



## **CITY OF BAYSWATER**

# **UNDER SEPARATE COVER**

## **FOR THE ORDINARY COUNCIL MEETING 24 November 2020**

**Item 10.4.6 Proposed Alterations and Additions to the Morley Sport and Recreation Centre – Lot(s) 200 and 3749, 12 Wellington Road, Morley**

#### 10.4.6 Proposed Alterations and Additions to the Morley Sport and Recreation Centre - Lot(s) 200 and 3749, 12 Wellington Road, Morley

<b>Owner:</b>	City of Bayswater	
<b>Responsible Branch:</b>	Development Approvals	
<b>Responsible Directorate:</b>	Community and Development	
<b>Authority/Discretion:</b>	<input type="checkbox"/> Advocacy <input type="checkbox"/> Executive/Strategic <input type="checkbox"/> Legislative	<input type="checkbox"/> Review <input checked="" type="checkbox"/> Quasi-Judicial <input type="checkbox"/> Information Purposes
<b>Voting Requirement:</b>	Simple Majority Required	
<b>Attachments:</b>	1. Plans 2. Design Review Panel Report 3. DRP Responses by the Applicant 4. Visual Tree Assessment Report	
<b>Refer:</b>	Item 10.3.2: OCM 03.09.2019	

#### SUMMARY

A development application has been received for proposed alterations and additions to the Morley Sport and Recreation Centre (MSRC) at Lots 200 and 3749, 12 Wellington Road, Morley. Council at its Ordinary Meeting held 3 September 2019 considered the Pat O'Hara Reserve Masterplan Final Design and Costing and resolved to *approve the final design for an additional two courts and associated ablution facilities within MSRC*. Hodge Collard Preston Architects have developed full details of the design, including the details of facades, in consultation with City Officers and key stakeholders since the Ordinary Council Meeting and the design has been reviewed by the City's Design Review Panel.

\$5.5M is approved in the 2020/21 budget to deliver the MSRC sports hall extension and rugby pitch lighting.

The project will be delivered in three stages and it is valued at approximately \$7.4M, of which, \$2M is the funding commitment from the State Government. Accordingly, given the value of the project falls outside of the officer's delegation, that the development will have a dominant impact on the streetscape of the Wellington Road area and the Morley Activity Centre more generally and that the project also results in the removal of three existing onsite trees, the application is referred to Council for determination.

#### OFFICER'S RECOMMENDATION

**That Council:**

1. Approves the removal of three onsite trees, and notes the planting of twenty-seven new trees as part of the Morley Sport and Recreation Centre redevelopment as indicated in Attachment 1 to this report to construct an additional sports hall and associated parking.
2. Grants planning approval for the proposed alterations and additions to the Morley Sport and Recreation Centre at Lots 200 and 3749, 12 Wellington Road, Morley, in accordance with the planning application and plans dated 16 November 2020, subject to the following conditions:
  - (a) The development shall be carried out only in accordance with the terms of the application as approved herein, and any approved plan.
  - (b) A detailed schedule of external finishes (including materials and colour schemes and details) shall be submitted to, and to the satisfaction of the City of Bayswater, prior to the submission of a building permit application.

- (c) A separate application including plans or description of all signs for the proposed development (including signs painted on a building) shall be submitted to, and to the satisfaction of the City of Bayswater, prior to the erection of any signage.
- (d) A detailed landscape plan shall be submitted to, and to the satisfaction of the City of Bayswater, prior to the submission of a building permit application. For the purpose of this condition, the plan shall be drawn with a view to reduce large areas of hard stand in passive areas and show the following:
  - i. The location and species of all trees and shrubs to be retained or removed.
  - ii. The size and number of new plants to be planted.
  - iii. The location of any lawn areas to be established.
  - iv. Those areas to be reticulated or irrigated.
  - v. For open car parking facilities with 21 or more parking spaces, there shall be provided a minimum of 1m<sup>2</sup> of permanent landscaping for every 10m<sup>2</sup> of car parking area.

Landscaping and reticulation shall be completed in accordance with the approved detailed landscape plan prior to occupation of the development and thereafter maintained to the satisfaction of the City of Bayswater.

- (e) All street tree(s) within the verge adjoining the subject property and all trees within the property are to be retained, except for the three trees approved by Council to be removed, and shall have measures consistent with AS 4970-2009 undertaken to ensure its/their protection during construction of the subject development to the satisfaction of the City, including but not limited to the following:
  - i. A minimum 2.0m radius tree protection zone (TPZ) shall be provided through 1.8m high fencing around the verge trees (chain mesh panels or other suitable material) during construction of the subject development.
  - ii. The above fencing is not to be moved or removed at any period during construction, and this zone is not to be entered for any reason; signage notifying people of the TPZ and the associated requirements is to be placed on each side of the fencing.
  - iii. All activities related to construction of the subject development, including parking of vehicles, storage of materials, and washing of concreting tools and equipment is prohibited within the designated TPZ.
  - iv. Any roots identified to be pruned shall be pruned with a final cut to undamaged wood outside of the TPZ. Pruning cuts shall be made with sharp tools such as secateurs, pruners, handsaws or chainsaws. Pruning wounds shall not be treated with dressings or paints. It is not acceptable for roots to be 'pruned' with machinery such as backhoes or excavators.
  - v. The tree(s) shall be provided with supplemental water during any construction period falling over summer, with a minimum of 150 litres being provided per week.
  - vi. Should any works be required to be undertaken within the TPZ, approval must be given by the City prior to entering this zone. You may be

required to seek advice from an Arborist in regard to the type of works being undertaken, this information is to be assessed by the City as part of the approvals to enter.

- vii. Any new crossover shall maintain a minimum clearance of 2.0m from the base of a street tree(s).
- (f) Prior to first occupation of the new building areas to be constructed in Stage 1, a total number of eight trees are to be planted in the modified car parking area immediately to the south side of the building and within the lot boundaries, to the satisfaction of the City of Bayswater.
- (g) An additional 25 trees are to be planted in the new car parking area on the southern side of the lot, prior to completion of Stage 3, to the satisfaction of the City of Bayswater.
- (h) An acoustic report, addressing the impact of the development on the surrounding area, shall be submitted to, and to the satisfaction of the City of Bayswater, prior to issue of a building permit application.
- (i) A construction management plan, detailing how the construction of the development will be managed to minimise the impact on the surrounding area, shall be submitted to, and to the satisfaction of the City of Bayswater, prior to issue of a building permit application.
- (j) A refuse and recycling management plan shall be submitted to, and to the satisfaction of the City of Bayswater, prior to commencement of any works. The plan shall include details of refuse bin location, number of rubbish and recycling receptacles, vehicle access and manoeuvring.
- (k) All stormwater and drainage runoff produced onsite is to be disposed of onsite to the satisfaction of the City of Bayswater.
- (l) The car parking area(s) on the subject land shall be sealed, drained, paved and line marked in accordance with the approved plans prior to the first occupation of the development and maintained thereafter by the owner(s)/occupier(s) to the satisfaction of the City of Bayswater.
- (m) Prior to occupation of the new building, a total of 38 bicycle bays shall be provided, to the satisfaction of the City.
- (n) All vehicle crossings being upgraded, designed and constructed to the satisfaction of the City of Bayswater.
- (o) Prior to construction of the additional grandstand seating (411 seats), a Traffic Impact Assessment shall be submitted to the City of Bayswater. The Traffic Impact Assessment shall make recommendations with respect to any road access improvements needed to facilitate the additional vehicular traffic being generated by the development. Any proposed recommendations shall be implemented and all associated costs met by the City.
- (p) Prior to commencement of the development, outdoor lighting plans shall be submitted to, and to the satisfaction of the City of Bayswater. The outdoor lighting shall be designed, baffled and located to prevent any increase in light spill onto the adjoining properties.
- (q) The development shall comply with the City of Bayswater policy relating to Percent for Public Art, and provide public art with a minimum value of 1% (\$53,000) of the estimated total construction cost of the development (\$5.3M). Details of the public art, including plans of the artwork, its cost and construction, and other matters relating to the artwork's on-going maintenance and acknowledgements in accordance with the City's Percent for Public Art



Policy shall be submitted to, and to the satisfaction of the City prior to the lodgement of a building permit application.

- (r) On completion of construction, all excess articles, equipment, rubbish and materials being removed from the site and the site left in an orderly and tidy condition, to the satisfaction of the City of Bayswater.

**Advice Notes:**

1. To activate the planning approval, the development/use subject of this approval must be substantially commenced within a period of four years of the date of this approval notice. If the development is not substantially commenced within this period, this approval shall lapse and be of no further effect. Where an approval has lapsed, no development/use shall be carried out without the further approval of the City having first been sought and obtained.
2. This approval is not a building permit or an approval under any other law than the Planning and Development Act 2005. It is the responsibility of the applicant/owner to obtain any other necessary approvals, consents and/or licenses required under any other law, and to commence and carry out development in accordance with all relevant laws.
3. This approval is not an authority to ignore any constraint to development on the land, which may exist through contract or on title, such as but not limited to an easement or restrictive covenant. It is the responsibility of the applicant/owner to investigate any such constraints before commencing development.
4. Kerbs, roadways, footpaths, open drains, stormwater pits, service authority pits and verge areas must be adequately protected, maintained and reinstated if required, during and as a result of carting and all works associated with this development.
5. The premises is to be registered and certified as a public building with the City of Bayswater's Environmental Health Services, in accordance with the Health (Public Buildings) Regulations 1992.
6. The development/use hereby permitted shall comply with the following environmental health regulations:
  - (a) Health (Public Building) Regulations 1992;
  - (b) Health (Air Handling and Water Systems) Regulations 1994 and relevant Australian Standards eg AS 1668.2 "the use of mechanical ventilation and air conditioning in buildings", and AS 3666 "Air-handling and water systems of buildings –microbial control part 1: Design, installation and commissioning"; and
  - (c) Sanitary Conveniences are to be provided in accordance with the provisions of the Building Code of Australia;
7. The applicant is to make arrangements to the satisfaction of the Water Corporation for the provision of reticulated sewerage to the subject site. Where the Water Corporation reticulated sewer is not available the premises are to be connected to an approved wastewater treatment system which complies with the requirements of the Treatment of Sewage and Disposal of Effluent and Liquid Waste Regulations and the Government Sewerage Policy Perth Metropolitan Region.
8. The applicant shall submit an application to register the proposed development as a public building in accordance with the provisions of the

Health (Public Building) Regulations 1992, Environmental Health Branch to reassess the maximum accommodation for the entire complex (existing and proposed development).

9. The applicant shall further consider Designing Out Crime principles in relation to the new change rooms, toilets and verandah.
10. The proposed development should consider emergency management criteria as an Evacuation Centre including the emergency backup power.

## BACKGROUND

<b>Application Number:</b>	DA20-0740
<b>Address:</b>	Lot(s) 200 and 3739, 12 Wellington Road, Morley
<b>Town Planning Scheme Zoning:</b>	Morley Activity Centre, Precinct 2, R-AC0
<b>Use Class:</b>	Recreation Facility 'P', Office 'P'
<b>Lot Area:</b>	55,359m <sup>2</sup>
<b>Existing Land Use:</b>	Theatre 'P', Function Room 'D', Recreation Facility 'P', Health Studio 'P', Office 'P'
<b>Surrounding Land Use:</b>	Morley Primary School, Coventry Square Markets, Petrol Station, Commercial Units
<b>Proposed Development:</b>	Approximately 4000m <sup>2</sup> / Additions of Recreation Facility Area and Ancillary Offices and Alterations and Additions to Parking Areas, Including Removal of Three Trees

Council at its Ordinary Meeting held 3 September 2019 considered a Master Plan to direct and inform the future use and development of Pat O'Hara Reserve, including the MSRC. Council considered the final design and costings of the Pat O'Hara Reserve Masterplan and resolved as follows:

*"That Council:*

1. *Approves the final design for an additional two courts and associated ablution facilities within Morley Sport and Recreation Centre.*
2. *Notes the Pat O'Hara Reserve Masterplan.*
3. *Requests officers to further investigate funding options in relation to a staged delivery approach including utilisation of accrued reserves, the reallocation of State funding from CSRFF to come from consolidated revenue and any option to borrow."*





At the Ordinary Council Meeting held 11 February 2020, Council considered the funding options to progress the redevelopment of the MSRC and resolved as follows:

*That Council:*

1. *Considers the following funding for the Morley Sport and Recreation Centre Redevelopment (Stage 1) during the formulation of the 2020-21 budget:*

YEAR	FACILITY DEVELOPMENT	GRANT FUNDING	MUNICIPAL CAPITAL	MUNICIPAL CASH / RESERVES	TOTAL
2020-21	Two Additional Basketball Courts and Rugby Main Pitch Lighting	\$2M (Confirmed)	Nil	\$3.5M	\$5.5M

2. *Continues to advocate at State and Federal level to try and obtain additional funding for future stages of the redevelopment.”*

\$5.5M is approved in the 2020/21 budget to deliver the MSRC sports hall extension and rugby pitch lighting. The City has appointed Savills Australia to oversee the construction design and act as construction principal through the delivery of the additional sports hall project.

It is further noted that the latest estimated overall cost of the project by the project quantity surveyor was provided on 1 October 2020 and is approximately \$7.4M. This costing will be subject to a variation following the required modifications to the design, recommended by the Design Review Panel (DRP). A separate agenda item for this meeting, regarding the Tender Recommendation Report, discusses the detailed costings and further variations.

## **EXTERNAL CONSULTATION**

### Consultation with the Department of Planning, Lands and Heritage

The MSRC is located on Wellington Road, which is classified as a Category 2 Other Regional Road and is under the control of the Department of Planning, Lands and Heritage (DPLH). Accordingly, plans of the development were referred to the DPLH prior to the lodgement of the DA, and the following comments were received from DPLH on 14 October 2020:

#### ***“Land Requirements***

*The proposed development abuts Wellington Road, which is reserved as an Other Regional Road (ORR) in the Metropolitan Region Scheme (MRS) and Category 2 per Plan Number SP694. Lots 200 and 3749 are not affected by the ORR reservation for Wellington Road per Land Requirement Plan No 1.2205/2. Portions of some of the existing car parking bays on the site fall within the ORR reservation.*

#### **Access**

*The proposed conversion of an existing two-way access point onto Wellington Road into an entry-only access point (located south of the proposed building extension) does not raise any immediate concerns from a traffic management perspective.*

#### **Recommendation**

*If in the City’s opinion, the proposal will become a traffic generator in the future (10 – 100 or 100+ additional vehicle trips in the peak hour), a transport impact statement / assessment may be required. This should provide all information per the WAPC’s Transport Impact Assessment Guidelines (2016).*

*The Department of Planning, Lands and Heritage has no objection to the proposal on ORR planning grounds.”*

Further comments were provided by the DPLH on 23 October 2020 following the review of the Stage 3 car parking addition, which are as follows:

*“The additional proposed 98 car parking bays do not fundamentally alter the Department’s previous advice. Wellington Road is currently handling about 22,000 vehicles per day, and has capacity to accommodate more vehicles.*

*It is observed that the south-eastern portion of the existing and proposed car parking area abuts a closed road (as attached). There may be merit in exploring the possibility of incorporating a portion of the closed road with the City’s Lot 200 in order to facilitate vehicular access from this part of the car park to the gazetted road network.*

*Given that sporting events can sometimes result in periodic high numbers of vehicle movements, it may still be beneficial to undertake a traffic impact assessment/statement. Attached for your information is a copy of the WAPC’s Transport Impact Assessment Guidelines (Volume 4 – Individual developments).”*

In relation to the DPLH’s comments regarding the closed road, it is noted that the subject land is managed, but not owned by the City and there is currently an existing connection between the southern car park through to the Blades Close carriageway. The City’s Engineering Services has advised that it would not make a practical difference if the closed road was incorporated into the City’s Lot 200 as the car park road connection to Blades Close currently exists and the City supports this connection continuing to exist.

