency, Cyrenian House will endeavour to adhere to timeframes specified above. If the complaint is being managed by an external agency, Cyrenian House becomes a 'respondent' in the case. The external agency is likely to control the timeframes with input from Cyrenian House as appropriate.
- Should consumers not be satisfied with the complaint resolution process they can refer to the Health and Disability Services Complaints Office (HaDSCO).

Consumers can contact the HaDSCO to discuss options or request a complaint form on (08) 9323 0600 or 1800 813 583 or can access information and register a complaint online at www.hadsco.wa.gov.au/complaints/health.cfm

CONTINUOUS SERVICE IMPROVEMENT

Cyrenian House will monitor and evaluate the complaint management policy and practices. This includes:

- Checking that effective notification to the General Manager (and possibly CEO of all relevant complaints is occurring. and that the agreed process is followed and recorded.
- The workers involved in complaints being informed of and included in the complaint management process.
- 'Closing the loop' by making sure that recommendations from reviewed complaints are implemented, reviewed and evaluated.
- Evaluating the policies and practices on complaints to decide effectiveness and make improvements.
- Monitoring whether complainants are satisfied with the complaint resolution process.
- Audits of the complaint management system against predetermined criteria.
- Involving consumers and staff in the future review and any change in the design and evaluation of the complaint management system.

STANDARDS MONITORING

The service monitors relevant standards in relation to this policy, ensuring the policy is able to be applied in practice.

REVIEW OF THE POLICY

This policy will be routinely reviewed as needed, based on its application to practice at the service, any relevant amendments to the legislation, and feedback from stakeholders.

DOCUMENT CONTROL

References and resources – Internal and external:
Suggestions, compliments and complaints register
Complaints Evaluation Form (attached as Appendix 1)
Health and Disability Services (Complaints) Act 1995
Western Australian Health Complaint Management Policy 2009
Consumer Rights and Responsibilities Policy

Quality and accreditation standards:
SCSP
PE: 2.2 Consumer rights and responsibilities policies and procedures
PE: 3.2 Development, utilisation and review of a consumer needs and satisfaction survey tool and consultation processes
PE: 6.1: Contractual Compliance

ATCA: TC Standards
PE: 2.2: Resident member rights within the Residential setting.
PE 11.1: The organisation maintains an appropriate database that allows for service evaluation.

Date	Amendments	Prepared By
2005	Developed	TC
14.07.10	Reviewed	CFH
23.09.11	Reviewed	CFH
12.06.12	Endorsed	DRC
08.01.13	Reviewed	CFH
31.10.14	Updated & Endorsed	CP
13.12.16	Review & Endorsed	CINCH
26.06.19	Reviewed & endorsed	CINCH

APPENDIX 1

CONSUMER COMPLAINTS EVALUATION FORM

Consumer Complaints Evaluation Form

Dear Consumer,
Thank you for taking the time to provide feedback to Cyrenian House. In order to improve our complaints management processes, we would appreciate your feedback about the process.
Any feedback you provide is strictly anonymous. Completion of this survey is voluntary; however, we would really value any information you can provide.
Please ✓ or circle your response

Complaint Survey

Q1. My complaint was taken seriously				
1 Very seriously	**2**	**3**	**4**	**5** Not seriously
Q2. I was treated with respect				
1 Very respectfully	**2**	**3**	**4**	**5** Very disrespectfully
Q3. I was satisfied with the information given				
1 Very satisfied	**2**	**3**	**4**	**5** Very dissatisfied

Q4. My complaint was treated in a confidential manner	**Q5. I was kept informed of the progress of my complaint**
☐ Yes ☐ No	☐ Yes ☐ No
Q6. I did not suffer any negative impact from making a complaint	**Q6. I was satisfied with the action taken as a result of my complaint**
☐ Yes ☐ No	☐ Yes ☐ No

Q7. How did you know about the complaints process?

- ☐ I saw posters / other visual material in the building
- ☐ I read some consumer information
- ☐ I found the information on the Cyrenian House website
- ☐ I was made aware of the complaints process by a staff member
- ☐ I asked a staff member where I could lodge a complaint
- ☐ I was already aware because of prior knowledge/experience

Q 8. Do you have any further comments or suggestions that would assist us in improving our complaints management service?

Thank you for your time and cooperation.
Please return to Cyrenian House in the enclosed prepaid envelope.

CITY OF VINCENT

ATTACHMENT 6

Parking Management Plan

Parking management plan

Date:	7 July 2023	**Job No:**	8278
Subject:	Proposed office accommodation and immediate drug assistance co-ordination centre – Lot 3 (37-43) Stuart Street, Perth (**subject site**)		

INTRODUCTION

Planning Solutions has prepared the following parking management plan for Cyrenian House with respect to the above property.

This plan has been prepared in accordance with the parking management plan framework set out in Appendix 2 of the City of Vincent *Policy No: 7.7.1 Non-residential Development Parking Requirements*.

Owner/Applicant Details	
Name:	Cyrenian House
Address:	318 Fitzgerald Street, Perth
Phone:	(08) 9227 7431
Email:	enquiry@cyrenianhouse.com

Property Details	
Lot Number:	3
Address:	37-43 Stuart Street, Perth

PARKING ALLOCATION

Parking allocation	
Total number car parking spaces:	18
Total number short term bicycle / scooter parking spaces:	8 (4 U-rails)
Total number long term bicycle parking spaces:	Approx 6
Total number other bays:	1 ambulance / service bay

Development type	Development users	Parking allocation			
		Type / duration	No. car spaces	No. bicycle / scooter spaces	No. other spaces
Office accommodation and IDACC	Staff	Employee (> 2 hours)	18 (including 6 stackers)	Approx. 6	-
	Customers		-	8	-
	Other	Service	-	-	1

ALTERNATIVE TRANSPORT

Transport Option	Type & Level of Service
Public Transport	
Train	Perth station is approximately 1km south of the subject site
Bus	The site has good access to public transport with a bus stop for high-frequency Transperth route 960 approximately 250m north of the site; route 960 services Mirrabooka and Curtin University via the city centre. The subject site is also just north of the Transperth free fare zone where services through the Northbridge, West Perth, East Perth, and the city centre are free. The free blue CAT service stops on Aberdeen approximately 400m south of the subject site.

PLANNING SOLUTIONS
URBAN & REGIONAL PLANNING
PS
Level 1, 251 St Georges Tce, Perth WA
(08) 9227 7970
GPO Box 2709
Cloisters Square PO 6850
admin@planningsolutions.com.au
www.planningsolutions.com.au
ACN 143 573 184 ABN 23 143 573 184
Planning Solutions (Aust) Pty Ltd

Transport Option	Type & Level of Service
Pedestrian	
Paths	Footpath on south side of Stuart Street adjoining building entries
Facilities	-
Cycling	
Paths	Stuart Street is a local bicycle friendly route. Palmerston Street is a marked NE4 cycle route.
Facilities	
Secure Bicycle Parking	A vertical bike rack area is included in the secure staff courtyard
Lockers	Lockers are included near the entry to the staff toilets and shower
Showers/change room	A shower/change room is included on the ground level near the staff toilets

PUBLIC PARKING

	No. Marked Spaces	Location	Parking Restrictions
On Street Parking	Plentiful	Stuart Street	1/4P, 1/2P, 2P
Off Street Parking	-	-	-

PARKING MANAGEMENT STRATEGIES

1. Cyrenian House will be responsible for the management, operation and maintenance of parking (inclusive of car stackers), including signage and enforcement.
2. The 18 on-site bays are allocated for staff.
3. The staff bays comprise six sets of a bay with a vertical lift stacker and a tandem parking bay. A schedule will be prepared assigning use of the stacker bays to staff who arrive and depart in the same shift, to avoid the need to move cars between shifts.
4. Staff will be directed only to park in tandem bays when the car stacker bays are both occupied. The end tandem bays will be preferentially made available for staff who will be on-site for longer than two hours but who are on premises for short periods of time (for example, for outreach services).
5. Staff who drive and will be on-site for less than two hours will be asked to park their car on-street.
6. The vans will not generally be parked for extended periods of time and will use the Stuart St parking briefly for access to the Main entry in the event that someone is dropped off/or picked up for transport. It should be noted that these are Outreach vans providing services in the community. In the unlikely event where extended parking is required the vans will be able to park in the service laneway as a last resort, if no parking spaces are available. Ambulances will be infrequent and with only one van likely to be on-site, for service vehicles there will typically be still be at least one space available in the service laneway. Service vehicles will use the laneway at predetermined times such that unplanned vehicle movements are unlikely to occur in Pendal Lane other than ambulances..
7. Staff will not be permitted to park on-site if they are off-site but do not drive (for example, travel with a colleague who drives their own car).
8. Staff will be advised to observe all on-street parking restrictions.
9. Staff will be informed of the limitations of on-site and on-street parking and will be encouraged to use alternative travel modes, including:
    - Cycling (secure bicycle parking, lockers, and a shower/change room is available for all staff)
    - Public transport (noting availability of bus services on Fitzgerald Street and the Blue CAT)
    - Car pool / rideshare

- Walking

10. Bicycle parking and end of trip facilities are to be maintained regularly.
11. To maximise the provision of on-site car parking and to reduce accessible travel distance to the building entries, the City of Vincent will be requested to designate the on-street parking space adjacent to the main entry for parking for persons with a disability (noting the existing office building does not have on-site accessible parking, and the nearest on-street accessible parking bay is approximately 105m west of the subject site).
12. A 4.1m wide bay is available for ambulance drop-off and for small (i.e. van) service/delivery vehicles. Parking is for short-term use only. Persons are not permitted to park vehicles in this space for longer than 15 minutes without permission from Cyrenian House.
13. The City of Vincent will be requested permission to install 3 U-rails in the Stuart Street verge adjacent the main entry for parking of bicycles and scooters.
14. Consumers of the IDACC service typically arrive by foot or by scooter. Consumers will be informed:
    - There is no on-site car parking.
    - All on-street parking restrictions are to be observed.
    - The premises is accessible by public transport with bus services along Fitzgerald Street (Transperth routes 960 and 15) and the free Blue CAT (Stop 14). The nearest train station is Perth station.
    - There are 4 U-rails next to the main entry available for parking 8 bicycles / scooters. Clients will need to bring their own locks. Bicycles and scooters are not to be brought into the premises. Cyrenian House is not responsible for any theft or damage to bicycles and scooters parked outside the premises.

CITY OF VINCENT

ATTACHMENT 7

Acoustic Design Report

REVERBERATE
CONSULTING

Lot 3 (37-43) Stuart Street, Perth

Acoustic Design Report

Reference: P191253RP1

Document Information

Project	Lot 3 (37-43) Stuart Street, Perth	
Client	Cyrenian House	
Report title	Acoustic Design Report	
Project Number	P191253	
Author	Martti Warpenius Director REDACTED FOR PRIVACY PURPOSES martti@reverberate.consulting	
Review	James Leader	

Revision Table

Report revision	Date	Comments
0	28/04/2023	Draft Issued to Client
1	2/05/2023	Issue

Glossary

A-weighting	A spectrum adaption that is applied to measured noise levels to represent human hearing. A-weighted levels are used as human hearing does not respond equally at all frequencies.
dB	Decibel—a unit of measurement used to express sound level. It is based on a logarithmic scale which means a sound that is 3 dB higher has twice as much energy. We typically perceive a 10 dB increase in sound as a doubling of that sound level.
D_w	Weighted Level Difference—the noise level difference or reduction between two enclosed spaces. It quantifies the acoustic separation between two spaces. It relates to the R_w rating of the separating building elements (such as walls and doors) and also includes all noise flanking paths (such as ceiling voids, joins and seals) and the acoustic absorption in the receiving space. The higher the D_w rating the better the acoustic separation.
$D_{nC,w}$ / CAC	Weighted Ceiling Noise Reduction Index / Ceiling Attenuation Class—these values represent the ability of a ceiling to prevent the transmission of sound. The $D_{nC,w}$ / CAC is a measure of sound reduction between rooms with a common ceiling plenum (or space). The higher the values the better the acoustic separation provided by the ceiling.
Frequency (Hz)	The number of times a vibrating object oscillates (moves back and forth) in one second. Fast movements produce high frequency sound (high pitch/tone), but slow movements mean the frequency (pitch/tone) is low. 1 Hz is equal to 1 cycle per second.
L_{90}	Noise level exceeded for 90% of the measurement time. The L_{90} level is commonly referred to as the background noise level.
L_{eq}	Equivalent Noise Level—Energy averaged noise level over the measurement time.
L_{Aeq}	A-weighted L_{eq}
$L_{n,w}$	Weighted Normalised Impact Sound Pressure Level—A measure of the noise impact performance of a floor and ceiling. It is a laboratory tested result and is characterised by how much impact sound reaches the receiving room via the floor and ceiling construction from a standard tapping machine test. The lower the $L_{n,w}$ rating the better the impact isolation.

$L_{nT,w}$	Weighted Standardised Impact Sound Pressure Level— A measure of the impact noise performance of a floor and ceiling between two enclosed spaces. It is an on-site measured level that relates to the laboratory $L_{n,w}$ value. The lower the $L_{nT,w}$ rating the better the impact isolation.
NR	Noise Rating—a single number evaluation of noise level based on the Noise Rating curve The NR level is normally around 5 dB below the 'A' weighted noise level.
NRC	Noise Reduction Coefficient—A single number that represents the absorption of a material and it is the average of the sound absorption coefficients at 250, 500, 1000 & 2000 Hz for that material. NRC 1.0 represents the highest level of absorption.
R_w	Weighted Sound Reduction Index—A laboratory measured value of the acoustic separation provided by a single building element (such as a partition). The higher the R_w the better the noise isolation provided by a building element.
$R_w + C_{tr}$	A measure of the sound insulation performance of a building element with a C_{tr} spectrum adaptation term placing greater emphasis on the low frequency performance.
Reverberation Time (RT)	Of a room, for a sound of a given frequency or frequency band, the time that would be required for the reverberantly decaying sound pressure level in the room to decrease by 60 decibels.

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1.Introduction

This Acoustic Design Report is provided for the proposed development at Lot 3 (37-43) Stuart Street, Perth. This development consists of a ground floor office space with a first-floor residential accommodation component.

We note that the main issues associated with this development are:

- Environmental noise emission into surrounding areas
- Acoustic separation and privacy among residences
- Traffic noise intrusion into the site

This report is based on the Hub Interiors Australia architectural drawings

Number	Date
001	3/04/2023
002	3/04/2023
003	3/04/2023
004	5/04/2023
005	31/03/2023
006	5/04/2023

2. Site Description

The subject site is located on Stuart St, on the corner of Pendal Lane Perth. It is approx. 125m from Fitzgerald St to the north west of the site and 263m from the Graham Farmer Freeway tunnel entry

The nearest and potentially most affected neighbouring residences are to the west, across Pendal Lane, as well as to the immediate South of our site, refer the Site plan Figure 1

Fitzgerald St has been identified by State Planning Policy 5.4 [SPP 5.4] as an "*other significant freight/traffic route*" and so requires assessment of traffic noise to our site. This road was measured in 2021/2022 by the Department of Main Roads to have an average daily traffic flow of 19,432 vpd (weekday) with 8% of traffic flow at night, Graham Farmer Freeway is classified as a Strategic Freight/Major Traffic route by SPP 5.4, and has been measured to have more than 125,000 vpd in 2022/2023

The proposed residential component of the development consists of 10 bedrooms on the second floor of the building as shown in the floor plan in Figure 2.



Figure 1: Site Plan

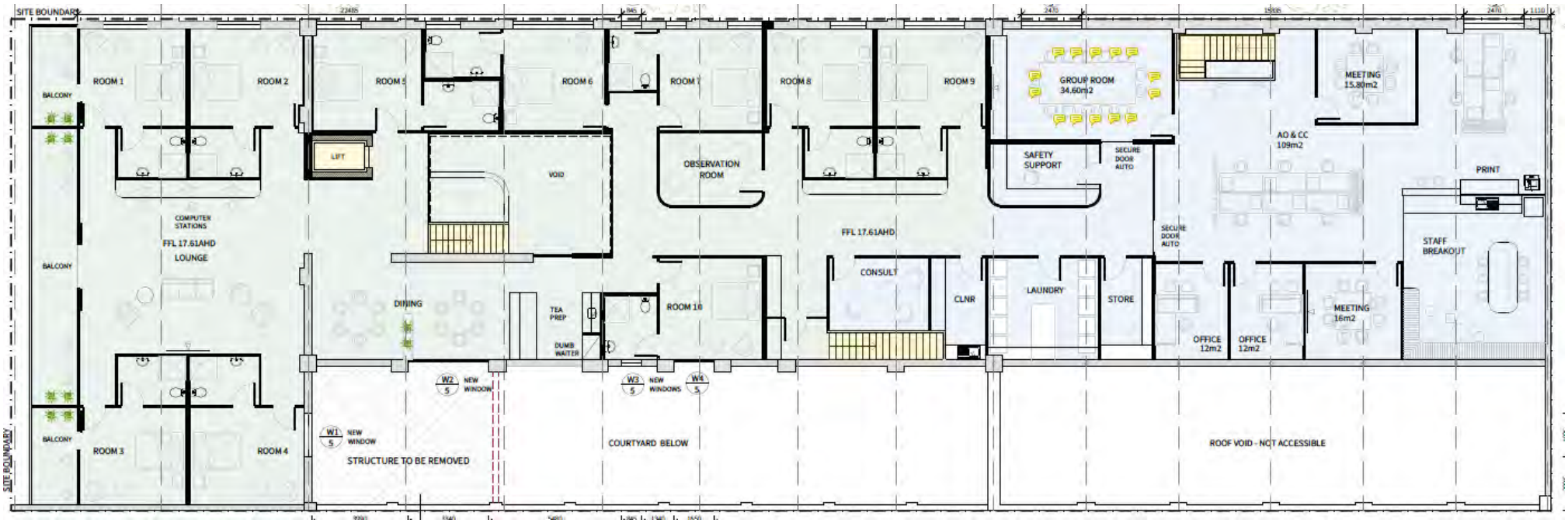


Figure 2: Level 1 Floor Plan – 37-43 Stuart St

3. Traffic Noise Intrusion

Traffic Noise intrusion has been assessed against the requirements of the State Planning Policy 5.4 (SPP 5.4), and the SPP 5.4 Guideline published by the Western Australian Planning Commission (WAPC) dated September 2019 due to the site falling within the trigger distances for both Fitzgerald St and the Graham Farmer Freeway.

3.1. Noise intrusion criteria

State Planning Policy 5.4 requires that the external traffic noise levels at a residential premises do not exceed a Noise Target of:

$L_{Aeq(Day)}$ = 55 dB
$L_{Aeq(Night)}$ = 50 dB

SPP5.4 states that the Outdoor Targets are to be met at all outdoor areas as far as is reasonable and practical to do so. Where these Outdoor Targets cannot be met, Quiet House Design principals are to be used to limit internal traffic noise to:

Living/work Areas	$L_{Aeq(Day)}$ = 40 dB
Bedrooms	$L_{Aeq(Night)}$ = 35 dB

3.2. Preliminary Assessment -Traffic Noise Levels

The forecast traffic noise levels at the site are based on Fitzgerald St and the Graham Farmer Freeway tunnel entry point being approx. 125m and 263m respectively, from our building. Both roads have shielding from intervening buildings

The Noise Exposure Forecast at the site is then (based on the West Australian Planning Commission Road and Rail Noise Guidelines, Sept 2019):

Day – varying between 50 - 54 dB
Night - <46 dB*

(*based on the MRWA measured split of 8% of daily traffic flow between 10pm and 6am for both roads)

Both the daytime and night-time forecasts comply with the outdoor noise targets, by between 1 and 5 dB for the daytime target, and at least 4 dB for the night-time target. On that basis no specific building façade, or balcony balustrade treatments are required to limit traffic noise.

4. Environmental Noise Emission

4.1. Environmental Noise Emission Criteria

The Environmental Protection (Noise) Regulations 1997 (EPR) provide limits for acceptable noise from operations and activities. The Regulations specify the maximum permissible noise levels (termed Assigned Levels) at noise sensitive premises, caused by excessive nearby noise, during various times of the day.

The Assigned Levels have been calculated for all properties using the method shown in Appendix A. The resultant Assigned Levels are presented for a representative premises below in Table 1.

Due to the proposed hours of operation, the night-time period is the critical assessment period with the most stringent noise criteria to meet.

Table 1 – Assigned Levels

Receiving Premises	Time of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
Noise Sensitive Premises - Highly Sensitive	0700 to 1900 hours Monday to Saturday	48	58	68
	0900 to 1900 hours Sunday and public holidays	43	53	68
	1900 to 2200 hours all days	43	53	58
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays	38	48	58

Note that adjustments are applied to the noise sources for a variety of characteristics. Where tonality, impulsiveness, modulation, or music is evident in the noise reaching the neighbours then these are additionally adjusted, where they cannot be removed from the noise signature.

4.2. Noise Sources Modelled

Noise emission sources and ground contours were used to develop a 3-D SoundPLAN noise model as shown below in Figure 3. This figure shows the locations of the modelled noise sources, noise barriers, and site & surrounding buildings.

