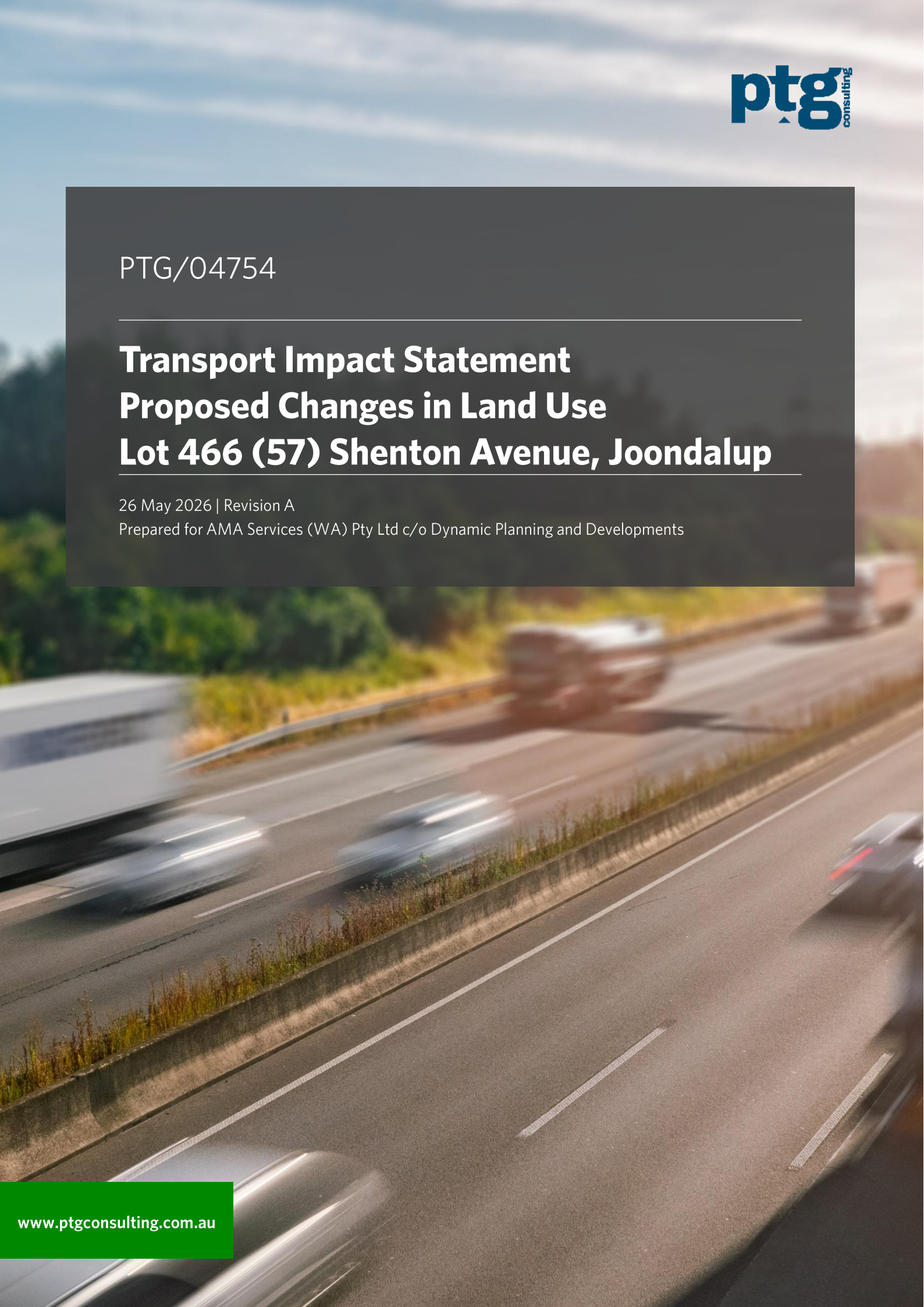

PTG/04754

Transport Impact Statement
Proposed Changes in Land Use
Lot 466 (57) Shenton Avenue, Joondalup

26 May 2026 | Revision A

Prepared for AMA Services (WA) Pty Ltd c/o Dynamic Planning and Developments

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CONTENTS

REPORT DETAILS

Unique Document Identification

Document Title	Transport Impact Statement – Proposed Changes in Land Use - Lot 466 (57) Shenton Avenue, Joondalup
Project Number	PTG/04754
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Client	AMA Services (WA) Pty Ltd c/o Dynamic Planning and Developments

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Revision Details

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1 INTRODUCTION

1.1 Background

PTG Consulting Pty Ltd (PTG) has been commissioned by Dynamic Planning and Developments on behalf of the Australian Medical Association (AMA) of Western Australia (the "Client") to prepare a Transport Impact Statement (TIS) to support a proposed change and increase in tenancy usage to the existing AMA-occupied tenancies at Level 2 of Shenton House in Lot 466 (57) Shenton Avenue, Joondalup, WA (the "Site").

This report has been prepared in accordance with the Western Australian Planning Commission (WAPC) Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016) and the Transport Impact Statement (TIS) Checklist is included at Appendix A.

Specifically, this report aims to assess the proposed development's internal transport networks for accessibility, circulation, safety, and all transport modes.

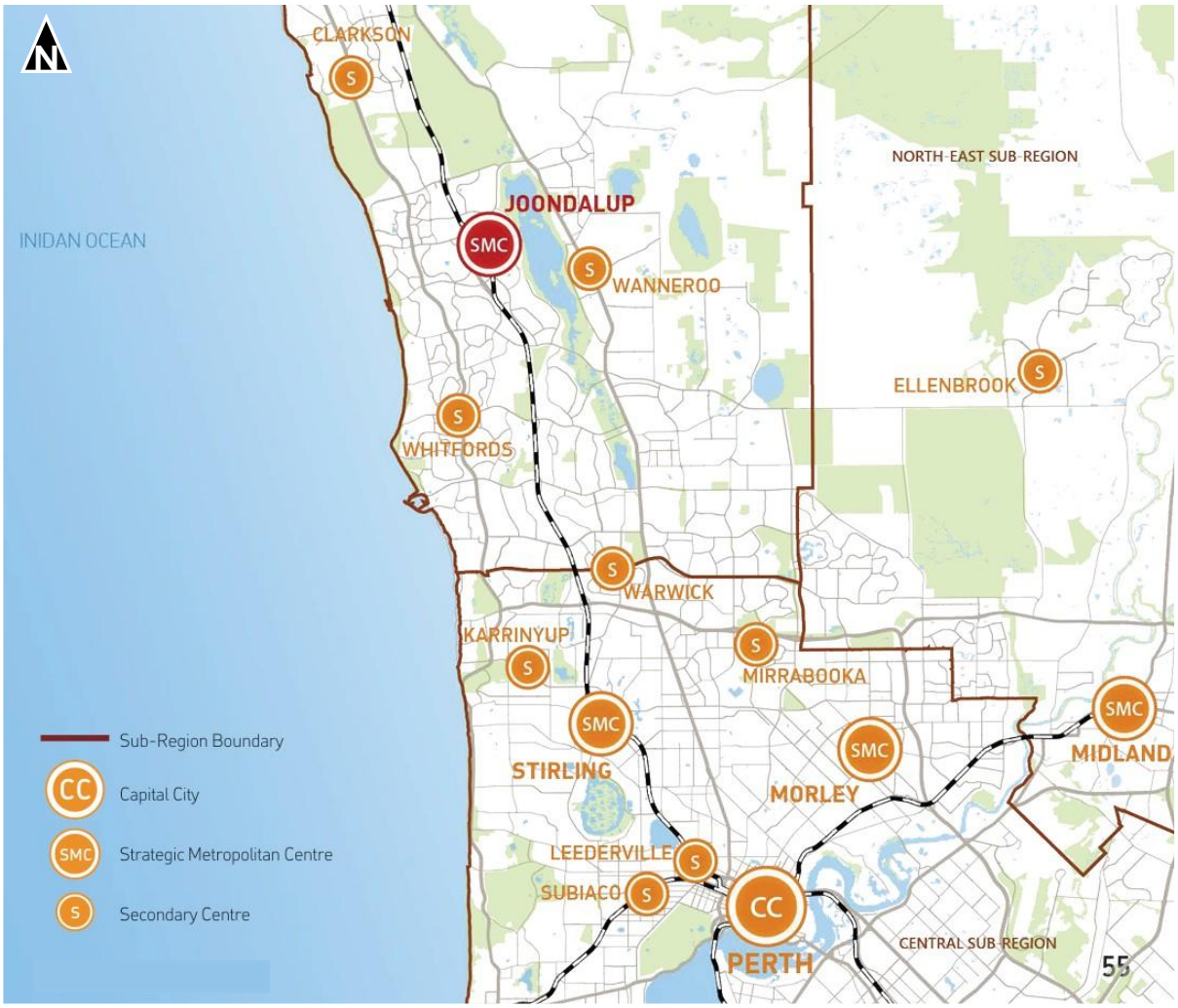
This report also outlines the requirements and opportunities associated with traffic and transport within the development, referencing relevant Council and WAPC policies and guidelines as well as best-practice planning within Western Australia.

2 PROPOSED DEVELOPMENT

2.1 Regional Context

The Site is located within the suburb of Joondalup in the City of Joondalup. Joondalup is approximately 26km north of Perth CBD and is recognised as a Strategic Metropolitan Centre (SMC) in the Joondalup Activity Centre Plan as shown in **Figure 1**.

Figure 1 – Regional Location



Source: City of Joondalup's Joondalup Activity Centre Plan

2.2 Site Location

The subject Site is located at Lot 466 (57) Shenton Avenue, Joondalup and is bounded by Shenton Avenue to the north, Grand Boulevard to the west, Joondalup's Central Walk to the east and a private development to the south as shown in **Figure 2.**

Figure 2 – Aerial Image of the Site

Source: MetroMap (2026)

2.3 Existing Land Uses

Pursuant to the *City of Joondalup's Local Planning Scheme No. 3*, the Site is situated within the 'Centre' zone, as shown in **Figure 3**. Surrounding land uses immediate to the Site are mostly designated as the same land use type as well.

Figure 3 – Joondalup Zoning Scheme

Source: City of Joondalup's Local Planning Scheme No. 3

Within the *City of Joondalup's Joondalup Activity Centre Plan*, the Site is situated within the 'City Centre' precinct as shown below in **Figure 4**.