In future, there may be opportunities to revisit the lot arrangements and consider the closed road to be incorporated into Lot 200, in discussion with the DPLH.

The City’s comments regarding the traffic impact assessment requirements of the proposal are provided under the relevant heading later in this report.

#### Tree Removal Consultation

In accordance with the Council’s resolution at its Ordinary Meeting held 9 December 2014, any proposed tree removal is to be advertised to landowners within 50 metres of the subject property. As per the plan below the only applicable properties falling within a 50m radius are City owned buildings being the Morley Scout Hall, Perth Bayswater Rugby Clubrooms/Changing and the MSRC. Accordingly, no consultation was undertaken in this respect.



The City’s comments regarding the removal of these trees are provided under the relevant heading below.

## OFFICER'S COMMENTS

Key Scheme Provisions	Required	Provided	Assessment
Minimum Setbacks:			
Front (Wellington Road)	Min. nil Max. 4m	Min. 0.3m Max. 26m	Compliant Variation
Side (South)	Nil	45.7m	Compliant
Side (North)	Nil	81.8m	Compliant
Rear (East)	Nil	212.6m- 220.9m	Compliant
Maximum Building Height:	8 Storeys	Single Storey with Max. 12.6m high façade consistent with a 4 storey building	Compliant
Minimum Building Height:	2 Storeys	As above	Variation
Minimum Parking:	310 car bays	368 car bays*	Compliant
Minimum Bicycle Bays: Staff	1 bay per 4 staff member for recreation and entertainment use and 1 bay per 200m <sup>2</sup> of NLA for office use.	Nil	Variation
Visitors	32 bicycle bays	38 bicycle bays	Compliant
Minimum Visual Permeability:	50%	33.7%	Variation
Landscaping:			
Minimum Landscaping	10% of Lot Area	>10% of Lot Area	Complaint
Landscaping Strip at Street Frontage	Min. 2m wide	Minimal Landscaping within the modified car parking area adjacent to Wellington Road	Variation
Landscaping within Parking Areas of More than 21 Bays	A minimum of 1 square metre for every 10 square metres of parking bay area: 154m <sup>2</sup>	390m <sup>2</sup>	Complaint

Trees for New Southern Car Parking Area	25 trees	19 trees	Variation
Trees for Modified Southern Car Parking Area	7 Trees	8 Trees (pending final plan)	Compliant

*\* At the end of Stage 3, there will be a total number of 395 car bays on site. Out of this number, 27 car bays on the west and south sides of the addition are currently encroaching the road reserve and have not been included in the 'provided' calculation.*

#### City of Bayswater Design Review Panel (DRP)

The proposal was considered prior to lodgement at the City's DRP on 30 October 2020. The DRP did not support the proposal originally, and requested or significant changes to be done to the design to improve the proposed facades and other elements of the design. As a consequence, the designers reworked the elevations to address the comments and an amended design was prepared and circulated to the DRP members. The panel acknowledged a significant improvement to the proposal noting that the proposal has progressed from a proposal that was not supported to supported pending further attention. (Attachment 2 – Design Review Panel Report)

The Panel considered the current proposal is a more ambitious civic building delivering a dynamic presence to the evolving Morley area centre. Further, the functionality of the centre as a sport and recreation centre is well achieved through the planning and design of the extension to the existing sport and recreation centre. The introduction of windows to increase daylight and ventilation opportunities was also supported as are the screens to windows to east and west to provide effective shading from the low and hot summer morning and evening sun.

The matters which required further attention were relatively minor and have since been addressed by the designers (Attachment 3- DRP Responses by the Applicant).

#### Land Use

The development proposes alterations and additions to the existing MSRC. The proposal comprises the addition of two court sports hall addition new toilets, changing rooms, first aid room, one small office and a 411 seat grand stand.

The property is located within Precinct 2 'Outer Core' of the Morley Activity Centre Area (MACP) and the sports hall which is classified as 'Recreation Facility' is a permitted 'P' use under the MACP. Further, the use is considered to complement the existing MSRC and provide improved recreation facilities for the community.

Accordingly, it is considered that the proposal is consistent with the intent of the MACP for the Outer Core Precinct.

#### Development Standards

The proposed development is considered to result in some variations to the planning requirements for the MACP, as outlined in the table above.

#### Front Setback

Whilst the front setback requirement of the MACP for the Outer Core precinct is a minimum of nil and maximum of 4m for the first two storeys, it is considered that the scale of the proposed development is significant and provides a nil to 4m front setback for the development which will impact the streetscape of Wellington Road.

In this respect, it is considered that the proposed 0.3m-26m front setback of the development will have a positive contribution to the streetscape of Wellington Road, compared to the

required setbacks of the MACP, and it will enhance the emerging city centre and amenities provided therein.

#### Side and Rear Setbacks

Planning requirements of the MACP requires nil setback to side and rear boundaries of the development properties within the Outer Core precinct. The intent of MACP is to enhance a consistent urban form by having consistency in height and setbacks. Given the size of the subject development is substantial, this planning requirement for side and rear setbacks is not reasonable for the site and accordingly, the proposed variations are supported.

#### Building Height

The proposed sports hall addition is a single storey development which has an external maximum height of 12.6m to the pitched roof. Whilst the minimum required building height for this location is two storey, it is considered that the façade of the development is consistent with a four storey building and accordingly, the development will achieve the desired building height for this precinct and accordingly, the proposed variation is supported.

#### Landscaping

The City's Town Planning Scheme No. 24 (TPS24), and more specifically the MACP, has a number of landscaping requirements for new developments as outlined in the table above. The proposal generally complies with the landscaping requirements of the MACP. It is however noted that the requirement of the MACP for provision of a 2m wide natural landscaping strip along all street boundaries has not been met by this development. Areas adjacent to the street boundary are currently occupied by large car parking areas and internal access ways in the parking areas. Whilst the proposal results in modification of sections of the existing car parking areas in front of the addition, it is noted that the existing car parking bays adjacent to the Wellington Road boundary are mostly to be retained and a landscaping strip along the street boundary is not included. It is also noted that rearrangement of the existing car parking areas to achieve the required landscaping will result in the loss of many bays or reduced width of access ways which is not recommended. It is further considered that the existing 2m wide landscaping outside of the lot boundary and on the Wellington Road road reserve can address the perceived landscaping requirement of MACP and therefore, this variation can be supported. Further, a sense of greenery is provided via the Pat O'Hara Reserve more generally.

It is however noted that a full landscaping plan is required to be provided prior to the building permit application which identifies the details of plants and trees to be planted on site. This requirement is recommended as a condition of approval.

#### Parking

The development proposes an increase to the net lettable area (NLA) of the existing recreation facility and it further results in some minor additions to office areas and the existing aerobics room (health studio). In accordance with MACP parking requirements, one car bay is required per 20m<sup>2</sup> of NLA of the existing and proposed recreation facility and the health studios. The office and function/theatre room will also require one bay per 50m<sup>2</sup> of NLA and one bay per 25m<sup>2</sup> of NLA, respectively. Accordingly, it is considered that the development requires 310 car bays in total.

In addition to above, it is noted that the proposal includes alterations to the existing car parking area adjacent to the proposed sport hall addition, whereby some of the existing car bays will be removed and the car parking area will be divided into two sections to the western and southern side of the sport hall addition. The proposed parking area modification as part of Stage 1 will result in 297 available car bays, which indicates a 13 car bay shortfall within the development. It is however noted that 27 existing car bays, mainly along Wellington Road, are



currently encroaching the road reserve and they are not proposed to be modified as part of this development. The bays encroaching the road reserve are not considered to detrimentally impact the amenities of Wellington Road. Width of the existing footpath, landscaping strip and the street is not impacted on the section of Wellington Road which is subject to encroachment of the existing car bays. Accordingly, the City has no objection to the subject car bays to remain. There might however be benefits to the City to pursue lot boundary modification to enhance containment of these car parking bays fully within the site at a later date.

In view of the above, the car parking variation present in Stages 1 and 2 equates to 4.2% of the required parking bays for the development. It is noted that this shortfall will be effective until the additional southern car parking bays are constructed in Stage 3. The variation is relatively minor and is not considered to affect adjoining properties or the amenity of the locality more generally.

The additional 98 car bays on the southern side of the rugby pitch at Stage 3 will result in a total number of 368 car bays on site which would equate to a 58 car bay surplus.

The addition of 411 spectator seats on the grand stand in new sports hall at Stage 2 will likely increase the need for on-site parking and it is recommended that consideration be given to reschedule the construction of the Stage 3 car parking area forward, to occur before or immediately after the completion of the grand stand.

In relation to the location of parking areas, it is noted that the MACP requires large areas of car parking to be located behind buildings. The development however, intends to utilise the existing car parking areas and therefore, the location of car parking area will not be changed through this application. Further, it is considered that the proposed addition to the building will minimise the visual impact of the parking area adjacent to it, on to the streetscape of Wellington Road in comparison with the current arrangement of buildings and parking areas on site. It is further noted that the position of the building addition was considered by Council at its Ordinary Meeting held 3 September 2019 as part of the Pat O'Hara Reserve Masterplan Final Design and Costing, and approved. Accordingly, it is considered this variation to the requirements of MACP is acceptable and can be supported.

### Bicycle Parking

The MACP requires bicycle bays to be provided for staff and visitors in certain ratios based on the use category of each area. In relation to the staff bicycle bays, MACP requires 1 bay per 4 staff for recreation and entertainment uses and 1 bay per 200m<sup>2</sup> of NLA for office use. The staff bicycle parking is required to include a lockable and sheltered enclosure. The development application however does not provide the details of the staff numbers, and further, it does not include any sheltered lockable enclosure for staff bicycle bay. It has however been confirmed that the proposal will not result in any additional staff for the MSRC and accordingly, the staff bicycle bay arrangement will remain.

In regard to visitor bicycle parking requirement, it is noted that 32 visitor bicycle bays are required for the existing and proposed areas and the development provides a total of 38 bicycle racks, comprising two areas of 14 racks close to the main entrance to the existing building and one area of 10 racks to the southern side of the proposed building. In this view, it is considered that the proposed visitor bicycle parking bays comply with the requirements of the MACP.

In addition, it is noted that whilst the MACP requires the development to provide end of trip facilities, it is noted that it does not identify a ratio for the required end of trip facilities. The City however notes that the existing and proposed showers and change rooms suffice for the development and can effectively meet the requirement.

### Access and Movement

Whilst Stage 1 of the development is not considered to alter or affect the access to the site, it is considered that the installation of the proposed grandstand seating (411 seats) has the potential to have an impact on peak vehicle traffic volumes generated by the MSRC and could generate in excess of 100 vehicle trips in the MRSC's peak hour.

The Department of Planning's Transport Impact Assessment (TIA) guidelines specify that a development generating > 100 vehicle trips in its peak hour requires a TIA to be undertaken.

It is further noted that following the review of the proposal by the DPLH, it was recommended that *"if in the City's opinion, the proposal will become a traffic generator in the future (10 – 100 or 100+ additional vehicle trips in the peak hour), a transport impact statement / assessment may be required. This should provide all information per the WAPC's Transport Impact Assessment Guidelines (2016)."*

Accordingly, a relevant condition is recommended for the approval which requires a TIA to be undertaken prior to construction of the grand stand and addition of the proposed 411 seats. Any works recommended to be undertaken will be met by the City.

### Visual Permeability

In accordance with the requirements of MACP, the development is required to provide minimum of 50% visual permeability on the street façade. The proposed addition provides 33.7% visual permeability on the street façade. The DRP has reviewed the plans and advised that *the introduction of openings and transparency generally has improved the amenity and is supported*. Given the functionality of the addition as a sport hall, it is considered that more visual permeability will negatively impact the function of the players, by way of excess light into the courts, and therefore, the variation to the MACP visual permeability requirement is considered to be satisfactory in view of the DRP comments.

### Public Art

In accordance with the City's Percent for Public Art Policy, the development is required to incorporate a public art work with a value of no less than 1% of the construction value of the eligible development proposal. The subject development is to be delivered in 3 stages and while stage 1 and 2 include constructional works, stage 3 includes some external works and additional parking areas and does not include any building construction. Accordingly, the percent for public art has been calculated based on the construction value of stages 1 and 2 which is \$5.3M.

### Trees

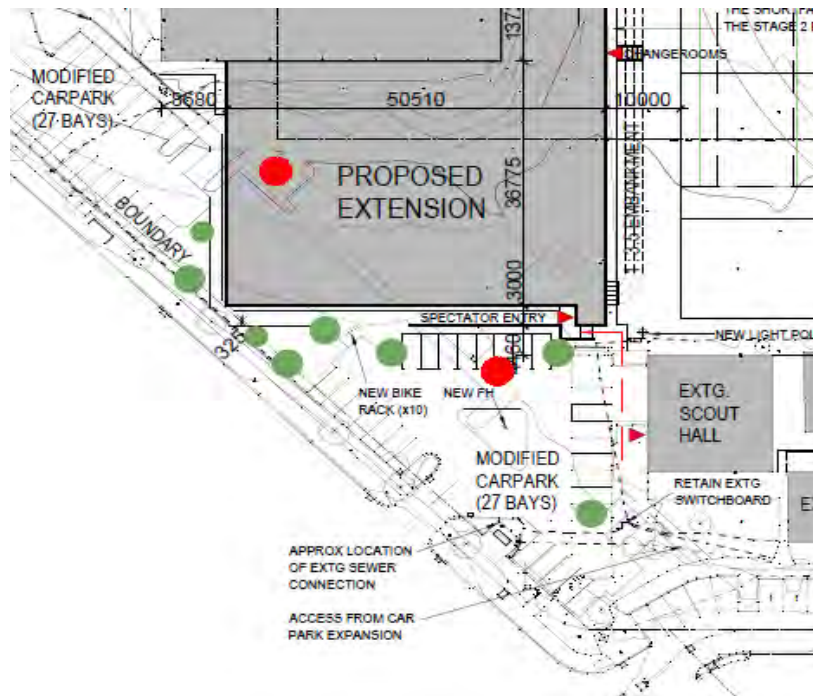
The master plan design as approved by Council at its Ordinary Meeting held 3 September 2019, places the new additional sports hall to the south of the current building in an area currently providing car parking for the MSRC.

A preliminary architectural design has been completed for the sports hall and associated external parking areas to be developed as a staged delivery. The draft design is intended to inform both the construction tender and development application process.

The proposed development requires two trees depicted in red below, currently located within the current car park area to be considered for removal to facilitate the new sports hall construction.



The two trees as shown in red are to be removed prior to construction commencing in early 2021, and eight new trees as shown in green are to be planted as replacement.



As part of later works to follow and subject to available funding, increased onsite parking is to be constructed. As per the plan below, one tree, depicted as red, is to be considered for removal from the Pat O Hara Reserve adjacent to the Perth Bayswater Rugby Clubrooms in order to construct the identified additional parking. Nineteen new trees are to be planted. This additional parking is anticipated to commence in the 2022/23 financial year or when funding

allows. It is noted that the City's TPS24 requires one tree to be provided per four car bays and therefore, 25 trees are required to be provided in the new parking area. The variation of six trees is not supported and the applicant is required to plant 25 trees as per the requirements. A relevant condition has been included in the officer recommendation.