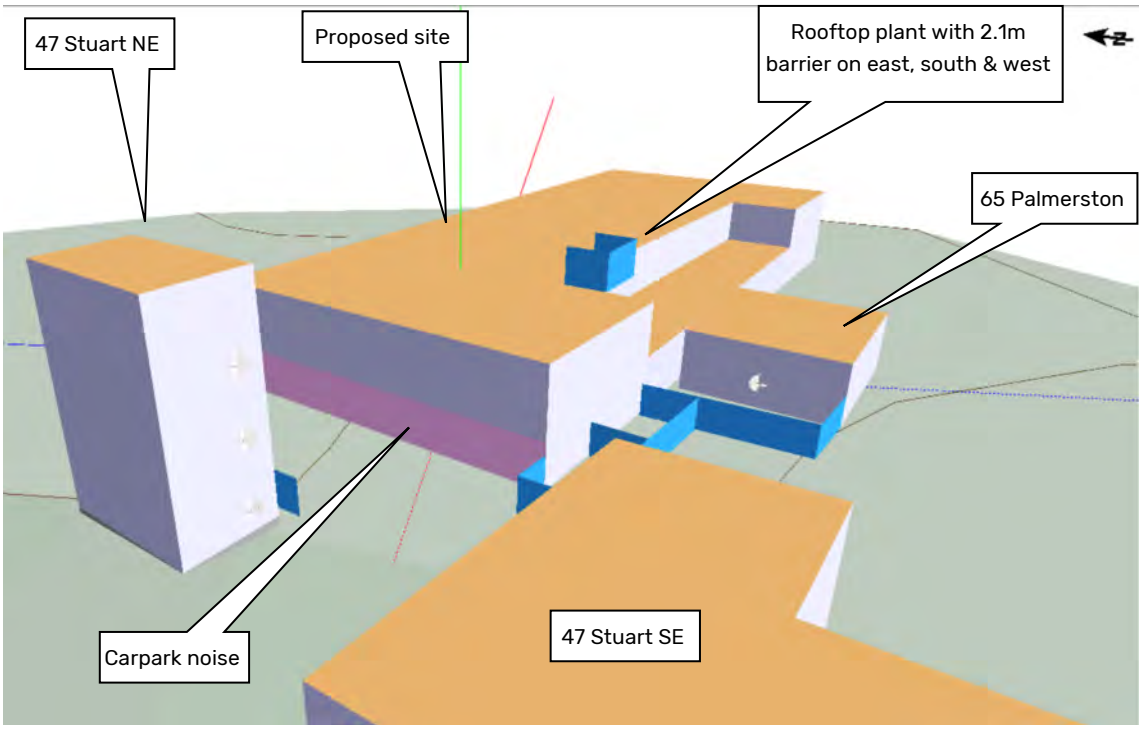


Figure 3 – 3-D SoundPLAN model Site and surrounds

The development has been modelled with the following principal noise sources:

- Outdoor mechanical plant (24 hour operation)
  - L_{WA10} daytime = 74 dB
  - L_{WA10} night-time= 69 dB
  - Noise has been modelled as tonal
- Car park noise (7am to 7pm Monday – Friday)
  - controlled by door close noise L_{WAmax} 84 dB
  - Noise has been modelled as impulsive

No carpark exhaust fans have been included in this assessment. It is our understanding that such plant is not required at the site.

Insufficient information is available on other noise sources such as the car stacker. Suffice it to say that noise emission from the stacker, as with the noise emission from the entire site, is required to meet the Noise Regulations.

4.3. Forecast Noise and impact

Computer noise modelling was used to forecast the noise impacts to locations around the site. The software used was SoundPLAN Version 8.2, with the ISO9613 algorithms selected. These algorithms have been used as they allow for the influence of wind, atmospheric stability, barriers, building shielding and ground absorption. It is appropriate for the current configuration of noise sources and receiver locations.

The Input data used in modelling includes

- Meteorological Information;
- Topographical data;
- Buildings, barriers, fences, and other features which may shield noise
- Ground Absorption; and
- Source sound levels.

The following parameters were used as necessary in modelling for night-time and evening operations i.e., between 7 pm and 7 am.

- Pasquil Stability Factor F
- Temperature 15 ^{0}C (pre-7am)
- Temperature 20 ^{0}C (post-7am)
- Wind Speed 3 m/s
- Wind Direction Worst case – i.e., all directions
- Relative Humidity 50%
- Ground Absorption 0.65 in grassed areas
- 0.10 for paved areas such as roads and carparks

Adjustments were applied for the forecast noise reaching receptor locations. Where evident at the receiving locations, the following adjustments were applied:

- +10 dB where the received noise was determined to have impulsive characteristics
- +5 dB where the received noise was determined to have tonal characteristics

The forecast noise levels at sensitive receivers are summarised in Table 2 and Table 3 below. These forecasts are based on the maximum Sound Power Levels in Section 4.2 above, as well as the successful implementation of the treatments outlined in Section 4.4 below.

The corresponding forecast noise levels at sensitive receivers are also shown in noise contour plots Figure 4 and Figure 5

Table 2 - Forecast $L_{Amax, adj}$ daytime noise emission levels

	Receiver						
	65 Palmerston	47 Stuart NE	47 Stuart NE	47 Stuart NE	47 Stuart SE	47 Stuart SE	47 Stuart SE
Noise Source	Grnd Fl	Grnd Fl	Level 1	Level 2	Grnd Fl	Level 1	Level 2
Car Door close**	33	61	65	64	52	57	57
Assigned Level	68	68	68	68	68	68	68
Compliance	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**

Note * Tonality adjustment applied

** Impulsive adjustment applied

Table 3 - Forecast $L_{A10, adj}$ night-time noise emission levels

	Receiver						
	65 Palmerston	47 Stuart NE	47 Stuart NE	47 Stuart NE	47 Stuart SE	47 Stuart SE	47 Stuart SE
Noise Source	Grnd Fl	Grnd Fl	Level 1	Level 2	Grnd Fl	Level 1	Level 2
Rooftop plant*	35	28	32	38	27	30	30
Assigned Level	38	38	38	38	38	38	38
Compliance	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**

Note * Tonality adjustment applied



Figure 4: Daytime environmental noise emission prediction (L_{Amax}) - first floor 4.5 m above ground
(Assigned Level = 68 dB)



Figure 5: Environmental noise emission prediction night-time (L_{A10}) - second floor 7.5 m above ground
(Assigned Level = 38 dB)

4.4. Required Treatments

4.4.1. Mechanical Plant

Mechanical plant such as rooftop condenser units are to be selected to meet the Noise Regulations in conjunction with localised treatment.

By way of example, air-conditioning plant with the following L_{WA10} Sound Power Levels:

- 74 dBA (daytime)
- 69 dBA (night-time)

Requires treatment in the form of a 2.1 m high noise barrier around the plant deck on the east, south and west as shown in Figure 3. These barriers are to be gap free along their lengths unless otherwise indicated. The minimum construction of barriers up to 2.1 m high to be 0.48 mm BMT Colorbond, or other material with a minimum mass 8.5 kg/m2

4.4.2. Carpark

Noise generated by the closing of car doors within the carpark is shown to comply with the Noise Regulation requirements for daytime operation.

No forecasting was possible from the proposed car stacker as there was insufficient detail regarding make, model and noise emission from the unit..

Where new grilles or storm water grates are to be installed in the carpark, they are to be tight-fitting. Where there is a potential for vehicles to drive over such grates/covers, noise from loose fitting grates is to be avoided. Where there is the potential for such noise source, hard rubber or other durable materials are to be used for cushioning such grates/covers

4.4.3. Other Sources

Refuse collection is to be carried out in the quietest reasonable and practicable manner. Equipment used for refuse collection is the quietest reasonably available. Collection is to occur between 7 am and 7 pm Mon-Saturday, unless the contractor has a Noise Management Plan approved by Council.

5. Internal Sound Insulation Requirements

The proposed residential rooms within the development have been assessed as Class 2/3 under the National Construction Code. These areas must achieve the requirements outlined in Part F5 of the NCC Sound Transmission and Insulation.

5.1. Ratings and Nominated Constructions

The acoustic requirements applicable to this development are outlined in Table 1 below. The Table also summarises the recommended constructions to meet the nominated ratings. These ratings are graphically shown in Figure 6.

The designs are intended to meet the acoustical ratings as outlined in the NCC. Additional design advice may be required for non-acoustical requirements such as fire ratings, structural integrity, buildability, wind loading, etc.

Table 4: Acoustic separation requirements for Class 2 buildings

Building element	Description	Impact noise requirement	Airborne noise criterion	Minimum proposed Construction	Legend
Walls[1-5]	Separating a habitable room (other than a kitchen) of a sole occupancy unit (SOU) from a bathroom, sanitary compartment, laundry, or kitchen in an adjacent SOU	Discontinuous construction	$R_w + C_{tr} \geq 50$	• Two sets of minimum 64 mm studs with a minimum 20 mm gap between the studs[11] • 2x13 mm fire rated plasterboard to both sides • 50 mm, 11 kg/m³ glasswool or 14 kg/m³ polyester insulation in the partition cavity • Extend at least one layer of plasterboard on both sides of the partition past the ceiling to the underside of the roof • Minimum wall thickness 200 mm	
	Separating SOUs generally other than outlined above		$R_w + C_{tr} \geq 50$	EITHER • Drywall option as above OR • Two sets of minimum 92 mm studs staggered in 150mm track[11] • 1x13 mm gyprock Soundchek to each side • 90 mm, Polymax R2.5 insulation in the partition cavity • Extend at least one layer of plasterboard on both sides of the partition past the ceiling to the underside of the roof • Minimum wall thickness 176 mm OR • 2x110 clay bricks with 50mm cavity[10] with • 13 mm cement render on each face	

Building element	Description	Impact noise requirement	Airborne noise criterion	Minimum proposed Construction	Legend
	Separating a SOU from a stairway, public corridor, public lobby or the like, or area of different classification	–	$R_w \geq 50$	EITHER: • Minimum 92 mm steel studs • 1x13 mm sound rated plasterboard on one side • 2x13 mm sound rated plasterboard to other side • 50 mm, 11 kg/m³ glasswool or 14 kg/m³ polyester insulation in the partition cavity • Extend one layer of plasterboard on one side of the partition past the ceiling to the underside of the roof or slab above. OR • 150 mm concrete	
	Separating a SOU from a plantroom, or lift shaft	Discontinuous construction	$R_w \geq 50$	• Minimum 150 mm concrete • free standing 10 mm plaster wall • Gap between stud and concrete is to be no less than 20 mm	
Doors	Access doors to SOUs	–	R_w 30	Minimum 35 mm solid core with acoustic seals to meet R_w 30	Not shown - minimum standard to all
Floors[6,7]	Floor of SOUs over areas of different classification.	$L_{nw} \leq 62$	$R_w + C_{tr} \geq 50$	Minimum 200 mm concrete slab with carpet on underlay	Not shown - minimum standard to all
Pumps	The point of connection between the service pipes in a building and any circulating or other pump.	A flexible coupling at the connection	–		Not shown
Services Access Doors and Panels	An access door or panel in a SOU - for all services		$R_w + C_{tr}$ 25 for all non-habitable rooms and kitchens	Proprietary product such as from Tyco (no access panels permitted in habitable rooms except Kitchens)	Not shown

Building element	Description	Impact noise requirement	Airborne noise criterion	Minimum proposed Construction	Legend
Services[8, 9]	A duct, soil/waste/ supply/stormwater pipe located in a wall, ceiling, or floor cavity, which serves or passes through more than one SOU - adjacent room is non-habitable	–	$R_w + C_{tr} \geq 25$	• 10 mm plaster ceiling/ bulkhead/ wall/riser and 75 mm acoustic insulation blanket OR • Rendered 90 mm brick	Not shown minimum standard to all
	A duct, soil/waste/ supply/stormwater pipe located in a wall, ceiling, or floor cavity, which serves or passes through more than one SOU - adjacent room is habitable	–	$R_w + C_{tr} \geq 40$	• 10 mm plaster ceiling/ bulkhead/ wall/riser, 75 mm acoustic insulation blanket and waste pipe acoustically lagged/quiet pipe OR • Rendered 90 mm brick	Not shown minimum standard to all

Notes to table above

1. Acoustically rated walls to extend full height to underside of soffit/roof. Where this does not occur, ceilings to be acoustically rated
2. Unless noted otherwise, all acoustic insulation to be 14 kg/m3 acoustic grade glasswool insulation or equivalent. Nominal thickness 75 mm unless otherwise noted
3. Electrical outlets must be offset by at least 300 mm on either side of a wall between SOUs
4. Masonry walls are not to be chased.
5. Plasterboard is not to be glued to concrete or masonry walls. Where required, plaster to be a skim coat to the render, or plasterboard may be fixed using 28 mm furring channels.
6. Any additional penetrations for lighting, ventilation grilles, sprinklers etc. to be acoustically treated
7. Minimum requirement for floor impact isolation in WA is based on the WA Supreme Court Ruling WASC 291 delivered August 2019, which determined that the minimum acceptable level of impact isolation produce a noise level of no more than 55 dB to comply with the Strata Titles Act. The NCC/BCA requirement not to exceed 62 dB is not necessarily compliant with the Strata Titles Act 1985 – Schedule 2, i.e., *"…treated to an extent sufficient to prevent the transmission of noise likely to disturb the peaceful enjoyment of the proprietor"*
8. No supply or waste pipes to have direct contact with surrounding elements. All pipes to be acoustically fixed at mounting points/penetrations. Use Bradflex, 6 mm thick neoprene, closed-cell foam or 'unicushion' between all pipes and pipe clamps. Pipes and ducts behind plaster need to be lagged with Pyrotek '4525C', Bradford 'Acoustilag 45', Acoustica 'Greenlag SQ' or equivalent. Alternative 'quiet' pipe constructions such as Rehau Raupiano, which lessen the need for wrapping can be submitted for approval
9. Water supply pipes must be in a cavity of discontinuous construction and not be fixed to the wall leaf of any other SOU other than the one which the pipe supplies, with a clearance of at least 10 mm to the other wall leaf
10. All brickwork and other masonry to use full mortar joints throughout
11. Ensure no mechanical connection between double studs, or staggered studs, except at the periphery

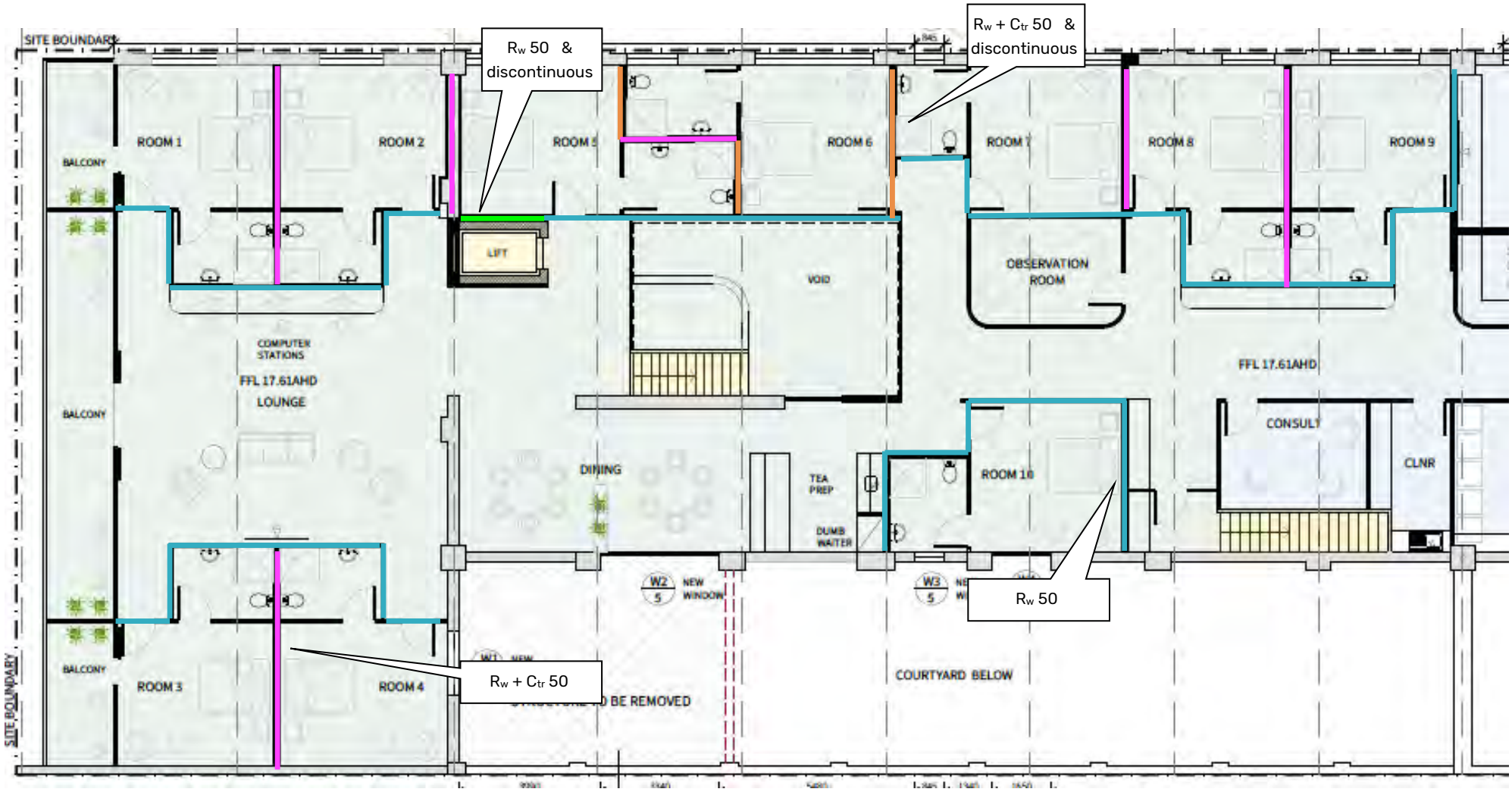


Figure 6 – Wall acoustic ratings

Appendix A: Determination of Assigned Level

The Environmental Protection (Noise) Regulations 1997 (EPR) provide limits for acceptable noise from operations generating excessive noise. The Regulations specify the maximum permissible noise levels (termed assigned levels) at noise sensitive premises, caused by surrounding noises, during various times of the day. Time of day affects the assigned levels for noise-sensitive premises, as follows –

- Lowest levels at night (10 pm to 7 am any day, or to 9 am Sundays and Public Holidays);
- Higher levels during the evenings (7 pm to 10 pm) and on Sundays and Public Holidays (9 am to 10 pm); and
- Highest levels during the day (7 am to 7 pm Monday to Saturday).

The baseline assigned levels from the Regulations are shown below in Table 5.

Table 5 – Baseline Assigned Levels

Receiving Premises	Time of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
Noise Sensitive Premises - Highly Sensitive	0700 to 1900 hours Monday to Saturday	45+IF	55+IF	65+IF
	0900 to 1900 hours Sunday and public holidays	40+IF	50+IF	65+IF
	1900 to 2200 hours all days	40+IF	50+IF	55+IF
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays	35+IF	45+IF	55+IF
Noise Sensitive Premises – any area other than highly sensitive area	All hours	60	75	80
Commercial	All hours	60	75	80
Industrial	All hours	65	80	90

The Assigned Levels above are then increased using an Influencing Factor (IF) as defined in the Regulations. The Influencing Factor is greater than zero where there are significant areas of land uses, within 100 m and 450 m radii of the receptor, including:

- industrial land use zonings;
- commercial zonings; and
- the presence of roads carrying significant traffic.

The Influencing Factor IF has been calculated for the applicable noise sensitive receptors in the current study. The percentage of industrial and commercial land within the prescribed circles centred on the noise sensitive premises, and the presence of roads with more than 6000 vehicles per day have been assessed for the properties.

Example Influencing Factor calculations are shown below. These factors have been added to the baseline Assigned Levels to produce the Assigned Levels in Section 4.1 in the body of this report.

Property = 47 Stuart St

Type of Land	450m Radius	100m radius	Total	
Industrial Land	0.0%	0.0%	0.0	dB
Commercial Land	17.5%	0.0%	0.9	dB
Transportation Factor			2	dB
TOTAL Influencing Factor			**3**	**dB**

CITY OF VINCENT

ATTACHMENT 8

Waste Management Plan

Waste management plan

Date:	3 April 2023	**Job No:**	8278
Subject:	Proposed office accommodation and immediate drug assistance co-ordination centre (**IDACC**) – Lot 3 (37-43) Stuart Street, Perth (**subject site**)		

1. INTRODUCTION

This Waste Management Plan (**WMP**) relates to the office accommodation and immediate drug assistance co-ordination centre (**IDACC**) proposed by Cyrenian House at the subject site. The purpose of the plan is to document the appropriate measures for the management of operational waste.

This plan has been prepared in accordance with the City of Vincent's *Waste Guidelines for New Developments* (May 2020) (**Guidelines**).

2. SUMMARY OF THE DEVELOPMENT

The proposed development involves the refurbishment of the existing building on the subject site for:

- Use by Cyrenian House to provide an IDACC service for the Mental Health Commission, with three main service components:
  a) As an administrative base for outreach services.
  b) As a hub to assess and provide intervention and management for individuals experiencing an alcohol or drug related crisis.
  c) Short-term (up to 72 hours) crisis accommodation.
- Office accommodation for some Cyrenian House services which currently occur out of the existing office at 318 Fitzgerald Street, Perth (in the City of Vincent).

3. WASTE GENERATION

Refer Table 1 for waste generation rates based on Appendix A of the Guidelines.

Table 1 – Typical general and recycling waste generation rates.

Type of Premises	General Waste	Comingled recycling	FOGO
Offices and medical/consulting rooms (945m²)	15L/100m²/day	15L/100m²/day	5L/100m²/day
Serviced Apartment, Backpacker or Boarding Houses (10 beds)	30L/bedroom/day	20L/bedroom/day	10L/bedroom/day
TOTAL	**441L/day**	**342L/day**	**147L/day**

Proposed receptacle size and quantity as follows:

- 2 x 660L bins for general waste including organics
- 1 x 660L bin for comingled recycling

Medical waste will be separately disposed and receptacles provided in consulting rooms for this purpose.