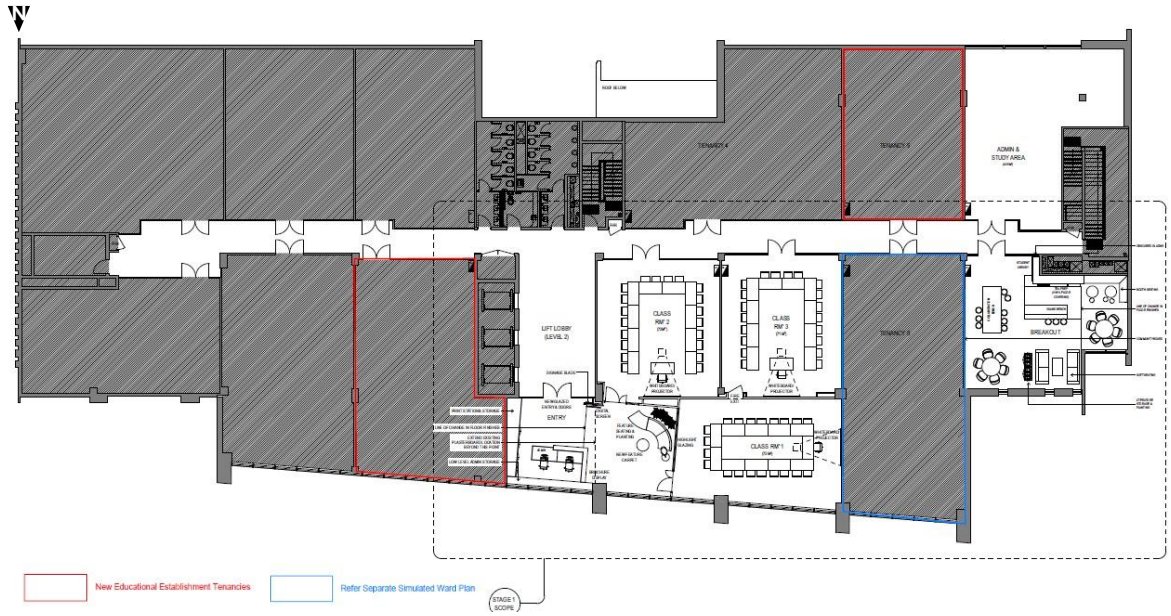
Figure 4 – Joondalup Activity Centre Plan

Source: City of Joondalup's Joondalup Activity Centre Plan

The Site currently houses a commercial building (i.e., Shenton House) with multiple tenancies. The Australian Medical Association of WA (AMA) is one of the lessees of the Shenton House wherein it currently occupies tenancies 7-10 and 10a at Level 2 through an 'Educational Establishment' land use. AMA operates these tenancies for nurse training. **Figure 5** illustrates the existing occupancies and tenancy arrangements of AMA at Level 2 of the Shenton House.

Based on information provided by the Client, the AMA currently operates three classrooms and a simulation ward, each capable of accommodating up to 20 students. Each classroom has 1 teaching staff and 2 receptionists at the front desk, for a total of 5 on-site personnel (non-students).

Figure 5 – AMA-occupied Tenancies at Level 2 of the Shenton House



Source: Poppy Projects (WA) Pty Ltd, trading as JUO (2018)

2.4 Proposed Changes in Uses & Tenancies

The proposal seeks approval for the change of use to 'Educational Establishment' in Tenancies 5 and 11 to facilitate the expansion of the existing nursing training school operated by the AMA. A summary of the relevant floor areas at Level 2 of the Shenton House and other pertinent details are presented in **Table 1**.

Table 1 – Proposed Tenancies and Uses at Level 2 of Shenton House

Tenancy No.	Floor Area (NLA m^2)	Current Occupant	Proposed Change
01	157.80	Advara Sleepcare WA	no change proposed
02	96.70	Heartcare WA	no change proposed
03	91.40	Genea Perth Pty Ltd	no change proposed
04	132.40	Heartcare WA	no change proposed
05	**89.90**	**Genesis Sleep Care WA**	**AMA (WA) to occupy**
06	95.30	Vacant / No Occupant	no change proposed
07	78.50	AMA Services (WA)	no change proposed
08	136.30	AMA Services (WA)	no change proposed
09	131.00	AMA Services (WA)	no change proposed
10	127.60	AMA Services (WA)	no change proposed
10.1	35.90	AMA Services (WA)	no change proposed
11	**124.20**	**Heart Care Research Pty Ltd**	**AMA (WA) to occupy**
	723.40	*total floor area of all tenancies that will be occupied by AMA (WA)*	
12	121.10	Homunculus Pty Ltd	no change proposed
13	95.20	Goldrange Nominees	no change proposed

Source: Dynamic Planning and Developments

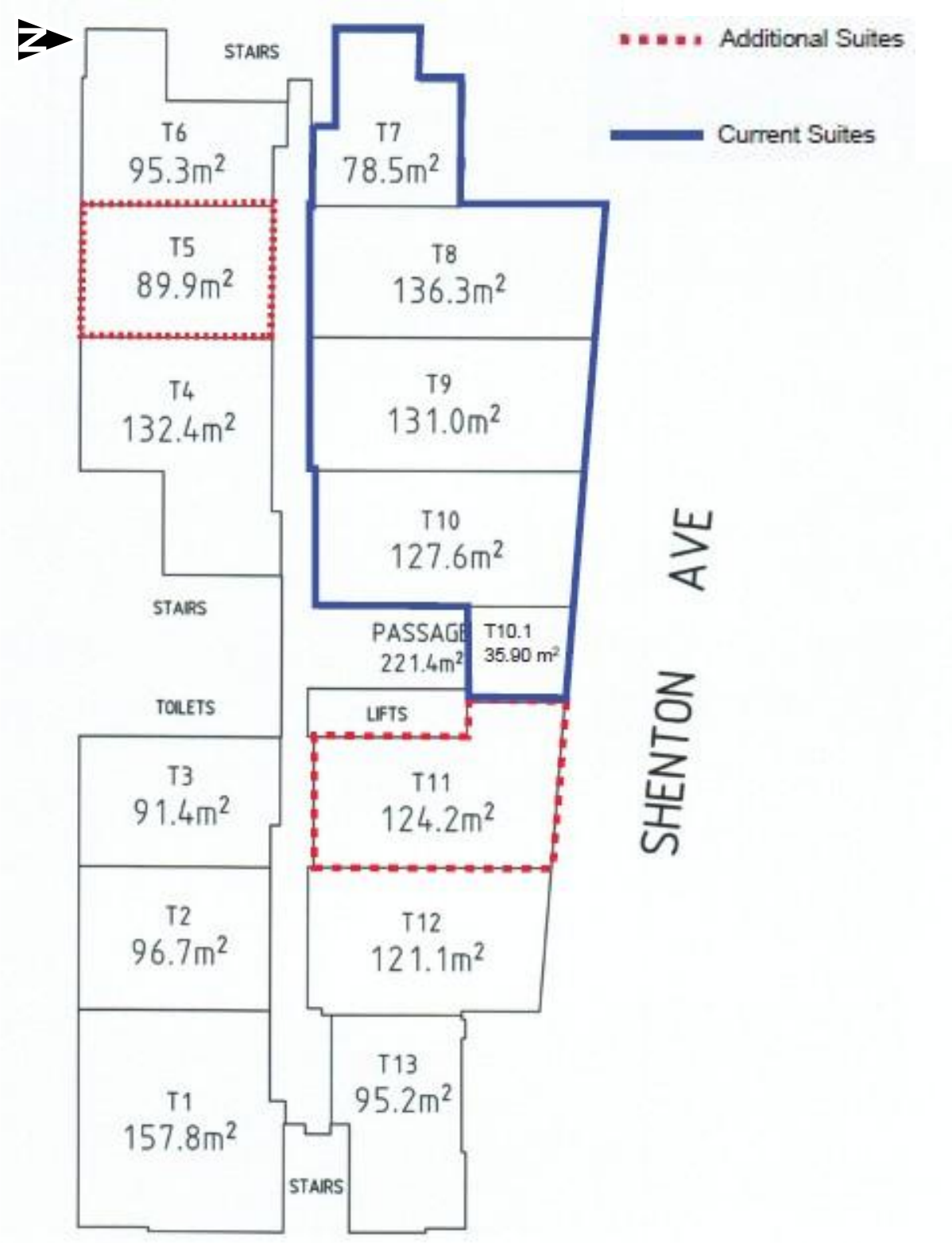
Tenancy 5 has a floor area of 89.90m^2 , while Tenancy 11 has a floor area of 124.20m^2. This will increase the total training school area to 723.40m^2 and extend the approved 'Educational Establishment' use to the two additional tenancies. The Site's Level 2 net lettable area, with indications of AMA's current and proposed tenancy additions is shown in **Figure 6**, while the indicative floor plan for Tenancy 11 is shown in **Figure 7**.

As shown in **Figure 7**, Tenancy 11 will likely be utilised for training purposes, with allocations for workspace and a small incidental office. There is no detailed fit-out plan available for Tenancy 5. However, the tenancy is anticipated to be an open floor plan, with a small storeroom located at the front left-hand side of the entry. The open plan area for Tenancy 5 is anticipated to be configured as a classroom accommodating up to 30 students.

In addition to the change of use, the Client is also seeking to increase the capacity limits of the existing classrooms and simulated ward from 20 persons to 30 students. Currently, there is a Certificate of Approval under the Health Act that limits the capacity to 20 persons. Subsequent approval under the Health Act will also be sought once the planning application for the proposed changes are approved.