In summary, three trees are considered for removal and twenty-seven new trees are to be planted.

#### Urban Trees Policy

The Urban Trees Policy provides guidelines for the management of trees within parks and road reserves in the City of Bayswater.

As per the policy, where a tree is proposed to be removed for any kind of development or building works, it will be subject to an assessment of its health and condition and amenity valuation using the Helliwell System. If it is deemed suitable to allow removal of the tree, the proponent of the works will be required to:

- Pay the amenity value of the tree to the City;
- Arrange for its removal by an arboriculture contractor; and
- Plant a replacement tree that is a minimum 45 litre bag size of a species nominated by the City's Consulting Arborist.

The Manager Parks and Gardens and the City's Consulting Arborist are authorised to remove a tree in line with the above criteria and replace it with an appropriate species.

The Policy further states the following:

Tree removal is not undertaken for the following reasons:

- Leaf, fruit or bark drop;
- Its size;
- Dislike of the species;
- The presence of fauna or insects (insect pests are treated through various techniques);
- Where the tree is an "inconvenience" during construction projects; and

- Views.

In this instance the tree removal is not deemed to be an "inconvenience" during construction, however, it is considered essential to enable the MSRC redevelopment to progress.

The City's Consulting Arborist has conducted a tree assessment in line with the policy requirement and concludes that the subject trees are in good health and would not under normal circumstances be approved for removal in the absence of the proposed development. (Attachment 3- Visual Tree Assessment Report)

Alternative designs and potential locations for the additional sports hall had been considered as part of the master planning. In all instances, the designs presented were not accepted by Council due to excessive encroachment onto the Pat O'Hara Reserve with significant operational impact resulting on both the Morley Scout Group and Perth Bayswater Rugby Club.

The design being progressed presents the least impact on surrounding community and amenity.

The City's Consulting Arborist has advised that the trees are unlikely to survive relocation given their age and size. In the event that Council approves tree removal, the City will be responsible for all associated removal costs and tree replanting.

Should Council not approve the identified tree removal the proposed redevelopment of the MSRC as identified in the masterplan could not progress in its current form.

## **LEGISLATIVE COMPLIANCE**

### **OPTIONS**

The following options are available to Council:

1. Council approves the development application in accordance with the Officer's Recommendation. The risks associated with this option is considered to be reduced due to the reasons given for the Officer's Recommendation.
2. Council approves the development application subject to deleted or alternate condition(s). The risks associated with this option is considered dependent on the reasons given for the deleted/alternate condition(s) and the nature of the deleted/alternate condition(s).
3. Council refuses the development application. The risks associated with this option is considered dependent on the reasons given for the application to be refused.

### **FINANCIAL IMPLICATIONS**

\$5.5M is allocated in the 2020/21 budget for the redevelopment of MSRC. In 2017, the City received a State Government commitment of a \$2M grant to redevelop the MSRC. This grant funding is included as part of the project budget and is to be committed by June 2021.

### **STRATEGIC IMPLICATIONS**

In accordance with the City of Bayswater Strategic Community Plan 2017-2027 (as amended), the following applies:

Theme:	Our Community
Aspiration:	An active and engaged community.
Outcome C1:	A strong sense of community through the provision of quality services and facilities.

Theme:	Our Built Environment
Aspiration:	A quality and connected built environment.

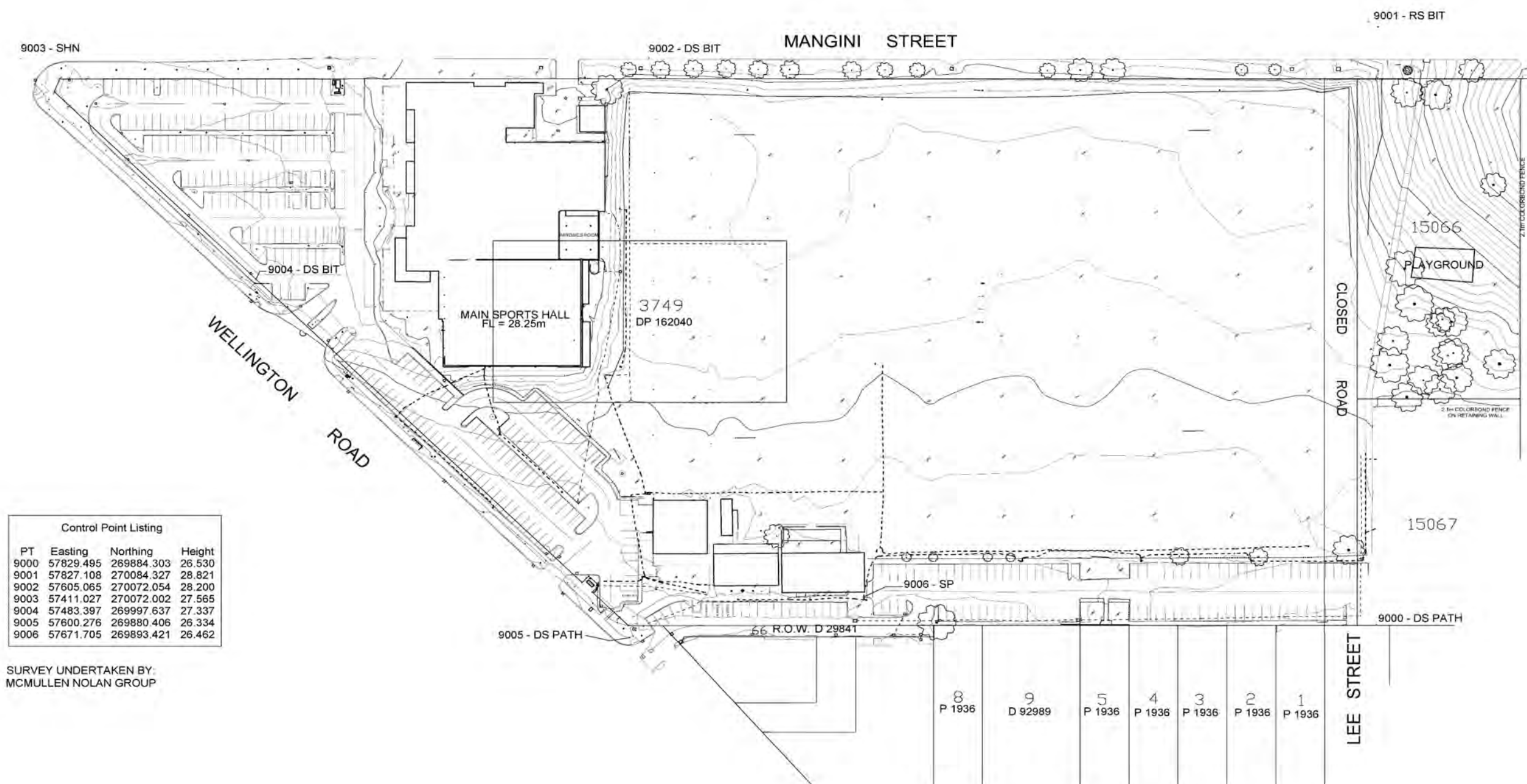
Outcome B1:     Appealing streetscapes.  
Outcome B3:     Quality built environment.

## **CONCLUSION**

The proposed City project will improve the amenity and level of sporting and recreational pursuits in Morley as a strategic metropolitan centre and further, it considered to be consistent with the intent of the City's MACP. Accordingly, it is considered that the development can be supported, subject to appropriate conditions.



**Attachment 1**



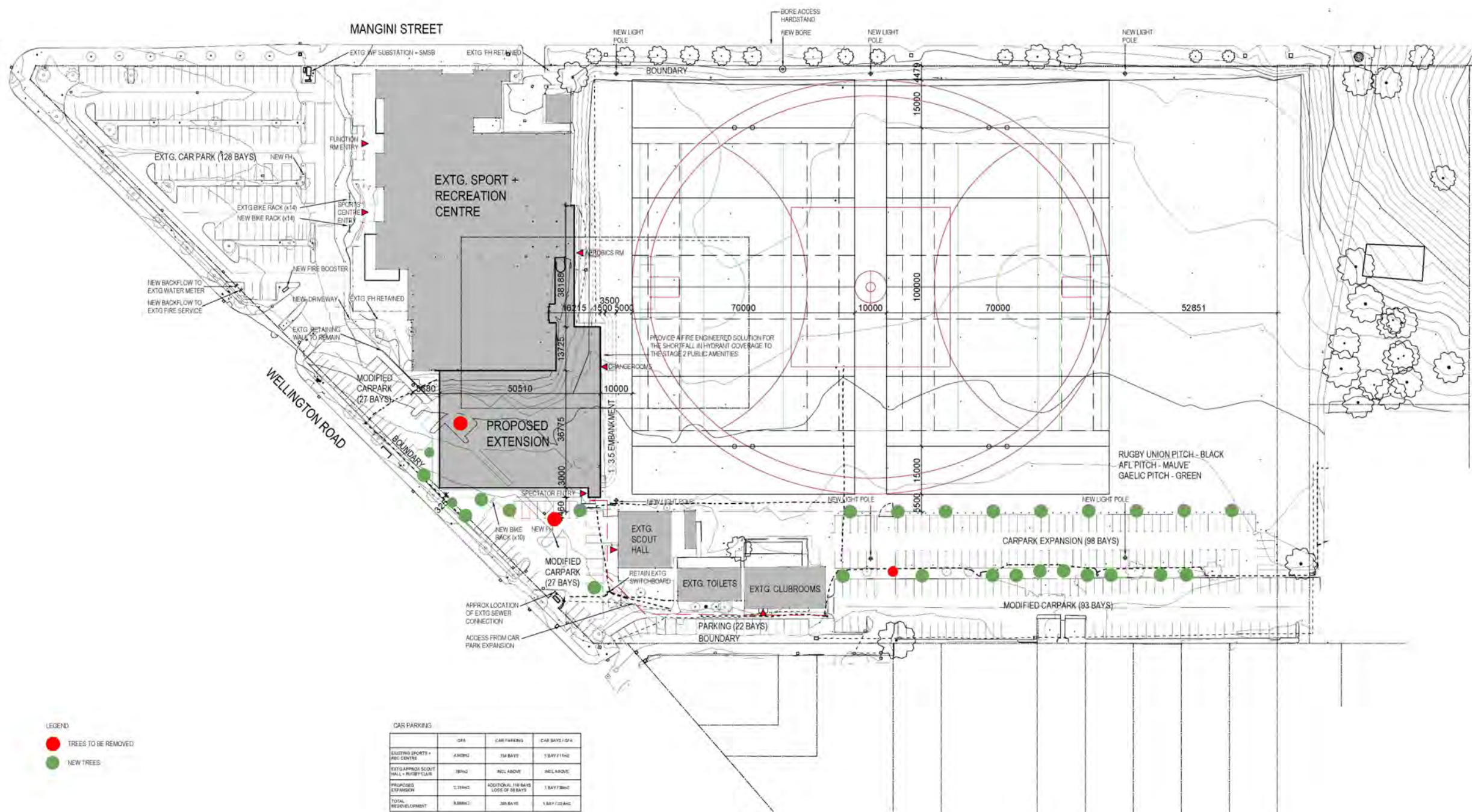
SURVEY UNDERTAKEN BY:  
MCMULLEN NOLAN GROUP

1 SITE SURVEY  
1 : 500

**GENERAL NOTES:**

1. REPORT ANY DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING.
2. REFER TO DETAIL DRAWINGS FOR DIMENSIONS.
3. DRAWINGS TO BE READ IN CONJUNCTION WITH ALL CONTRACT PARTY DRAWINGS.
4. DO NOT SCALE FROM DRAWINGS.
5. REVISIONS NOT LIMITED TO REVISION CLOUDS.
6. CONFIRM ALL DIMENSIONS ON SITE.

[illegible]



1 PROPOSED SITE PLAN  
1:500

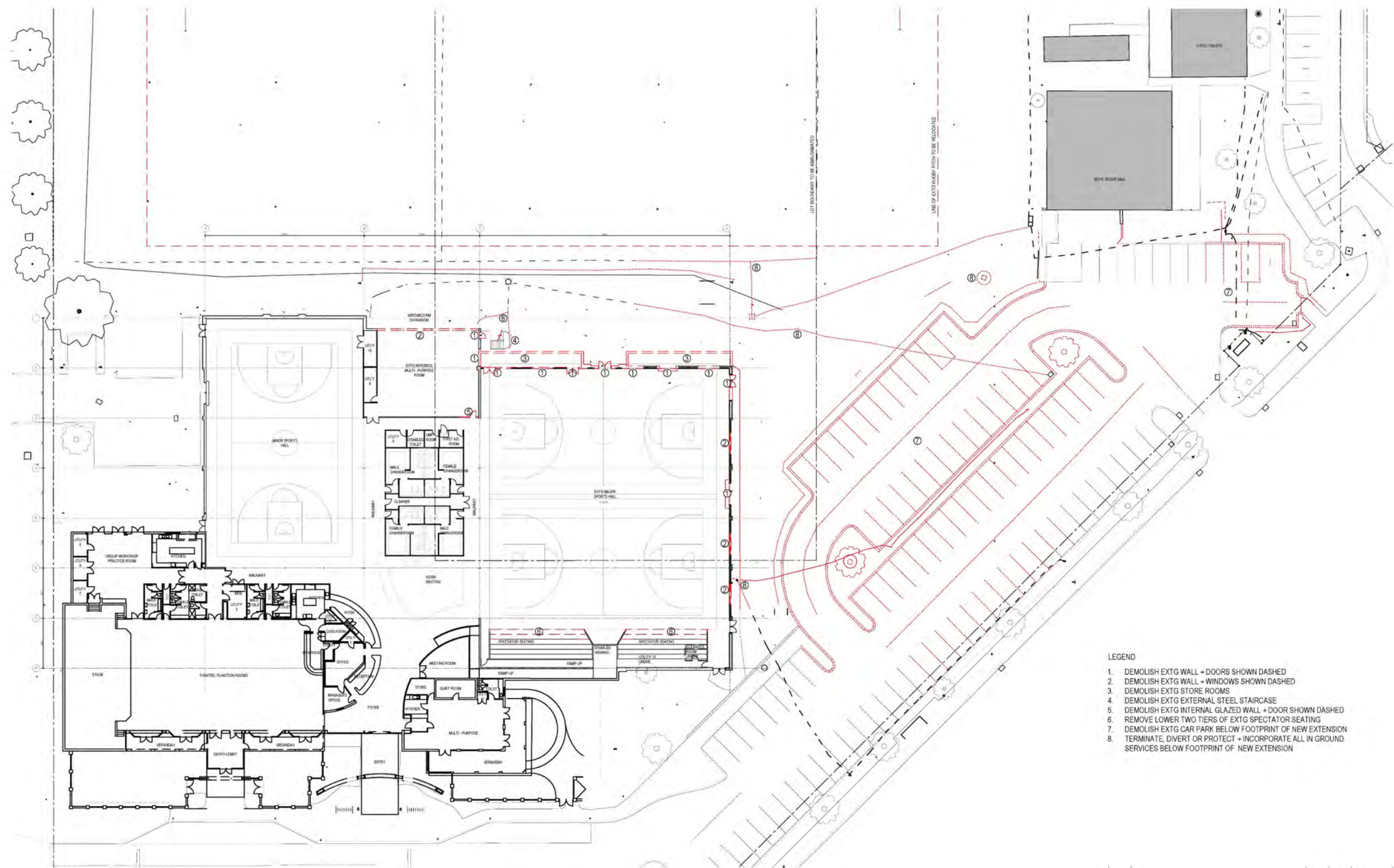
**GENERAL NOTES**

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A		DEVELOPMENT APPROVAL ISSUE	AJ	SP	16.11.2020
revision/issue	description	drawn	checked	date	
1	MORLEY SPORT + REC CENTRE REDEVELOPMENT	AJ	SP	PROPOSED SITE PLAN	
2	12 WELLINGTON RD MORLEY WA 6062	NO	NO		
Hodge Collard Preston		scale	1:500	date	05.10.2020
		project no	137.20	drawing no	DA01
		sheet	137.20	of	1