4. BIN STORE

A bin compound is proposed in near southwest corner of the building; refer **Figure 1.**

PLANNING SOLUTIONS
URBAN & REGIONAL PLANNING
Level 1, 251 St Georges Tce, Perth WA
(08) 9227 7970
GPO Box 2709
Cloisters Square PO 6850
admin@planningsolutions.com.au
www.planningsolutions.com.au
ACN 143 573 184 ABN 23 143 573 184
Planning Solutions (Aust) Pty Ltd

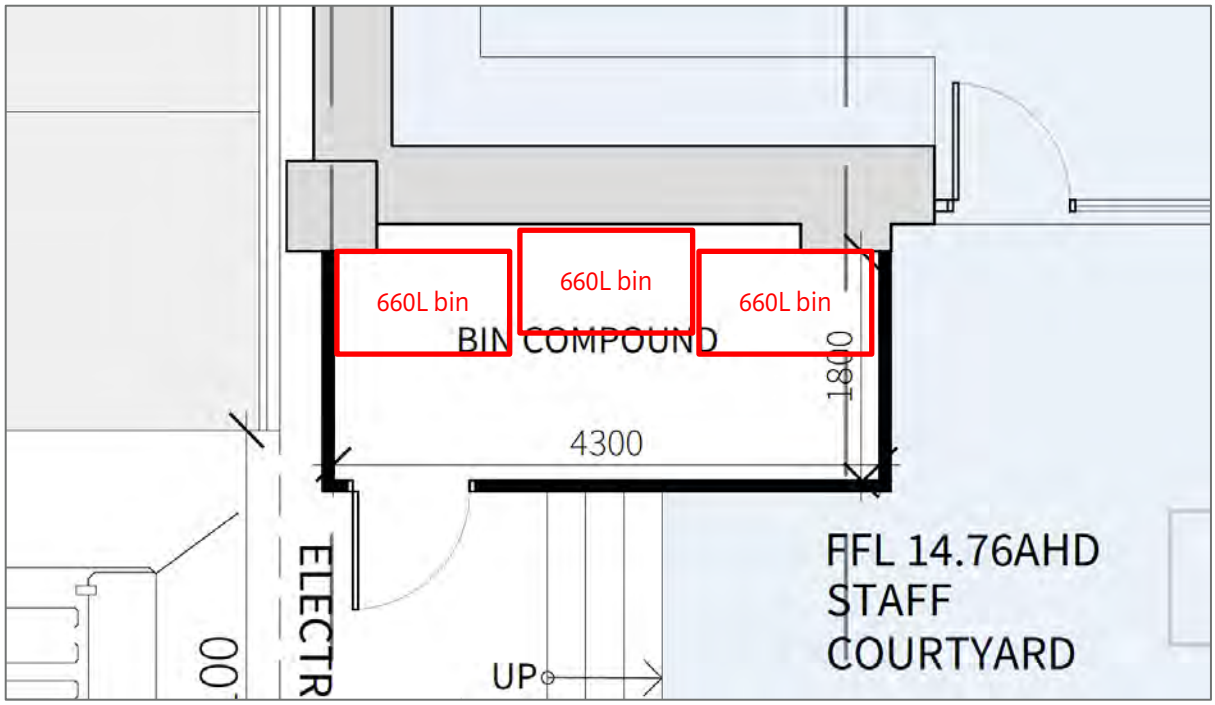


Figure 1: Plan of proposed bin compound

The bin compound will be designed to City of Vincent standards which require:

- The compound to be undercover.
- 100mm concrete floors (in accordance with AS2870) 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 bin compound to be washed out.
- Walls and floors to be constructed of a material which facilitates the cleaning of the bin compound.
- A self-closing door.
- Ventilation to a suitable standard as approved by the City. Where mechanical ventilation is used, the outlet for vented air must be in a location which will not adversely impact residents.
- Artificial lighting, sensor or switch controlled both internal/external to the room or area. All lighting to comply with AS4282-1997 (Control of Obtrusive Outdoor Lighting).
- Vermin to be excluded from the bin compound.

Waste is transported from the source to the bin compound by foot. Access is via the staff entry/exit to the staff courtyard or alternatively the kitchen entry to the staff courtyard.

5. COLLECTION METHOD AND FREQUENCY

Given site constraints with the existing building the storage of two weeks' of rubbish is not feasible. It will therefore be necessary for frequent collections via private waste contractor.

The service bay has overhead height restrictions which make on-site parking by waste collection vehicles not possible. It will therefore be necessary for the contractor to stop in Pendal Lane near the bin store for collection.

The contractor will be responsible for moving bins from the bin compound to the vehicle and returning the emptied bins to the compound.

A standard collection vehicle will be used. It is expected the vehicle will enter Pendal Lane from the north (Stuart Street) and exit to the south (Newcastle Street). The vehicle will stop on the east side of Pendal Lane so as not to obstruct vehicle and pedestrian movements while stopped.

It is anticipated a collection frequency of every second day will be required applying the City's waste generation rates (refer **Table 1**). This will be confirmed with the private waste contractor and collection frequency adjusted to suit actual waste generation once the facility is operational.

6. WASTE SYSTEM

No special waste management equipment or devices are to be used.

7. ONGOING MANAGEMENT

Cyrenian House will be responsible for ongoing monitoring and maintenance of waste management services and equipment.

CITY OF VINCENT

ATTACHMENT 9

Traffic Impact Statement

Transport Impact Statement

Job:	8278	**Date:**	7 July 2023
Client:	Cyrenian House		
Subject:	Proposed office accommodation and immediate drug assistance co-ordination centre (**IDACC**) – Lot 3 (37-43) Stuart Street, Perth (**subject site**)		

1. INTRODUCTION

This Transport Impact Statement (**TIS**) has been prepared in accordance with the Western Australian Planning Commission's *Transport Impact Assessment Guidelines Volume 4 Individual Developments*.

A transport impact statement is a brief statement outlining the transport aspects of the proposed development. The intent of the statement is to provide the approving authority with sufficient transport information to confirm that the proponent has adequately considered the transport aspects of the development and that it would not have an adverse transport impact on the surrounding area.

The Transport Impact Assessment Guidelines confirms most, if not all, of the information to be provided in a transport impact statement will be of a non-technical nature, that is, will not require input from a specialist in transportation planning or traffic engineering. In preparing this TIS, no specific issues have been identified that would require specialist technical input.

2. PROPOSED DEVELOPMENT

2.1 Existing development

The existing office building on the subject site has a ground floor area of 840m² and an upper floor level of 621m². The building is provided with 10 on-site car parking bays, accessed from Pendal Lane. Refer **Figure 1**.

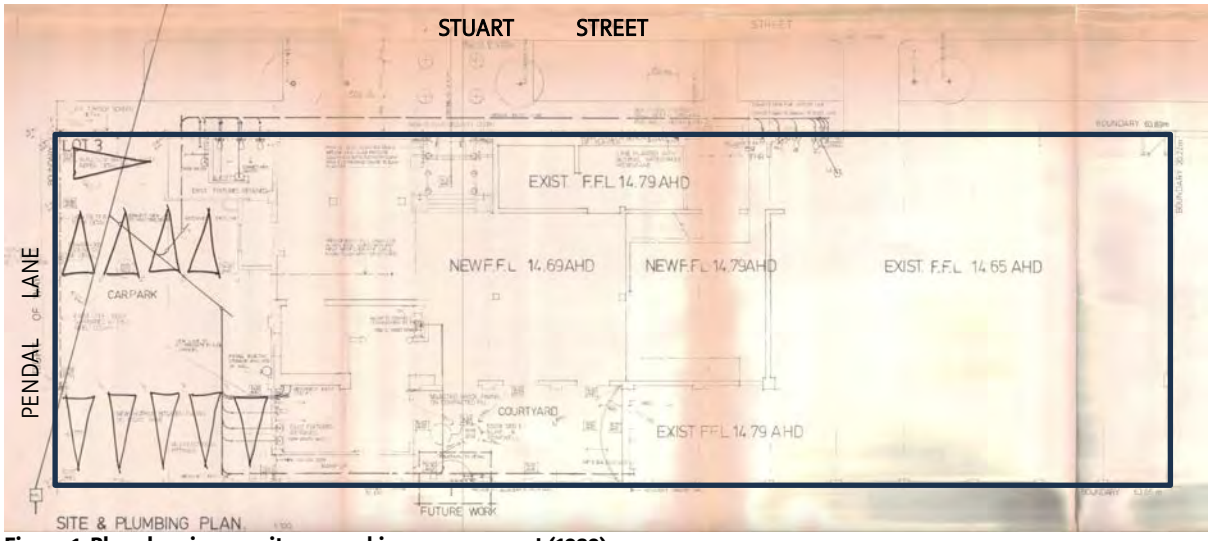


Figure 1: Plan showing on-site car parking arrangement (1989)

PLANNING SOLUTIONS
URBAN & REGIONAL PLANNING
Level 1, 251 St Georges Tce, Perth WA
(08) 9227 7970
GPO Box 2709
Cloisters Square PO 6850
admin@planningsolutions.com.au
www.planningsolutions.com.au
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2.2 Description of proposed development

The proposed development involves the refurbishment of the existing two-storey office building on the subject site for:

- Use by Cyrenian House to provide an IDACC service for the Mental Health Commission, with three main service components:
  a) As an administrative base for outreach services.
  b) As a hub to assess and provide intervention and management for individuals experiencing an alcohol or drug related crisis.
  c) Short-term (up to 72 hours) crisis accommodation.
- Office accommodation for some Cyrenian House services.

2.3 Context

The subject site is approximately 1km north of the Perth city centre.

Vehicle access is excellent with entries to the city's freeway network a short drive.

There are a range of community services in close proximity to the subject site including:

- Medical respite centre– 330m northeast
- Perth Police Station – 630m south
- Perth cultural centre – 850m southeast
- Perth train station – 1km southeast
- Royal Perth Hospital – 1.6km southeast

Refer **Figure 1** for a context plan.

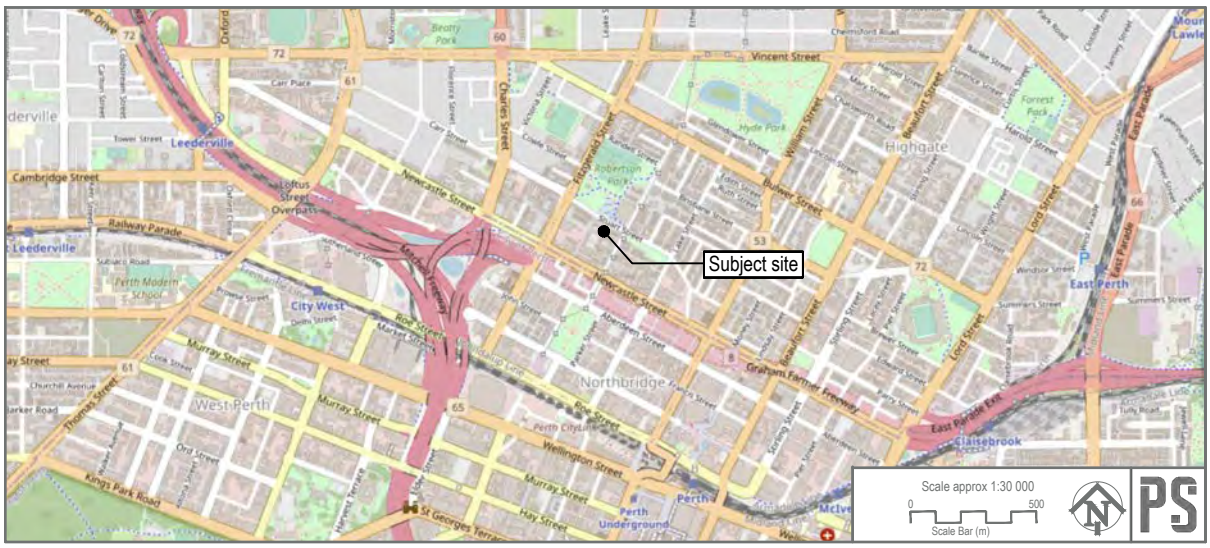


Figure 2: Context plan

The site is located in a mixed residential and commercial area. Buildings fronting Stuart Street are predominantly 2-3 storeys, and there are taller residential apartment buildings up to 8 storeys in height including those at 146 Fitzgerald Street immediately southwest of the subject site. There are some commercial uses in the immediate locality including Boo Espresso coffee at 49 Stuart Street, and various businesses and commercial enterprises fronting Fitzgerald Street and Newcastle Street.

Robertson Park is directly opposite the subject site. This landscaped green park provides a space for quiet contemplation and relaxation. The northern half of the park is developed with tennis facilities.

The subject site fronts Stuart Street on its north side, Pendal Lane on its west side, and residential developments on its southern and eastern boundaries.

Refer **Figure 3** for an aerial photograph depicting the site's local context.



Figure 3: Aerial photograph

3. VEHICLE ACCESS AND PARKING

3.1 Access arrangements

The development reconfigures the on-site carpark but retains access from Pendal Lane. No other access points are proposed.

3.2 Public, private, disabled parking set down/pick up

The application proposes to expand and reconfigure the existing 10-bay carpark on the west side of the building by removing existing toilets and installing six vertical-lift car stackers to create parking for 18 cars, plus a service bay. The carpark will be used for staff only.

To maximise the provision of on-site car parking and to reduce accessible travel distance to the building entries, the City of Vincent will be requested to designate the on-street parking space adjacent to the main entry for parking for persons with a disability (noting the existing office building does not have on-site accessible parking, and the nearest on-street accessible parking bay is approximately 105m west of the subject site).

3.3 Parking management

The proposal includes tandem parking and car stackers within the on-site carpark. So that parking facilities are used efficiently and with minimal nuisance to other road users, a management plan has been prepared with detailed parking management strategies. Refer the parking management plan at **Appendix 1**.

4. PROVISION FOR SERVICE VEHICLES

A 4.1m wide bay is available for ambulance drop-off and for small (i.e. van) service/delivery vehicles. Parking is for short-term use only. The bay is accessed from Pendal Lane.

5. HOURS OF OPERATION

As required by the WA Government, the IDACC facility will operate 24 hours a day, 7 days per week and 365 days per year.

6. DAILY TRAFFIC VOLUMES AND VEHICLE TYPES

Per the Transport Impact Assessment Guidelines, an estimate of daily traffic volumes is not intended to be a comprehensive assessment carried out by a transport specialist but a rough guide only to the amount and type of traffic likely to be generated.

As a rough guide, there is expected to be 70 vehicle movements per day (i.e. on average less than 3 trips per hour over a day). This comprises:

- Approximately 30 staff will be on site during business hours. Not all staff will drive themselves to and from the site. It is expected as much as half of staff present during business hours will travel using other modes of transport such as carpool, rideshare, public transport, bicycle, scooter, and walking, and provision has been made for access via these other modes. This limits the daily vehicle movements expected to approximately 30 trips per day.
- After hours the staff on-site at the IDACC facility will number approximately 10-12 staff. Given the overnight hours it is likely a high proportion of staff will drive themselves – we have used two thirds for this calculation, i.e. approximately 16 trips per day.
- The Assertive Outreach and Care Coordination (AO&CC) service will have a total of two eight-seater vans available for the exclusive use of this service which will be utilised to transport staff to outreach locations, as well as transport consumers to and from the IDACC facility and other treatment services as required. For the purpose of this assessment we have estimated 10 trips per day.
- Consumers may be transported via the AO&CC service or may be dropped off and picked up by family and friends. For the purpose of this assessment we have estimated 10 trips per day.
- Service vehicle movements (e.g. deliveries, waste vehicle movements) are estimated to be 4 per day.

7. TRAFFIC MANAGEMENT ON FRONTAGE STREETS

The subject site fronts Stuart Street on its north side. Stuart Street is a local access street with parallel parking on its southern side and perpendicular parking interspersed with mature trees on its northern side. There is a footpath on south side of Stuart Street adjoining building entries. The on-street parking is a mix of 1/4P, 1/2P, and 2P (weekdays and Saturday mornings).

The subject site fronts Pendal Lane on its west side. Pendal Lane is a 5.13m-wide road linking Stuart Street with Newcastle Street.

8. PUBLIC TRANSPORT ACCESS

The site also has good access to public transport with a bus stop for high-frequency Transperth route 960 approximately 250m north of the site; route 960 services Mirrabooka and Curtin University via the city centre. The subject site is also just north of the Transperth free fare zone where services through the Northbridge, West Perth, East Perth, and the city centre are free. The free blue CAT service stops on Aberdeen approximately 400m south of the subject site.

Refer below description of pedestrian and cycle links.

9. PEDESTRIAN ACCESS

9.1 Existing pedestrian facilities within the development

Existing pedestrian entries are to Stuart Street.

9.2 Proposed pedestrian facilities within development

There will be 2 entry points to the building, a main entrance located towards the eastern end of the building on Stuart Street, and a staff entrance located to the east of the main entrance also on the Stuart Street side of the building.

9.3 Existing pedestrian facilities on surrounding roads

The site has excellent pedestrian connectivity to Northbridge and the city centre (including Perth Station) via Stuart Street, Palmerston Street, Lake Street, and King Street. It also has excellent east-west connectivity to Leederville via Stuart Street, Carr Street, and Carr Place, and to East Perth via Stuart Street, Forbes Street, Little Parry Street, Parry Street, Edward Street, and the Claisebrook Station overpass.

The path network connects the subject site to bus stops along Fitzgerald Street, with signalised crossing points at Carr Street and Newcastle Street.

9.4 Proposals to improve pedestrian access

A 1.4m wide footpath is proposed along the Hough Road frontage, proving access to the ground level residential courtyard along the Hough Road frontage.

No improvements to King Road are proposed. No linkages direct linkages between the development and King Road are proposed (pedestrians will need to use the ramp on the Austral Road frontage to access King Road).

10. CYCLE ACCESS / FACILITIES

10.1 Existing cycle facilities within the development

There is limited provision for cyclists in the existing development.

10.2 Proposed cycle facilities within development

A vertical bike rack area is included in the secure staff courtyard, capable of storing approximately 6 bicycles.

Lockers and a shower/change room is available for all staff.

10.3 Existing cycle facilities on surrounding roads

Stuart Street is a local bicycle friendly route. Palmerston Street is a marked NE4 cycle route.

10.4 Proposals to improve bicycle access

The City of Vincent will be requested permission to install 3 U-rails in the Stuart Street verge adjacent the main entry for parking of bicycles and scooters.

11. SITE SPECIFIC ISSUES

No site specific issues have been identified, other than those identified in this TIS.

12. SAFETY ISSUES

No safety issues have been identified.

ROSS UNDERWOOD
SENIOR ASSOCIATE

Encl. Parking Management Plan

230707 8278 Transport Impact Statement.docx

CITY OF VINCENT

ATTACHMENT 10

City Response to Summary of Submissions

Summary of Submissions:

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

Submissions Received During Initial Community Consultation – 25 May 2023 to 26 June 2023

Comments Received in Support:	City Response:
Land Use • The proposed location is highly accessible and would be of benefit to those in the community suffering from alcohol and drug addiction. • There is existing anti-social behaviour in the area and the proposed IDACC would give a place for people to go rather than roaming the surrounding area. • The 24 hour use of the premises would deter anti-social behaviour from occurring, including graffiti, squatting and break-ins. • Previous experience with the Mission Australia premises nearby indicates that these types of uses can be appropriately and effectively managed. • There is a strong partnership with other related services to provide a coordinated response to assist those in urgent need of support.	• The comments in support are noted.
Operations Management Plan • The presence of security on site would assist to manage potential anti-social behaviour, but should be extended to include Robertson Park. • The Operations Management Plan is well considered and the operator has experience in delivering similar services, which would assist to minimise adverse impacts to surrounding residents. • Suggest that the Operations Management Plan be updated to address: - Clarification on the extent of CCTV and lighting outside of the building to improve opportunities for surveillance, whilst ensuring that there is no adverse impact from light spill.	• The comments in support are noted. • Following community consultation, the applicant provided an updated Operations Management Plan which included: - Clarification that CCTV would be provided around the entire perimeter except where this impacts on the privacy of adjoining properties, and lighting would be provided to the front of the building along Stuart Street and the car park are adjoining Pendal lane; and

Summary of Submissions:

Comments Received in Support:	City Response:
- Clarify how those deemed unsuitable for the proposed IDACC would be managed away from the premises and out of the area.	- Clarification that consumers deemed unsuitable would have alternative arrangements made. Depending on the individual circumstances this may include calling the Police, transport to hospital by ambulance or to another service by family or friends, or the Outreach Service. The applicant has advised that the intention is for all reasonable steps to be taken to prevent consumers from leaving without a plan on where to go.
Built Form & Streetscape • The proposed works would update a dilapidated building and bring it into consistency with the streetscape.	• The comments in support are noted.
Car Parking • There is usually a high number of parking bays available which could accommodate demands from visitors attending the proposed IDACC. • The use of tandem car parking and car stackers may present some management difficulties for staff and the timing of shifts.	• The comments in support are noted. • The applicant's PMP identifies that on-site parking within the car stacker and tandem bays would be allocated to staff who arrive and depart in the same shift. The PMP does not adequately address how access would be managed during shift handover periods where new staff are arriving and may queue within Pendal Lane while staff from the existing shift are already on site.

Comments Received in Objection:	City Response:
Land Use • The service provided is generally supported however the proposed IDACC is unsuitable to the location, and should be located in a predominantly commercial or industrial area. *Nature, Scale & Intensity of Land Use* • The proposed 24 hour a day, seven day and 365 day a year operation of the IDACC would have the potential to disrupt surrounding residents. This includes from the intensity of the use which would have over 70 people in the premises, 24 hour pedestrian and vehicle access, and the proximity of car stackers to residential properties.	• The comments in relation to alternative locations are noted. The proposal would be an Unlisted Use under the City's LPS2 and requires consideration against the objectives of the relevant zone under LPS2 and Clause 67 matters of the LPS Regulations to determine its appropriateness. In this instance the City is not satisfied that the proposal would be consistent with the relevant objectives or matters to be considered. *Nature, Scale & Intensity of Land Use* • The City is not satisfied that the use would result in off-site amenity impacts related to noise from consumers coming and going from the premises via the walk-in component which would operate 24 hours a day. It has not been demonstrated how noise impacts would be managed from staff utilising the car park area, while inadequate detail has been provided to ensure that access to these parking bays would be functional and practical. In relation to car stackers, the Acoustic Design Report has not modelled the impact of noise from this and the City is unable to confirm whether this would comply with the Noise Regulations.