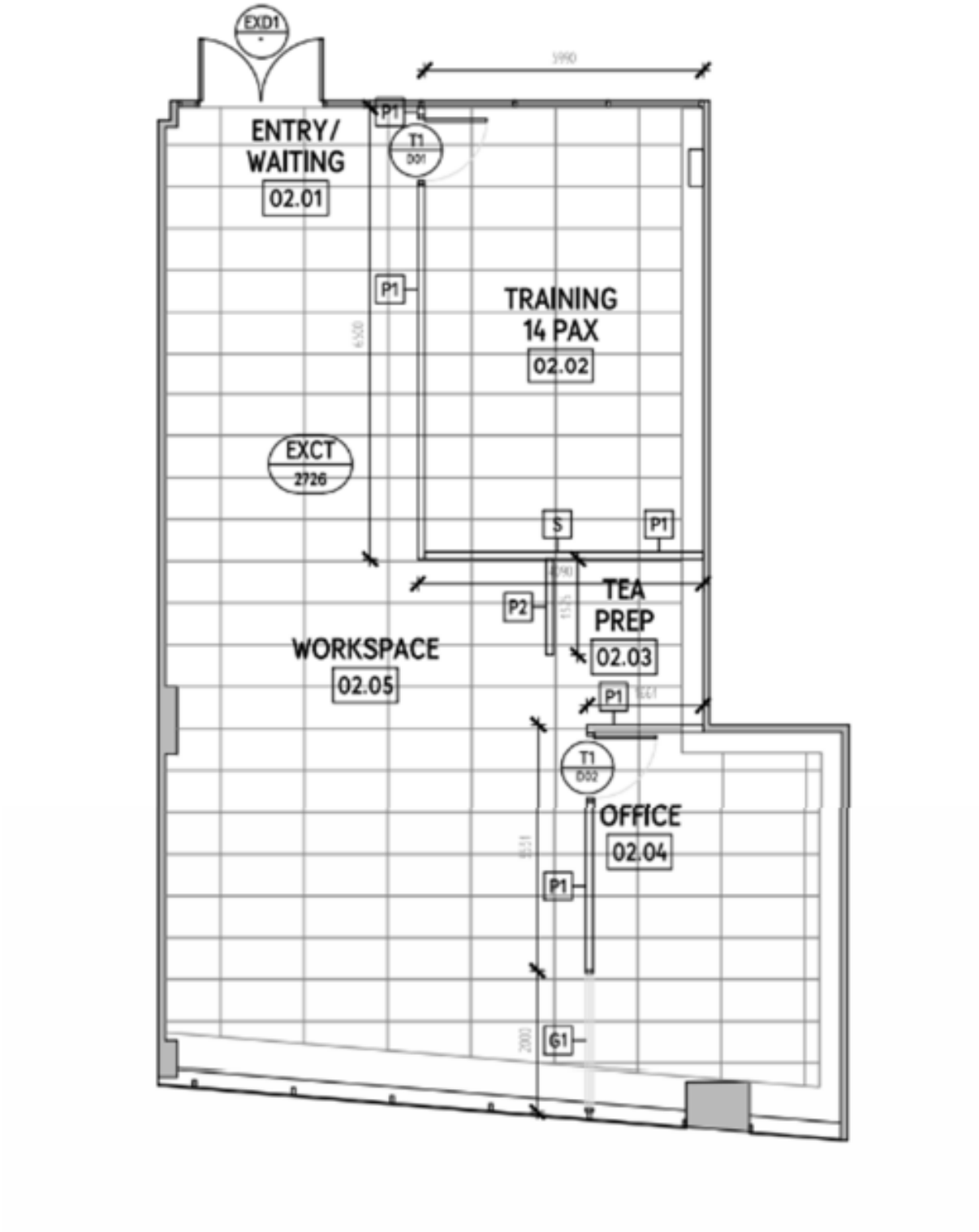
A high-resolution version of the proposed floor plans and the Certificate of Approval (under the Health Act) are provided in **Appendix B**.

Figure 6 – Shenton House Level 2 Net Lettable Area Floor Plan



Source: Brook Marsh Pty Ltd (2013)

Figure 7 – Indicative Tenancy 11 Floor Plan



Source: Poppy Projects (WA) Pty Ltd, trading as JUO (2018)

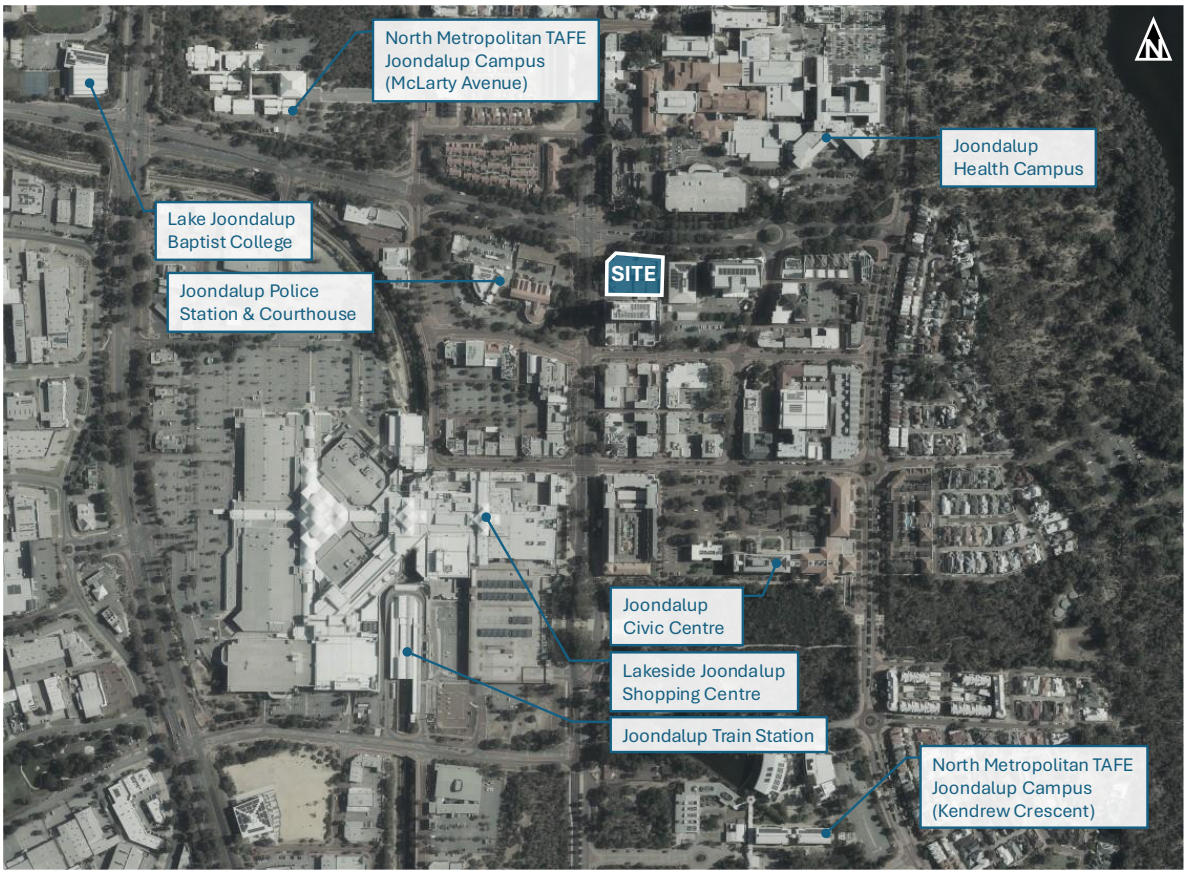
2.5 Major Attractors and Generators

The lots immediately surrounding the Site are primarily various commercial, residential and mixed-used developments that are aligned with the 'City Centre' zoning objectives. Several technical and vocational learning institutions are also within the Site's proximity. The Site is also within vicinity of the Lakeside Joondalup Shopping Centre and the Joondalup Train Station. Other surrounding attractors and generators are as follows:

- Joondalup Health Campus and Private Hospital,
- Joondalup Police Station and Courthouse,
- Joondalup Civic Centre,
- Lake Joondalup Batist College, and
- North Metropolitan TAFE Campuses.

Figure 8 illustrates the major attractors and generators closest to the subject Site.

Figure 8 – Key Attractors and Generators



Source: MetroMap (2026)

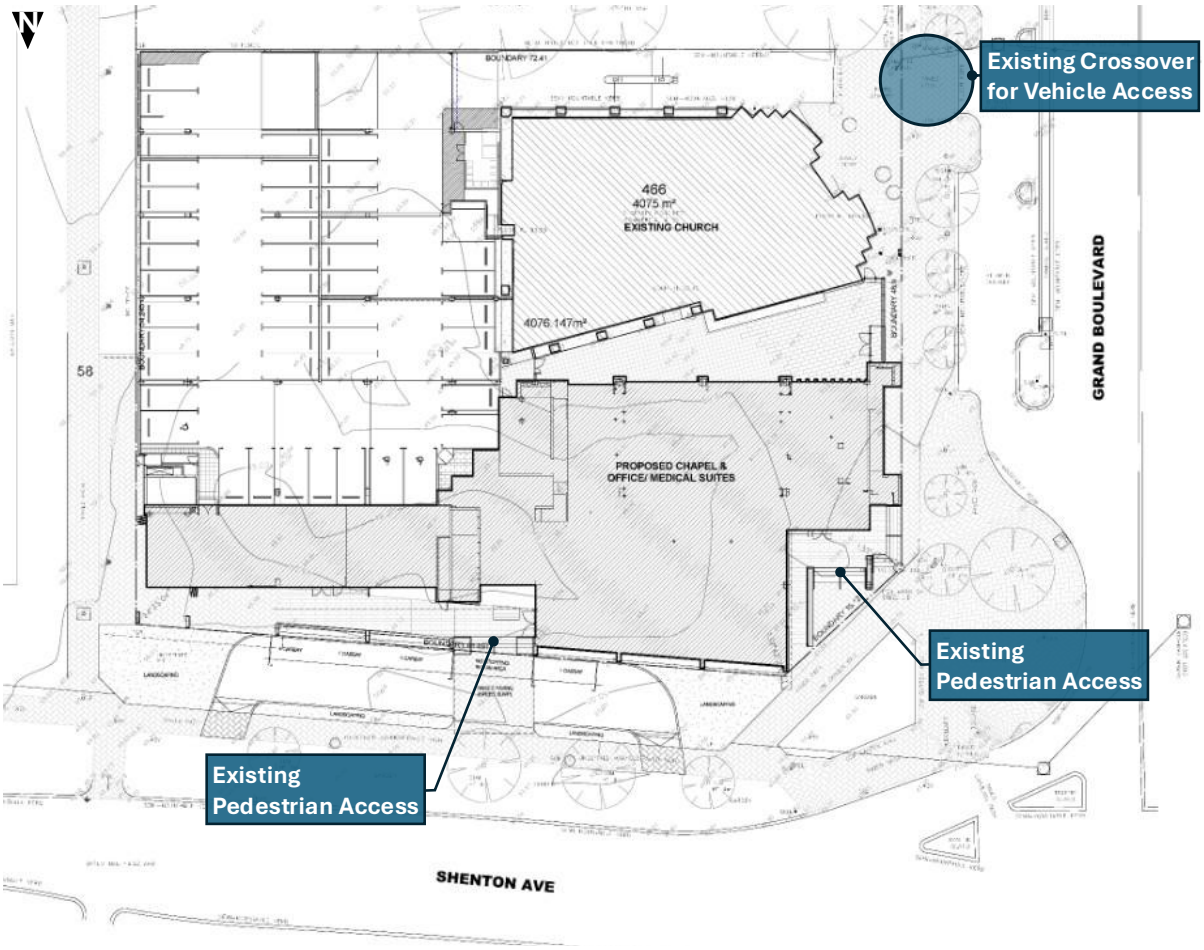
3 VEHICLE ACCESS AND PARKING

3.1 Access Arrangements

No changes are proposed to the existing access arrangements. Vehicle access to and from the Site is provided through the existing crossover at its southwest periphery as shown in **Figure 9**. Vehicles will be restricted to left-in and left-out (LILO) manoeuvres as the service/access lane along Grand Boulevard follows a one-way traffic flow (southbound direction). A Streetview image of the Site's existing crossover along Grand Boulevard is provided in **Figure 10**.