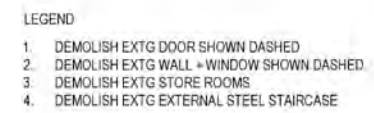
- LEGEND
1. DEMOLISH EXTG WALL + DOORS SHOWN DASHED
  2. DEMOLISH EXTG WALL + WINDOWS SHOWN DASHED
  3. DEMOLISH EXTG STORE ROOMS
  4. DEMOLISH EXTG EXTERNAL STEEL STAIRCASE
  5. DEMOLISH EXTG INTERNAL GLAZED WALL + DOOR SHOWN DASHED
  6. REMOVE LOWER TWO TIERS OF EXTG SPECTATOR SEATING
  7. DEMOLISH EXTG CAR PARK BELOW FOOTPRINT OF NEW EXTENSION
  8. TERMINATE, DIVERT OR PROTECT + INCORPORATE ALL IN GROUND SERVICES BELOW FOOTPRINT OF NEW EXTENSION

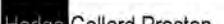
- GENERAL NOTES:
1. REPORT ANY DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING
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  5. REVISIONS NOT LIMITED TO REVISION CLOUDS
  6. CONFIRM ALL DIMENSIONS ON SITE



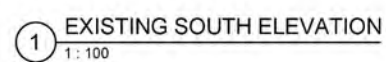
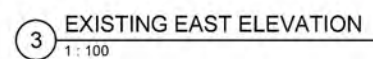
1 EXISTING GROUND FLOOR PLAN  
1 : 200

A DEVELOPMENT APPROVAL ISSUE		AJ	MP	16.11.2020
revision/issue	description	drawn	checked	date
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location	12 WELLINGTON RD MORLEY WA 6062			
drawn	AJ	checked	MP	05.10.2020
scale	1:200	scale	1:200	scale
drawn	B1	checked	B1	checked
date	13.10.2020	date	13.10.2020	date
project no	137.20	project no	137.20	project no
sheet no	DA02	sheet no	DA02	sheet no
rev	A	rev	A	rev



A		DEVELOPMENT APPROVAL ISSUE		NP	16.11.2020
reason/ basis		description		drawn	checked date
proposed		drawn		description	
MORLEY SPORT & REC CENTRE REDEVELOPMENT		drawn		EXISTING FIRST FLOOR PLAN	
location		checked		date	
12 WELLINGTON RD MORLEY WA 6062		NP		05.10.2020	
		Title Draw, 3D Substation Street, West Perth, WA 6002 P/L: Alex TAYLOR, West Perth, WA 6002 Ph: (08) 9352 5144 Fax: (08) 9352 5145 Email: alex@hodgepreston.com.au		1:20 @ B1	
				date project no 137.20 DA03 File A	



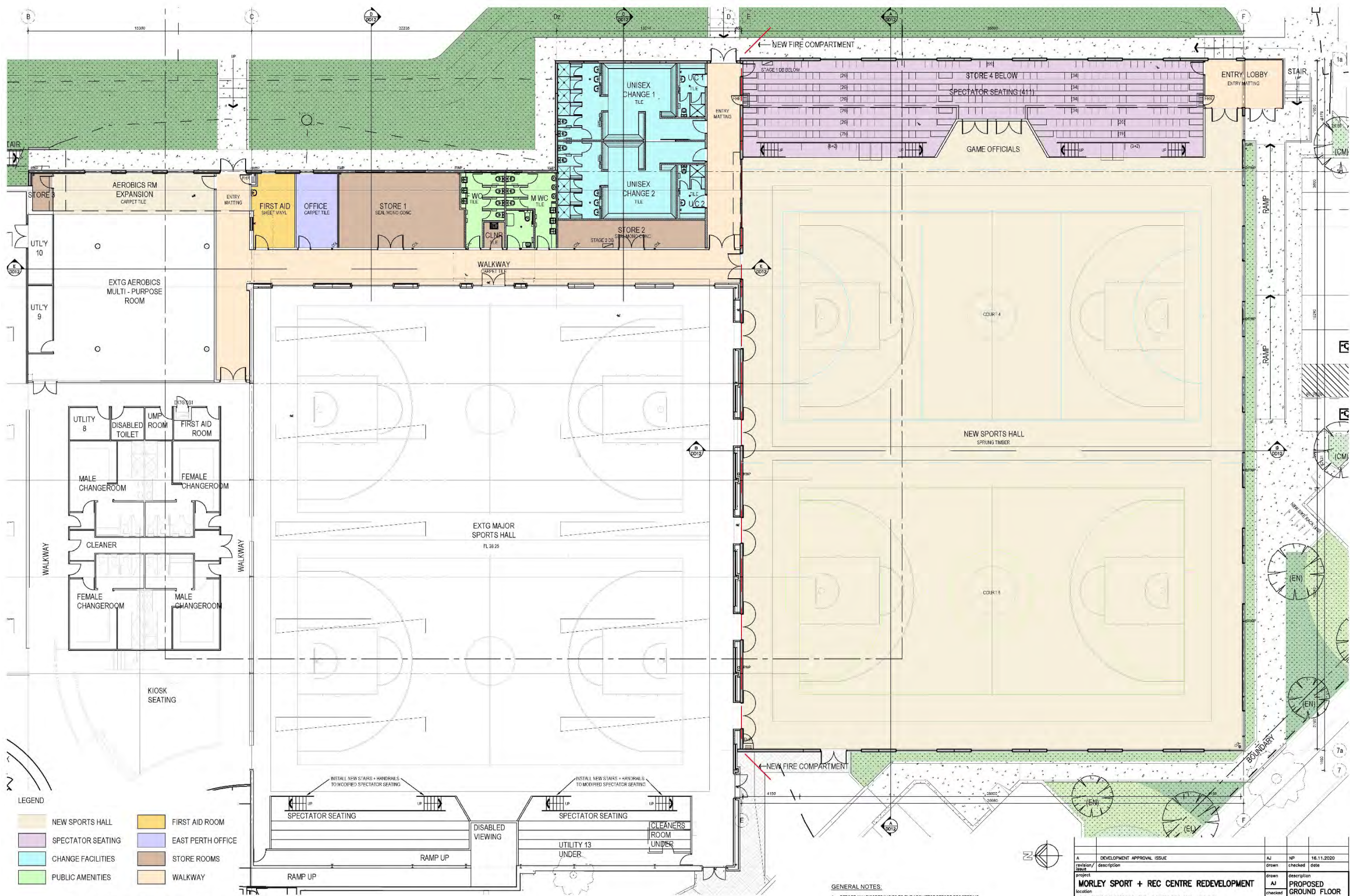


1. DEMOLISH EXTG WINDOWS + DOORS
2. DEMOLISH EXTG WALL BELOW WINDOW
3. DEMOLISH SECTION OF EXTG WALL
4. DEMOLISH EXTG METAL CLAD STORE ROOMS
5. DEMOLISH EXTG STEEL STAIRCASE
6. DEMOLISH EXTG CFC CLAD WALL
7. DEMOLISH EXTG METAL CLAD WALL
8. RETAIN EXTG EAVES GUTTER + CONCEALED RWP'S
9. MODIFY EXTG RWP'S

1. REPORT ANY DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING.
2. REFER TO DETAIL DRAWINGS FOR DIMENSIONS.
3. DRAWINGS TO BE READ IN CONJUNCTION WITH ALL CONSULTANTS' DRAWINGS.
4. DO NOT SCALE FROM DRAWINGS.
5. REVISIONS NOT LIMITED TO REVISION CLOUDS.
6. CONFIRM ALL DIMENSIONS ON SITE.

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1 PROPOSED GROUND FLOOR PLAN  
1 : 100

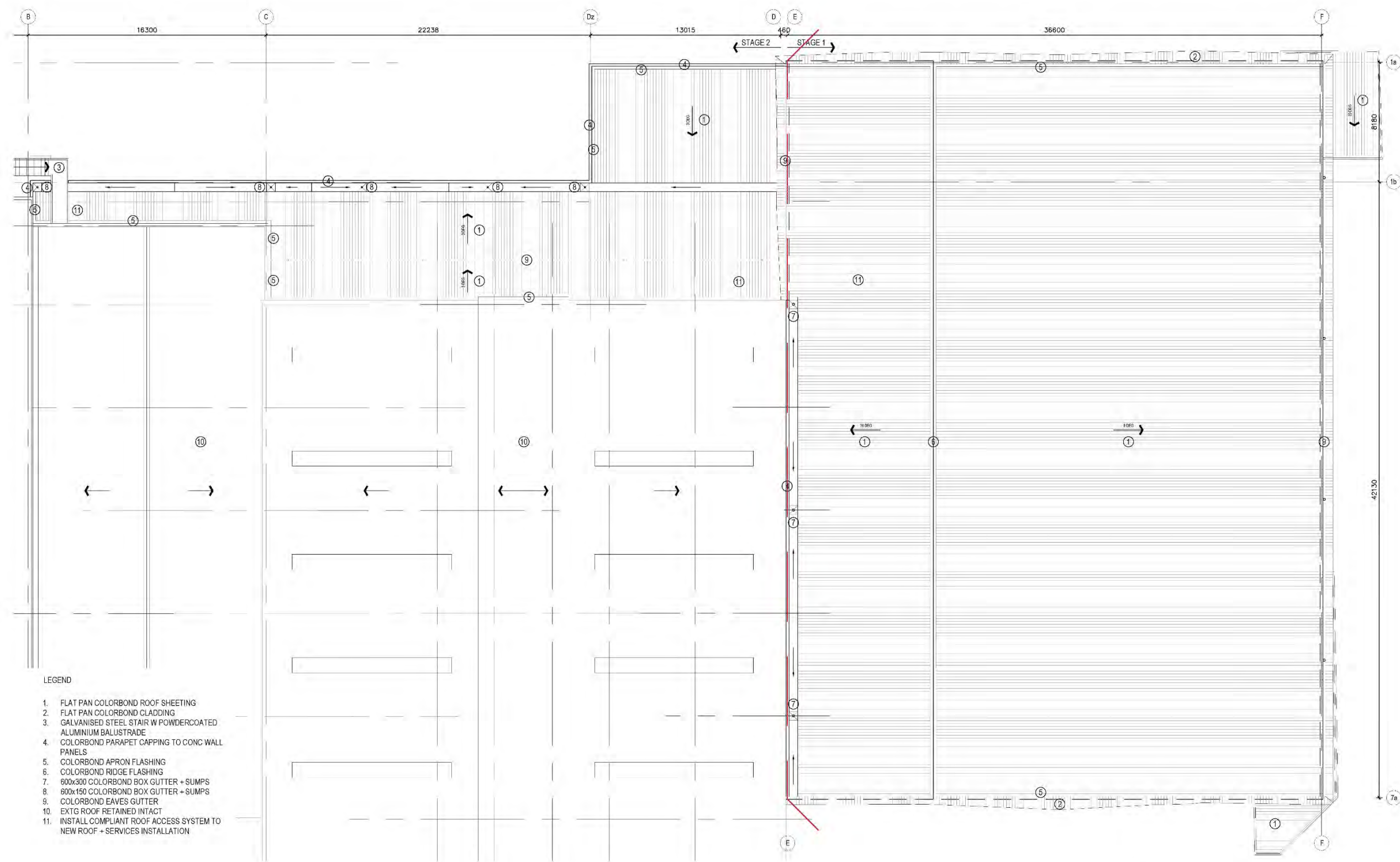
**GENERAL NOTES:**

- REPORT ANY DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING
- REF UP TO DETAIL DRAWINGS FOR DIMENSIONS
- DRAWINGS TO BE READ IN CONJUNCTION WITH ALL CONSULTANT DRAWINGS
- DO NOT SCALE FROM DRAWINGS
- TEXTWORKS NOT LIMITED TO REVISION CLOUDS
- CONFIRM ALL DIMENSIONS ON SITE

A DEVELOPMENT APPROVAL ISSUE		AJ	NP	16.11.2020
revision/issue	description	drawn	checked	date
1	MORLEY SPORT + REC CENTRE REDEVELOPMENT	AJ		
2	12 WELLINGTON RD MORLEY WA 6062	NP		
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Hodge Collard Preston		scale	date	
		1:100	05.10.2020	
		B1		
			137.20	DA05



[illegible]



# LEGEND

1. FLAT PAN COLORBOND ROOF SHEETING
2. FLAT PAN COLORBOND CLADDING
3. GALVANISED STEEL STAIR W POWDERCOATED ALUMINIUM BALUSTRADE
4. COLORBOND PARAPET CAPPING TO CONC WALL PANELS
5. COLORBOND APRON FLASHING
6. COLORBOND RIDGE FLASHING
7. 600x300 COLORBOND BOX GUTTER + SUMPS
8. 600x150 COLORBOND BOX GUTTER + SUMPS
9. COLORBOND EAVES GUTTER
10. EXTG ROOF RETAINED INTACT
11. INSTALL COMPLIANT ROOF ACCESS SYSTEM TO NEW ROOF + SERVICES INSTALLATION

## 1 PROPOSED ROOF PLAN 1 : 100

### GENERAL NOTES:

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6. CONFIRM ALL DIMENSIONS ON SITE



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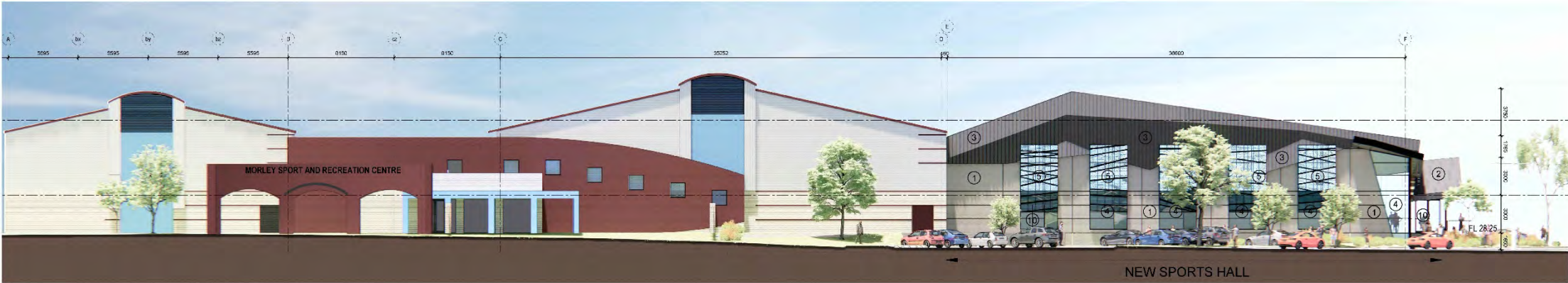
Hodge Collard Preston