Summary of Submissions:

Comments Received in Objection:	City Response:
• There are a number of existing services which offers similar support in proximity to the area located in Northbridge, Perth and East Perth (including Mission Australia and Ruah House). There is no need for another in close proximity.	• There are no restrictions on the number or proximity of support-based uses under LPS2. Proliferation of these uses is not a valid planning consideration, with the appropriateness of each use to be considered on its individual merits. It is also noted that the proposed IDACC would operate in a different manner to other support services, including Mission Australia and Ruah.
• The experience with Mission Australia has demonstrated that these premises do not operate in accordance with management plans and result in adverse amenity impacts to surrounding residents. There is no certainty that Cyrenean House would be able to successfully operate a use of this nature without disruption to the locality.	• The City is not satisfied that the proposed IDACC would not have adverse impacts on the surrounding locality, irrespective of the implementation of the Operations Management Plan. If the application were to be approved, the proposed IDACC would be required to operate in accordance with any conditions imposed including implementation of management plans. Any complaints received by the City would be investigated and action would be undertaken in accordance with the City's Development Compliance Enforcement Policy.
• The need for such a use has not been demonstrated or why it should be located in the proposed location which is predominantly residential between Fitzgerald Street and Palmerston Street.	• The applicant has advised that the proposed IDACC is in response to a tender from the State Government, and that the proposal would be consistent with the objectives of the Residential zone as a compatible and complimentary non-residential use. The City is not satisfied that the proposed scale and intensity of the IDACC would be appropriate in an area that consists of predominantly residential development due to the potential for off-site amenity impacts.
• The scale of the proposed use including the number of staff, patrons, and visitors would be too large and would have the potential to increase in the future should there be demand for additional services.	• As set out above, the City is not satisfied that the scale of the proposed IDACC would be appropriate for the location. Should the application be the use would be required to operate in accordance with any conditions imposed, which may include restrictions on the scale of the use including the number of staff, consumers and visitors. In the instance that the proposed IDACC were to seek to expand its services, further planning approval would be required.
• The proposed land use does not align with the definition of Community Purpose as it does not have an educational, social or recreational component which would benefit the local community. The proposed land use would be more appropriately classified as a Medical Centre.	• The City is satisfied that the proposal would fall within the definition of Community Purpose as it provides a support service for the community. It is noted that Community Purpose is not a land use included within the zoning table of LPS2, and the application would be considered as an Unlisted Use. The definition of Medical Centre under LPS2 makes reference to the provision of the investigation or treatment of human injuries and ailments. The components of the proposed IDACC include support services and short term accommodation, with the access to off-site medical appointments. Medical assistance would be provided to the extent that it meets the needs of the consumers, but would not be the primary function or purpose of the IDACC.

Summary of Submissions:

Comments Received in Objection:	City Response:
• There are no similar facilities which operate in Perth and so the residents could have no assurances about how successful the IDACC could operate.	• As set out above the City is not satisfied that the proposed IDACC would not have adverse impacts on the surrounding locality, irrespective of the implementation of the Operations Management Plan.
• The proposed IDACC would be in close proximity to the Northbridge entertainment area. It would be inappropriate to operate an IDACC in close proximity to venues which sell alcohol.	• The applicant has advised that a central location is required. As set out above the City's LPS2 does not provide for any guidance on the appropriate location of these types of uses, with each to be considered on its merits. The City does not support the proposed location due to the potential amenity impacts on the surrounding residents.
LPS2 Objectives • The proposed use would be incompatible with and not complementary to the existing residential area, and would be disruptive to the existing amenity as a result of an increase of noise, traffic and security risks. Non-residential development within the Residential zone is to be compatible with the established area. The compatibility of the proposed IDACC has not demonstrated how it would satisfy this objective.	*LPS2 Objectives* • The City is not satisfied that the proposed IDACC would be either complementary to or compatible with the surrounding locality which consists predominantly of non-residential development. This is because the scale and intensity of the use would result in off-site amenity impacts related to noise from consumers coming and going from the premises via the walk-in component which would operate 24 hours a day. It has not been demonstrated how noise impacts would be managed from staff utilising the car park area, while inadequate detail has been provided to ensure that access to these parking bays would be functional and practical.
• The proposal would not result in a high quality or compatible built form outcome as a result of lack of passive surveillance measures and street interface.	• The development proposes to retain the existing building form, with some modifications proposed to the treatment of the façade, as well as the replacement of window fittings, a new entrance from Stuart Street, and perforated screening to the balcony adjacent to Pendal Lane. In the context of these works, the proposal would broadly be consistent with the objectives of the Built Form Policy through the retention of the existing windows adjacent to Stuart Street which are indicated to not be obscured, as well as the retention of the balcony adjacent to Pendal Lane. While CPTED principles are not necessarily incorporated into the extent of the works, the use of external lighting, CCTV and a security presences would be consistent with the considerations of the CTPED Guidelines.
• The surrounding area is largely residential with some small businesses and the proposed IDACC would be incompatible with this setting. Businesses in the area operate at a lesser scale and intensity than that which is proposed. The activities of the proposed IDACC would continue in the area outside of typical business hours.	• Within the immediate locality of the proposed IDACC there is approximately 360 dwellings. Non-residential uses are generally located along Fitzgerald Street and Palmerston Street where these intersect with Newcastle Street. BOOexpresso operates approximately 85 metres from the subject site along Stuart Street, and is primarily take-away and has limited operating hours between Friday and Thursday. The City is not satisfied that the 24 hour nature of the proposed IDACC as well as the scale and intensity would be neither compatible with nor complementary to the surrounding locality.
• There is already existing safety and anti-social behaviour (including	• The City is aware of existing anti-social behaviour which occurs in the surrounding

Summary of Submissions:

Comments Received in Objection:	City Response:
assaults, abusive behaviour, theft, break ins, property damage, drug paraphernalia, homelessness) issues occurring in the locality and the proposed IDACC would further contribute to this.	area. While the development does not necessarily incorporate CPTED principles into the modifications to the building facade, the IDACC is proposed to be provided with external CCTV and lighting, as well as a security presence which would make a contribution to deterring anti-social behaviour from occurring within the immediate vicinity of the premises.
• The introduction of the proposed IDACC would mean that it is no longer safe for women, families and/or children to walk in the area, utilise Pendal Lane, Robertson Park, and/or Stuart Street Reserve due to the increase of people suffering from drug and alcohol problems in the area.	• As set out above, the City is aware of existing anti-social behaviour in the locality, and the IDACC would be provided with external CCTV and lighting, as well as a security presence which would make a contribution to deterring this within the immediate vicinity of the premises.
• The employment of security and potential attendance of Police and ambulances would adversely impact on the existing amenity of the residential setting. This includes noise impacts associated with the use of sirens, as well as from delivery vehicles.	• The nature of the proposed IDACC is highly transient, and the City is not satisfied that this would not result in amenity impacts on the locality, including from increased activity associated with the attendance at the premises by Police and ambulance services. The Operations Management Plan indicates that negotiations would occur with St John's to ensure that sirens are not used, however it is acknowledged that there may be times when this is needed and would likely result in a nuisance on these occasions. The Operations Management Plan outlines that deliveries would occur between 7am and 3pm. Given this would occur during the day it is not anticipated that the presence of delivery vehicles would result in amenity impacts from noise.
• The ability for individuals to drop-in to the proposed IDACC 24 hours a day would result in an increase disruption to the existing residential amenity late at night and early in the morning, including from noise of those under the influence of drugs and alcohol.	• As set out above the walk-in component of the proposed IDACC as well as the 24 hour operating hours would contribute towards the transient nature of the use, the City is not satisfied that this would not result in adverse amenity impacts on the surrounding residential properties.
• External lighting associated with the proposed IDACC would negatively impact on neighbouring properties.	• Any external lighting would be required to be required to comply with the relevant Australian Standard AS 4282-1997, and would not be permitted to cause a nuisance by shining or reflecting into the surrounding properties.
• Pendal Lane is highly utilised by pedestrians and the proposed IDACC would adversely impact on the safety and amenity of this area.	• The proposed IDACC would include the provision of external lighting as well as CCTV and external patrols by security with a view down Pendal Lane. These would contribute towards safety measures which do not currently existing in the section of Pendal Lane adjoining the subject site.
• The proposed IDACC would potentially attract additional anti-social behaviour to Robertson Park and Stuart Street which is used by families and children. The proposal would impact on the useability of these areas and would result in locals no longer using these areas due to	• As set out above, the City is aware of existing anti-social behaviour in the locality, and the IDACC would be provided with external CCTV and lighting, as well as a security presence which would make a contribution to deterring this within the immediate vicinity of the premises.

Summary of Submissions:

Comments Received in Objection:	City Response:
safety concerns. *Strategic Planning* • The proposed IDACC is inconsistent with the objectives of the Perth Precinct, as the use would discourage residential and business development in the area and does not provide adequate on-site car parking.	*Strategic Planning* • The objectives referenced relate to the Town Centre area in the City's Local Planning Strategy. The Local Planning Strategy identifies the Town Centre as being the area contained within William and Brisbane Streets, between Brisbane Street and Newcastle Street, and William Street and Lake Street. The subject site is to the west of this area and these objectives are not relevant to the proposal. The Local Planning Strategy includes a recommendation for the Perth Design Guidelines area (which includes the subject site) to ensure that commercial activity does not encroach on residential amenity. As set out above the City is not satisfied that the proposed scale and intensity of the proposed IDACC would be compatible with the surrounding residential development in the locality.
• The zoning of the subject site was changed when LPS2 was gazetted. This indicates that there was a clear intent to discourage non-residential development and for the site to be used for high-density residential development consistent with the Residential R160 zoning.	• The subject site was previous zoned Residential/Commercial R80 under the City's former Town Planning Scheme No. 1 (TPS1). LPS2 was gazetted on 18 May 2018 and rezoned the subject site to Residential R160. The objectives of this zone relate to the provision of range of house and residential densities to meet the needs of the community. The objectives also provide for non-residential uses which are complimentary with and compatible to residential development. As set out above the City is not satisfied that the proposed IDACC would be consistent with the objectives of the Residential zone.
<u>Clause 67 Matters to be Considered</u> • **Clause 67(2)(a)** – - The proposal would not protect the safety and welfare of residents as it would pose a risk resulting from an increase of anti-social behaviour in the area. The proposed IDACC would cater for a small section of community and increase health and safety risks to the broader community. - The proposal would not result in a high quality built form outcome or enhance the City's POS areas through its lack of passive surveillance and street interface.	<u>Clause 67 Matters to be Considered</u> • In relation to the aims of LPS2: - While the proposed IDACC would contribute towards a broader community benefit for those suffering from an alcohol or drug crisis, the City is not satisfied that there would not be broader amenity impacts on the surrounding residents, or that the use would be compatible with the existing locality as set out above. - The proposal external works have been assessed against the City's Built Form Policy. The proposed modifications to the Stuart Street façade have not been demonstrated to relate or respond to the character of the adjoining heritage-listed building. The remaining modifications to the existing building are broadly consistent with the objectives of the Built Form Policy given the extent that they alter the existing façade. While there is limited passive surveillance from the existing building, the proposal would incorporate external lighting, CCTV and security patrols which doesn't not currently exist in the area.

Summary of Submissions:

Comments Received in Objection:	City Response:
• **Clause 67(2)(f)** – The proposal does not align with any State Government initiatives for a premises of this nature to be established.	• There are a number of broader initiatives and polices from the State Government relevant to the proposed IDACC, including the State Public Health Plan 2019-2024, Western Australian Mental Health, Alcohol and Other Drug Services Plan 2015-2025, Western Australia Alcohol and Drug Interagency Strategy 2018-2022. The establishment of the proposed IDACC is a direct response to the Methamphetamine Action Plan Taskforce Report.
• **Clause 67(2)(fa)** – The proposal does not align with the City's Local Planning Strategy as:	• The City's Local Planning Strategy identifies the subject site as falling within a High Density Residential area, with the surrounding area identified as High Density Mixed Use:
- The area around Robertson Park is identified for high density residential, and to enhance the appearance and functionality of POS areas through CPTED design principles which encourage passive surveillance.	- The actions of the Local Planning Strategy related to areas of POS (including Robertson Park) incorporating passive surveillance and CPTED principles. There are no actions related to developments which surrounding POS areas.
- The development is not a residential use and does not have a high quality built form interface to Robertson Park which provides for adequate passive surveillance.	- An action is included for policy to be developed which encourages design to demonstrate CPTED performance. This is embedded within the objectives of the City's Built Form Policy. As set out above the extent of assessment against the Built Form Policy relates to the proposed modifications to the existing building. While there is minimal passive surveillance incorporated into the existing design aside from the windows and balcony fronting Stuart Street and Pendal Lane which are respectively to be retained, the IDACC would also incorporate external lighting, CCTV and security patrols which would be broadly consistent with CPTED Guidelines.
- Community Purpose is an unlisted use and it is unclear whether this aligns with the actions related to accommodating community services and facilities.	- There are a number of broad actions ensuring that there are sufficient community services available, including to appropriately zone areas to accommodate these. The Community Purpose land use is defined in LPS2 but is not captured in the zoning table, meaning that it is an Unlisted Use and capable of consideration in all zones. As set out above the City is not satisfied that the proposed IDACC would be consistent with the relevant objectives of the Residential zone of LPS2 and the matters to be considered of the LPS Regulations, and would not be compatible with or complimentary to the locality..
• **Clause 67(2)(g)** –	• The proposal has been assessed against the City's relevant local planning polices, including:
- The proposed IDACC has not had regard to the intent of the City's	- The Short Term Accommodation Policy provides for objectives similar to the

Summary of Submissions:

Comments Received in Objection:	City Response:
Short Term Accommodation Policy.	Residential zone of LPS2 for proposals to positively contribute towards the surrounding locality, and to protect and not have undue amenity impacts on the area including surrounding residential properties. As set out above the proposed IDACC would not be consistent with these or the objectives of LPS2 as a result of amenity impacts associated with scale, intensity and transient nature of the use.
- The proposed IDACC does not have regard to the Perth Design Guidelines through the provision of a suitable façade interface to the street and Robertson Park and implementation of CPTED principles.	- The Perth Design Guidelines provide for requirements that are generally consistent with the Built Form Policy in relation to façade design. At its meeting on 25 July 2023 Council will consider the revocation of this policy. As this is being seriously considered for revocation, the City has attributed lesser weight to the Perth Design Guidelines.
- The proposed IDACC would not satisfy the objectives of the City's Parking Policy as it would be encourage private vehicle use by staff.	- The Parking Policy was amended by Council at its meeting 20 June 2023, which include removal of the reference to private vehicle use in the objectives. Notwithstanding concerns around the functionally and practicality of the tandem bays and car stackers, the City is satisfied that the subject site is well located to support the use of public and alternate transport methods by staff.
- The proposed IDACC would be inconsistent with the City's Built Form Policy.	- As set out above the assessment against the City's Built Form Policy is limited to the extent of the proposed modifications to the existing building. The proposed modifications to the Stuart Street façade have not been demonstrated to relate or respond to the character of the adjoining heritage-listed building. The remaining modifications to the existing building are broadly consistent with the objectives of the Built Form Policy given the extent that they alter the existing façade
- The Acoustic Design Report does not address the requirements of the City's Sound Attenuation Policy.	- The proposed IDACC does not adequately address the impacts of noise associated with the development, including the use of car stackers and the parking area. The City is not satisfied that compliance with the Noise Regulations would be achieved or that the proposal is consistent with the respective objectives of the Sound Attenuation Policy or Built Form Policy.
• **Clause 67(2)(j)** - The proposed IDACC would be incompatible with the objectives of the reserve under LPS2 for Robertson Park or Stuart Street Reserve, or contribute to and enhance safety of these spaces.	• The subject site is zoned Residential R160 under LPS2 and is not reserved. Both Stuart Street Reserve and Robertson Park are reserved for POS under LPS2 however as the development is not proposed on either of these properties, the reserve objectives are not relevant.
• **Clause 67(2)(m) and (n)** – The proposal would be incompatible and inconsistent with the existing and desired character of the residential area and would have an adverse amenity impact as:	• In relation to compatibility and amenity:

Summary of Submissions:

Comments Received in Objection:	City Response:
- An increase in anti-social behaviour and the Operations Management Plan being inadequate to manage this. The measures proposed would be reactive to situations which arise and not proactive in preventing incidents occurring.	- The City is not satisfied that the compliance with the Operations Management Plan would be adequate to ensure that there would be no amenity impacts, as the measures are largely reliant on and reactive to the behaviour of consumers. While there are measures to respond to incidents, there would be the capacity of disturbances to occur during the incident and would not necessarily prevent these from occurring, either within or external to the proposed IDACC.
- There is poor lighting in the area and the use would result in increased pedestrian movement along the footpath past the proposed entrances which would reduce a perception of safety for residents.	- The proposed IDACC would include additional external lighting outside of the premises, as well as CCTV which would consistent with CPTED principles.
- There would also be amenity impacts associated with the noise from the 24 hour operation, the use of the parking area and car stackers, discussions between consumers and staff, and potential distressed individuals.	- As set out above, the proposed IDACC does not adequately address the impacts of noise associated with the development, including the use of car stackers and the parking area. The City is not satisfied this would achieve compliance with the Noise Regulations or that the proposal is consistent with the respective objectives of the Sound Attenuation Policy or Built Form Policy. The 24 hour operating hours as well as the walk-in nature of the premises would contribute towards the transient nature of the use and additional activity in the area, and the City is not satisfied that this would not result in adverse amenity impacts on the surrounding residential properties.
- There would be additional activity in the residential area as a result of the proposed IDACC associated with pedestrians and vehicles entering and exiting the premises including staff and consumers.	- As set out above the walk-in component of the proposed IDACC as well as the 24 hour operating hours would contribute towards the transient nature of the use, the City is not satisfied that this would not result in adverse amenity impacts on the surrounding residential properties.
- Inadequate parking is provided on the site for the intensity of the use to ensure that there is no impact on the availability of parking along Stuart Street.	- The on-street parking along Stuart would primarily be utilised by the two vans associated with the Outreach Services, as well as visitors of the consumers within the Short Term Crisis Beds. The City's parking data indicates that on average 74.8% of the 95 on-street parking bays would be unoccupied, and the City is satisfied that there would be adequate capacity to accommodate the demands of the proposed IDACC.
• **Clause 67(2)(p**) – There is an expectation of landscaping being provided for new developments, and the proposal does not make a landscaping contribution to improve the public realm.	• In respect to landscaping, the development does not propose any modifications to the existing building footprint. Due to this extent of works the landscaping standards of the City's Built Form Policy are not applicable to the assessment of the proposed IDACC, and lesser weight has been attributed to this matter.
• **Clause 67(2)(r)** –	• In relation to the risk to human health or safety:

Summary of Submissions:

Comments Received in Objection:	City Response:
- The 24/7 operation of the proposed IDACC in a quiet residential setting with limited security and management measures proposed to address risks from individuals accessing and turned away from the premises (including when it is at capacity or because they have failed a risk assessment) poses a possible risk to human health and safety, particularly for more vulnerable members of the community.	- As set out above the walk-in component of the proposed IDACC as well as the 24 hour operating hours would contribute towards the transient nature of the use, and the City is not satisfied that this would not result in adverse amenity impacts on the surrounding residential properties. The City is not satisfied that compliance with the Operations Management Plan would be adequate to ensure there is not adverse impacts on the amenity of the locality, as there would be a limited ability to prevent incidents occurring particularly external to the premises.
- The proposed IDACC would not provide for adequate surveillance or activity to deter anti-social behaviour from occurring.	- The installation of external lighting, CCTV, and a security presence would be consistent with the considerations of the CTPED Guidelines and would contribute measures which do not currently exist on the building.
• **Clause 67(2)(s)** –	• In relation to the adequacy of car parking:
- The limited on-site parking would result in a heavy reliance of on-street parking which is currently time limited and would be further impacted by the number of staff and consumers attending the premises. There is no supporting evidence that for the assertion of individuals being transported to and from the proposed IDACC or using public transport.	- The City is satisfied that the provision of on-site parking would adequately cater for the demands of staff of the proposed IDACC, noting the accessibility of the subject site to public and alternate modes of transport. As set out above the City is satisfied based on its parking data that there is adequate capacity within the on-street parking along Stuart Street to accommodate visitors to and consumers being picked up and dropped off.
- The provision of car stackers and tandem parking bays would result in vehicle queuing extending into Pendal Lane, increasing risks to pedestrians and other vehicles.	- Following the advertising period the applicant provided additional information that staff shift change periods would be staggered by 15 and 30 minutes to limit instances of queuing to access these bays. The City is not satisfied this additional information has provided insufficient detail as to the specific strategies and arrangements that would be implemented to effectively manage and maintain practical access to these bays which is integral to the functionality of the on-site parking provision.
• **Clause 67(2)(t)** –	• In relation to traffic impacts:
- The layout of the parking area and use of tandem parking and car stackers would result in traffic queues extending down Pendal Lane and potentially block vehicle access to the surrounding apartments.	- As set out above the City is not satisfied that the access to on-site parking bays would be appropriately managed during shift change periods so as not to adversely impact on the locality.
- The scale and intensity of the proposed IDACC would result in additional traffic being generated in the surrounding locality with there being inadequate capacity to accommodate this.	- Following the initial advertising period the applicant provided a TIS to consider the impact of traffic movements associated with the use. The proposed IDACC is estimated to generate 87 vehicle trips per day. Both Stuart Street and Pendal Lane are an Access Road with an indicative traffic volume of 3,000 vehicles per

Summary of Submissions:

Comments Received in Objection:	City Response:
	day. The WAPC's TIA Guidelines state that an increase in traffic of less than 10 percent of a road's capacity would not normally have material impact on any particular section of road. Based on the applicant's TIS the additional traffic would be within the 3,000 vehicle trips per day capacity of these surrounding roads and the acceptable thresholds of the TIA Guidelines.
• **Clause 67(2)(x)** – - The proposal would adversely impact on the community as a result of the amenity impacts on the surrounding residents and inadequacy of the Operations Management Plan measures to manage safety in the public realm. Any breaches of the Operations Management Plan would take time to resolve and residents would remain impacted during the interim period. - The proposed IDACC is in proximity to community housing and other low socio-economic and at-risk individuals and would increase the concentration of and potential for anti-social behaviour.	• In relation to impacts on the community: - As set out above the walk-in component of the proposed IDACC as well as the 24 hour operating hours would contribute towards the transient nature of the use, and the City is not satisfied that this would not result in adverse amenity impacts on the surrounding residential properties. The City is not satisfied that compliance with the Operations Management Plan would be adequate to ensure there is not adverse impacts on the amenity of the locality, as there would be a limited ability to prevent incidents occurring particularly external to the premises. - As set out above the City's LPS2 does not provide for any guidance on the appropriate location of these types of uses, with each to be considered on its merits. The City does not support the proposed location due to the potential amenity impacts on the surrounding residents.
• **Clauses 67(2)(y) and (za)** – Submissions received on the proposal are to be taken into account in determining the application.	• The City received 178 submissions in response to the initial consultation period. A further 17 submissions were received during the readvertising period. The City also received submissions from the HCWA and DoC in support of the proposed development. The City has considered the issues raised in the submissions as part of the assessment of this application.
<u>Operations Management Plan</u> • It is unclear what would happen to persons deemed unsuitable for the IDACC or if The Hub or Short Term Crisis Beds are at capacity. What would be happen they are asked to leave the premises, or how they would access other services if outside of business hours? This may lead to people who are under the influence of alcohol and drugs congregating in the surrounding parks and streets.	• Following the advertising period the applicant provided an updated Operations Management Plan which outlined that the operator would take reasonable steps to ensure that consumers do not leave the IDACC and remain in the vicinity. Responses to these instances would include transport to another support service by either Outreach Services or family and friends, transport to medical assistance by either the Outreach Services or ambulance, or attendance by the Police. The City is not satisfied that the proposed scale of the use being 24 hours and with a walk-in component would not result in amenity impact from consumers coming and going, with the potential for congregation as well.
• The two security staff would be inadequate to manage the 30 individuals within the IDACC. The premises may also not be able to employ	• If the application were to be approved the proposed IDACC would be required to operate in accordance with the Operations Management Plan including in relation to

Summary of Submissions:

Comments Received in Objection:	City Response:
necessary security staff or what would happen if staff did not arrive for their shift?	any on-site security arrangements. Should this not occur with the City would have the potential to undertake action in accordance with its Development Compliance Enforcement Policy.
• It is unclear whether the security staff would patrol only the premises or include the adjoining Pendal Lane and Robertson Park.	• Following the advertising period the applicant provided an updated Operations Management Plan to set out that the security patrols would be external to the premises with observations occurring down Pendal Lane and across to Robertson Park.
• Notwithstanding the Operations Management Plan, there is no ability to control the behaviour of individuals who may be under the influence outside of the premises and in surrounding public spaces who may be disruptive. Enforcement of the Operations Management Plan would require complaints to be investigated by the City which may take time to resolve, and the behavioural nature of operations may be difficult to investigate and determine where this results in impacts external to the IDACC.	• The City is not satisfied that the proposed use would not be over reliant on the measures of the Operations Management Plan suitable which in itself is reliant on and reactive to the behaviour of consumers. In addition to the measures being difficult to consistently implement by the operator as well as to enforce by the City, the Operations Management Plan would not necessarily mitigate the potential for amenity impacts. This is because of the reactive nature of the measures required to manage to the scale and intensity of the proposed IDACC.as well as the close proximity of the subject site to the surrounding residential properties.
• Staff would be unable to prevent individuals from leaving the IDACC and wandering around the surrounding neighbourhood and public spaces which would pose a risk due to the 24 hour operation. Individuals would also be permitted to check-in and check-out while staying in the Short Term Crisis Beds, increasing the intensity of the use and with no control over the condition that they make re-present in.	• The City is not satisfied that the proposed scale of the use being 24 hours and with a walk-in component would not result in amenity impact from consumers coming and going, including those staying within the Short Term Crisis Beds. The Operations Management Plans outlines details where consumers present outside of the curfew period and would be re-evaluated for their suitability.
• The use of the balcony by consumers of the Short Term Crisis Beds would have a direct line of sight to adjoining properties and may contribute towards future anti-social behaviour in the area.	• The Operations Management Plan sets out that the use of the balcony would be supervised between the hours of 7am and 9pm. Screening would also be provided to achieve a balance between passive surveillance and overlooking. The City is aware of existing anti-social behaviour, and these measures along with the external lighting and CCTV, as well as the security presence would make a contribution towards deterring this from further occurring.
• Suggest modifications to the Operations Management Plan which include: - Addressing safety measures in the surrounding area. This could include additional security staff being permanently located in the IDACC premises and have a wider area of patrol including the surrounding residential developments, Pendal Lane and public spaces. Further clarity should be provided on the proposed external	• Following the advertising period this feedback was provided to the applicant. In response: - The Operations Management Plan was updated to set out that the extent of security patrols would be external to the premises with observations to Pendal Lane and Robertson Park. This also clarified that CCTV would be installed to cover the main internal areas of the IDACC and external areas of the building, with lighting provided to the Stuart Street frontage and Pendal Lane parking area.

Summary of Submissions:

Comments Received in Objection:	City Response:
lighting and CCTV strategy.	
- A permanent Police presence should be provided in the Operations Management Plan with a dedicated parking bay.	- The applicant has advised that a permanent Police presence would not be required under the IDACC model established by the State Government. The updated Operations Management Plan sets out that the proposed IDACC would have a formal relationship with the WA Police to ensure responsive support is provided when required.
- The Operations Management Plan should be reviewed more frequently than the one year timeframe indicated, especially during the initial stages.	- The applicant has indicated that they would be willing to review the Operations Management
- Provide additional information as to how those who are not accepted into the IDACC are provided with assistance, or those who leave having accessed services, would be managed to minimise disturbance to the adjoining residents and not dwell in the area or surrounding public spaces.	- The Operations Management Plan was updated to outline that the operator would take reasonable steps to ensure that consumers do not leave the IDACC and remain in the vicinity. Responses to these instances would include transport to another support service by either Outreach Services or family and friends, transport to medical assistance by either the Outreach Services or ambulance, or attendance by the Police.
- The 24 hour operation of The Hub including the ability for walk-ins would increase the intensity and scale of offsite impacts. The operating hours should be reduced and the walk-in component removed.	- The applicant has advised that the 24 hours operation and walk-in component is a requirement of the IDACC model by the State Government.
- There are a number of operational matters included in the tender document prepared by the Mental Health Commission which are not addressed in the Operations Management Plan. These should be clarified and included for transparency as to how the IDACC is proposed to operate if approved.	- The applicant has advised that the tender relates to the entire service delivery model, as opposed to the Operations Management Plan which addresses procedures to manage the interface between the service and the community. The assessment of the application is based on the operating details provided and would be required to operate in accordance with these, whether this aligns with the requirements of the State Government tender or not.
- Restrictions should be provided on the time when the car stackers can be used.	- The applicant has advised that car stackers would not be utilised between the hours of 10:30pm and 6:30am, although this is not reflected in the updated Operations Management Plan.
- Robertson Park shouldn't be used for any activities related to the IDACC, including for recreation by consumers.	- The Operations Management Plan does not include reference to the use of Robertson Park for organised activities of the proposed IDACC.
- Parking permits should not be able to be issued for staff of the premises.	- The City's Parking Permits Policy provides guidance on the issuing of commercial parking permits.

Summary of Submissions:

Comments Received in Objection:	City Response:
- The waste collection frequency be reduced from the proposed every two days.	- The City does not offer a commercial waste collection service, and the operation would be required to engage a private contractor. The applicant has indicated that the WMP could be reviewed to provide for less frequent collections then currently indicated. • Notwithstanding the applicant's responses the City is not satisfied that the Operations Management Plan would not necessarily mitigate the potential for amenity impacts. This is because of the reactive nature of the measures required to manage to the scale and intensity of the proposed IDACC.as well as the close proximity of the subject site to the surrounding residential properties.
Car Parking • The proposed IDACC does not make provision for on-site visitor parking, and there is inadequate capacity within the surrounding streets to accommodate the use of on-street parking bays (including in afternoons, on weekends and during the Fringe Festival). • The proposed IDACC is not consistent with the objectives of the Parking Policy as it does not support a shift towards sustainable transport, and encourages high levels of vehicle usage through the use of on-site and on-street parking. • Parking in area is already at a premium and the City has refused applications for parking permits for residents as a result. • The proposed 18 on-site parking bays would be inadequate to meet the demands for the number of staff, visitors, individuals accessing services, security and medical staff, and outreach staff (which has not been specified).	• As set out above the City is satisfied based on its parking data that there is adequate capacity within the on-street parking along Stuart Street to accommodate visitors to the proposed IDACC. This data was collected over a number of days and times and indicates that on average there is 74.8% of the on-street bays unoccupied. This data did not reflect during the Perth Fringe Festival. • The City is satisfied that the location of the subject site would support the use of public transport given the proximity to a high frequency bus route along Fitzgerald Street and the CAT bus on Aberdeen Street. The proposed IDACC would also provide for secure bicycle parking and end of trip facilities to support cycling by staff. As set out above there would be adequate capacity within the on-street parking to accommodate use by visitors to consumers within the IDACC. • The City's Parking Permit Policy sets out instances where the City would not issue residential parking permits. As set out above there would be adequate capacity within the on-street parking to accommodate use by visitors to consumers within the IDACC. • Based on the proposed number of staff, the City is satisfied that adequate on-site parking would be provided for the 12 staff on-site outside of business hours. During business hours the on-site parking would accommodate 18 staff, which would result in 20 needing to use public or alternative transport. As set out above the City is satisfied that the subject site is well located to support the use of public and alternate transport methods by staff. Notwithstanding that the number of bays would be adequate, it has not been demonstrated how the tandem parking bays and car stackers would be managed to maintain functional and practical use by staff.

Summary of Submissions:

Comments Received in Objection:	City Response:
• The Robertson Park Development Plan indicates the future removal of five to six bays opposite the subject site. The reliance of on-street parking combined with the removal of these in the future would increase demand for parking in the area, including for residents.	• In reviewing the City's parking data, this has been adjusted to reflect the removal of five on-street parking bays as outlined in the Robertson Park Development Plan. As set out above this data indicates that on average 74.8% of the on-street bays along Stuart Street are unoccupied, and that this would be adequate to meet the demands associated with the proposed IDACC.
<u>Built Form & Streetscape</u> • The development proposes a poorly activated façade in an area which has existing poor passive surveillance. The premises should contribute positively to the Stuart Street and Pendal Lane streetscapes through active frontages and improved surveillance opportunities. The proposed windows are to private areas (offices and consulting rooms) and do not contribute towards the street interface or to improve the perception of safety through implementation of CPTED and SPP 7.0 principles. Improved passive surveillance should be provided from common spaces. • Increased screening should be provided to the balcony to increase the visual privacy of neighbours.	 • As set out above the extent of the assessment of the external modifications to the building is limited to the extent of the works proposed. The development proposes to maintain the existing windows fronting Stuart Street. Having regard to this extent of the works, the building would maintain a similar level of transition between the public and private realm to that which is currently experienced. The internal ground floor planning indicates a number of consulting and meeting rooms, waiting areas and break out spaces, which all have access to a window fronting Stuart Street. In accordance with the Built Form Policy, these windows would be required to maintain an active and unobscured frontage. Similarity there are windows on the first floor which overlook Stuart Street from the Short Term Crisis Beds and group and meeting rooms. The use of external lighting, CCTV and a security presence would be consistent with the considerations of the CTPED Guidelines. • The balcony adjacent to Pendal Lane is provided with perforated metal screening. The provision of this screening would need to be balanced to ensure that there is sufficient permeability to provide for passive surveillance of the public realm. The existing balcony is setback approximately 6.2 metres from the ground floor outdoor living area and 7.8 metres from the first floor balcony of the adjoining property, which would assist with providing adequate separation. It is also noted that these areas are located within the front setback and would already be visible from the public realm.
<u>Internal Building Amenity</u> • The IDACC plans do not demonstrate how good natural ventilation could be achieved for occupants and staff. • The proposed IDACC should provide additional openings to improve access to sunlight and ventilation access for occupants.	 • The proposed IDACC would be accommodated within the existing building, with limited opportunities to increase natural ventilation from its present state. The building would be required to demonstrate compliance with the National Construction Code in respect to natural ventilation. • As set out above the proposed IDACC would be accommodated within the existing building, with natural ventilation required to comply with the National Construction Code. The building maintains all existing north-facing windows, with two additional windows proposed on the first floor.
<u>Sustainability</u>	

Summary of Submissions:

Comments Received in Objection:	City Response:
• The proposed IDACC building works should implement sustainability initiatives such as solar PV and battery storage.	• The proposed IDACC would be utilising the existing building, which would have sustainability benefits by reducing demolition and the need for new materials, and the associated embedded energy cost from construction of a new building on the subject site. The applicant has also advised that a number of sustainability measures would be implemented, including solar PV panels, and the use of energy and water efficient lighting and other fixtures. These measures would be required to be delivered should the application be approved.
• The building façade treatments proposed black and dark grey features which would contribute towards greater heat absorption.	• Following the initial community consultation, the applicant provided amended plans which removed the black colorbond cladding from the Stuart Street facade. The proposed grey render would not be dissimilar to the existing colour of the building and would not necessarily contribute towards greater heat absorption then currently experienced.
• No life cycle assessment has been undertaken for the proposed development as identified by the City's Built Form Policy.	• Although no ESD report has been provided, as set out above the application proposes the reuse of the existing building, along with the implementation of sustainability initiatives including solar PV panels, and the use of energy and water efficient lighting and other fixtures. These measures would supplement the sustainability benefits of the adaptive reuse of the building.
<u>Vehicle Access & Traffic</u>	
• The use of Pendal Lane by vehicles and pedestrians would increase significantly as a result of the proposed IDACC, including the 18 new car parking bays proposed. Pendal Lane is not designed to accommodate this additional traffic.	• As set out above the applicant provided a TIS to consider the impact of traffic movements associated with the use. The proposed IDACC is estimated to generate 87 vehicle trips per day. Both Stuart Street and Pendal Lane are an Access Road with an indicative traffic volume of 3,000 vehicles per day. The traffic generation would be within the 3,000 vehicle trips per day capacity of these surrounding roads and the acceptable thresholds of the TIA Guidelines.
• The proposed IDACC would generate excessive traffic in the area resulting from the proposed number of staff and consumers within the premises.	• As set out above the traffic generated by the proposed IDACC would be within the capacity of Pendal Lane and Stuart Street and the acceptable threshold for additional vehicle movements established by the WAPC's TIA Guidelines.
• The use of tandem parking in conjunction with car stackers would result in vehicle queuing extending beyond the boundaries of the site and impacting on the driveways of adjoining residential properties during staff arrival periods.	• As set out above the City is not satisfied this additional information has provided insufficient detail as to the specific strategies and arrangements that would be implemented to effectively manage and maintain practical access to these bays which is integral to the functionality of the on-site parking provision.
<u>Noise</u>	
• The Acoustic Design Report has not modelled the impact of noise from the car stackers, which would be used 24 hours a day and be a	• As set out above the Acoustic Design Report has not included an assessment of noise from the use of the car stackers, as the model of car stackers has not been

Summary of Submissions:

Comments Received in Objection:	City Response:
nuisance for surrounding residents. There has also been no assessment of the impact of car doors closing during the evening which would impact surrounding residents due to the operating hours.	chosen. Given the car stackers are enclosed an in close proximity to surrounding residents, the City is not satisfied whether compliance with the Noise Regulations would be achieved and appropriate acoustic privacy is provided for the adjoining properties. Modelling was undertaken of the impact of noise generated by car doors closing which indicated that this would comply with the Noise Regulations.
• The bedrooms and outdoor living areas of surrounding properties would be adversely impacted from noise associated with deliveries and servicing, as well as from Police and ambulances attending the premises.	• It is noted that emergency vehicles and general road noise by delivery vehicles would be exempt from the complying with the Noise Regulations. As set out above the Operations Management Plan identifies that deliveries would occur between 7am and 3pm which would assist to mitigate amenity impacts. The Operations Management Plan also identifies that negotiations would occur with St John's Ambulance regarding the use of sirens. Notwithstanding this, due to the nature of the use instances of ambulances attending the premises would likely be higher than reasonably expected for residential development, and would result in a source of nuisance on these occasions.
• Air conditioning units should be placed on the roof so as to provide greater separation from adjoining residential properties. The Acoustic Design Report has does not address the specifications of the air conditioners to be installed.	• The Acoustic Design Report modelled the impact of mechanical and plant equipment located on the rooftop. This would achieve compliance with the Noise Regulations providing that screening is provided.
• The proposed ambulance bay is immediately adjacent to residential properties and would result in noise disturbances, particularly when sirens are utilised.	• As set out above the Operations Management Plan identifies that negotiations would occur with St John's Ambulance regarding the use of sirens. Notwithstanding this, due to the nature of the use instances of ambulances attending the premises would likely be higher than reasonably expected for residential development, and would result in a source of nuisance on these occasions.
<u>General</u>	
• There is currently a housing shortage and the site should be redeveloped as apartments.	• This comment is noted. Apartments are capable of being approved on the subject site in accordance with the Residential zoning of the subject site under LPS2.
• The proposed IDACC would reduce property values, and impact on the ability sell or attract tenants.	• Property valuations are not a valid planning consideration.
• The proposed IDACC would be inconsistent with the City's plans to upgrade Robertson Park.	• On 14 September 2021 Council endorsed the Robertson Park Development Plan which would guide the timing and funding of future upgrades within the reserve, and does not relate to adjoining development. The proposed IDACC would not impact on the City's delivery of these upgrades.
• Inadequate consultation with the community on the proposal has been	• The City undertook consultation in accordance with the Community and Stakeholder

Summary of Submissions:

Comments Received in Objection:	City Response:
undertaken by the City and the applicant/Cyrenean House.	Engagement Policy, with the application being advertised for a period of 33 days between 25 May 2023 to 26 June 2023. This exceeded the 28 days identified in this policy, to provide additional time following a community information session facilitated by the Cyrenian House on 15 June 2023. A sign was also erected on site, a notice placed in the local newspaper and the City's website, and 1,378 letters sent to all owners and occupiers within a 200 metre radius. Following additional information being provided by the applicant, the application was readvertised for a period of eight days from 10 July 2023 to 17 July 2023 to the previous submitters and a notice on the City's website, consistent with the Community and Stakeholder Engagement Policy.

Comments Received Expressing Concern:	City Response:
<u>Land Use</u>	
• The use seems to be appropriately located for the purposes of an IDACC and would potentially attract less anti-social behaviour than the current vacant building, provided that the Operations Management Plan is followed.	• This comment is noted.
• An alternative site for the proposed IDACC may be more suitable where it is surrounded by commercial activities and other support services, and isn't within a predominantly residential setting.	• This comment is noted. As set out above the City is not satisfied that the proposed IDACC is appropriate for the predominantly residential locality.
<u>Operations Management Plan</u>	
• The security presence is limited to immediately adjacent to the proposed IDACC, but should extend beyond this to deter anti-social behaviour in Pendal Lane and the surrounding public spaces.	• Following the advertising period the applicant provided an updated Operations Management Plan to set out that the security patrols would be external to the premises with observations occurring down Pendal Lane and across to Robertson Park.
• The entry and exit procedure for admitting new consumers to both The Hub and the Short Term Crisis Beds should be clearly outlined in the Operations Management Plan.	• The Operations Management Plan outlines that when entering The Hub consumers would be triaged by a nurse and security office to determine whether they are suitable before being admitted. Discharge planning arrangements are also provided for, with this to occur during the day and transport to be provided from either the Outreach Service or family or friends of the consumer in the first instance.
• Further detail should be provided on how people who are deemed inappropriate for the proposed IDACC would be managed and moved away from the premises and surrounding area. Similarly information should be included as to how groups who may uses the premises or	• As set out above the applicant provided an updated Operations Management Plan following the advertising period which outlined that the operator would take reasonable steps to ensure that consumers do not leave the IDACC and remain in the vicinity. Responses to these instances would include transport to another support

Summary of Submissions:

Comments Received Expressing Concern:	City Response:
Robertson Park and Stuart Street Reserve as a place to congregate would be managed to deter anti-social behaviour from occurring.	service by either Outreach Services or family and friends, transport to medical assistance by either the Outreach Services or ambulance, or attendance by the Police. The City is not satisfied that the proposed scale of the use being 24 hours and with a walk-in component would not result in amenity impact from consumers coming and going, with the potential for congregation as well.
• There is no detail as to the relationship with the Police or ambulance services as to whether sirens would be used, or how the car stackers would be managed during the evening to mitigate noise disturbances.	• Following the advertising period the Operations Management Plan was updated sets out that the proposed IDACC would have a formal relationship with the WA Police to ensure responsive support is provided when required, and that negotiations would occur with St John's Ambulance regarding the use of sirens. The applicant also advised that the car stackers would not be used between 10:30pm and 6:30am to mitigate noise impacts during the evening, however this was not reflected in the Operations Management Plan or PMP.
<u>Car Parking</u> • The use of car stackers can be problematic in respect to noise and functionality. As an alternative a cash in lieu payment may be more appropriate.	• As set out the City is not satisfied that the proposal has provided adequate detail as to the specific strategies and arrangements that would be implemented to effectively manage and maintain practical access to the bays which is integral to the functionality of the on-site parking provision. Additionally, the Acoustic Design Report has not modelled the impact of noise from the car stackers, and the City is not satisfied that this would achieve compliance with the Noise Regulations or cause an amenity impact. The LPS Regulations and Parking Policy provide for ability to require payment in lieu of on-site parking, where the development does not satisfy the applicable minimum parking requirement. There is no minimum requirement under the Parking Policy for Unlisted Uses, and the City is satisfied as set out above the on-site parking provision would be adequate, notwithstanding the inadequacy of the management strategies.
• Pendal Lane is a highly utilised road which accommodate residential traffic along with waste and delivery services. There would be no space for additional parking to be accommodated.	• The development proposes to utilise the existing on-site parking area of the building, which is accessed from Pendal Lane, and to increase the number of on-site parking bays from 10 to 18 through the installation of car stackers. No additional parking is proposed to be provided within Pendal Lane.
• There appears to be inadequate parking provided and a reliance on on-street parking.	• As set out above and notwithstanding the management of on-site parking bays, the City is satisfied that the number of on-site parking bays would be adequate for staff, with the subject site having good access to public and alternate modes of transport. The City's parking data indicates that there would be adequate capacity within the on-street parking to accommodate demands from the proposed IDACC, including use by Outreach Services and visitors.