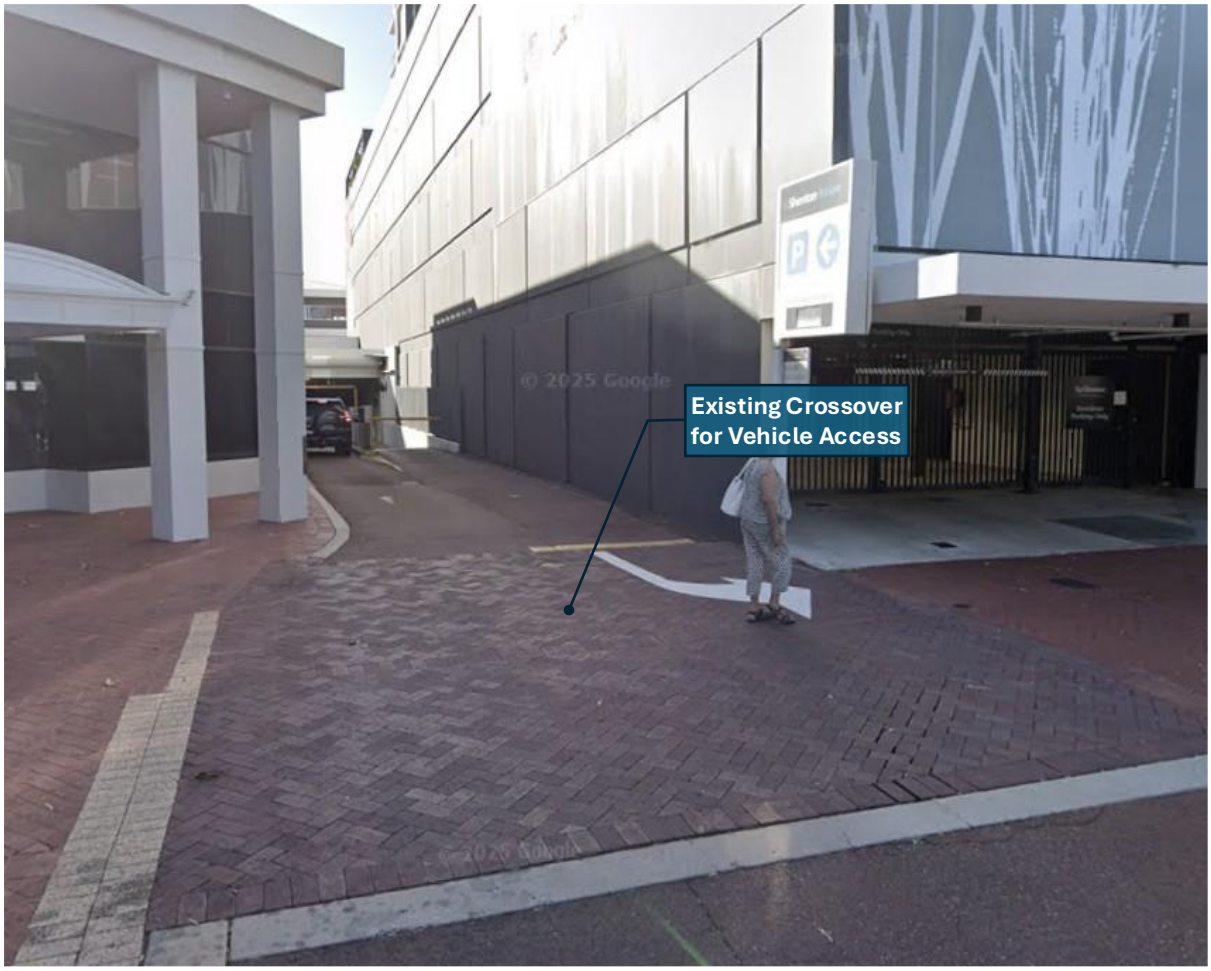
Pedestrian access to the Site is provided through existing paths surrounding the Site, primarily on existing paths along Shenton Avenue to the North, Grand Boulevard to the west, and Joondalup's Central Walk to the east.

Figure 9 – Existing Access Arrangements



Source: Meyer Shircore and Associates (2013)

Figure 10 – Existing Crossover along Grand Boulevard (Street View Image)



Source: Google Maps Street View (2024)

3.2 Parking Requirements

The statutory parking requirements for the Site are provided within the City of Joondalup's *Joondalup Activity Centre Plan*. The applicable parking requirements are as follows:

- Car Parking – 1 bay per 75m^2 NLA for non-residential developments within the 'City Centre' precinct
- Bicycle Parking – visitor bicycle parking is 1 per 20 students for educational establishments
- Motorcycle/Scooter Parking – 10% of required car bays shall each be replaced by 2 motorcycles/scooter bays; the car bay requirement shall be reduced accordingly (for developments within the 'City Centre' precinct).

As the proposal primarily relates to change of use and increase in AMA's occupancies at Level 2 of the Shenton House, there will be no increases in the Site's net lettable area (NLA). As such, statutory parking requirements will remain unchanged as it was approved during its development application. Hence, the existing on-site parking provision is deemed to be still adequate for the Site.

4 TRAFFIC VOLUMES

4.1 Net Traffic Generation – Daily or Peak Traffic Volumes

The net traffic generation was estimated considering the following considerations and assumptions:

- PTG was unable to secure a copy of the TIA for the Site (i.e., Shenton House), which would provide the DA-approved trip generation estimates, including assumed uses for each tenancies on every floor of the building. As such, this report will only consider the trip generation estimates of AMC-occupied tenancies at Level 2 of the Shenton House in the existing and proposed conditions, as summarised in **Table 1**.
- The trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual 11th Edition (September 2021)* were utilised to estimate the trip generation of the proposed development,
- The closest land use that is similar to this report's type of development (i.e., 'Educational Establishment') is assumed to be ITE's 'University/College' (ITE 550),
- Currently, AMA has three (3) classrooms with a maximum allowable capacity of 20 students. The Client seeks to increase the capacity of each classroom to 30 students and add an additional one (1) classroom in this proposal. Based on this, the existing number of students is assumed to be 60 students. While for the proposal, the anticipated number of students is assumed to be 120 students,
- According to the Client, Tenancy 5 and Tenancy 11 are being used currently as an office with an estimated floor area of 89.90m^2 and 124.20m^2, respectively.

Table 2 summarises the adopted trip generation rates for the proposed land use (i.e. educational establishment), **Table 3** shows the directional distribution and **Table 4** shows the net estimated traffic generated by the proposed development.

Table 2 – Adopted Trip Generation Rates

Land Use	Yield	Source	AM Peak	PM Peak
Educational Establishment (Nurse Training)	Existing: 60 students Proposed: 120 students	ITE 550	0.13 trips per student	0.14 trips per student
Office	214.10m^2	ITE 712	2.42 per 100 m^2	2.93 per 100 m^2

Table 3 – Adopted Trip Distribution Rates

Land Use	AM Peak		PM Peak	
	IN	OUT	IN	OUT
Educational Establishment (Nurse Training)	75%	25%	32%	68%
Office	60%	40%	42%	58%

Table 4 – Net Trip Generation Estimates

Land Use / Yield	AM Peak		PM Peak	
	IN	OUT	IN	OUT
Existing: - 60 students (across 3 classrooms) - 214.10m^2 (T5+T11 total 'office' floor area)	 6 4	 2 3	 3 3	 6 4
	15		*16*	
Proposed: - 120 students (across 4 classrooms)	 12	 4	 6	 12
	16		*18*	
Net Trips	*+2*	*-1*	*0*	*+2*
	+1		*+2*	

The estimated net trip generation of the proposed changes with AMC's tenancies at Level 2 of the Shenton House are 1 and 2 additional vehicle trips in the AM and PM peak hour periods, respectively. According to the WAPC's *Transport Impact Assessment Guidelines*, developments generating less than 10 vehicle trips in a development's peak hour falls under the 'low impact' category.