137.20 DA07





3 PROPOSED EAST ELEVATION  
1:150



2 PROPOSED WEST ELEVATION  
1:150



1 PROPOSED SOUTH ELEVATION  
1:150

LEGEND

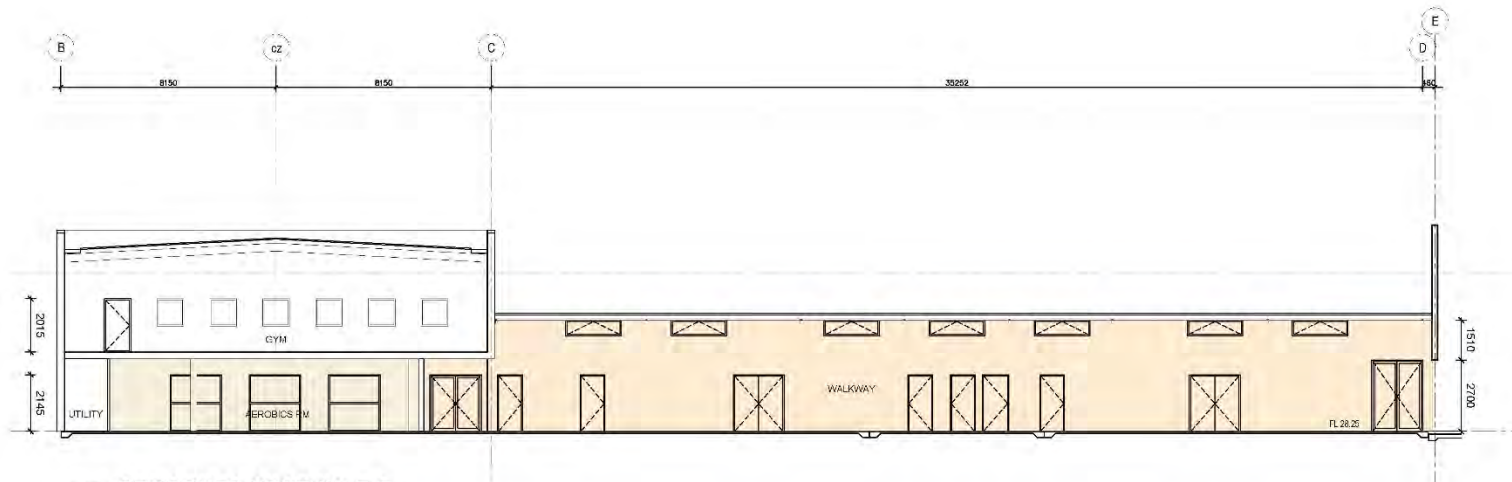
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2. FLAT PAN COLORBOND ROOF SHEETING
3. FLAT PAN COLORBOND CLADDING
4. POWDERCOATED ALUMINIUM FRAMED OPERABLE WINDOWS W CLEAR 10.38mm LAMINATED GLASS
5. POWDERCOATED PERFORATED SPORT THEMED ALUMINIUM SCREEN ON GALV STEEL FRAMING - PER CENT FOR ART OPPORTUNITY
6. GALVANISED STEEL STAIR W/ POWDERCOATED ALUMINIUM BALUSTRADE
7. POWDERCOATED ALUMINIUM RAMP BALUSTRADE
8. COLORBOND PARAPET CAPPING
9. COLOURBACK SPANDREL GLASS
10. POWDERCOATED ALUMINIUM FRAMED DOOR W CLEAR 10.38mm LAMINATED GLASS
11. PAINTED STEEL FRAME + METAL CLAD SOLID CORE DOOR
12. NEW BACKLIT 3D SIGNAGE

GENERAL NOTES:

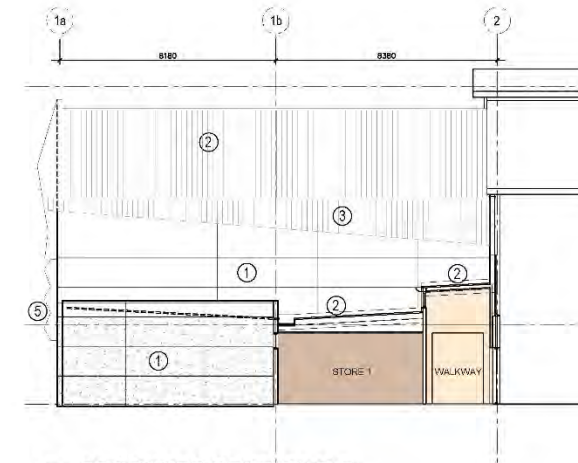
1. REPORT ANY DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING
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5. REVISIONS NOT LIMITED TO SECTION CLOUDS
6. CONFIRM ALL DIMENSIONS ON-SITE

A		DEVELOPMENT APPROVAL ISSUE	AJ	NP	16.11.2020
revision/issue	description	drawn	checked	date	
project	MORLEY SPORT + REC CENTRE REDEVELOPMENT		drawn	PROPOSED ELEVATIONS	
location	12 WELLINGTON RD MORLEY WA 6062		checked	NP	
Hodge Collard Preston		scale	date		05.10.2020
ARCHITECTS		1:150	project no		137.20
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			REV		A

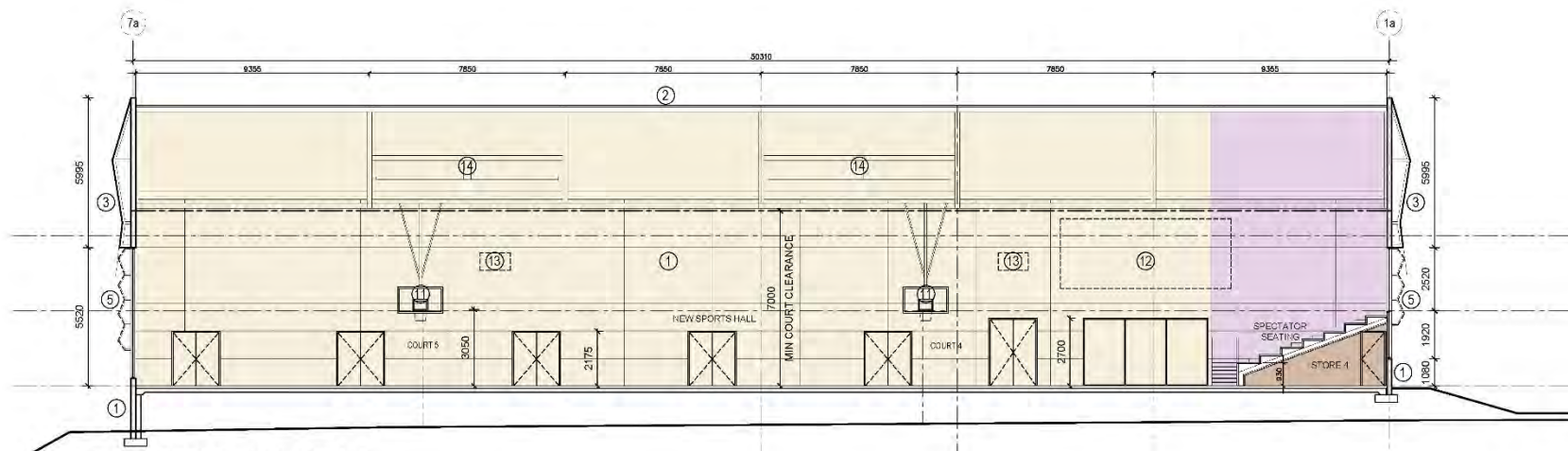




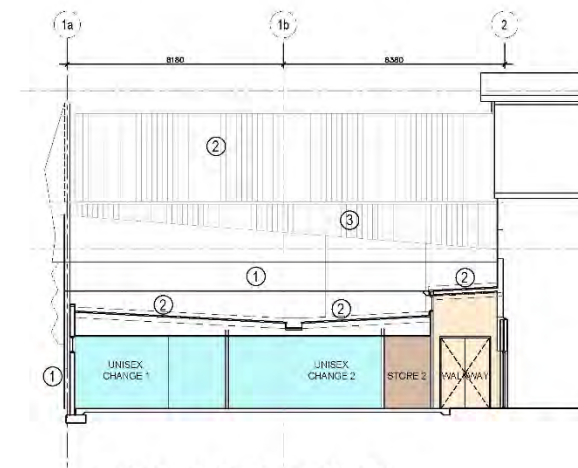
5 PROPOSED SECTION E-E  
1: 100



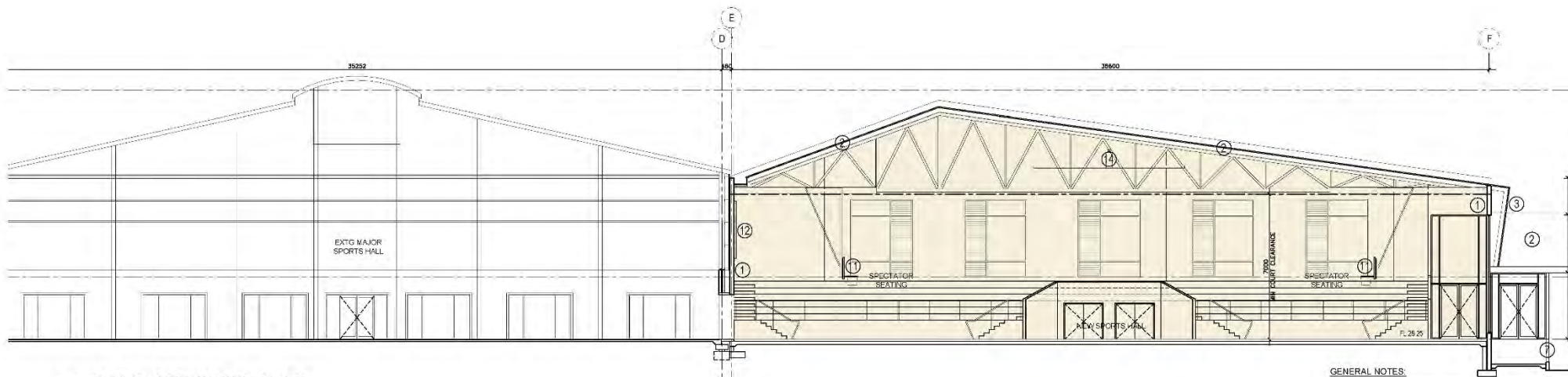
4 PROPOSED SECTION D-D  
1: 100



2 PROPOSED SECTION A-A  
1: 100



3 PROPOSED SECTION C-C  
1: 100



1 PROPOSED SECTION B-B  
1: 100

#### LEGEND

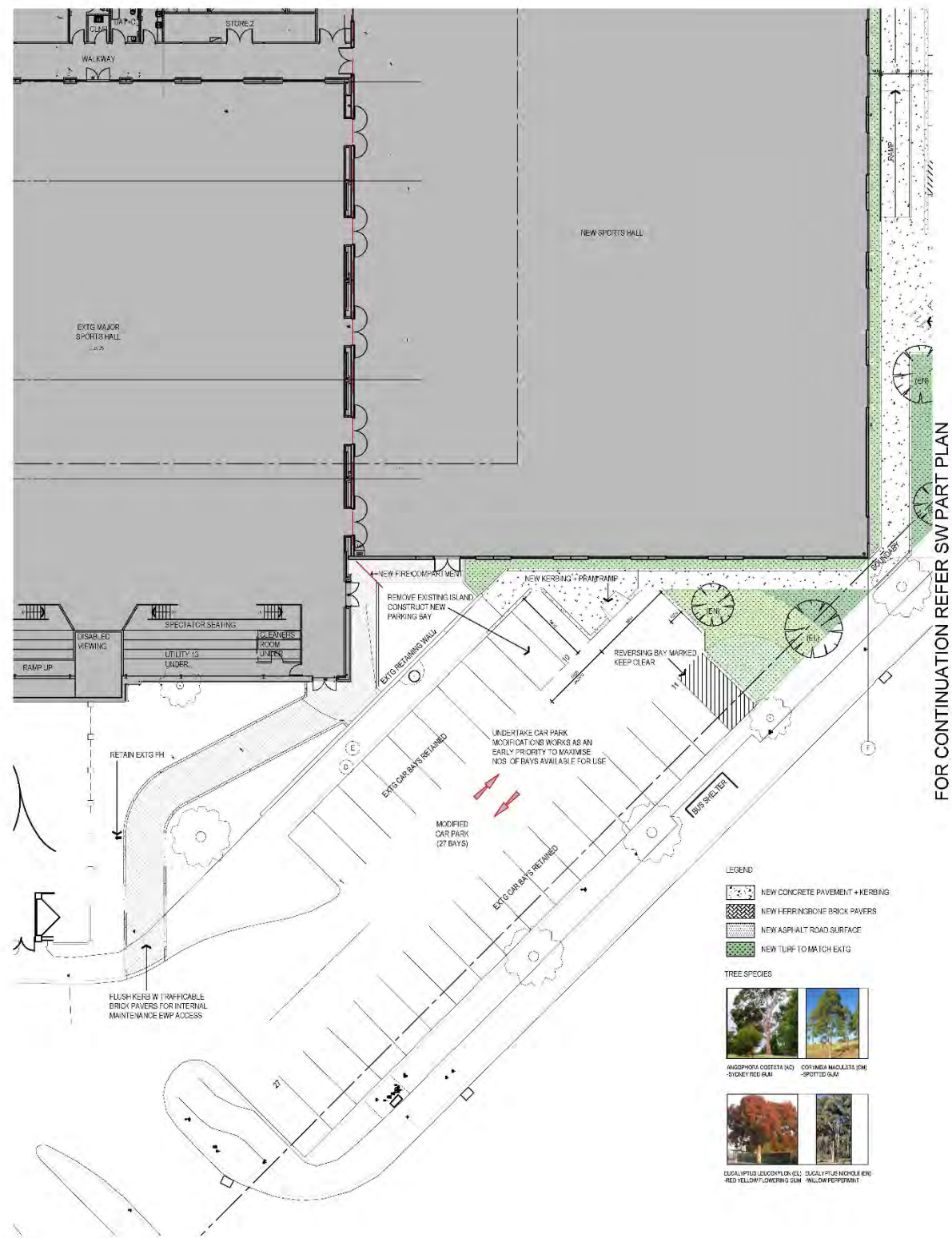
1. PRE CAST COLOURED CONC WALL PANELS
2. FLAT PAN COLORBOND ROOF SHEETING
3. FLAT PAN COLORBOND CLADDING
4. POWDERCOATED ALUMINIUM FRAMED OPERABLE WINDOWS W CLEAR 10.38mm LAMINATED GLASS
5. POWDERCOATED PERFORATED ALUMINIUM SUN SHADE SCREEN
6. GALVANISED STEEL STAIR W/ POWDERCOATED ALUMINIUM BALUSTRADE
7. POWDERCOATED ALUMINIUM RAMP BALUSTRADE
8. COLORBOND PARAPET CAPPING
9. COLOURBACK SPANDREL GLASS
10. POWDERCOATED ALUMINIUM FRAMED DOOR W CLEAR 10.38mm LAMINATED GLASS
11. ROOF MOUNTED RETRACTABLE BASKETBALL HOOP
12. SBL SCOREBOARD
13. COURT 4 + COURT 5 SCOREBOARDS
14. ROOF MOUNTED 'BIG ASS' FAN