Summary of Submissions:

Comments Received Expressing Concern:	City Response:
• The on-site parking is located off Pendal Lane and vehicles using this may comprise access for through traffic due to manoeuvring associated with the tandem parking bays and car stackers, as well as outreach drop offs and deliveries. Further information on how this would be managed should be provided.	• As set out above the applicant provided additional information that staff shift change periods would be staggered by 15 and 30 minutes to limit instances of queuing to access these bays. The City is not satisfied this additional information has provided insufficient detail as to the specific strategies and arrangements that would be implemented to effectively manage and maintain practical access to these bays which is integral to the functionality of the on-site parking provision.
Landscaping • The proposed IDACC could benefit from some additional landscaping being provided to reflect Robertson Park.	• As set out above the development does not propose any modifications to the existing building footprint. Due to this extent of works the landscaping standards of the City's Built Form Policy are not applicable to the assessment of the proposed IDACC.
Amenity • The visual privacy of adjoining properties should be protected by ensuring that there are no windows which would overlook these residents. • Additional lighting should be provided external to the building to illuminate the pedestrian path and Pendal Lane.	• The proposed works do not include any additional windows to what is existing on site. The existing windows on the first floor would be replaced with doors providing access from Room 1 and Room 3 to the balcony. • The applicant's Operation Management Plan indicates external lighting is to be provided to the front of the building along Stuart Street and the car park area adjoining Pendal Lane.
General • Should the development be approved Cyrenean House should commit to permanent and regular consultation with the local community to ensure ongoing safety and improvements in the area.	• Following the initial advertising period, the applicant provided an updated Operations Management Plan which included terms of reference for the establishment of an IDACC Community Advisory Group, which would include information sharing, consultation on operational matters, and providing a forum for concerns to be raised and addressed.

Summary of Submissions:

Submissions Received During Second Community Consultation – 10 July 2023 to 17 July 2023

Comments Received in Support:	City Response:
Land Use • Reiterate comments in support from initial community consultation period.	 • This comment is noted.

Comments Received in Objection:	City Response:
Land Use	
• Reiterate the previous concerns with land use and anti-social behaviour from initial consultation period.	• Refer to previous comment in initial advertising period. The City is not satisfied that the proposed IDACC would be compatible with or complimentary to the amenity of the surrounding residential development.
• The comparisons with Cyrenian House's existing premises is not comparable as this operates in a different manner and is not open 24 hours a day.	• The City has assessed the acceptability of the proposed IDACC based on the unique nature of the use, and notes that the manner of operation is different to Cyrenian House's existing premises.
• The comparisons to the previous Office are irrelevant to the proposal given the use would operate in a different manner.	• The City has assessed the acceptability of the proposed IDACC based on the unique nature of the use, and notes that the manner of operation is different to the previously approved Office use on the subject site.
• The comparisons with Mission Australia are irrelevant as this does not operate as a 24 hour walk-in facility and is subject to conditions accordingly.	• The City has assessed the acceptability of the proposed IDACC based on the unique nature of the use, and notes that the manner of operation is different to the nearby Mission Australia premises at No. 33 Church Street.
• The comparisons with the Ruah premises in the City of Perth is not comparable as this operates in a different context.	• The City has assessed the acceptability of the proposed IDACC based on the unique nature of the use, and notes that surrounding development context of the subject site is different to the recently approved Ruah House in the City of Perth.
• The nature of services offered in the proposed IDACC would encourage anti-social behaviour and be a source of risk to the community.	• The nature of services offered in the proposed IDACC would encourage anti-social behaviour and be a source of risk to the community.
LPS2 Objectives • Reiterate previous concerns with incompatibility of the use, including that the proposed use would be more akin to that of an institutional building or hospital, and shouldn't be located in a residential locality.	*LPS2 Objectives* • Refer to previous comment in initial advertising period. The City is not satisfied that the proposed IDACC would be compatible with or complimentary to the amenity of the surrounding residential development.
Clause 67 Matters to be Considered	

Summary of Submissions:

Comments Received in Objection:	City Response:
• **Clause 67(2)(m) and (n)** – Reiterate previous concerns in relation to the proposal being incompatible and inconsistent with the existing and desired character of the residential area and would have an adverse amenity impact as:	• Refer to previous comment in initial advertising period. In relation to compatibility and amenity:
- The updates to the Operations Management Plan have not adequately addressed how adverse impacts resulting from anti-social behaviour from consumers who leave or are refused entry to the proposed IDACC.	- As set out above the City is not satisfied that the compliance with the Operations Management Plan would be adequate to ensure that there would be no amenity impacts, including that which may occur external to the premises for consumers who leave or are refused entry to the proposed IDACC.
- The proposal does not adequately address noise impacts associated with the use of the car stackers or closing of car doors.	- As set out above, the Acoustic Design Report does not adequately address the impacts of noise associated with the development, including the use of car stackers and the parking area. The City is not satisfied this would achieve compliance with the Noise Regulations or that the proposal is consistent with the respective objectives of the Sound Attenuation Policy or Built Form Policy. The Acoustic Design Report does provide for an assessment of noise generated by car doors closing, which indicated that this would comply with the Noise Regulations.
- The use and activity associated with the scale and operating hours of the proposed IDACC in a residential locality.	- As set out above the walk-in component of the proposed IDACC as well as the 24 hour operating hours would contribute towards the transient nature of the use, the City is not satisfied that this would not result in adverse amenity impacts on the surrounding residential properties.
• **Clause 67(2)(s)** – Reiterate previous concerns including the proposed IDACC having a heavy reliance on on-street parking which may not be suitable given the existing 2P parking restrictions.	• Refer to previous comment in initial advertising period. In relation the use of on-street parking the City's parking data indicates that on average 74.8% of the 95 on-street parking bays would be unoccupied, and the City is satisfied that there would be adequate capacity to accommodate the demands of the proposed IDACC.
• **Clause 67(2)(t)** – Reiterate previous concerns the layout of the parking area and use of tandem parking and car stackers would result in traffic queues extending down Pendal Lane and potentially block vehicle access to the surrounding apartments.	• Refer to previous comment in initial advertising period. As set out above the City is satisfied that the additional traffic would be within the capacity of the surrounding streets, however inadequate details have been provided in relation to the management of the on-site parking bays to minimise instances of queuing associated with the use of the car stackers and tandem parking bays.
<u>Operations Management Plan</u>	
• Reiterate previous concerns with the Operations Management Plan,	• Refer to previous comment in initial advertising period. The applicant did not make

Summary of Submissions:

Comments Received in Objection:	City Response:
including that the updates made following the initial consultation have not adequately addressed the issues raised.	any further changes to the proposed Operations Management Plan following the conclusion of the readvertising period.
• The limited extent of Cyrenean House to manage anti-social behaviour external to the premises is non-existent, particularly those who are under the influence of methamphetamine or other substances. This is indicated by the lack of external security patrols, would still not provide for safety for users of residents by ensuring that consumers who leave the proposed IDACC or are turned away do not congregate in the surrounding area, including Stuart Street Reserve and Robertson Park.	• While the security patrols in conjunction with external lighting and CCTV would provide for measures which do not currently existing on the building, as set out above the Operations Management Plan would not necessarily mitigate the potential for amenity impacts including from anti-social behaviour which occurs with Robertson park and Stuart Street Reserve.
• Further clarification should be provided as to where consumers who are transported away from the proposed IDACC are taken, and how quickly this would occur so as to avoid disturbing surrounding residents. This fails to address how consumers who refuse transport would be managed, as well as in instances of consumers being turned away would likely increase given the limited number of Short Term Crisis Beds provided.	• The Operations Management Plan sets out that consumers would be transported to a safe place or to services appropriate to meet their needs, and the applicant has advised that this would occur promptly, although not timeframe was indicated. The Operations Management Plan also outlines that consumer would be encouraged to use the transport available, but would not be able to be prevented from leaving the premises on their own accord should they choose. As set out above the City has concerns regarding the impact of the unrestricted 24 hour access to the walk-in component and the potential for this to result in the congregation of people outside of the premises and in the public realm.
• The discharge plan only refers to consumers being encouraged to stay for the 72 hours, however this cannot be enforced and may result in them leaving the premises at any time in an unresolved stage of crisis and being a risk to themselves or the community.	• As set out above the Operations Management Plan acknowledges that it cannot prevent consumers from leaving the premises should they wish. The City has concerns regarding the impact of the unrestricted 24 hour access to the walk-in component and the potential for this to result in the congregation of people outside of the premises and in the public realm.
• It is unclear at what level the need for medical intervention for high-risk consumers would result in them being turned away because they are unsuitable for the services offered.	• The applicant has advised that the triage process undertaken before consumers are admitted would include an assessment of medical needs, and whether these would be capable of being managed by the proposed IDACC or would require hospital intervention.
• The provision of CCTV and external lighting would be insufficient to avoid impacts on properties along Pendal lane and Stuart Street which already experience break-ins and theft.	• Refer to previous comment in initial advertising period. As set out above the City is aware of existing anti-social behaviour in the area, and the proposed security patrols in conjunction with external lighting and CCTV would provide for measures which do not currently existing on the building, and make a contribution towards deterring further instances from occurring.

Summary of Submissions:

Comments Received in Objection:	City Response:
Built Form & Streetscape	
• Reiterate previous concerns in relation to the façade upgrades, including the lack of consistency with the existing streetscape of Stuart Street.	• Refer to previous comment in initial advertising period. Notwithstanding the facade treatments would generally consistent with the existing Stuart Street streetscape, it has not been demonstrated how this would relate or respond to the character of the adjoining heritage-listed building.
Car Parking	
• Reiterate previous concerns in relation to the use of on-street car parking, including that the bays along Stuart Street are often fully occupied during the evening, and staff access to the proposed IDACC by public transport would be limited during these times.	• Refer to previous comment in initial advertising period. As set out above the City is satisfied that the 12 on-site parking bays would adequate for the 12 staff outside of business hours.
• The applicant's TIS estimates that there may be up to 54 and 16 separate vehicle trips during and outside of business hours. The provision of 18 on-site parking bays would be insufficient to meet the needs of its users.	• The parking demand has been assessed based on the proposed staff numbers and not the number of vehicle movements. As set out above the City is satisfied that the on-site parking would be adequate to meet the demands of staff, noting that the subject site is well located to support the use of public and alternate transport modes.
Vehicle Access & Traffic	
• Reiterate previous concerns in relation to vehicle accessing, including the queuing of vehicles associated with the car stackers which may restrict access to surrounding properties.	• Refer to previous comment in initial advertising period. As set out above the City is not satisfied this additional information has provided insufficient detail as to the specific strategies and arrangements that would be implemented to effectively manage and maintain practical access to these bays which is integral to the functionality of the on-site parking provision.
• Concerned with the conclusions of the TIS in relation to the additional traffic movements from the proposed IDACC on the surrounding road network.	• As set out above the traffic generated by the proposed IDACC would be within the capacity of Pendal Lane and Stuart Street and the acceptable threshold for additional vehicle movements established by the WAPC's TIA Guidelines.
Noise	
• Reiterate previous concerns in relation to the impact of noise associated from the proposed IDACC, including disturbances from car doors closing. These noise impacts on the surrounding residents would be amplified due to the hard surfaces within Pendal Lane.	• Refer to previous comment in initial advertising period. As set out above the Acoustic Design Report has not included an assessment of noise from the use of the car stackers, as the model of car stackers has not been chosen. Given the car stackers are enclosed an in close proximity to surrounding residents, the City is not satisfied whether compliance with the Noise Regulations would be achieved and appropriate acoustic privacy is provided for the adjoining properties. Modelling was undertaken of the impact of noise generated by car doors closing which indicated that this would comply with the Noise Regulations.
• While the documentation indicates that sirens and lights would be used	• Refer to previous comment in initial advertising period. Noise from emergency

Summary of Submissions:

Comments Received in Objection:	City Response:
sparingly, the proposal does not account for noise impacts associated with the use of the ambulance bay transferring consumers and the impact this would have on the amenity of the adjoining residents.	vehicles would be exempt from the complying with the Noise Regulations, and the Operations Management Plan identifies that negotiations would occur with St John's Ambulance regarding the use of sirens. Notwithstanding this, due to the nature of the use instances of ambulances attending the premises would likely be higher than reasonably expected for residential development, and would result in a source of nuisance on these occasions.
• The use of the car stackers is integral to the premises, and while the applicant has advised would not be used between 10:30am and 6pm, no comment is provided on their use outside of these times which would have a potentially greater impact on surrounding residents.	• The applicant has advised that the reference to the use of car stackers between 10:30am and 6pm was an error, and should be 10:30pm to 6am. While this would assist to reduce noise impacts, the City would still not be in a position to confirm with the car stackers would comply with the Noise Regulations during the remaining periods.

CITY OF VINCENT

ATTACHMENT 11

Applicant Response to Summary of Submissions

Summary of Submissions:

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

Comments Received in Support:	Applicant Response:
Land Use • The proposed location is highly accessible and would be of benefit to those in the community suffering from alcohol and drug addiction. • There is existing anti-social behaviour in the area and the proposed IDACC would give a place for people to go rather than roaming the surrounding area. • The 24 hour use of the premises would deter anti-social behaviour from occurring, including graffiti, squatting and break-ins. • Previous experience with the Mission Australia premises nearby indicates that these types of uses can be appropriately and effectively managed. • There is a strong partnership with other related services to provide a coordinated response to assist those in urgent need of support.	Comments in support are noted.
Operations Management Plan • The presence of security on site would assist to manage potential anti-social behaviour, but should be extended to include Robertson Park. • The Operations Management Plan is well considered and the operator has experience in delivering similar services, which would assist to minimise adverse impacts to surrounding residents. • Suggest that the Operations Management Plan be updated to address: - Clarification on the extent of CCTV and lighting outside of the building to improve opportunities for surveillance, whilst ensuring that there is no adverse impact from light spill. - Clarify how those deemed unsuitable for the proposed IDACC would be managed away from the premises and out of the area.	The Security Officers will patrol the external perimeter of the IDACC building and will make observations down Pendal Lane and across into Robertson Park. Should they observe any criminal or antisocial behavior in these areas they will contact Police for attendance. The entire perimeter of the IDACC property will be covered by CCTV except where this impinges on the privacy of adjacent properties. Lighting will be positioned to illuminate the front of the building and the car park area adjoining Pendal Lane. Care will be taken to not create unnecessary lighting that could disturb neighbors. When clients present to the IDACC service it is possible that they may not be suitable for assistance at the service. This may be because they do not have an alcohol and other drug problem, they are unwilling to be supported or assessed, or they are seeking support for an issue other than alcohol and other drug use. It is also possible that they are unwell or injured and therefore require medical care, including hospital-level care.

Summary of Submissions:

Comments Received in Support:	Applicant Response:
	In these instances, IDACC staff will assess the situation and will provide one of a range of responses dependent on the situation. These may include: • Significant injury or illness – transport to hospital by IDACC staff or calling an ambulance. • Disruptive or violent behaviour – containment by IDACC security staff and calling Police. • Requiring another service (e.g., homeless) – IDACC (or family or friend) transport to another service. In all of the above instances, and with the consent of the client, a supportive family member or friend will be contacted to potentially participate in the plan for the client to access an alternative service. IDACC staff are to take reasonable steps to prevent the client who is not suitable from remaining in the vicinity of the IDACC building without a clear plan where they best need to go.
Built Form & Streetscape • The proposed works would update a dilapidated building and bring it into consistency with the streetscape.	Comments in support are noted.
Car Parking • There is usually a high number of parking bays available which could accommodate demands from visitors attending the proposed IDACC. • The use of tandem car parking and car stackers may present some management difficulties for staff and the timing of shifts.	The IDACC facility will have a number of on-site car bays. The number of on-site car bays is being increased via this development by the installation of 6 car-stackers. The number of on-site car bays is being increased over the number of on-site car bays that were available during the buildings previous use as an office building. There will be three main rosters in each 24 hour period. Systems will be established to ensure the smooth transition of staff between rosters, including in relation to on-site car parking.

Comments Received in Objection:	Applicant Response:
Land Use	

Summary of Submissions:

Comments Received in Objection:	Applicant Response:
• The service provided is generally supported however the proposed IDACC is unsuitable to the location, and should be located in a predominantly commercial or industrial area.	The proposed location for the IDACC service is appropriate. It is closed to other similar services, is centrally located, and close to Royal Perth Hospital and to Perth Police Station. It's location will promote good access for those that require the service, and provide good access for on-referral to other complementary services. The immediate locality surrounding the site is zoned Mixed Use under the City's Local Planning Scheme No.2. The objectives of this zone include *"to allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, amusement centres, eating establishments and appropriate industrial activities"*. The proposed use is appropriate to the area, as would be commercial and industrial uses. This application demonstrates the activities can be managed in a way that does not cause detriment to the amenity of the locality.
Nature, Scale & Intensity of Land Use • The proposed 24 hour a day, seven day and 365 day a year operation of the IDACC would have the potential to disrupt surrounding residents. This includes from the intensity of the use which would have over 70 people in the premises, 24 hour pedestrian and vehicle access, and the proximity of car stackers to residential properties	Although operating 24 hours per day, at any given time (particularly after-hours) the intensity of activity at the IDACC facility is envisaged to be unobtrusive. The service should very easily be able to coexist well with surrounding residential use.
• There are a number of existing services which offers similar support in proximity to the area located in Northbridge, Perth and East Perth (including Mission Australia and Ruah House). There is no need for another in close proximity.	The proximity of these similar services is actually an argument for situating the IDACC service in this area. The IDACC will be a complementary service to these other similar services and is best situated relatively close to these similar services. In addition, none of these other services offer immediate access to alcohol and other drug treatment.
• The experience with Mission Australia has demonstrated that these premises do not operate in accordance with management plans and result in adverse amenity impacts to surrounding residents. There is no certainty that Cyrenean House would be able to successfully operate a use of this nature without disruption to the locality.	Cyrenian House has an excellent track record of working in a positive and cooperative way with neighbours and local communities generally. Our commitment is to operate according to the Management Plan.
• The need for such a use has not been demonstrated or why it should be located in the proposed location which is predominantly residential between Fitzgerald Street and Palmerston Street.	The WA State Government has determined the need to the IDACC service. The Mental Health Commission (WA Government) is supportive of the use of the Stuart Street building for the IDACC facility.
• The scale of the proposed use including the number of staff, patrons, and visitors would be too large and would have the potential to increase in the future should there be demand for additional services.	The IDACC service is unlikely to expand in size in the future given the constraints of the Stuart Street site and building.
• The proposed land use does not align with the definition of Community Purpose as it does not have an educational, social or recreational	The predominant interventions occurring at the IDACC service and facility fit the criteria of Community Purpose. The main interventions occurring there are educational and psychosocial. The medical services that will occur for clients of the service are adjunct to

Summary of Submissions:

Comments Received in Objection:	Applicant Response:
component which would benefit the local community. The proposed land use would be more appropriately classified as a Medical Centre.	the main interventions being provided and these will be provided predominantly off-site at Cambridge Clinic. Further, the LPS2 definitions for medical centre and consulting rooms relates to the use of premises by 'health practitioners' and in this case the services provided in the IDACC are more closer aligned to support and counselling services. Attendance by a qualified health practitioner is limited to occasional on-site services of a medical doctor from Cambridge Clinic and is far too infrequent and adjunct to the core IDACC services to result in the premises being classified as a consulting rooms use (far less a medical centre use that requires the premises is used by 3 or more health practitioners).
• There are no similar facilities which operate in Perth and so the residents could have no assurances about how successful the IDACC could operate.	IDACC is a new service model, however elements of this service model already operate successfully in other services that do operate currently for essentially the same target group of clients. Cyrenian House has a 42 year history or working safely and effectively with this client group.
• The proposed IDACC would be in close proximity to the Northbridge entertainment area. It would be inappropriate to operate an IDACC in close proximity to venues which sell alcohol.	IDACC required a central location in order to be accessible to clients from across the metropolitan area. Alcohol, particularly via take-away sale is heavily available across the metropolitan area not just in Northbridge.
LPS2 Objectives • The proposed use would be incompatible with and not complementary to the existing residential area, and would be disruptive to the existing amenity as a result of an increase of noise, traffic and security risks. Non-residential development within the Residential zone is to be compatible with the established area. The compatibility of the proposed IDACC has not demonstrated how it would satisfy this objective. • The proposal would not result in a high quality or compatible built form outcome as a result of lack of passive surveillance measures and street interface. • The surrounding area is largely residential with some small businesses and the proposed IDACC would be incompatible with this setting. Businesses in the area operate at a lesser scale and intensity than that which is proposed. The activities of the proposed IDACC would continue in the area outside of typical business hours.	The IDACC facility and service will likely improve the amenity and safety of the immediate surrounding area via a 24 hour security and staffing presence. In addition, the current situation is the vacant building is a magnet for antisocial activity including squatting and intensive drug use and dealing. The development will resolve these issues immediately and contribute to the long-term safety and amenity of the area.
• There is already existing safety and anti-social behaviour (including assaults, abusive behaviour, theft, break ins, property damage, drug	Cyrenian House will work with Police and the Ambulance service to ensure that sirens are not used to transport clients to the IDACC facility. The IDACC is not a hospital, or a Police Station, and is not a suitable destination for a medical emergency. There is no

Summary of Submissions:

Comments Received in Objection:	Applicant Response:
paraphernalia, homelessness) issues occurring in the locality and the proposed IDACC would further contribute to this.	reason why Police or Ambulance would be required to utilise sirens and lights when bringing a client to the IDACC facility.
• The introduction of the proposed IDACC would mean that it is no longer safe for women, families and/or children to walk in the area, utilise Pendal Lane, Robertson Park, and/or Stuart Street Reserve due to the increase of people suffering from drug and alcohol problems in the area.	Clients accessing the IDACC will quickly be assessed inside the building. There is no reason or incentive for them to loiter outside the building in an intoxicated state. Those accessing the service will be doing so voluntarily to obtain support and treatment for their alcohol and other drug use problems.
• The employment of security and potential attendance of Police and ambulances would adversely impact on the existing amenity of the residential setting. This includes noise impacts associated with the use of sirens, as well as from delivery vehicles.	
• The ability for individuals to drop-in to the proposed IDACC 24 hours a day would result in an increase disruption to the existing residential amenity late at night and early in the morning, including from noise of those under the influence of drugs and alcohol.	
• External lighting associated with the proposed IDACC would negatively impact on neighbouring properties.	Lighting will be sufficient to illuminate the footpath along the Stuart Street side of the building and the entries to the building, while not being obtrusive for local residents.
• Pendal Lane is highly utilised by pedestrians and the proposed IDACC would adversely impact on the safety and amenity of this area.	Instructions will be issues to ensure that all staff and visitors enter and exit the IDACC building car park via the Stuart Stret end of Pendal Lane. Staff will not be allowed to use Pendal Lane as a vehicle thoroughfare.
• The proposed IDACC would potentially attract additional anti-social behaviour to Robertson Park and Stuart Street which is used by families and children. The proposal would impact on the useability of these areas and would result in locals no longer using these areas due to safety concerns.	There is no evidence that the IDACC would increase anti-social behaviour in Robertson Park and this is a very unlikely scenario. Experience shows that alcohol and drug treatment services are not places that attract people who wish to actively use drugs and behave in anti-social ways in close proximity to these services.
Strategic Planning • The proposed IDACC is inconsistent with the objectives of the Perth Precinct, as the use would discourage residential and business development in the area and does not provide adequate on-site car parking.	The City's Local Planning Strategy recommends *the reuse, conversion, or extension of original character buildings* as is proposed. Similarly recommended is to *develop vacant and underutilised properties appropriate for development.* The subject site provides the opportunity to provide an essential service, in proximity to high frequency transport routes, in the well serviced inner city.