5 TRAFFIC MANAGEMENT ON THE FRONTAGE STREETS

5.1 Existing Road Network and Traffic Management

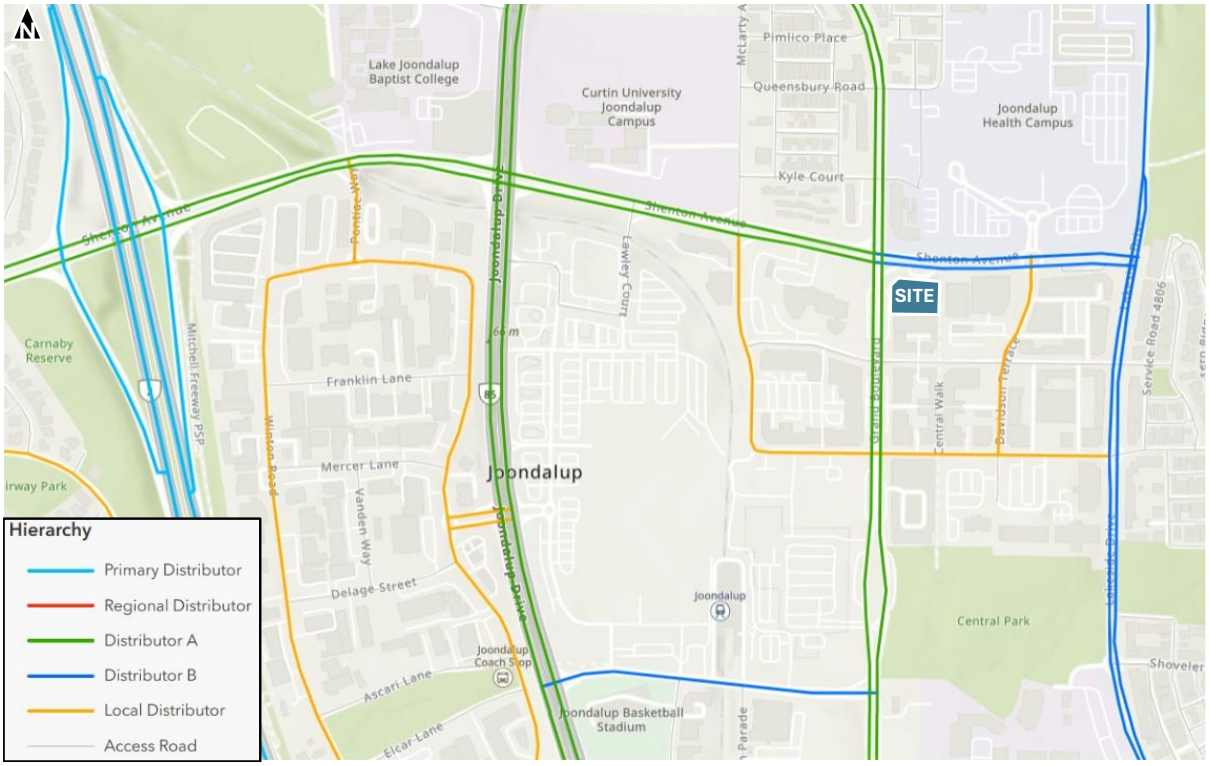
The road network within Western Australia is defined by Main Roads WA Road Hierarchy which describes the function, characteristic and management of each type of road. A description of each road type as per Main Roads WA Road Hierarchy criteria is summarised in **Table 5** below.

Table 5 – Road Hierarchy Description

Road Type	Description
Primary Distributors	Provide for major regional and inter-regional traffic movement and carry large volumes of generally fast-moving traffic. Some are strategic freight routes, and all are State Roads. They are managed by Main Roads Western Australia.
District Distributor A	Carry traffic between industrial, commercial and residential areas and generally connect to Primary Distributors. These are likely to be truck routes and provide only limited access to adjoining property. They are managed by local government.
District Distributor B	Perform a similar function to type A District Distributors but with reduced capacity due to flow restrictions from access to and roadside parking alongside adjoining property. These are often older roads with a traffic demand more than that originally intended. District Distributor A and B roads run between land-use cells and generally not through them, forming a grid which would ideally space them around 1.5 kilometres apart. They are managed by local government.
Regional Distributor	Roads that are not Primary Distributors, but which link significant destinations and are designed for efficient movement of people and goods within and beyond regional areas. They are managed by local government.
Local Distributor (Urban)	Roads that carry traffic within a cell and link District Distributors or Regional Distributors at the boundary, to access roads. The route of Local Distributors should discourage through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to or serving the area. These roads should accommodate buses but discourage trucks. Urban Local Distributor roads are managed by local government.
Local Distributor (Rural)	Connect to other Rural Distributors and to Rural Access Roads. Not Regional Distributors, but which are designed for efficient movement of people and goods within regional areas. Rural Local Distributor roads are managed by local government.
Access Roads	Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian friendly. They are managed by local government.

Figure 11 shows the road hierarchy and **Table 6** provides a summary of the characteristics of the surrounding road network. The Site is highly accessible by vehicles since it is surrounded by higher-order roads such as Shenton Avenue (Distributor A/B) that provides direct connection to Mitchell Freeway (Primary Distributor).

Figure 11 – Road Hierarchy of Surrounding Road Network



Source: Main Roads WA Road Information Mapping System

Table 6 – Characteristics of Surrounding Road Network

Road Name	Road Hierarchy	Jurisdiction	No. of Lanes	No. of Footpath	Pavement Width (m)	Speed Limit (km/h)
Shenton Avenue	Distributor A Distributor B	Local Government	4	2	24.0[1]	60
Grand Boulevard	Distributor A	Local Government	4	2	20.0[2]	50
Lakeside Drive	Distributor B	Local Government	2	2	12.0[2]	60/50
Boas Avenue	Local Distributor	Local Government	2	2	7.0	50
McLarty Avenue	Local Distributor	Local Government	2	2	7.0	50
Davidson Terrace	Local Distributor	Local Government	2	2	7.0	50
Reid Promenade	Access Road	Local Government	2	2	7.0	50

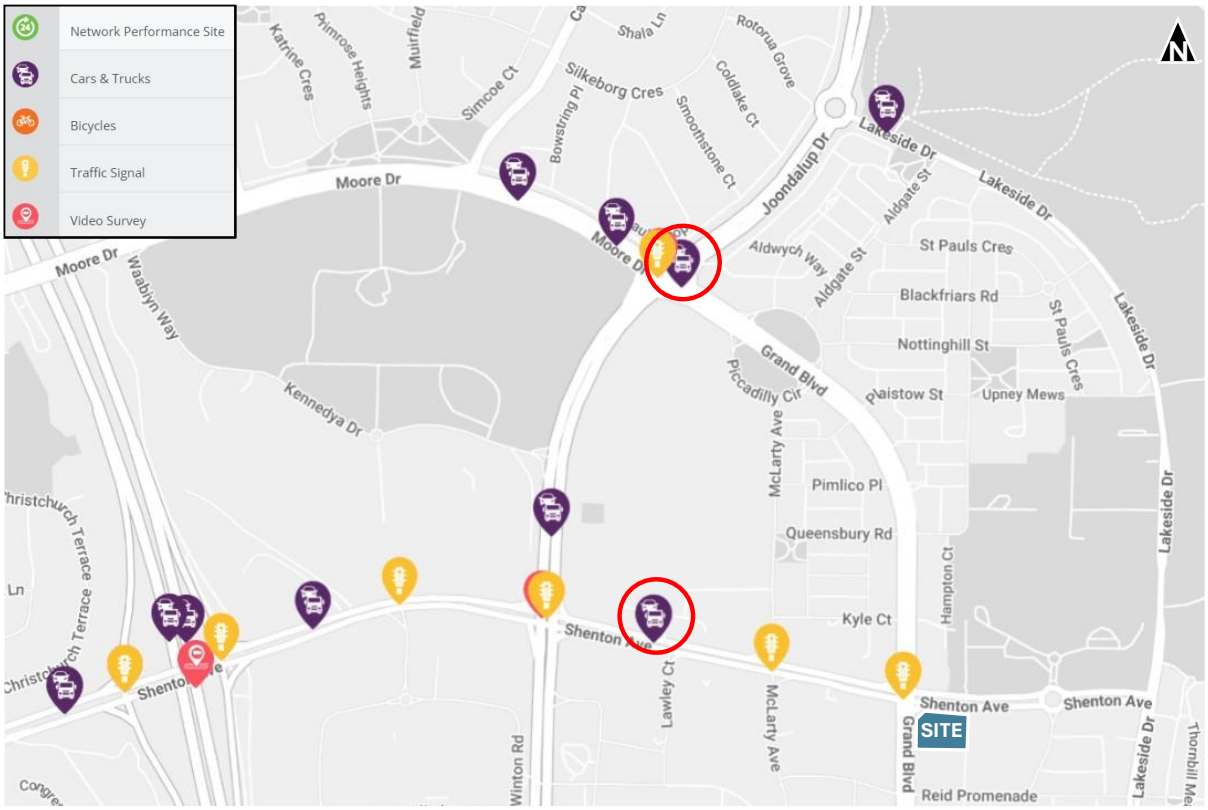
Source: Main Roads WA Road Information Mapping System

[1] Includes a 7.0m median island (typical width).
[2] Includes a 5.0m median island (typical width).

5.2 Traffic Flow on Surrounding Roads

The existing traffic volumes for the surrounding road network were obtained from the Main Roads WA Traffic Map. Existing traffic volumes were extracted from available data points closest to the Site as shown below in **Figure 12** (in red circles). A summary of the extracted traffic volumes is provided below in **Table 7**.

Figure 12 – Nearest Available Traffic Volume Data



Source: MRWA Traffic Map

Table 7 – Existing Traffic Volumes

Road Name	Source	Date	Weekday Volume (vpd)	% Heavy Vehicles	AM Peak Volume (vph)	PM Peak Volume (vph)
Shenton Avenue *East of Joondalup Dr*	MRWA	2024/ 2025	18,602	4.5%	1,601	1,589
Grand Boulevard *South of Joondalup Dr*	MRWA	2024/ 2025	14,663	5.7%	1,465	1,201

6 PUBLIC TRANSPORT ACCESS

6.1 Existing Public Transport Services

The Site, being situated within the 'City Centre', can be considered to be highly accessible via public transport. The Site sits within the transit-rich corridors of Shenton Avenue and Grand Boulevard. As shown below in **Figure 13**, the nearest bus stops to the Site are approximately within a 300m walking radius. These existing bus stops are serviced by several existing Transperth bus routes, including the Joondalup Central Area Transit (CAT) bus services as shown in **Figure 14**.

In addition, the Joondalup Train Station is located approximately 600m southwest of the Site. The service frequencies of the existing bus and train services surrounding the Site are summarised in **Table 8**.