#### GENERAL NOTES

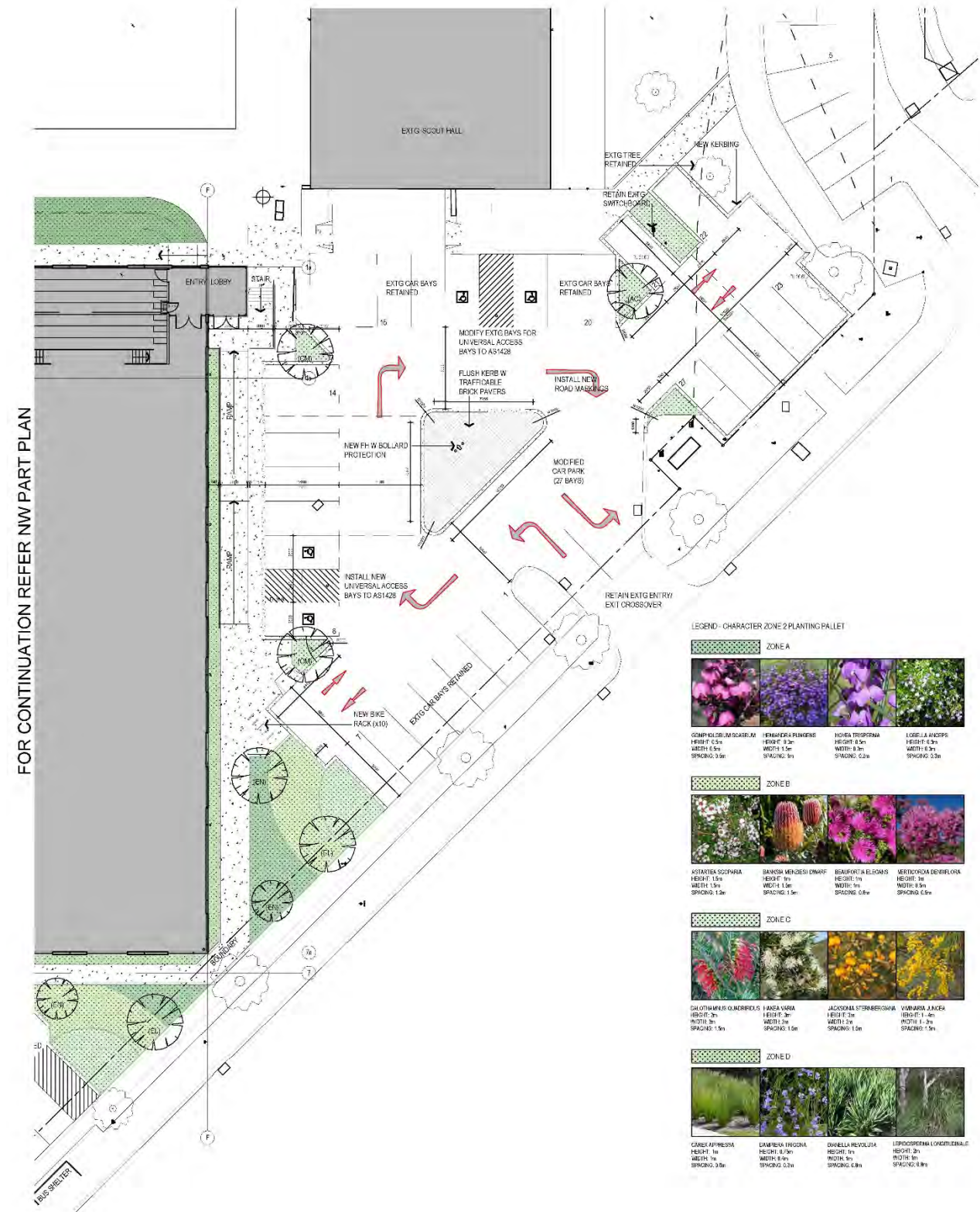
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6. CONFIRM ALL DIMENSIONS ON SITE

A DEVELOPMENT APPROVAL ISSUE		AJ	NP	16.11.2020
revision/issue	description	drawn	checked	date
1	MORLEY SPORT + REC CENTRE REDEVELOPMENT	AJ	NP	
2	12 WELLINGTON RD MORLEY WA 6062	NP	NP	
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1 EXTERNAL WORKS NW PART PLAN  
1:150



2 EXTERNAL WORKS SW PART PLAN  
1:150

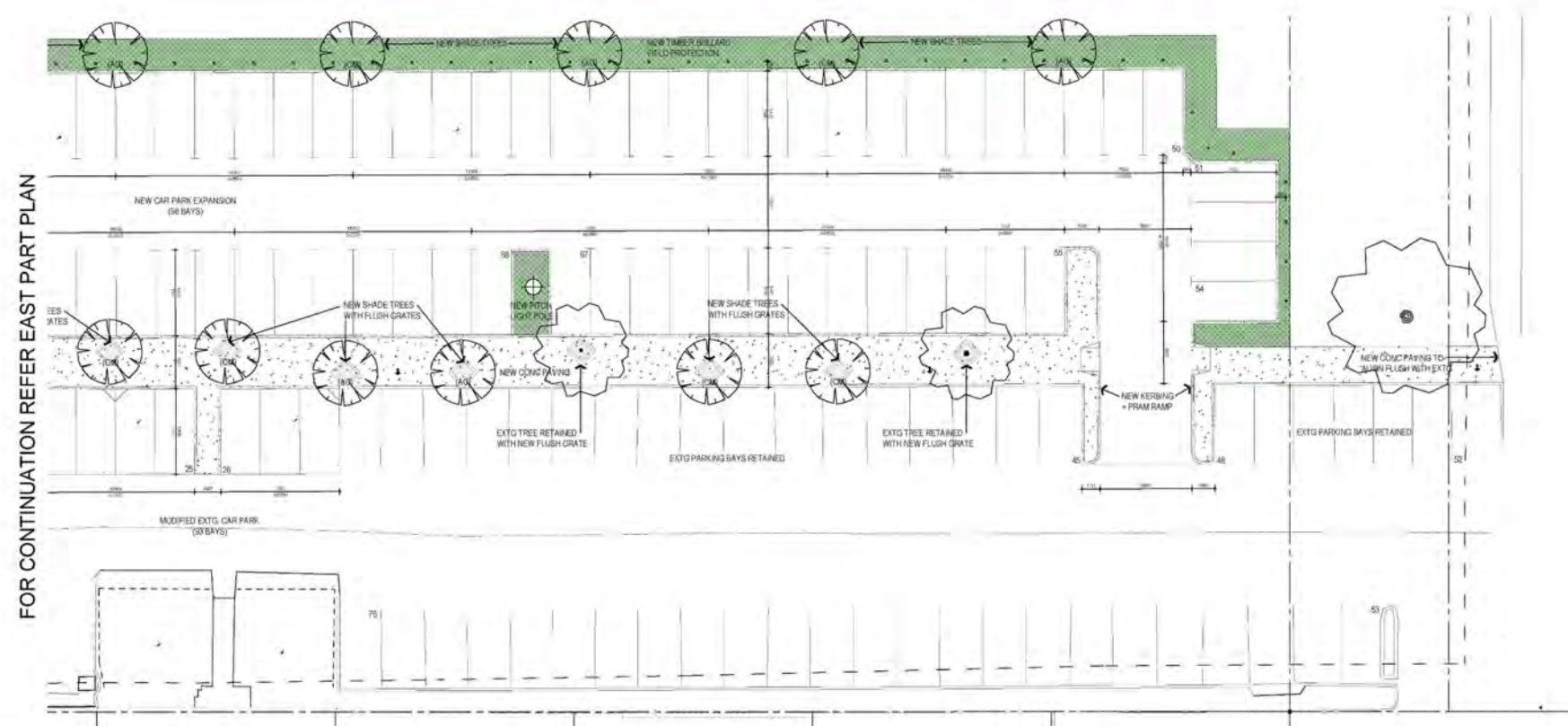
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revision/	description	drawn	checked	date		
1	MORLEY SPORT + REC CENTRE REDEVELOPMENT	AJ				
2	12 WELLINGTON RD MORLEY WA 6062	AJ				
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2 NEW CAR PARK PART PLAN-EAST  
1 : 150

**LEGEND**

- NEW CONCRETE PAVEMENT + KERBING
- NEW HERRINGBONE BRICK PAVING
- NEW ASPHALT ROAD SURFACE
- NEW TURF TO MATCH EXISTING

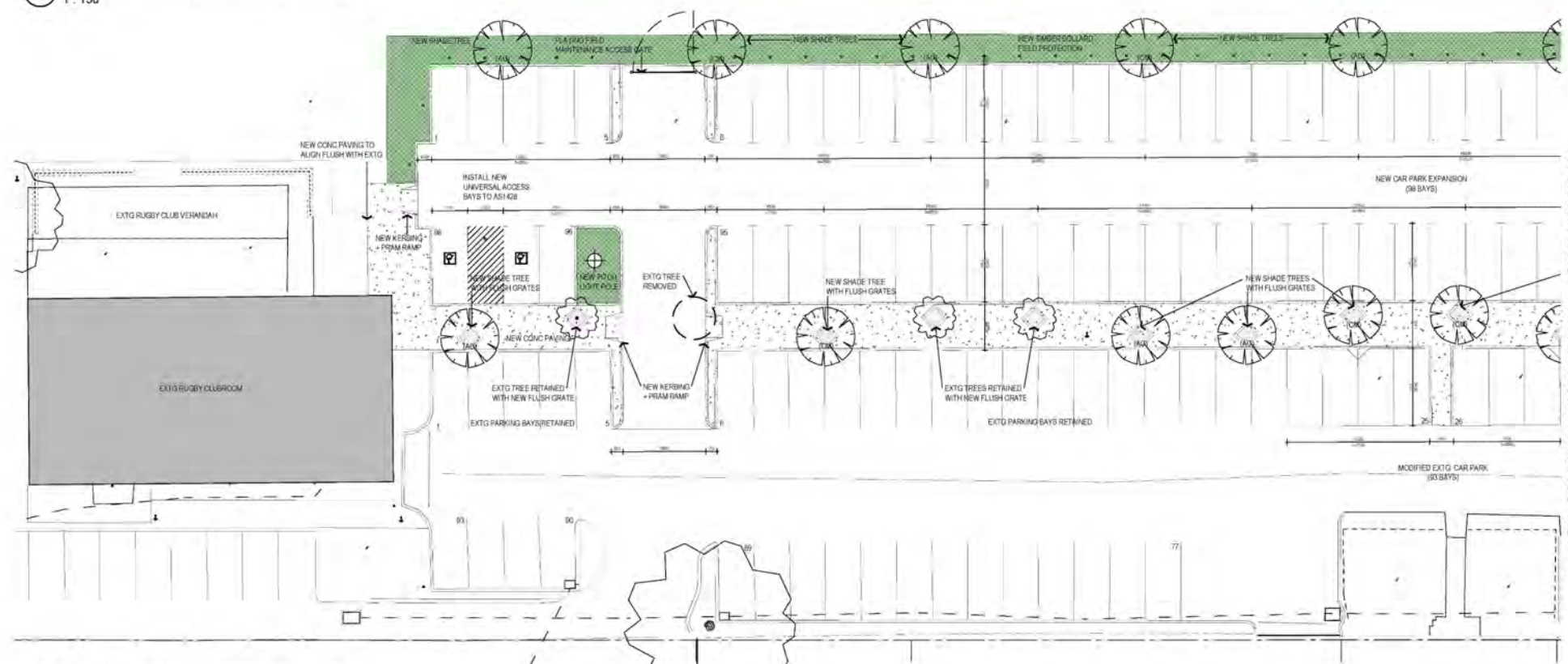
**TREE SPECIES**

ANACARDIUM CORYMBOSUM (AC)  
SPRING RED (SR)

CORYMBIA MACULATA (CM)  
SPOTTED LUM

ELAEAGNUS LUNATA (EL)  
RED YELLOW FLOWERING GUM

ELAEAGNUS NICHOLSONII (EN)  
YELLOW PERSIMMON



1 NEW CAR PARK PART PLAN-WEST  
1 : 150

- GENERAL NOTES:**
- REPORT ANY DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING
  - REFER TO DETAIL DRAWINGS FOR DIMENSIONS
  - DRAWINGS TO BE READ IN CONJUNCTION WITH ALL CONSULTANT DRAWINGS
  - DO NOT SCALE FROM DRAWINGS
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  - CONFIRM ALL DIMENSIONS ON SITE

A DEVELOPMENT APPROVAL ISSUE		AJ	SP	18.11.2020
revision/issue	description	drawn	checked	date
project	MORLEY SPORT + REC CENTRE REDEVELOPMENT	AJ	SP	18.11.2020
location	12 WELLINGTON RD MORLEY WA 6062	drawn	checked	date
scale	1:150	drawn	checked	date
sheet	137.20	drawn	checked	date
sheet	DA11	drawn	checked	date
sheet	137.20	drawn	checked	date
sheet	DA11	drawn	checked	date





1 VIEW FROM MODIFIED CAR PARK-WEST FACADE

GENERAL NOTES:  
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A	DEVELOPMENT APPROVAL ISSUE	AJ	NP			16.11.2020
revision/	description	drawn	checked			date
project		drawn	checked			description
MORLEY SPORT + REC CENTRE REDEVELOPMENT		AJ	NP	PERSPECTIVE VIEW		
location		checked	NP			
12 WELLINGTON RD MORLEY WA 6062		scale	date			
		NTS	05.10.2020			
Hodge Collard Preston		project no	137.20	drawn by	DA12	
		scale		date		





1 VIEW FROM WELLINGTON RD-SOUTH WEST CORNER

GENERAL NOTES:  
1. REPORT ANY DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING  
2. REFER TO DETAIL DRAWINGS FOR DIMENSIONS  
3. DRAWINGS TO BE READ IN CONJUNCTION WITH ALL CONSULTANT DRAWINGS  
4. DO NOT SCALE FROM DRAWINGS  
5. REVISIONS NOT LIMITED TO REVISION CLOUDS  
6. CONFIRM ALL DIMENSIONS ON SITE

A		DEVELOPMENT APPROVAL ISSUE		AJ	NP	16.11.2020
revision/issue	description	drawn	checked	date		
project	MORLEY SPORT + REC CENTRE REDEVELOPMENT		drawn	checked	PERSPECTIVE VIEW	
location	12 WELLINGTON RD MORLEY WA 6062		checked	NP		
Hodge Collard Preston ARCHITECTS		scale	date	05.10.2020		
		NTS	project no	137.20	drawing no	DA13
					rev	A





1 VIEW FROM WELLINGTON RD-SOUTH FACADE

- GENERAL NOTES:
- 1. REPORT ANY DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING
  - 2. REFER TO DETAIL DRAWINGS FOR DIMENSIONS
  - 3. DRAWINGS TO BE READ IN CONJUNCTION WITH ALL CONSULTANT DRAWINGS
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  - 6. CONFIRM ALL DIMENSIONS ON SITE

A		DEVELOPMENT APPROVAL ISSUE		AJ	NP	16.11.2020
revision/issue	description	drawn	checked	date		
project	MORLEY SPORT + REC CENTRE REDEVELOPMENT		drawn	AJ	PERSPECTIVE VIEW	
location	12 WELLINGTON RD MORLEY WA 6062		checked	NP		
Hodge Collard Preston		Architects		scale	date	
		12500 River, 300 Kensington Street, West Perth, WA 6005		NTS	05.10.2020	
		PO Box 745, West Perth, WA 6002			project no	137.20
		Ph: (08) 9332 5144			draw no	DA14
		Fax: (08) 9332 5143			rev	A
		Email: info@hodgecollard.com.au				





1 VIEW FROM PAT O'HARA RESERVE-SOUTH EAST CORNER

GENERAL NOTES:  
1. REPORT ANY DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING  
2. REFER TO DETAIL DRAWINGS FOR DIMENSIONS  
3. DRAWINGS TO BE READ IN CONJUNCTION WITH ALL CONSULTANT DRAWINGS  
4. DO NOT SCALE FROM DRAWINGS  
5. REVISIONS NOT LIMITED TO REVISION CLOUDS  
6. CONFIRM ALL DIMENSIONS ON SITE