Summary of Submissions:

Comments Received in Objection:	Applicant Response:
• The zoning of the subject site was changed when LPS2 was gazetted. This indicates that there was a clear intent to discourage non-residential development and for the site to be used for high-density residential development consistent with the Residential R160 zoning.	The zoning of the subject site (Residential) and of adjoining properties (Mixed Use) expressly contemplates non-residential uses and, with respect to Mixed Use zoned land, *"a mix of varied but compatible uses such as housing, offices, showrooms, amusement centres, eating establishments and appropriate industrial activities."*
Clause 67 Matters to be Considered • **Clause 67(2)(a)** – - The proposal would not protect the safety and welfare of residents as it would pose a risk resulting from an increase of anti-social behaviour in the area. The proposed IDACC would cater for a small section of community and increase health and safety risks to the broader community. - The proposal would not result in a high quality built form outcome or enhance the City's POS areas through its lack of passive surveillance and street interface.	The IDACC facility and service will likely improve the amenity and safety of the immediate surrounding area via a 24 hour security and staffing presence. In addition the current situation is the vacant building is a magnet for antisocial activity including squatting and intensive drug use and dealing. The development will resolve these issues immediately and contribute to the long-term safety and amenity of the area. The IDACC service is for people seeking immediate assistance, and safety/welfare support. The proportion of people experiencing AOD harms is not small. The percentage of people drinking above guidelines, prevalence re. methamphetamine harms is high in the community. Availability of services is small, however. IDACC will contribute to minimising community risk, by providing an accessible avenue for those experiencing harm and seeking assistance.
• **Clause 67(2)((f)** – the proposal does not align with any State Government initiatives for premises of this to established.	The IDACC is a WA State Government initiative and an election commitment. The IDACC will contribute towards addressing the service gaps outlines in the Mental Health, Alcohol and Other Drug Services Plan 2015-2025. It is being administered by the Mental Health Commission (MHC). The MHC have selected Cyrenian House as the provider of this service.
• **Clause 67(2)(fa)** – The proposal does not align with the City's Local Planning Strategy as - The area around Robertson Park is identified for high density residential, and to enhance the appearance and functionality of POS areas through CPTED design principles which encourage passive surveillance. - The development is not a residential use and does not have a high quality built form interface to Robertson Park which provides for adequate passive surveillance. - Community Purpose is an unlisted use and it is unclear whether this aligns with the actions related to accommodating community services and facilities.	The proposed development purposes the existing building which does not have direct pedestrian access onto Robertson Park. Proposed is to enlarge the windows increasing passive surveillance. The proposed development will utilise the current dilapidated site that is a hub of antisocial behaviour. The Operational Management Plan, as outlined, includes a security presence. The proposed use is consistent with the Residential zone objectives in that it is a non-residential use which is compatible and complementary to residential uses, and is a use which provides social and special needs crisis accommodation for people in need of it

Summary of Submissions:

Comments Received in Objection:	Applicant Response:
• **Clause 67(2)(g)** – - The proposed IDACC has not had regard to the intent of the City's Short Term Accommodation Policy. - The proposed IDACC does not have regard to the Perth Design Guidelines through the provision of a suitable façade interface to the street and Robertson Park and implementation of CPTED principles. - The proposed IDACC would not satisfy the objectives of the City's Parking Policy as it would be encourage private vehicle use by staff. - The proposed IDACC would be inconsistent with the City's Built Form Policy. - The Environmental Noise Impact Assessment does not address the requirements of the City's Sound Attenuation Policy.	The appropriateness of a use not listed is based on the zone objectives, which in respect of the Residential zone, is to provide for a range of non-residential uses which are compatible with and complementary to residential development. The City's Short Term Accommodation Policy is not applicable to this development. The proposed development has been revised to reflect comments made by the City in relation to the City's Built Form Policy. The proposed development is a reuse of the existing building and modifications proposed to the façade are predominantly cosmetic. Additional information has been provided to align with the City's recently-modified Non-Residential Parking Policy. The Policy objectives expressly provide for staff parking on-site - one of the objectives is to ensure commercial development does not rely on on-street parking within residential streets. The Environmental Noise Impact Assessment addresses the requirements of the City's Sound Attenuation Policy. Further justification has been provided in relation to the City's comments.
• **Clause 67(2)(j)** - The proposed IDACC would be incompatible with the objectives of the reserve under LPS2 for Robertson Park or Stuart Street Reserve, or contribute to and enhance safety of these spaces.	The proposed development is not located within a Reserve under LPS2. Further, there is no evidence to suggest the development would have an impact on Robertson Park. To the contrary, the use of a dilapidated and run-down building by a use having staff present 24/7 including a security presence will discourage anti-social behaviour.
• **Clause 67(2)(m) and (n)** – The proposal would be incompatible and inconsistent with the existing and desired character of the residential area and would have an adverse amenity impact as: - An increase in anti-social behaviour and the Operations Management Plan being inadequate to manage this. The measures proposed would be reactive to situations which arise and not proactive in preventing incidents occurring. - There is poor lighting in the area and the use would result in increased pedestrian movement along the footpath past the proposed entrances which would reduce a perception of safety for residents. - There would also be amenity impacts associated with the noise from the 24 hour operation, the use of the parking area and car stackers, discussions between consumers and staff, and potential distressed individuals. - There would be additional activity in the residential are as a result of the proposed IDACC associated with pedestrians and vehicles entering and exiting the premises including staff and consumers.	The proposed development has been designed in consideration of the localities character. The site is currently a hub of antisocial behaviour. The proposed development is expected to improve the current situation and the comprehensive Operational Management Plan provided has been revised in relation to comments made by the City. The IDACC facility and service will likely improve the amenity and safety of the immediate surrounding area via a 24 hour security and staffing presence. In addition, the current situation is the vacant building is a magnet for antisocial activity including squatting and intensive drug use and dealing. The development will resolve these issues immediately and contribute to the long-term safety and amenity of the area. All IDACC staff will be trained in de-escalation techniques and will proactively work to prevent disruptive behaviour before it occurs. The IDACC building will have lighting installed around the perimeter of the building to illuminate the footpath along the Stuart Street side of the building and all entries to the building.

Summary of Submissions:

Comments Received in Objection:	Applicant Response:
- Inadequate parking is provided on the site for the intensity of the use to ensure that there is no impact on the availability of parking along Stuart Street.	Staff activity around the building will improve the perception of safety, particularly over the situation at present with the vacant building being a magnet for antisocial activity including illicit drug use. There is no intention of operating the car stackers between 10.30pm and 6.30am in the morning. The requirement for car parking for staff will be much reduced during the late evening through to morning and ground level parking will likely be sufficient. All discussions between staff and consumers will occur inside the IDACC building which will create no impact on local residents The proposed development is to reuse the existing building. Greenscaping to considered as per ESD and in relation to the City comments. There will be three main rosters in each 24 hour period. Systems will be established to ensure the smooth transition of staff between rosters, including in relation to on-site car parking. The development is for reuse of an existing building. The IDACC facility will have a number of on-site car bays. The number of on-site car bays is being increased via this development by the installation of 6 car-stackers. The number of on-site car bays is being increased over the number of on-site car bays that were available during the buildings previous use as an office building. In addition, given the central location of the IDACC building we expect a proportion of staff to utilise public transport. Staff will also be trained in responding to problematic behaviours. If a consumer fails a risk assessment they will not be discharged into the street, rather they will be supported to a better suited treatment option (often via our responsive outreach team). IDACC will have relationships with other providers such as Bridge House to support when the beds are at capacity. We will also utilise the Hub itself to support consumers while waiting. The IDACC service will have significant measures to deter anti-social behaviour from both the service and the surrounding area. These include: • 24/7 Security Officers and security patrols
• **Clause 67(2)(p**) – There is an expectation of landscaping being provided for new developments, and the proposal does not make a landscaping contribution to improve the public realm. • **Clause 67(2)(r)** – - The 24/7 operation of the proposed IDACC in a quiet residential setting with limited security and management measures proposed to address risks from individuals accessing and turned away from the premises (including when it is at capacity or because they have failed a risk assessment) poses a possible risk to human health and safety, particularly for more vulnerable members of the community. - The proposed IDACC would not provide for adequate surveillance or activity to deter anti-social behaviour from occurring.	

Summary of Submissions:

Comments Received in Objection:	Applicant Response:
• **Clause 67(2)(s)** – - The limited on-site parking would result in a heavy reliance of on-street parking which is currently time limited and would be further impacted by the number of staff and consumers attending the premises. There is no supporting evidence that for the assertion of individuals being transported to and from the proposed IDACC or using public transport. - The provision of car stackers and tandem parking bays would result in vehicle queuing extending into Pendal Lane, increasing risks to pedestrians and other vehicles. • **Clause 67(2)(t)** – - The layout of the parking area and use of tandem parking and car stackers would result in traffic queues extending down Pendal Lane and potentially block vehicle access to the surrounding apartments. - The scale and intensity of the proposed IDACC would result in additional traffic being generated in the surrounding locality with there being inadequate capacity to accommodate this. • **Clause 67(2)(x)** – - The proposal would adversely impact on the community as a result of the amenity impacts on the surrounding residents and inadequacy of the Operations Management Plan measures to manage safety in the public realm. Any breaches of the Operations Management Plan would take time to resolve and residents would remain impact during the interim period. - The proposed IDACC is in proximity to community housing and other low socio-economic and at-risk individuals and would increase the concentration of and potential for anti-social behaviour. • **Clauses 67(2)(y) and (za)** – Submissions received on the proposal are to be taken into account in determining the application.	• Exterior lighting • CCTV • Operational policies and procedures • Close relationship with WA Police The parking impact of the IDACC service is likely to be significantly less than the impact of the most recent use of the building as an office facility. In addition, additional on-site parking being created is a feature of the proposed redevelopment of the building. There will be three main rosters in each 24 hour period. Systems will be established to ensure the smooth transition of staff between rosters, including in relation to on-site car parking and the car-stackers. The IDACC Management Plan contains a comprehensive complaints procedure for local residents which includes direct access to senior Cyrenian House staff. Timely resolution of any issues will be a high priority to Cyrenian House as the operator of the service. The IDACC facility and service will likely improve the amenity and safety of the immediate surrounding area via a 24 hour security and staffing presence. In addition, the current situation is the vacant building is a magnet for antisocial activity including squatting and intensive drug use and dealing. The development will resolve these issues immediately and contribute to the long-term safety and amenity of the area. It is expected the planning decision-maker will give due regard to submissions received. In accordance with planning case law, community opinions cannot of itself be a determinative matter; it is but one of many considerations relevant to the determination of the application.

Summary of Submissions:

Comments Received in Objection:	Applicant Response:
Operations Management Plan	
• It is unclear what would happen to persons deemed unsuitable for the IDACC or if The Hub or Short Term Crisis Beds are at capacity. What would be happen they are asked to leave the premises, or how they would access other services if outside of business hours? This may lead to people who are under the influence of alcohol and drugs congregating in the surrounding parks and streets.	While there is a 10-bed capacity in the Short-term Beds, the Hub does have a capacity to hold clients for a period of at least a few hours. This time period will be used to work intensively to put in place a plan for the client, including transport if necessary. The IDACC will have strong relationships with a range of other health and community services including homelessness services which will provide good options for transferring the care of a client who is not suitable for IDACC or longer-term alcohol and other drug treatment.
• The two security staff would be inadequate to manage the 30 individuals within the IDACC. The premises may also not be able to employ necessary security staff or what would happen if staff did not arrive for their shift?	Two security staff will be more than sufficient to deal with the expected client group and issues at the IDACC service. Cyrenian House has worked with drug users for over 40 years and we already operate 14 alcohol and other drug treatment services. None of these other services operate with any dedicated security staff and all operate safely with minimal incidents. On eof these services “Cyrenain Central” operates in the City of Vincent just a few hundred metres from the proposed IDACC building and reguallry deals with walk-in clients of the type that will access the IDACC.
• It is unclear whether the security staff would patrol only the premises or include the adjoining Pendal Lane and Robertson Park. • Notwithstanding the Operations Management Plan, there is no ability to control the behaviour of individuals who may be under the influence outside of the premises and in surrounding public spaces who may be disruptive.	Security staff will patrol the exterior of the IDACC building and will observe down Pendal Lane and across into Roberston Park. If they observe any criminal or antisocial behaviour in these public spaces, they will report this to Police. It is true that the IDACC cannot control behaviour in public spaces. No service can realistically do this or can be expected to.
• Enforcement of the Operations Management Plan would require complaints to be investigated by the City which may take time to resolve, and the behavioural nature of operations may be difficult to investigate and determine where this results in impacts external to the IDACC.	The IDACC Management Plan contains a comprehensive complaints procedure for local residents which includes direct access to senior Cyrenian House staff. Timely resolution of any issues will be a high priority to Cyrenian House as the operator of the service.
• Staff would be unable to prevent individuals from leaving the IDACC and wandering around the surrounding neighbourhood and public spaces which would pose a risk due to the 24 hour operation. Individuals would also be permitted to check-in and check-out while staying in the Short Term Crisis Beds, increasing the intensity of the use and with no control over the condition that they make re-present in.	The aim of the Short Terms beds is for people to stay the full 72 hours and not leave the IDACC building at all unless supervised to do so. All consumers will be strongly encouraged to comply with this request. Where clients do choose to leave and then come back there will be a 5pm curfew in the evening for return, and in the morning an 8am morning curfew before which time consumers will not be able to leave and then return to the service. If they do leave during

Summary of Submissions:

Comments Received in Objection:	Applicant Response:
	a curfew period and then return to the service they will be required to be reassessed before potentially being admitted to the service.
• The use of the balcony by consumers of the Short Term Crisis Beds would have a direct line of sight to adjoining properties and may contribute towards future anti-social behaviour in the area.	The balcony will be a well-managed and supervised space, as outlined in the Management Plan for the facility. Staff will supervise residents on the balcony and the balcony will only be accessible during certain hours of the day and evening.
• Suggest modifications to the Operations Management Plan which include: - Addressing safety measures in the surrounding area. This could include additional security staff being permanently located in the IDACC premises and have a wider area of patrol including the surrounding residential developments, Pendal Lane and public spaces. Further clarity should be provided on the proposed external lighting and CCTV strategy.	It is considered that two Security Staff operating 24/7 is more than sufficient security staffing for the service and facility. Observations will be made by security staff across into Robertson Park and down Pendal Lane
- A permanent Police presence should be provided in the Operations Management Plan with a dedicated parking bay.	The IDACC serviced model does not include a permanent Police presence nor will it require it.
- The Operations Management Plan should be reviewed more frequently than the one year timeframe indicated, especially during the initial stages.	The Operations Management Plan will be reviewed annually. We will also review policies and procedures more frequently if needed.
- Provide additional information as to how those who are not accepted into the IDACC are provided with assistance, or those who leave having accessed services, would be managed to minimise disturbance to the adjoining residents and not dwell in the area or surrounding public spaces.	The IDACC will have strong relationships with a range of other health and community services including homelessness services which will provide good options for transferring the care of a client who is not suitable for IDACC or longer-term alcohol and other drug treatment. Transport will be offered and provided to take client not suitable or willing to engage in IDACC services to other more appropriate services and supports.
- The 24 hour operation of The Hub including the ability for walk-ins would increase the intensity and scale of offsite impacts. The operating hours should be reduced and the walk-in component removed.	The 24/7 drop-in nature of the IDACC service is a core component of the service model as specified by the Mental Health Commission. It is not expected however, that many presentations will occur in the late evening or early morning.
- There are a number of operational matters included in the tender document prepared by the Mental Health Commission which are not addressed in the Operations Management Plan. These should be clarified and included for transparency as to how the IDACC is proposed to operate if approved.	The operational management plan does not comprise the entire service model or range of operational policies and procedures for the service. It does however provide a relatively detailed description of the service and key issues that are relevant to the interface between the service and the local community and residents.

Summary of Submissions:

Comments Received in Objection:	Applicant Response:
- Restrictions should be provided on the time when the car stackers can be used. - Robertson Park shouldn't be used for any activities related to the IDACC, including for recreation by consumers. - Parking permits should not be able to be issued for staff of the premises. - The waste collection frequency be reduced from the proposed every two days.	The intent is for the car stackers not to be utilised between the hours of 10.30pm and 6.30am. Robertson Park is a public park and it is unreasonable to restrict its use in this way. Despite this, there are no plans to utilise Robertson Park as part of the IDACC service. Clients from Cyrenian House's existing services regularly utilise public parks and amenities without incident. Cyrenian House will investigate reducing the frequency of waste collection.
<u>Car Parking</u> • The proposed IDACC does not make provision for on-site visitor parking, and there is inadequate capacity within the surrounding streets to accommodate the use of on-street parking bays (including in afternoons, on weekends and during the Fringe Festival). • The proposed IDACC is not consistent with the objectives of the Parking Policy as it does not support a shift towards sustainable transport, and encourages high levels of vehicle usage through the use of on-site and on-street parking. • Parking in area is already at a premium and the City has refused applications for parking permits for residents as a result. • The proposed 18 on-site parking bays would be inadequate to meet the demands for the number of staff, visitors, individuals accessing services, security and medical staff, and outreach staff (which has not been specified). • The Robertson Park Development Plan indicates the future removal of five to six bays opposite the subject site. The reliance of on-street parking combined with the removal of these in the future would increase demand for parking in the area, including for residents.	Given the short nature of the stay at IDACC (72 hours) we are not expecting visits to be a prominent feature of the service. A maximum of 2-3 visits to residents of the short-term beds will occur at once, and only during business hours. The impact on street parking will be minimal. The IDACC facility and service will most likely have significantly less impact on local street parking than did the use of the building most recently as an office facility. In addition, an extra 6 bays are being created by the development via the use of car stackers. The use of these stackers during high-demand business hours periods will further reduce impact on local parking.

Summary of Submissions:

Comments Received in Objection:	Applicant Response:
Built Form & Streetscape • The development proposes a poorly activated façade in an area which has existing poor passive surveillance. The premises should contribute positively to the Stuart Street and Pendal Lane streetscapes through active frontages and improved surveillance opportunities. The proposed windows are to private areas (offices and consulting rooms) and do not contribute towards the street interface or to improve the perception of safety through implementation of CPTED and SPP 7.0 principles. Improved passive surveillance should be provided from common spaces. • Increased screening should be provided to the balcony to increase the visual privacy of neighbours.	The proposed development reuses the existing building. Significant cosmetic changes are made the facade including the enlargement of windows and introduction of a pedestrian entry on Stuart Street. Increased screening has been provided.
Internal Building Amenity • The IDACC plans do not demonstrate how good natural ventilation could be achieved for occupants and staff. • The proposed IDACC should provide additional openings to improve access to sunlight and ventilation access for occupants.	The proposed development is reuses the existing development. Ventilation and light will comply with the applicable requirements of the National Construction Code.
Sustainability • The proposed IDACC building works should implement sustainability initiatives such as solar PV and battery storage. • The building façade treatments proposed black and dark grey features which would contribute towards greater heater absorption. • No life cycle assessment has been undertaken for the proposed development as identified by the City's Built Form Policy.	ESD measures have been considered and will be implemented where possible.
Vehicle Access & Traffic • The use of Pendal Lane by vehicles and pedestrians would increase significantly as a result of the proposed IDACC, including the 18 new car parking bays proposed. Pendal Lane is not designed to accommodate this additional traffic. • The proposed IDACC would generate excessive traffic in the area resulting from the proposed number of staff and consumers within the premises.	Staff and visitors to IDACC will be instructed and required to access and depart the facility from the Stuart Street end of Pendal Lane. The IDACC facility and service will most likely have significantly less impact on local street parking than did the use of the building most recently as an office facility. In addition, an extra 6 bays are being created by the development via the use of car stackers. The use of these stackers during high-demand business hours periods will further reduce impact on local parking.