Figure 13 – Existing Transit Stops Nearest to the Site

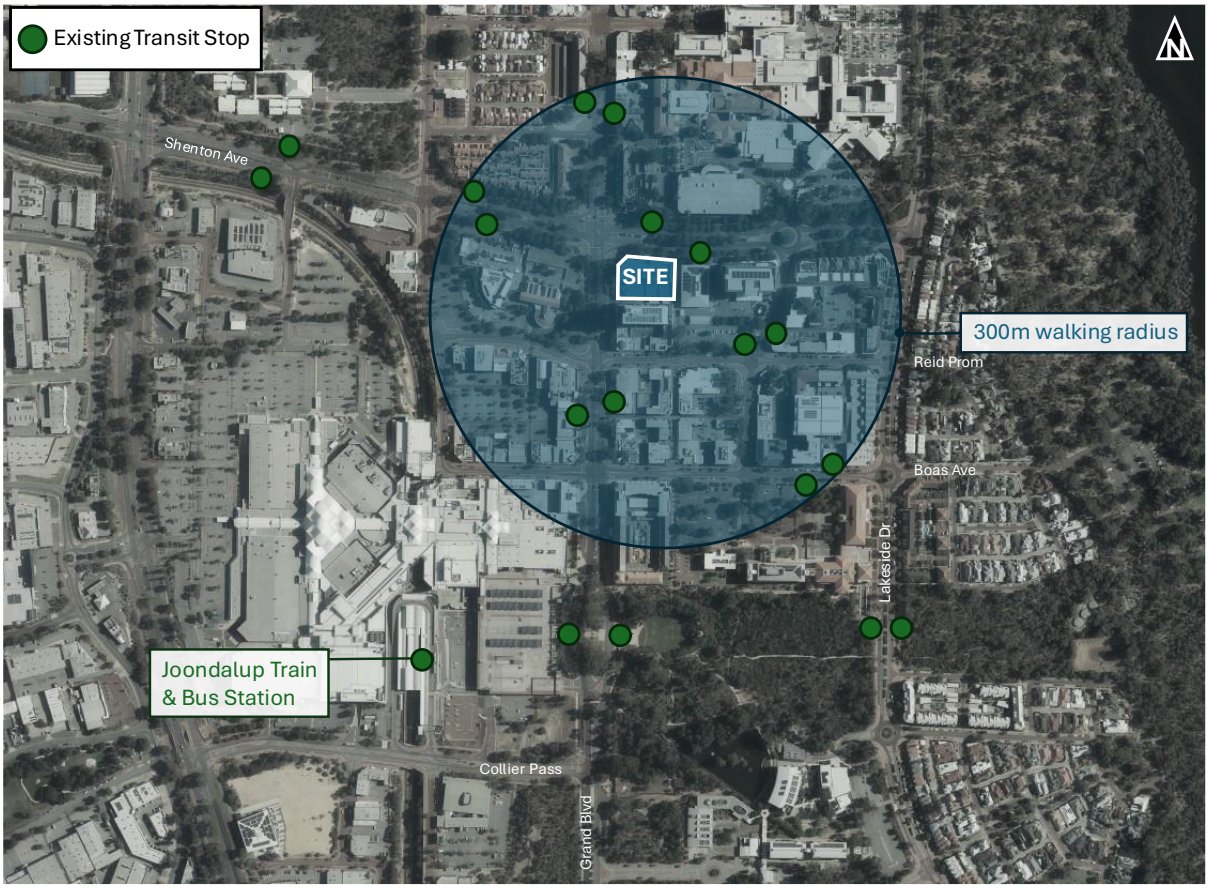
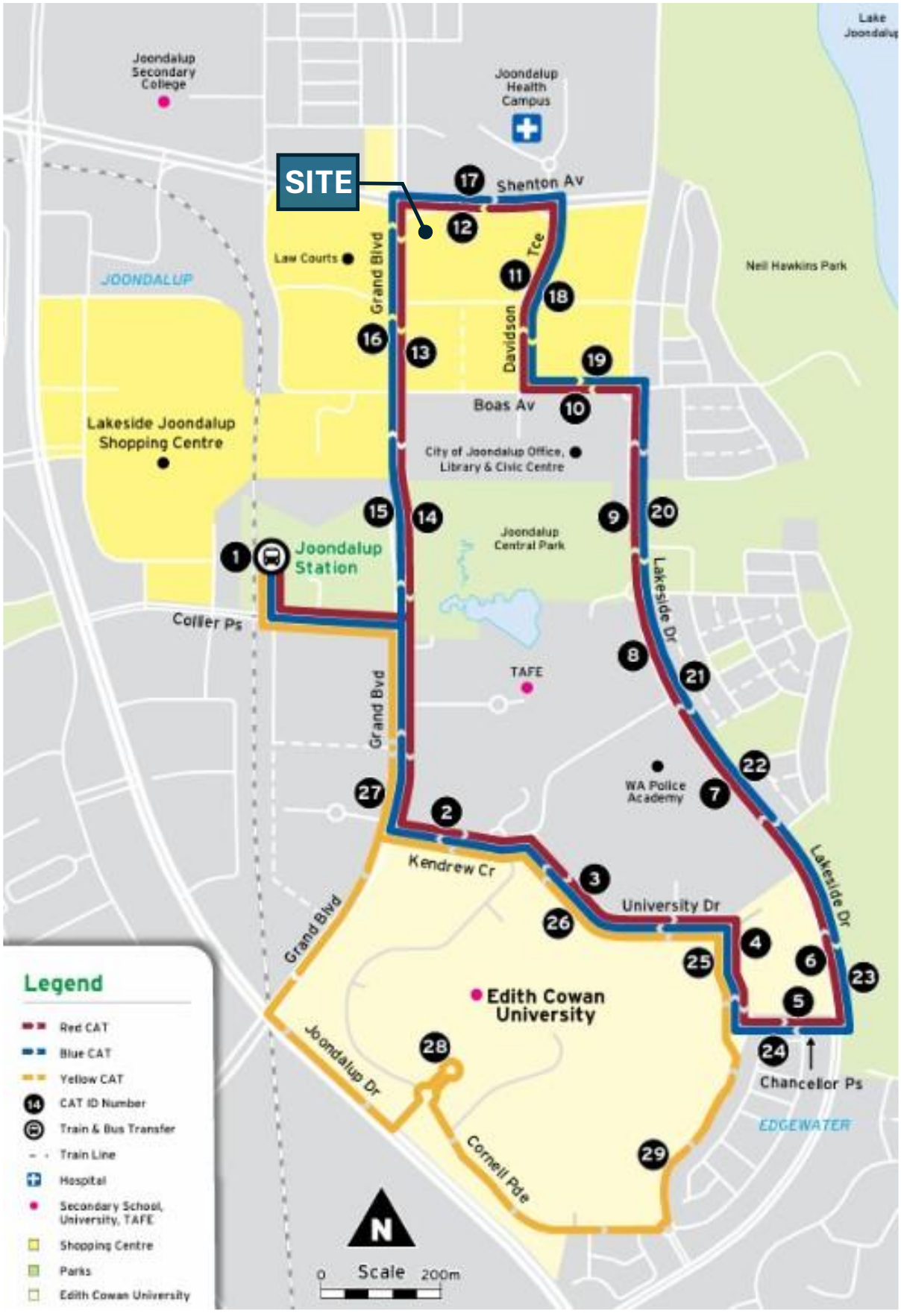


Figure 14 – Existing Joondalup CAT Bus Service Map



Source: Transperth (2025)

Table 8 – Existing Public Transport Service Routes and Frequencies

Transit Service	Service Description	Service Frequency		
		Weekdays	*Saturdays*	*Sundays & Public Holidays*
Blue CAT	North/South from Joondalup Station via Grand Blvd and Lakeside Dr	~15 minutes	N/A	N/A
Red CAT	South/North from Joondalup Station via Grand Blvd and Lakeside Dr	~15 minutes	N/A	N/A
Yellow CAT	South/North from Joondalup Station servicing Edith Cowan University (ECU)	~15 minutes *(Mon-Thurs only)*	N/A	N/A
390	Joondalup Stn. - Banksia Grove via Tapping	~15 minutes	~15 minutes	~15 minutes
391	Joondalup Stn. - Banksia Grove via Carramar	~15 minutes	~15 minutes	~15 minutes
460	Joondalup Stn. - Whitfords Stn. via Oceanside Prom	~15 minutes	N/A	N/A
461	Joondalup Stn. - Whitfords Stn. via Dampier Av	~15 minutes	~30 minutes	~30 minutes
462	Joondalup Stn. - Whitfords Stn. via Bridgewater Dr	~15 minutes	N/A	N/A
466	Joondalup Stn. - Whitfords Stn. via Timberlane Dr	~30 minutes	~60 minutes	N/A
467	Whitfords Stn. - Joondalup Stn. via Pearsall, Hocking & Ashby	~30 minutes	~60 minutes	~60 minutes
468	Whitfords Stn. - Joondalup Stn. via Wanneroo Rd	~15 minutes	~60 minutes	~60 minutes
470	Joondalup Stn. - Burns Beach via Iluka	~60 minutes	~60 minutes	~60 minutes
471	Joondalup Stn. - Burns Beach via Currambine	~60 minutes	~60 minutes	N/A
473	Joondalup Stn. - Kinross via Blue Mountain Dr	~60 minutes	~60 minutes	~60 minutes
474	Joondalup Stn. - Clarkson Stn. via Blue Mountain Dr & Kinross	~60 minutes	N/A	N/A
Yanchep Line	Train service between Elizabeth Quay Stn. and Yanchep Stn.	~10 minutes	~30 minutes	~30 minutes

Source: Transperth

6.2 Changes to Public Transport Services

PTG is unaware of any changes that are proposed to the existing public transport networks/facilities in the foreseeable future.

7 PEDESTRIAN AND CYCLING ACCESS

7.1 Existing Pedestrian/Cycling Facilities

Footpaths are provided on one or both sides of the roads surrounding the Site, as summarised in **Table 6**. Generally, pedestrian access to and from the Site can be considered adequate.

Figure 15 illustrates the existing status of the Perth and Peel Long Term Cycling Network (LTCN) for the Joondalup locality. As shown in the figure below, there are existing cycling paths/routes immediately surrounding the Site, along Shenton Avenue, Joondalup Drive, Grand Boulevard and Lakeside Drive. However, these identified cycling routes are still considered to require significant improvements.