A		DEVELOPMENT APPROVAL ISSUE	AJ	NP	16.11.2020
revision/issue	description		drawn	checked	date
project	MORLEY SPORT + REC CENTRE REDEVELOPMENT		drawn	checked	PERSPECTIVE VIEW
location	12 WELLINGTON RD MORLEY WA 6062		checked	NP	
Hodge Collard Preston		scale	date	project no	drawing no
		NTS	05.10.2020	137.20	DA15
					A





1 VIEW FROM PAT O'HARA RESERVE-EAST FACADE

- GENERAL NOTES:
- 1. REPORT ANY DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING
  - 2. REFER TO DETAIL DRAWINGS FOR DIMENSIONS
  - 3. DRAWINGS TO BE READ IN CONJUNCTION WITH ALL CONSULTANT DRAWINGS
  - 4. DO NOT SCALE FROM DRAWINGS
  - 5. REVISIONS NOT LIMITED TO REVISION CLOUDS
  - 6. CONFIRM ALL DIMENSIONS ON SITE

A		DEVELOPMENT APPROVAL ISSUE	AJ	NP	16.11.2020
revision/issue	description		drawn	checked	date
project	MORLEY SPORT + REC CENTRE REDEVELOPMENT		drawn	checked	PERSPECTIVE VIEW
location	12 WELLINGTON RD MORLEY WA 6062		AJ	NP	
Hodge Collard Preston		Architects	scale	date	05.10.2020
			NTS	project no	137.20
				drawn by	DA16
				checked by	A





1 VIEW FROM MODIFIED CAR PARK-WEST FACADE

GENERAL NOTES:  
1. REPORT ANY DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING  
2. REFER TO DETAIL DRAWINGS FOR DIMENSIONS  
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4. DO NOT SCALE FROM DRAWINGS  
5. REVISIONS NOT LIMITED TO REVISION CLOUDS  
6. CONFIRM ALL DIMENSIONS ON SITE

A		DEVELOPMENT APPROVAL ISSUE	AJ	NP	16.11.2020
revision/issue	description		drawn	checked	date
project	MORLEY SPORT + REC CENTRE REDEVELOPMENT		drawn	checked	PERSPECTIVE VIEW
location	12 WELLINGTON RD MORLEY WA 6062		checked	NP	
Hodge Collard Preston		Architects	scale	date	05.10.2020
			NTS	project no	137.20
				draw no	DA17
				rev	A





1 VIEW FROM WELLINGTON RD-SOUTH WEST CORNER

- GENERAL NOTES:
- 1. REPORT ANY DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING
  - 2. REFER TO DETAIL DRAWINGS FOR DIMENSIONS
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A		DEVELOPMENT APPROVAL ISSUE		AJ	NP	16.11.2020
revision/issue	description	drawn	checked	date		
project	MORLEY SPORT + REC CENTRE REDEVELOPMENT		drawn	description		
location	12 WELLINGTON RD MORLEY WA 6062		checked	view		
			NTS	scale		
				05.10.2020		
				137.20		
				DA18		
				A		

Hodge Collard Preston

ARCHITECTS

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Fax: (08) 9332 5143  
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1 VIEW FROM WELLINGTON RD-SOUTH FACADE

- GENERAL NOTES:
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  - 2. REFER TO DETAIL DRAWINGS FOR DIMENSIONS
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A		DEVELOPMENT APPROVAL ISSUE		AJ	NP	16.11.2020
revision/issue	description	drawn	checked	date		
project	MORLEY SPORT + REC CENTRE REDEVELOPMENT		drawn	AJ	PERSPECTIVE VIEW	
location	12 WELLINGTON RD MORLEY WA 6062		checked	NP		
Hodge Collard Preston		Architects		scale	date	
				NTS	05.10.2020	
				project no	137.20	DA19
				drawn by	A	





1 VIEW FROM PAT O'HARA RESERVE-SOUTH EAST CORNER

GENERAL NOTES:

1. REPORT ANY DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING
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A	DEVELOPMENT APPROVAL ISSUE			AJ	NP	16.11.2020	
revision/issue	description			drawn	checked	date	
project	MORLEY SPORT + REC CENTRE REDEVELOPMENT			drawn	AJ	PERSPECTIVE VIEW	
location	12 WELLINGTON RD MORLEY WA 6062			checked	NP		
<div>Hodge Collard Preston</div> <div>ARCHITECTS</div>				Scale:		date	
				Third Floor, 38 Robinson Street, West Perth, WA 6005		NTS	05.10.2020
				PO Box 743, West Perth, WA 6002		NTS	
				Tel: (08) 9232 5144		NTS	
				Fax: (08) 9232 5740		NTS	
				Email: <a href="mailto:admin@hpcperth.com">admin@hpcperth.com</a>			
				NTS			
				project no		137.20	
				drawing no		DA20	
				rev		A	





1 VIEW FROM PAT O'HARA RESERVE-EAST FACADE

GENERAL NOTES:

- 1. REPORT ANY DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING
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A	DEVELOPMENT APPROVAL ISSUE	AJ	NP	16.11.2020	
revision/	description	drawn	checked	date	
drawn					
project	MORLEY SPORT + REC CENTRE REDEVELOPMENT	AJ		PERSPECTIVE	
location	12 WELLINGTON RD MORLEY WA 6062	checked		VIEW	
		NP			
Hodge Collard Preston	Architects	drawn	checked	date	
		NTS		05.10.2020	
				project no	137.20
				dwg no	DA21
				rev	A



## Attachment 2

### DR1\* – Design review report and recommendations (Part 1/3)

*This report is prepared by the panel coordinator and checked by the design review Chair. To maintain the integrity and independence of the design review process this report should be attached, unedited to Council reports and (if applicable) the Development Assessment Panel Responsible Authority Report.*

*\*Subsequent to this presentation, the panel reviewed an updated scheme on the 6/11/2020 via email circular and the chair has consolidated feedback and offered additional comment.*

Local government	City of Bayswater	
Item no. 3	Proposed alterations and additions to the Morley Sport and Recreation Centre	
Date	30 October 2020 + Email circular 6 <sup>th</sup> November + Chair Comments 9/11/2020	
Time	12:15pm	
Location	City of Bayswater	
Panel members	Philip Gresley Kris Mainstone Patrick Miller Dominic Snellgrove Lee Symington	Chair
Local government officers	Helen Smith Samin Eskandari	Manager Development Approvals Planning Officer
Proponent/s	Hodge Collard Preston Architects	Andrew Jones Nic Preston
Observer/s	Coordinator Project Services (City of Bayswater)  Savills Australia	David Bruce  Graham Nash
Conflicts of Interest	None Declared	
Briefings		
Development assessment	Samin Eskandari	
Technical issues	Samin Eskandari	
Design review		
Proposed development	Extension to the Existing Recreation Facility and Modifications and additions to Existing Parking Areas	
Property address	Lots 200 and 3749, 12 Wellington Road, Morley Morley Sport and Recreation Centre	
Background	The addition of two basketball courts and associated ablution facilities within Morley Sport and Recreation Centre is part of the final design and costing for Pat O'Hara Reserve Masterplan which has been approved by Council on 3 September 2019.	
Proposal	Proposed alterations and additions to the Morley Sport and Recreation Centre	
Applicant/representative address to the DRP	Andrew Jones Nic Preston	
Key issues/recommendations	<b>DRP#1</b> The panel acknowledges that the development is heavily constrained and has achieved a general acceptable functional planning outcome for the brief and accommodation schedule. However, the Panel is concerned that the proposal needs to further address detailed issues around lack of, a) cohesiveness of the design response of the form / elevations, b) visual permeability and interaction between public realm and the building, c) improved articulation of the façades to relate to the human scale d) way finding and legibility to entrances.  The <b>panel did not support the proposal</b> and requested the design team provide	



	<p>amended drawings and diagrams for further review.</p> <p><b>Subsequent Review of updated drawing received 6/11/2020 (conducted on 9/11/2020)</b></p> <p>The Panel commends the design team for a quick turn around in addressing the issues noted above. There has been significant improvement to the design response and the Panel supports pending further attention to the noted issues below.</p>
Chair signature	








DR1 – Design review report and recommendations (Part 2/3)	
Design quality evaluation	
	Supported
	Pending further attention
	Not supported
	Yet to be addressed
Principle 1 - Context and character	Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.
	<p>1a. The proposal is a more ambitious civic building delivering a dynamic presence to the evolving Morley area centre.</p> <p>1b. The proposal would however benefit from a more considered response to 'place' through a thorough analysis which is missing from the proposal. The public art component of the project may be an opportunity to assist in achieving this.</p>
Principle 2 - Landscape quality	Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.
	<p>2a. No landscaping plan has been provided.</p> <p>2b. The number of trees being removed should be presented in the plans including the number of additional trees being planted – which should at least meet the City's requirements or be commensurate or higher in area than the existing tree canopy area.</p> <p>2c. The relationship between the landscape and the built form which could benefit from additional attention at the south western corner.</p>
Principle 3 - Built form and scale	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.
	3a. The built form and scale of the revised design is supported.
Principle 4 - Functionality and build quality	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.
	<p>4a. The functionality of the centre as a sport and recreation centre is well achieved through the planning and design of the extension to the existing sport and recreation centre.</p> <p>4b. Appropriate clear glass should be specified to maintain visibility between inside and outside. The glass specified also needs to be robust enough for ball impact and also provide thermal performance properties.</p> <p>4c. The maintenance of screens should be carefully considered during detailed design.</p> <p>4d. The downpipes on the eastern additions should be concealed or designed to withstand damage through impact from balls or vandalism.</p> <p>4e. Care should be taken in the design of box gutters to ensure overflow capability and redundancies for unforeseen blocked outlets or significant rain events.</p>
Principle 5 - Sustainability	Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.
	5a. The introduction of windows to increase daylight and ventilation opportunities is supported

	<p>as are the screens to windows to east and west to provide effective shading from the low and hot summer morning and evening sun.</p> <p>5a. The development does not clarify how the sustainability requirements of NCC are to be achieved, strategically. Confirm whether considerations are being pursued such as; energy efficiency, sustainable construction materials, water management and conservation, and good waste management/recycling practices.</p>
Principle 6 - <b>Amenity</b>	<i>Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.</i>
	<p>6a. The east elevation of the development has been significantly improved to provide a higher level of amenity to the upgraded oval and is supported.</p> <p>6b. The introduction of openings and transparency generally has improved the amenity and is supported.</p>
Principle 7 - <b>Legibility</b>	<i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i>
	<p>7a. The addition of signage to the southern elevation and the secondary entry from the northern oval creates better legibility.</p> <p>7b. The additional consideration to the façade / canopies to entries is also an improvement to legibility.</p> <p>7c. The visibility / transparency and general design of the south western corner is also an improvement but in combination with landscaping and ground level wayfinding signage could be improved.</p>
Principle 8 - <b>Safety</b>	<i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>
	<p>8a. The panel has some concerns with the minimal space allowed move between the two sides of the building divided by the corner of the building at zero setback along Wellington St and seeks some improvement. (see also 7c Legibility)</p> <p>8b. Generally, and otherwise, is supported.</p>
Principle 9 - <b>Community</b>	<i>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.</i>
	9a. The updated proposal is successful in integrating into the community setting and providing a higher quality community asset for the City.
Principle 10 <b>Aesthetics</b>	<i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i>
	<p>10a. The newly developed design approach to the form of the building have significantly improved with a more cohesive language being developed for the key facades and additional articulation, interest and human scale.</p> <p>10b. The addition of large openings to the façade is supported.</p> <p>10c. The conceptual approach of the folded roof form and punched openings is supported. However, the screens on the east and west elevations require some refinement and perhaps simplification as a counterpoint to the complexity of the folded roof elements. On these elevations the folded roof elements will also benefit from further attention and refinement.</p> <p>10d. Formally, the proposed main sports hall component successfully integrates well with the existing fabric – particularly in section.</p> <p>10e. Updated 2D drawings (including sections and elevations) are required to reflect the updated 3D images provided.</p>




## DR1 - Design review report and recommendations Part 3/3

### Design Review Progress

	<i>Supported</i>			
	<i>Pending further attention</i>			
	<i>Not supported</i>			
	<i>Yet to be addressed</i>			
		<i>DR1+2 (9/11/2020)</i>	<i>DR3 (insert date)</i>	<i>DR4 (insert date)</i>
Principle 1 - <b>Context and character</b>				
Principle 2 - <b>Landscape quality</b>				
Principle 3 - <b>Built form and scale</b>				
Principle 4 - <b>Functionality and build quality</b>				
Principle 5 - <b>Sustainability</b>				
Principle 6 - <b>Amenity</b>				
Principle 7 - <b>Legibility</b>				
Principle 8 - <b>Safety</b>				
Principle 9 - <b>Community</b>				
Principle 10 - <b>Aesthetics</b>				

## Attachment 3

137.20 12.11.2020	MORLEY SPORT + RECREATION CENTRE DRP RESPONSE	
ITEM	RESPONSE	
<b>PRINCIPLE 1 - Context + character</b>		
1b.	The design responds to the civic character and sporting context of the existing building. The public art component will be incorporated within the design development of the building fabric by commissioning sports inspired designs for the perforated aluminium sun screens on the east and west facades.	
<b>PRINCIPLE 2 - Landscape quality</b>		
2a.	In consultation with CoB's arborist additional detail relating to the landscape design has been added to the external works drawings DA10 + DA11.	
2b.	A total of three trees are to be removed to cater for the new redevelopment with twenty seven new trees planted, all as indicated on DA01.	
2c.	The proximity of the building to the site boundary in the SW corner limits the available space for extensive landscaping refer to response to item 8a below. The proposed landscaping effectively extends the existing landscape strip along the Wellington Rd footpath.	
<b>PRINCIPLE 4 - Functionality + build quality</b>		
4b.	10.38mm laminated clear glass maintains visibility between inside and outside whilst being impact resistant. During detail design the use and extent of drop nets to provide further protection to window openings considered most at risk will be developed.	
4c.	Noted.	
4d.	The external downpipes along the eastern façade have been relocated internally to eliminate the risk posed by vandalism.	
4e.	Noted this will be developed during detail design.	
<b>PRINCIPLE 5 - Sustainability</b>		
5a.	The design proposal provides an energy efficient solution with the majority of the new extension being naturally ventilated with operable windows and low velocity fans, less than 3% of the new floor area will be served with air conditioning (Aerobics Rm, First Aid Rm + Office). The principle construction material, pre cast concrete wall panels, were selected on the basis that they provide the most efficient response to the particular brief requirements; structural support to the roof trusses, weatherproof enclosure and robust internal surface without the need for any additional support or linings. Energy and water efficient fixtures and fittings will be utilised. Water wise plant selections have been made in accordance with CoB guidelines. CoB to undertake a review of the site wide waste management provisions, the recommendations from which are to be adopted within the waste management plan to be submitted for building permit approval.	
<b>PRINCIPLE 7 - Legibility</b>		
7c.	The CoB in conjunction with the building stakeholders to upgrade the wayfinding signage throughout the development. Landscaping strips have been proposed to 'soften' the impact of the building adjoining the modified car parking and Wellington Rd. Limited space available around the SW corner of the building restricts the extent of the works, refer response to item 8a below.	