Summary of Submissions:

Comments Received in Objection:	Applicant Response:
• The use of tandem parking in conjunction with car stackers would result in vehicle queuing extending beyond the boundaries of the site and impacting on the driveways of adjoining residential properties during staff arrival periods.	No vehicles using on-site parking will extend beyond the boundary of the property. Processes will be established for staggered arrival of staff to minimise the impact during arrivals and departures from the site.
Noise • The Environment Noise Impact Assessment has not modelled the impact of noise from the car stackers, which would be used 24 hours a day and be a nuisance for surrounding residents. There has also been no assessment of the impact of car doors closing during the evening which would impact surrounding residents due to the operating hours.	The car stackers have not been acoustically assessed as the specific unit, and its emissions have not been identified. It would be misleading to assess any specific unit, which has operational characteristics, and noise emission different to that ultimately planned for the site. The proponent understands they cannot install just any car stacker. They also understand that any car stacker would be subject to noise measurements either by the City, or by the proponent's consultant, or by others. They are also aware and are prepared to only install and operate a car stacker which complies with the Noise Regulations. If, and when, that time arrives, that decision would only be made after receipt of appropriate acoustical advice. The carpark is existing in this location and can be lawfully used 24/7 in conjunction with the building's approved use for an office building, and in the case of excessive noise remedial measures can be applied under the *Environmental Protection (Noise) Regulations 2015* as for any noise source in a non-residential development.
• The bedrooms and outdoor living areas of surrounding properties would be adversely impact from noise associated with deliveries and servicing, as well as from Police and ambulances attending the premises.	Deliveries and servicing will generally occur during business hours unless an urgent issue is being attended to.
• Air conditioning units should be placed on the roof so as to provide greater separation from adjoining residential properties. The Environmental Noise Impact Assessment has does not address the specifications of the air conditioners to be installed.	External plant is to be placed as on the roof and fitted with sound insulation.
• The proposed ambulance bay is immediately adjacent to residential properties and would result in noise disturbances, particularly when sirens are utilised.	Cyrenian House will work with St John WA Ambulance to ensure that sirens are only used when necessary. There is no foreseeable reason why a siren will be necessary when transporting a client to the IDACC facility. If it is an emergency situation requiring an ambulance, then IDACC is not the right service. IDACC is not a hospital.

Summary of Submissions:

Comments Received in Objection:	Applicant Response:
General	
• There is currently a housing shortage and the site should be redeveloped as apartments.	The IDACC is a significant community priority. The service is required to be established somewhere. Wherever it is established there will be an opportunity cost regarding what could have alternatively occupied the site. Further, it is not the planning decision-maker's role to consider what it might think is a better development (i.e. the residential apartments suggested by the submitter). The application must be considered on its individual merit.
• The proposed IDACC would reduce property values, and impact on the ability sell or attract tenants.	There is no evidence that the proposed IDACC facility would impact property values as the experience of Cyrenian House is the this has not occurred adjacent to any of our other sites.
• The proposed IDACC would be inconsistent with the City's plans to upgrade Robertson Park.	It is not clear how the IDACC would be inconsistent with any plans for Robertson Park.
• Inadequate consultation with the community on the proposal has been undertaken by the City and the applicant/Cyrenean House.	Cyrenian House has been compliant with all consultation requirements of the planning process. In addition to this Cyrenian House held a public information forum on the proposed development on 15 June 2023, during the public consultation period for the Development Application.

Comments Received Expressing Concern:	Applicant Response:
Land Use	
• The use seems to be appropriately located for the purposes of an IDACC and would potentially attract less anti-social behaviour than the current vacant building, provided that the Operations Management Plan is followed.	Agreed.
• An alternative site for the proposed IDACC may be more suitable where it is surrounded by commercial activities and other support services, and isn't within a predominantly residential setting.	A substantial search was conducted in late 2022 to locate a location and property for use as the IDACC facility. Across a range of criteria the Stuart Stret facility was assessed as being the best option for the IDACC facility.
Operations Management Plan	
• The security presence is limited to immediately adjacent to the proposed IDACC, but should extend beyond this to deter anti-social behaviour in Pendal Lane and the surrounding public spaces.	Security staff will patrol the exterior of the IDACC building and will observe down Pendal Lane and across into Roberston Park. If they observe any criminal or antisocial behaviour in these public spaces they will report this to Police.

Summary of Submissions:

Comments Received Expressing Concern:	Applicant Response:
• The entry and exit procedure for admitting new consumers to both The Hub and the Short Term Crisis Beds should be clearly outlined in the Operations Management Plan.	The Management Plan has been amended and resubmitted and now includes this information.
• Further detail should be provided on how people who are deemed inappropriate for the proposed IDACC would be managed and moved away from the premises and surrounding area. Similarly information should be included as to how groups who may uses the premises or Robertson Park and Stuart Street Reserve as a place to congregate would be managed to deter anti-social behaviour from occurring.	This information is now included in the revised Management Plan.
• There is no detail as to the relationship with the Police or ambulance services as to whether sirens would be used, or how the car stackers would be managed during the evening to mitigate noise disturbances.	Detailed Memoranda of Understanding will be developed with Police and Ambulance. These MOUs will include agreement of the use of sirens (not to be used unless absolutely necessary).
Car Parking	
• The use of car stackers can be problematic in respect to noise and functionality. As an alternative a cash in lieu payment may be more appropriate.	The proponent will only install and operate a car stacker which complies with the Noise Regulations.
• Pendal Lane is a highly utilised road which accommodate residential traffic along with waste and delivery services. There would be no space for additional parking to be accommodated.	Staff and visitors to IDACC will be instructed and required to access and depart the facility from the Stuart Street end of Pendal Lane. There is no plan or intention for Pendal Lane to be used to accommodate any parking for the IDACC building.
• There appears to be inadequate parking provided and a reliance on on-street parking. • The on-site parking is located off Pendal Lane and vehicles using this may comprise access for through traffic due to manoeuvring associated with the tandem parking bays and car stackers, as well as outreach drop offs and deliveries. Further information on how this would be managed should be provided.	The IDACC facility and service will most likely have significantly less impact on local street parking than did the use of the building most recently as an office facility. In addition, an extra 6 bays are being created by the development via the use of car stackers. The use of these stackers during high-demand business hours periods will further reduce impact on local parking. Access to the car stackers will not require space to be used extending into Pendal Lane.
Landscaping	
• The proposed IDACC could benefit from some additional landscaping being provided to reflect Robertson Park.	The proposed development reuses the existing building, which is built up to the lot boundary. There is no scope for landscaping fronting Robertson Park.
Amenity	

Summary of Submissions:

Comments Received Expressing Concern:	Applicant Response:
• The visual privacy of adjoining properties should be protected by ensuring that there are no windows which would overlook these residents. • Additional lighting should be provided external to the building to illuminate the pedestrian path and Pendal Lane.	Additional screening has been provided as per the City's comments. Lighting to be provided in the detailed design stage or as suitably worded condition of approval.
General • Should the development be approved Cyrenean House should commit to permanent and regular consultation with the local community to ensure ongoing safety and improvements in the area.	Cyrenian House commits to the establishment of a Community Advisory Committee for the IDACC service. This will be a forum where local residents can be informed about the service, provide input on relevant operational issues that may impact them, and provide a forum where issues of concern can be raised, addressed and monitored.

Summary of Submissions:

Submissions Received During Second Community Consultation – 10 July 2023 to 17 July 2023	
Comments Received in Support:	**Applicant Response:**
Land Use • Reiterate comments in support from initial community consultation period.	Noted.

Comments Received in Objection:	**Applicant Response:**
Land Use • Reiterate the previous concerns with land use and anti-social behaviour from initial consultation period. • The comparisons with Cyrenean House's existing premises is not comparable as this operates in a different manner and is not open 24 hours a day. • The comparisons to the previous Office are irrelevant to the proposal given the use would operate in a different manner. • The comparisons with Mission Australia are irrelevant as this does not operate as a 24 hour walk-in facility and is subject to conditions accordingly. • The comparisons with the Ruah premises in the City of Perth is not comparable as this operates in a different context. • The nature of services offered in the proposed IDACC would encourage anti-social behaviour and be a source of risk to the community. *LPS2 Objectives* • Reiterate previous concerns with incompatibility of the use, including that the proposed use would be more akin to that of an institutional building or hospital, and shouldn't be located in a residential locality.	Noted. The point being made is there are existing community services in the area including (but not limited to) Cyrenian House's existing premises. Cyrenian House operates other residential facilities across Western Australia including Serenity Lodge which is located in a residential context. The history of the site is a relevant planning consultation under clause 67(2)(w) of the Deemed Provisions. Refer comment above. Refer comment above. There is no evidence to support this contention. Refer responses to previous schedule of submissions.
Clause 67 Matters to be Considered • **Clause 67(2)(m) and (n)** – Reiterate previous concerns in relation to the proposal being incompatible and inconsistent with the existing and desired character of the residential area and would have an adverse amenity impact as: - The updates to the Operations Management Plan have not adequately addressed how adverse impacts resulting from anti-	Refer responses to previous schedule of submissions. The previous responses and updated management plan have satisfactorily addressed these matters and includes provision for managing anti-social behaviour and noise.

Summary of Submissions:

Comments Received in Objection:	Applicant Response:
social behaviour from consumers who leave or are refused entry to the proposed IDACC. - The proposal does not adequately address noise impacts associated with the use of the car stackers or closing of car doors. - The use and activity associated with the scale and operating hours of the proposed IDACC in a residential locality.	
• **Clause 67(2)(s)** – Reiterate previous concerns including the proposed IDACC having a heavy reliance on on-street parking which may not be suitable given the existing 2P parking restrictions.	Refer previous responses demonstrating on-site car parking is provided commensurate with the expected demand for parking.
• **Clause 67(2)(t)** – Reiterate previous concerns the layout of the parking area and use of tandem parking and car stackers would result in traffic queues extending down Pendal Lane and potentially block vehicle access to the surrounding apartments.	The intent is to stagger shifts for different roles to eliminate queuing for onsite parking bays. The shifts will have a slight stagger in start and finish times e.g. 15/30 minutes to enable smooth transition of vehicle movements from onsite parking and staffing to ensure appropriate handover within the facility.
Operations Management Plan	
• Reiterate previous concerns with the Operations Management Plan, including that the updates made following the initial consultation have not adequately addressed the issues raised.	Refer previous responses.
• The limited extent of Cyrenean House to manage anti-social behaviour external to the premises is non-existent, particularly those who are under the influence of methamphetamine or other substances. This is indicated by the lack of external security patrols, would still not provide for safety for users of residents by ensuring that consumers who leave the proposed IDACC or are turned away do not congregate in the surrounding area, including Stuart Street Reserve and Robertson Park.	The Security Officers will patrol the external perimeter of the IDACC building and will make observations down Pendal Lane and across into Robertson Park. Should they observe any criminal or antisocial behavior in these areas they will contact Police for attendance. Ultimately, as it is for any business, it is the responsibility of Police and local government – not private landowners or tenants - to police the behavior of the public in public spaces.
• Further clarification should be provided as to where consumers who are transported away from the proposed IDACC are taken, and how quickly this would occur so as to avoid disturbing surrounding residents. This fails to address how consumers who refuse transport would be managed, as well as in instances of consumers being turned away would likely increase given the limited number of Short Term Crisis Beds provided.	The discharge plan for a consumer will be tailored to the specific needs of the consumer. Transportation of consumers away from the IDACC can occur for a number of reasons, including if their treatment needs are complete or if they are being supported to engage with a more suitable service. There are a large number of services IDACC consumers could be transported to, including but not limited to, mental health, housing, NDIS, family and domestic violence support, hospitals, employment and welfare agencies. Transport will be arranged promptly, as the aim to is to not have consumers waiting unnecessarily within the IDACC facility.
• The discharge plan only refers to consumers being encouraged to stay for the 72 hours, however this cannot be enforced and may result in them leaving the premises at any time in an unresolved stage of crisis and being a risk to themselves or the community.	Not all consumers will require a stay in the short term crisis beds. The majority of consumers seeking to engage in treatment via the IDACC will be managed within the Hub. The IDACC will also have strong links to other services capable of taking consumers for overnight stays.

Summary of Submissions:

Comments Received in Objection:	Applicant Response:
• It is unclear at what level the need for medical intervention for high-risk consumers would result in them being turned away because they are unsuitable for the services offered. • The provision of CCTV and external lighting would be insufficient to avoid impacts on properties along Pendal lane and Stuart Street which already experience break-ins and theft.	Consumers who refuse transport will be supported to engage family or other supports to transport them away from the service. Consumers who choose to leave the facility themselves and who are displaying disruptive behaviour will be managed by our security officers. The IDACC service will not be able to 'hold' people if they choose to leave. All effort will be taken to ensure a consumer has a suitable treatment plan in place before leaving. If the consumer was deemed to be a risk to themselves or the community, Cyrenian House would have an obligation to ensure their safety by engaging the relevant support services. The IDACC is not a medical facility. A nursing assessment completed at the point of triage will determine if the consumers medical needs are too high for the IDACC to manage within its service model. Break-ins and theft should be reported to Police, and where there is an existing issue (as the submitter alludes to) the Police and local government should determine a plan for resolving the issue.
<u>Built Form & Streetscape</u> • Reiterate previous concerns in relation to the façade upgrades, including the lack of consistency with the existing streetscape of Stuart Street.	It is proposed to amend the design to remove the black metal cladding from the elevations.
<u>Car Parking</u> • Reiterate previous concerns in relation to the use of on-street car parking, including that the bays along Stuart Street are often fully occupied during the evening, and staff access to the proposed IDACC by public transport would be limited during these times. • The applicant's TIS estimates that there may be up to 54 and 16 separate vehicle trips during and outside of business hours. The provision of 18 on-site parking bays would be insufficient to meet the needs of its users.	During evening hours there will be ample on-site parking for staff due to lower staffing levels. The TIS has estimated vehicle trips on a per-day basis, not on a per-hour basis. It is not clear how the submitter's figures have been derived. The proposed on-site parking is commensurate with the expected demand for parking.
<u>Vehicle Access & Traffic</u> • Reiterate previous concerns in relation to vehicle accessing, including the queuing of vehicles associated with the car stackers which may restrict access to surrounding properties.	Refer responses in the previous schedule of submissions.

Summary of Submissions:

Comments Received in Objection:	Applicant Response:
• Concerned with the conclusions of the TIS in relation to the additional traffic movements from the proposed IDACC on the surrounding road network.	The estimated vehicle trips (70 per day, or on average 3 per hour) will not have any noticeable impact on the movement network.
Noise • Reiterate previous concerns in relation to the impact of noise associated from the proposed IDACC, including disturbances from car doors closing. These noise impacts on the surrounding residents would be amplified due to the hard surfaces within Pendal Lane. • While the documentation indicates that sirens and lights would be used sparingly, the proposal does not account for noise impacts associated with the use of the ambulance bay transferring consumers and the impact this would have on the amenity of the adjoining residents. • The use of the car stackers is integral to the premises, and while the applicant has advised would not be used between 10:30am and 6pm, no comment is provided on their use outside of these times which would have a potentially greater impact on surrounding residents.	Refer responses in the previous schedule of submissions. Noise from use of the carpark (which includes the ambulance bay) has been addressed. The times referred to above for use of the car stacker as 10.30am to 6pm are INCORRECT as set out in the “Letter to City of Vincent – RFI” from Planning Solutions on Friday 7 July 2023. The correct timeframe per the “Applicant Response to Summary of Submissions” is 10.30pm to 6.30am. While we expect the car stacker will meet the acoustic requirements, the use will be limited outside of work hours as a measure of good neighbourly conduct.

Note: Submissions are considered and assessed by issue rather than by individual submitter.

CITY OF VINCENT

ATTACHMENT 12

Heritage Council of WA Comments

Department of **Planning, Lands and Heritage**

GOVERNMENT OF WESTERN AUSTRALIA

Your ref: 125/2023
Our ref: P4648-50606
Enquiries: Chloë Parkinson (08) 655 4028

Chiel Executive Officer
City of Vincent
mail@vincent.wa.gov.au

Attention: Mitchell Hoad

Dear Sir

Under the provisions of Section 73 of the *Heritage Act 2018*, the proposal as described below has been referred to the Heritage Council for its advice.

Place Number	P4648
Place Name	Maltings Plant (fmr)
Street Address	33-35 Stuart St, Perth
Referral date	19 May 2023
Proposal Description	Alterations and Additions to 37-43 Stuart St, Perth

We received the following information dated 4th April 2023:

Planning Report prepared by Planning Solutions
Development Plan prepared by Hub Interiors

The proposal has been considered in the context of the identified cultural heritage significance of *Maltings Plant (fmr)* and the following advice is given:

Findings

- *Maltings Plant (fmr)* is a former industrial complex which wase an integral part of the brewing industry in Western Australia. The proposal is for the adjoining site.
- The proposal is alterations and additions to 37-43 Stuart St. This has no significant cultural heritage value.
- The proposal does not affect cultural heritage fabric of the *Maltings Plant (fmr)* and will not result in any further adverse impacts on the significance of the place.

Advice

The proposal, in accordance with the plans submitted, is supported.

Please be reminded that you are required under r.42(3) of the *Heritage Regulations 2019* to provide us with a copy of the Council determination within 10 days after making the decision.

Should you have any queries regarding this advice please contact Chloë Parkinson at chloe.parkinson@dplh.wa.gov.au or on 6554028.

Yours faithfully

REDACTED FOR PRIVACY PURPOSES

Adelyn Siew
Director
Historic Heritage Conservation

1 June 2023

cc: admin@planningsolutions.com.au

CITY OF VINCENT

ITEM 13

DRP Chair Comments

DRP Chair Comments (23 June 2023)

Design quality evaluation		
		Supported
		Pending further attention – refer to detailed comments provided
		Not supported
		Not relevant to the proposal
Strengths of the Proposal		
• All existing verge trees are being retained • The internal planning is generally functional, efficient and generous • The proposal employs an adaptive re-use approach which is positive from an ESD perspective • The drawings note the inclusion of EV charging in the parking area • The main pedestrian entry appears legible on the streetscape and has a new canopy over it • The existing roof sky lights are being retained providing natural light into the upper level internal areas of the building • Generous user and staff breakout spaces and courtyards are included		
Design Principles		
Principle 1 - **Context and character**		***Principle*** ***Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.***
		• Even though the project is predominantly an internal fitout the proposal also includes a significant change to the front facade however the facade upgrade doesn't relate or respond to the adjacent Union Maltings building which has a very strong and specific character as well as architectural language • Stuart Street ground level streetscape interactivity could be improved. Refer to further comments in the Safety Principle
Principle 2 - **Landscape quality**		***Principle*** ***Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.***
		• The proposal shows a green wall in the rear courtyard however doesn't provide any detail in relation to planter depth / volume, plant species or reticulation to ensure its viability
Principle 3 - **Built form and scale**		***Principle*** ***Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.***
		• Not applicable for this project
Principle 4 - **Functionality and build quality**		***Principle*** ***Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.***

		• The AC external units are not shown on the drawings however there is a small mechanical services platform shown on the roofplan which I assume will house the external mechanical units. It looks quite small in relation to the size of the building. Also given the amount of surrounding residential properties I would encourage the applicant to consider screening this platform which is not shown on the elevations • The bin enclosure is located in the staff courtyard which could impact on the amenity of this space but no detail is provided on this. Is the bin enclosure a room with mechanical ventilation or an open screened enclosure? The bin enclosure also looks quite small in relation to the size of the building • The car stacker has a row of on-grade parking bays in-front of it. Is one of these bays required for accessing the stacker as all bays are shown for parking? • Given the surrounding properties are predominantly residential some car stackers can be quite noisy which can initiate neighbour complaints. What type of stacker is proposed and does the City require further information or an Acoustics Report for this?
Principle 5 - **Sustainability**		***Principle*** ***Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.***
		• The project provides no information in relation to ESD. Even though the project is predominantly an internal fitout many ESD initiatives could considered. Will the project integrate renewable technologies such as PV solar panels, no gas (all electric), low VOC materials / finishes, low water and energy fittings as well as lighting etc. The applicant is encouraged to develop an ESD narrative and strategy for the project • Some of the Stuart Street openings appear to have box passive shading devices however the depth will generate minimal shading benefit from an ESD perspective • All windows appear to be fixed meaning the internal spaces (especially the residential rooms) won't gain any cross ventilation
Principle 6 - **Amenity**		***Principle*** ***Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.***
		• No comments
Principle 7 - **Legibility**		***Principle*** ***Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.***
		• No comments
Principle 8 - **Safety**		***Principle*** ***Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.***

		• Given the proposed use and existing anti-social behaviour in this area passive surveillance of the Stuart Street and Pendal Lane streetscapes should be maximised and can be improved • The height of the windows shown on the 3d renders and elevations don't appear to match. The windows on the east side of the Stuart Street elevation (old warehouse area) are too high to generate passive surveillance of the streetscape and will likely overlap the upper level floor structure. A section would assist in illustrating this relationship. The applicant is encouraged to modify these windows in order to bring them down to an interactive height at ground level • The upper level balconies on the west side are fully enclosed by screening. Is this for visual privacy compliance as it would be highly beneficial to generate a greater passive surveillance of the laneway? • Many consulting and meeting rooms are located on the Stuart Street facade. These uses positioned on the streetscape often result in mirror windows, frosted glass, heavily tinted glass, opaque signage or blinds permanently pulled down. The applicant is encouraged to maintain maximum interactivity on this interface and visually transparent glass to all windows • Some of the window box shading devices appear to extend past the property boundary over the footpath at low level which may pose a safety issue on the footpath. These are shown on the renders but not shown on the floorplans • I understand the applicant likely wants to downplay the legibility of the Stuart Street Staff Entry however the batten screening in-front of this entry generates a recessed concealed space which is not ideal from a safety perspective
Principle 9 - **Community**		***Principle*** ***Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.***
		• No comments
Principle 10 - **Aesthetics**		***Principle*** ***Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.***
		• The front facade does not appear to draw from, reference or interpret the local area's unique built form character. I would encourage the applicant to undertake a local built form character analysis and illustrate how the surrounding context informs the Stuart Street facade's materiality, colours and architectural language • The Stuart Street elevation generally appears dis-jointed and un-cohesive with one large area of tiles, one large area of painted render, one large area of black metal cladding and some timber look battens • The large blank block of black metal cladding on the Stuart Street facade isn't an acceptable interface to Stuart Street • The front facade upgrade should establish a sympathetic relationship with the adjacent Union Maltings building which has a very specific character and architectural language. The applicant is encouraged to include a streetscape elevation or 3d render showing the proposal sitting alongside the adjacent Union Maltings building. The new façade upgrade should consider taking some cues from the adjacent building • The Stuart Street heights / proportions of the windows and openings shown on the elevation and 3d renders don't appear to match making it hard to assess the actual intended outcome. Suggest these be reviewed and amended