Figure 15 – Existing Cycling Network and Facilities

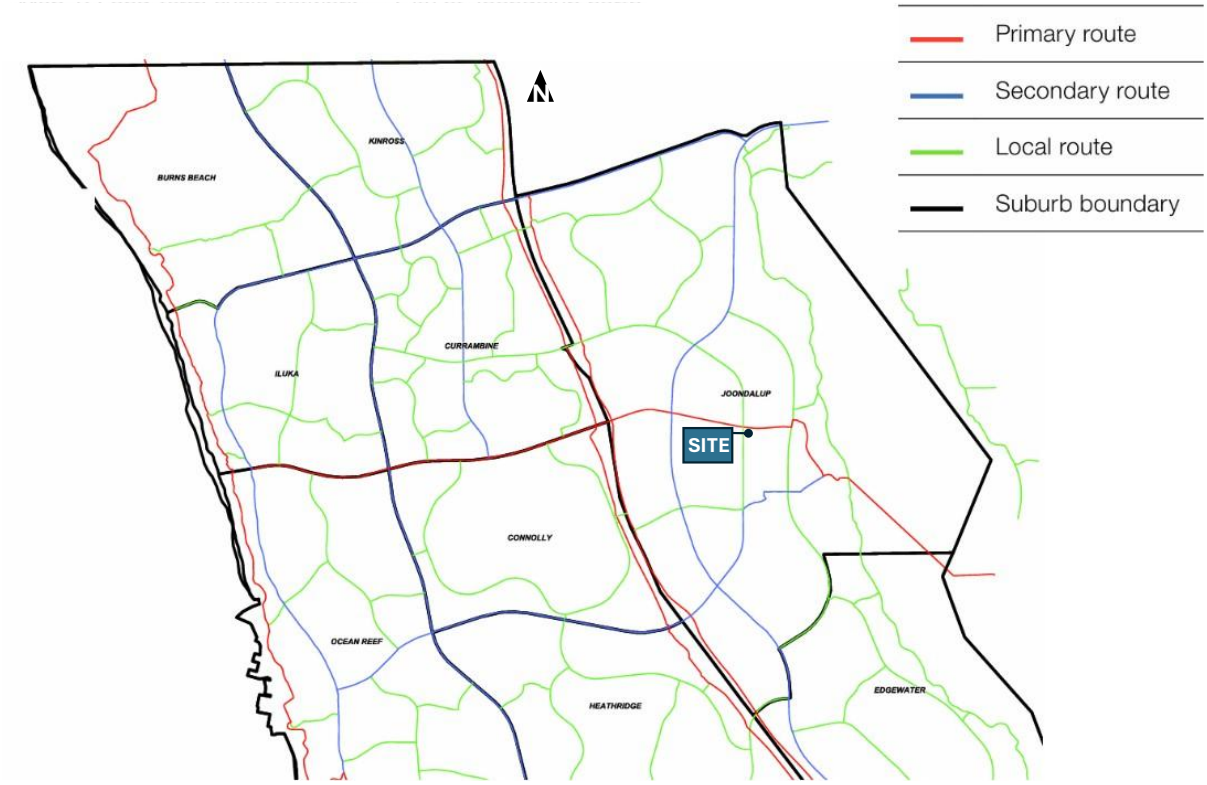
Source: Department of Transport (2016)

7.2 Changes to Pedestrian/Cycling Facilities

Figure 16 below illustrates the proposed long term cycling network as specified within the City of Joondalup's *Bike Plan 2025-2035*, which is aligned with the Department of Transport and Major Infrastructure's long term cycle network (LTCN).

As shown in **Figure 16**, Shenton Avenue is proposed as a primary cycling route that provides an East-West connection between several suburbs within the City, including connections to the Principal Shared Paths (PSP) along Mitchell Freeway.

Figure 16 – Proposed Long Term Cycling Network Plan



Source: City of Joondalup Bike Plan 2025-2035

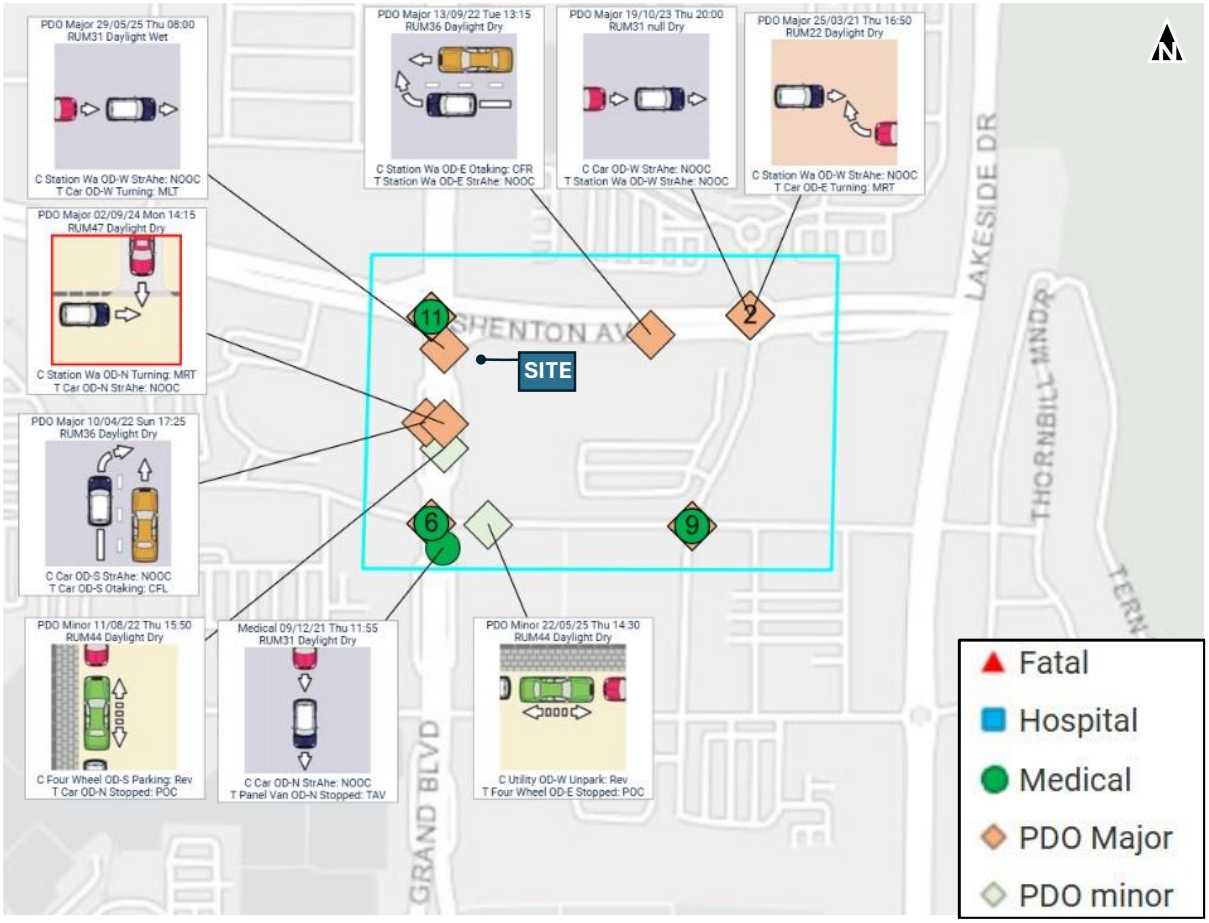
8 SAFETY ISSUES

8.1 Crash Assessment

A crash assessment was conducted along the Site's immediate surrounding road network using Main Roads WA Crash Reporting Centre. The crash history includes recorded incidents for a five-year period from 1st January 2021 to the end of 31st December 2025.

The crash locations are shown in **Figure 17**, while the crash statistics are summarised below in **Table 9**.

Figure 17 – Crash Locations



Source: MRWA Crash Reporting Centre

Table 9 – Crash Statistics

Crash Nature	Fatal	Hospital	Medical	PDO Major	PDO Minor	Total Crashes
Rear End	-	-	2	5	3	*10*
Right Angle	-	-	8	9	-	*17*
Sideswipe Same Direction	-	-	-	3	-	*3*
Right Turn Thru	-	-	1	1	-	*2*
Unspecified	-	-	-	-	3	*3*
Total Crashes	-	-	*11*	*18*	*6*	*35*

A total of 35 crashes were reported, details of which are summarised as follows:

- No serious or fatal injuries were reported, particularly at or near the Site's access point along Grand Boulevard,
- Eleven (11) crashes required medical attention, the majority of which occurred at major four-way intersections,
- Eighteen (18) incidents resulted in major property damage, majority also occurred at intersections,
- Six (6) crash reports resulted in minor property damage,
- Right-angle crashes were the most common type of crash to happen in the study area (at 49%), followed by rear end crashes at 29% of the total reported crashes.
- 80% of the total reported crashes occurred at intersections, eleven (11) of which at the intersection of Shenton Avenue and Grand Boulevard.

The crash data indicates that the majority of incidents occurred at major intersections within the surrounding road network, which is not unexpected given the relatively high traffic volumes and turning movements accommodated at these locations. Importantly, no reported crashes were identified at or immediately adjacent to the existing Site access on Grand Boulevard, indicating that the current access arrangement is operating safely.

Overall, the proposed changes and additional tenancy usage at Level 2 of Shenton House are not anticipated to adversely impact the overall safety or operation of the surrounding road network.

9 CONCLUSIONS

This report has been prepared in accordance with the Western Australian Planning Commission (WAPC) Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016); the checklist is included in **Appendix A**.

The following conclusions can be drawn from this report:

- The subject Site is located at Level 2 of the Shenton House at Lot 466 (57) Shenton Avenue, Joondalup within the City of Joondalup. The AMA currently operates three (3) classrooms and a nurse simulation ward with five (5) on-site personnel.
- The proposal seeks approval for the change of use to 'Educational Establishment' in Tenancies 5 and 11 to facilitate the expansion of the existing nursing training school operated by AMA.
- In addition to the change of use, the Client is also seeking to increase the capacity limits of the existing classrooms and simulated ward from 20 persons to 30 students. Currently, there is a Certificate of Approval under the Health Act that limits the capacity to 20 persons. Subsequent approval under the Health Act will also be sought once the planning application for the proposed changes are approved.
- No changes are proposed to the existing access arrangements. Vehicle access to and from the Site is provided through the existing crossover at its southwest periphery along Grand Boulevard. Pedestrian access also remains the same at access points provided primarily along existing footpaths surrounding the Site.
- The existing on-site parking provision is deemed to be adequate for the Site as no changes in the net leasable areas are proposed, only changes in tenancy occupancies.
- The estimated net trip generation is estimated to be 1 and 2 additional vehicle trips in the peak hour periods, respectively. According to the WAPC's *Transport Impact Assessment Guidelines*, developments generating less than 10 vehicle trips in a development's peak hour falls under the 'low impact' category.
- The Site is very accessible to vehicles and pedestrians or by using public transport as it is situated within the Joondalup Activity Centre's 'City Centre' precinct wherein higher-order roads are established and extensive public transport services are available.

Overall, the proposed changes in tenancy usage and increases in classroom capacities at Level 2 Shenton House are not anticipated to significantly impact the operations and overall safety of the existing transport networks surrounding the Site.