<b>PRINCIPLE 8 - Safety</b>	
<b>8a.</b>	The design options were constrained by CoB approval of the concept plan and agreement with the rugby club to minimise the impact of the extension on the Pat O'Hara Reserve. No further scope was available to adjust the location or footprint of the proposed extension. The proposed paths link the new extension to the existing path network for effective pedestrian access.
<b>PRINCIPLE 10 - Aesthetics</b>	
<b>10c.</b>	The folded perforated aluminium sun shade screens to the east and west facing window openings will be rationalised during the design development process in conjunction with a refinement to the gable end flat pan wall cladding. Whilst maintaining and enhancing a common language and geometry of folded planes.
<b>10e.</b>	Updated sections and elevations that reflect the updated proposals will be included in the DA submission documentation.



## **Attachment 4**



# **Visual Tree Assessment Report**

**Location:** Morley Sport and Rec Centre

**Date of Inspection:** 21/10/20

**Author:** Mark Short.

CONTENTS	
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2.0	Limitations..... 3
3.0	Methodology ..... 3
4.0	Location of subject trees ..... 6
4.0	Observations..... 7
5.0	Risk Assessment ..... 15
6.0	Discussion..... 15
7.0	Appendix 1 ..... 16
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9.0	Appendix 1 - Arboricultural Terminology..... 20

## 1.0 INTRODUCTION

An inspection was undertaken on two specimen of Liquidambar and one Honey Locust within the carpark of Morley Sport and Rec Centre, due to a proposed extension of the building over an area of carpark to the south of the existing building. This results in a requirement to remove the trees to facilitate the development. A purpose of the inspection it to record details about the health, condition and benefits they provide to the community. The trees have been numbered 1 to 3 respectively for ease of reference within this report.

## 2.0 LIMITATIONS

A Visual Tree assessment (VTA) was undertaken on this tree, no aerial assessment or below ground excavation of the root plate was undertaken on this occasion.

The VTA consisted of an inspection of the above ground parts of the tree from ground level using the principals of Quantified Tree Risk Assessment (QTRA), along with the following tools: Clinometer, tape measure, screwdriver, camera (Phone).

## 3.0 METHODOLOGY

This inspection consisted of a ground based basic inspection, utilising the principals of visual tree assessment methodology.

The trees that are the subject of this report have been assessed using the following criteria.

### Age Range

J = Juvenile SM = Semi Mature M = Mature FM = Fully Mature

EV = Early Veteran V = Veteran

(See appendix 1 for explanatory notes)

### Height

The height of each tree was measured using a clinometer and has been provided in meters to the first decimal.

**Canopy Spread**

This is an approximate measurement of the canopy of a North/south and East/West Axis, provided in meters.

**Diameter at Breast Height (DBH)**

This is a measurement of the diameter of the trunk at 1.4m above ground level and is provided in centimetres. It can be used to monitor the growth rate of a tree and to calculate the Tree Protection Zone of a tree in cases of development as per AS 4970 - Protection of Trees on Development Sites.

**Diameter at Ground Level (DGL)**

This is a measurement of the diameter of the trunk at ground level and is provided in centimetres. It can be used to calculate the Structural Root Zone of a tree in cases of development as per AS 4970 - Protection of Trees on Development Sites.

**Condition**

The tree(s) have been given a rating based upon its condition, visual appearance and form in consideration to what is regarded as "Normal" for the species in reasonable growing conditions. If a tree is found to be exhibiting the usual form for a species, it is regarded as "Average". Where a tree is found to be growing exceptionally well for what is typical of the species it could be regarded as "Good". A tree would be regarded as "Poor" when it is found to have a low aesthetic value, poor condition and may have some structural issues.

P = Poor                      A = Average                      G = Good

**Useful Life Expectancy (ULE)**

This category provides a guide as to how long a tree might continue to make a positive contribution to the place in which it dwells, based upon its condition and structural integrity.

**A. Long (Greater than 40 years)**

High quality and high value, these trees would hold a condition that makes them a valuable part of the environment/ Landscape. They would be considered to be in excellent condition and structural integrity that would see them able to remain in situ for greater than 40 years after inspection.

**B. Medium (Between 20 to 40 years)**

Medium quality and medium value. These trees would be making a significant contribution to the area in which they dwell. They would be in good condition, but may have some minor structural imperfections that

can be easily managed but be in a condition that would allow them to remain in situ, presenting an unacceptable level of risk to the community for between 20 to 40 years.

**C. Short (Between 5 to 20 years)**

Low quality and low aesthetic value Trees in this category would be regarded as having an average level of structural integrity that would see them being retained in situ for 5 to 20 years.

**D. Transient (Less than 5 years)**

Very low quality and very aesthetic low value. These trees would be regarded as having a poor form, are displaying poor vitality and might have declining structural integrity. They would be considered to have a ULE of less than 5 years and are to be included in a plan for replacement and replanting.

**R. Dead or Hazardous (No remaining ULE)**

Removal is required. Trees in this category would be considered to hold a condition that provide no amenity value to the community and or present an unacceptable level of risk to the community. It would be reasonable to undertake removal for reasons of sound Arboricultural management.

**Amenity Value**

The Amenity Value of each tree is provided to reflect the monetary cost of City's environmental asset.



#### 4.0 LOCATION OF SUBJECT TREES



#### 4.0 OBSERVATIONS

##### TREE 1

**Tree species:** *Liquidambar styraciflua*

**Common Name:** Liquidambar

**Age:** Mature

**Height:** 10.1m

**Canopy spread:** NS = 11m  
EW = 10m

**Canopy area:** = 98.5sqm

**Diameter at Breast Height (DBH):** 52.3cm

**Diameter at Ground Level (DGL):** 58.5cm

**Tree Protection Zone (TPZ):** 6.28m (radius)

**Structural Root Zone (SRZ):** 2.64m (radius)

**ULE:** A

**Amenity Value:** \$ 19,440.00

##### Root Crown and structural root zone

The Root zone of the specimen is believed to be undisturbed, with no sign of disruption by way of excavation within the last 12 months. The root zone is covered by paving within a 4m radius from the trunk, and asphalt around that. The good health and condition of the tree does not indicate that there are any issues with construction or lack of air and



water getting to the roots at this time. All signs indicate that the tree is maintaining a structurally firm root plate at the time of inspection.

### Trunk

The trunk of the tree was observed to be sound, with annualised response growth being applied appropriate to the prevailing conditions. There are multiple first order branches that appear to have been progressively removed over a period of years in order to uplift the tree for vehicle access, these pruning cuts have fully occluded, which is a good sign of the vitality of the specimen. The branch unions of the remaining first order branches to the trunk were observed to be open with no included bark, there is a group of three central leaders that had a union with a minor level of included bark, which the tree is managing well. This is a point to monitor into the future to ensure it continues to maintain its good condition.

There are no signs of pest, disease or fungal attack within the trunk of the tree at this time. The tree was found to be structurally sound in the trunk at the time of inspection.





### **Crown**

The Crown of the tree was observed to have a high lustre, with an abundance of new growth across the canopy that is in good health and condition, with no sign of pest, disease or fungal attack. The tree as observed to have a good form and shape for the species.



## TREE 2

**Tree species:** *Liquidambar styraciflua*

**Common Name:** Liquidambar

**Age:** Semi Mature

**Height:** 7.5m

**Canopy spread:** NS = 6.5m  
EW = 7m

**Canopy area:** = 48.2sqm

**Diameter at Breast Height (DBH):** 33.5cm

**Diameter at Ground Level (DGL):** 41cm

**Tree Protection Zone (TPZ):** 4.02m (radius)

**Structural Root Zone (SRZ):** 2.28m (radius)

**ULE:** A

**Amenity Value:** \$ 16,200.00

### Root Crown and structural root zone

The Root zone of the specimen is believed to be undisturbed, with no sign of disruption by way of excavation within the last 12 months. The root zone is covered by paving within a 4m radius from the trunk, and asphalt around that. Minor lifting to the surrounding paving was observed, which



can be easily remedied through targeted root pruning and relaying of the pavers. There was no damage observed to the surrounding asphalt. There is a group of charity bin located over the structural root zone of the tree to its North East, which prevented observations to this area.

There was some girdling of surface roots observed, however, the good health and condition of the tree does not indicate this is an issue for its

current state of health. Nor that there are any issues with any lack of air and water getting to the roots due to the no permeable surfaces over the root zone at this time. All signs indicate that the tree is maintaining a structurally firm root plate at the time of inspection.

#### **Trunk**

The trunk of the tree was observed to be sound, with annualised response growth being applied appropriate to the prevailing conditions. There are multiple first order branches that appear to have been progressively removed over a period of years in order to uplift the tree for vehicle access, these pruning cuts have fully occluded, which is a good sign of the vitality of the specimen. There are no signs of pest, disease or fungal attack within the trunk of the tree at this time. The tree was found to be structurally sound in the trunk at the time of inspection.





### **Crown**

The Crown of the tree was observed to have a high lustre, with an abundance of new growth across the canopy that is in good health and condition, with no sign of pest, disease or fungal attack. The tree as observed to have a good form and shape for the species.



Pat O'Hara Rugby Car Park Proposed 3rd Tree For Removal

Listed as Tree #9 below:



**Tree # 9**

**Tree Proposed for Removal**

**Tree species:** *Agonis flexuosa*

**Common Name:** WA Weeping Peppermint

**Age:** Semi - Mature

**Height:** 3.6m

**Canopy spread:** NS = 2.1m                      EW = 4.2m

**Canopy area:** = 8.82m

**Diameter at Breast Height (DBH):** 193mm (multi stem)

**Diameter at Ground Level (DGL):** 206mm

**Tree Protection Zone (TPZ):** 2.32m

**Structural Root Zone (SRZ):** 1.7m

**ULE:** A

**Amenity Value:** \$1,440.00





A Risk assessment was undertaken using the Quantified Tree Risk Assessment method, which uses three components to determine a Possible Risk of Harm from the failure of a tree part; they are Target, Size of Part (That could potentially fail) and the Probability of Failure (of that part). The exception is; where property is considered the target, in this instance the size or part factor is not considered, as it is already given consideration when assessing the target value.

#### **QTRA assessment**

- **Target - 4**

The target was assessed as being pedestrians walking past the tree

- **Size of Part - 3 (25mm - 100mm)**

- **Probability of Failure - 5**

**RISK OF HARM = 1/1,000,000 (No Unacceptable level of Risk)**

The Three Subject Trees were found to be in good health and condition, as per the Cities Urban Tree Policy there is no cause for their removal at this time.

## 7.0 APPENDIX 1

Age Chart

Juvenile	Semi Mature	Mature	Fully Mature	Post-Mature	Early Veteran	Veteran
From seedling to 10 years of age	Trees older than 10 Years, but less than one third of their life expectancy for the species, with increasing annual growth and volume of canopy	Trees between one third and two thirds of their life expectancy for the species. Early stages of escape from apical dominance. Usually at full height with their DBH increasing	Trees beyond two thirds of their life expectancy, no significant growth being applied. Onset of natural decline in DBH. At later stage of fully mature; development of branch reiteration. Start of retrenchment stage. Hollows are beginning to form.	Trees reaching the end of their life expectancy, displaying full retrenchment of distal branches. Significant hollows and decline in the production of annual growth that compromises the structural integrity of the tree.	Loss of apical dominance, proliferation of deadwood from redundancy. Decline in annual incremental volume. Hollows beginning to form. The Tree is of a sizable DBH and high habitat value and is thought to be over 100 years old. Species still maintaining structural integrity.	Rounded and significantly retrenched. Large hollows have formed. The tree holds a significant DBH and habitat value.

## 8.0 APPENDIX 2

Helliwell Revision 4 -2008

HELLIWELL SYSTEM										
	0	0.5	1	2	3	4	5	6	7	8
Size	Less than 2m <sup>2</sup>	2 - 5m <sup>2</sup>	5 - 10m <sup>2</sup>	10 - 20m <sup>2</sup>	20 - 30m <sup>2</sup>	30 - 50m <sup>2</sup>	50 - 100 m <sup>2</sup>	100 - 150 m <sup>2</sup>	150 - 200 m <sup>2</sup>	Over 200 m <sup>2</sup>
Duration	Less than 2 years		2 - 5 yrs	5 - 10 yrs	10 - 100 yrs	100+ yrs				
Importance	None	Very Little	Little	Some	Considerable	Great				
Tree cover		Woodland	Many	Some	Few	None				
Suitability to setting	Not	Poor	Just	Fairly	Very	Particularly				
Form		Poor	Average	Good						



## 8.1 APPENDIX 2

Six factors are identified for each tree. A score is given for each factor and the scores for all six factors are multiplied together.

The product of the scores is then multiplied by the conversion monetary value of **\$60.00** to produce the amenity value of the tree.

**1. Size.** The size of the tree is an assessment of the area the tree occupies when viewed from one side. If this varies from one view point to another, an average figure can be used. (Height x Width)

**2. Duration.** An estimate is made of the probable length of time that the tree is likely to contribute to the visual amenity of its location. Take into account the normal biological life span for a tree of this species.

**3. Importance.**

No importance	Tree cannot be viewed from a normal vantage point.	<b>0</b>
Very little importance	Tree can only be seen with difficulty or by a very small number of the public.	<b>0.5</b>
Little importance	Trees in woodlands, back gardens or in groups.	<b>1</b>
Some importance	Individual roadside trees, trees in public places	<b>2</b>

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Considerable importance	Prominent individual trees in well frequented places.	<b>3</b>
Great importance	Trees which are of crucial importance as a principal feature or have historic value.	<b>4</b>

**4. Presence of Other trees**

Woodland	More than 70% of the visual area covered > 100 individual trees	<b>0.5</b>
Many	More than 30% of the visual area covered >10 individual trees	<b>1</b>
Some	More than 10 % of the visual area covered and at least 4 trees in total	<b>2</b>
Few	Less than 10% of the visual area covered but at least 1 other tree present.	<b>3</b>
None	No other trees in the area under consideration.	<b>4</b>

**5. Relation to the Setting** an assessment of the visual impact the tree has upon the space available. Aim to have the largest and densest tree the space may appropriately contain.

**6. Form.** The form being assessed here is entirely in aesthetic terms. Most trees will be rated "average"

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## 9.0 APPENDIX 1 - ARBORICULTURAL TERMINOLOGY

<b><u>Term</u></b>	<b><u>Explanation</u></b>
ALARP	As Low As Reasonably Practicable.
AQF	Australian Qualification Framework
Bifurcation (Bifurcates)	This is where a trunk splits into two leaders to continue forming the canopy of the tree.
Cambium (Cambial Material)	A layer of delicate meristematic tissue between the inner bark or phloem and the wood or xylem, which produces new phloem on the outside and new xylem on the inside in stems, roots, etc., originating all secondary growth in plants and forming the annual rings of wood.
Clinometer	A device that uses geometry to aid the calculation of a height of an object.
Compression (Compression Fork)	In mechanics, a force which pushes and tends to compress. The material fails by being crushed or by buckling (following sideways deflection). Often occurs in a narrow fork with included bark in which continued radial growth results in pressure which tends to push the limbs of the fork apart.
Crown/Canopy	The main foliage bearing area of the tree.



Crown lifting	The removal of limbs and small branches to a specified height above ground level.
Crown thinning	The removal of selected branches throughout the crown to reduce its density.
DBH (Diameter at Breast Height)	Stem diameter typically measured at a 1.4 metres above ground or the nearest measurable point. Other height must be specified.
Deadwood	Dead branch wood.
Dead wooding	The removal of deadwood from the canopy.
Topping and Lopping	Pruning undertaken at indiscriminate points along a branch.
Tree Protection Zone (TPZ)	An area designated around a tree that is usually delineated by fencing to ensure protection of its above and below ground parts during construction works.
Under pruning	The removal of the lower (hanging) portions of a tree's canopy to provide sufficient room for vehicles or persons to pass beneath.