Appendix A

WAPC CHECKLIST

APPENDIX A – WAPC CHECKLIST

Item	Section	Comments/Proposals
Proposed development	Section 2	
existing land uses	Section 2	
proposed land use	Section 2	
context with surrounds	Section 2	
Vehicular access and parking	Section 3	
access arrangements	Section 3	
public, private, disabled parking set down/pick up	Section 3	
Service vehicles (non-residential)	N/A	
access arrangements	N/A	
on/off-site loading facilities	N/A	
Service vehicles (residential)	N/A	
rubbish collection and emergency vehicle access	N/A	
Hours of operation (non-residential only)	N/A	
Traffic volumes	Section 4	
daily or peak traffic volumes	Section 4	
type of vehicles (for example, cars, trucks)	N/A	
Traffic management on frontage streets	Section 5	
Public transport access	Section 6	
nearest bus/train routes	Section 6	
nearest bus stops/train stations	Section 6	
pedestrian/cycle links to bus stops/train station	Section 6	
Pedestrian access/facilities	Section 7	
proposed pedestrian facilities within development	Section 7	
existing pedestrian facilities on surrounding roads	Section 7	
proposals to improve pedestrian access	Section 7	
Cycle access/facilities	Section 7	
proposed cycle facilities within development	Section 7	
existing cycle facilities on surrounding roads	Section 7	
proposals to improve cycle access	Section 7	
Site specific issues	N/A	
Safety issues	Section 8	
identify issues	Section 8	
remedial measures	N/A	
Summary/Conclusion	Section 9	

Appendix B

PROPOSED FLOOR PLANS

BROOK MARSH PTY. LTD.
LICENSED SURVEYORS

ACN 105 338 501
ABN 70 105 338 501

Bill France (Director)
L.S., B.App.Sc.Surv.

NET LETTABLE AREA

SECTION 3 of P.C.A 1997

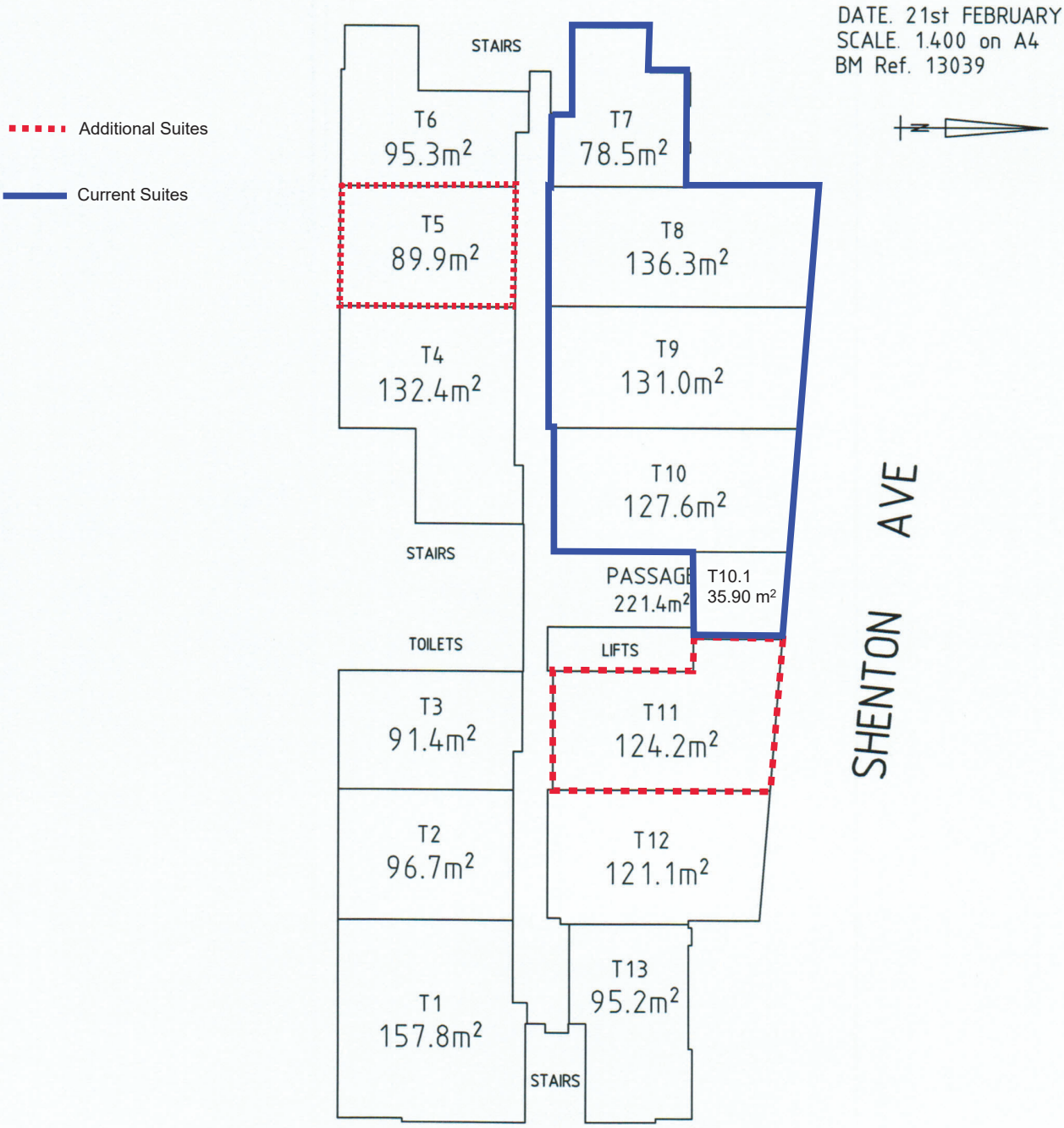
"SHENTON HOUSE"

CNR. GRAND BLVD & SHENTON AVE

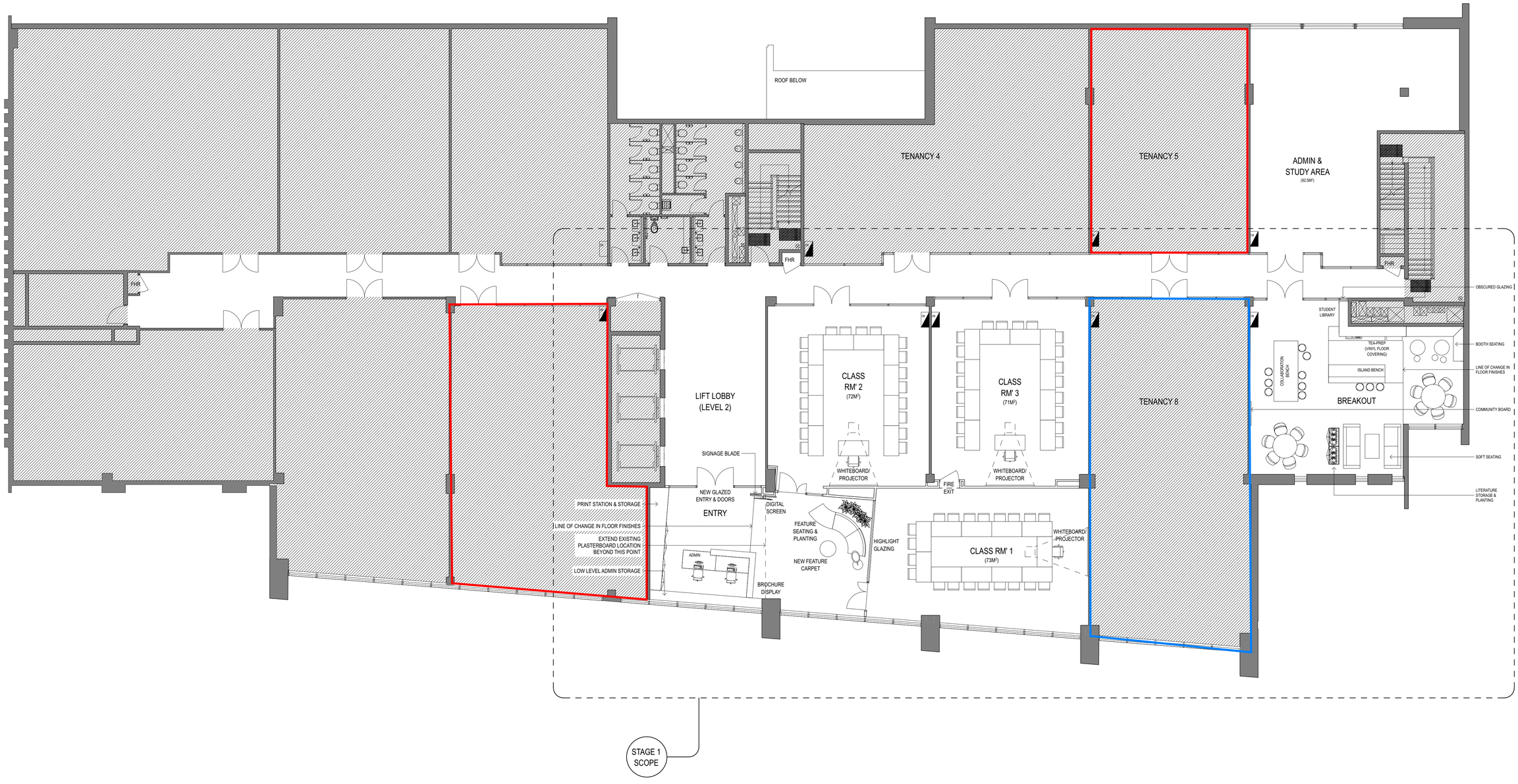
JOONDALUP

2nd FLOOR

DATE. 21st FEBRUARY 2013
SCALE. 1.400 on A4
BM Ref. 13039



59 Wheatley Street, Gosnells, Western Australia 6110. Post Office Box 91 Gosnells 6990
Telephone Office: 9398 2441 Fax: 9490 1313 Email: brookmarsh@ozemail.com.au



GENERAL NOTES

POPPY PROJECTS (WA) PTY LTD TRADING AS JUO
ABN 34 657 628 351

 Dimensions are in millimetres and levels are in metres. Do not scale off drawings. Use figured dimensions only. Preliminary or tender status drawings shall not be used for construction purposes. Builder to verify all dimensions on site prior to commencement of work. All drawings to be read in conjunction with all relevant consultants drawings. Builder to satisfy all legislative requirements; upon finding that a legislative requirement is at variance with the drawings, is to notify JUO before proceeding.

LEGEND

- EXISTING WALL / PARTITION OR COLUMN
- NEW PARTITION
- HATCH INDICATES EXTENT OF NO WORKS

REV	DATE	NOTES
0	05.06.18	ISSUED FOR APPROVAL

JUO
32 BRISBANE TERRACE, PERTH WA 6000
08 6142 9945
www.juo.com.au
studio@juo.com.au

PROJECT NUMBER + NAME
18A16_AMA COLLEGE FITOUT

SITE ADDRESS
TENANCIES 6,7,9&10 57 SHENTON AVENUE, JOONDALUP

SCALE @ A1
1:100

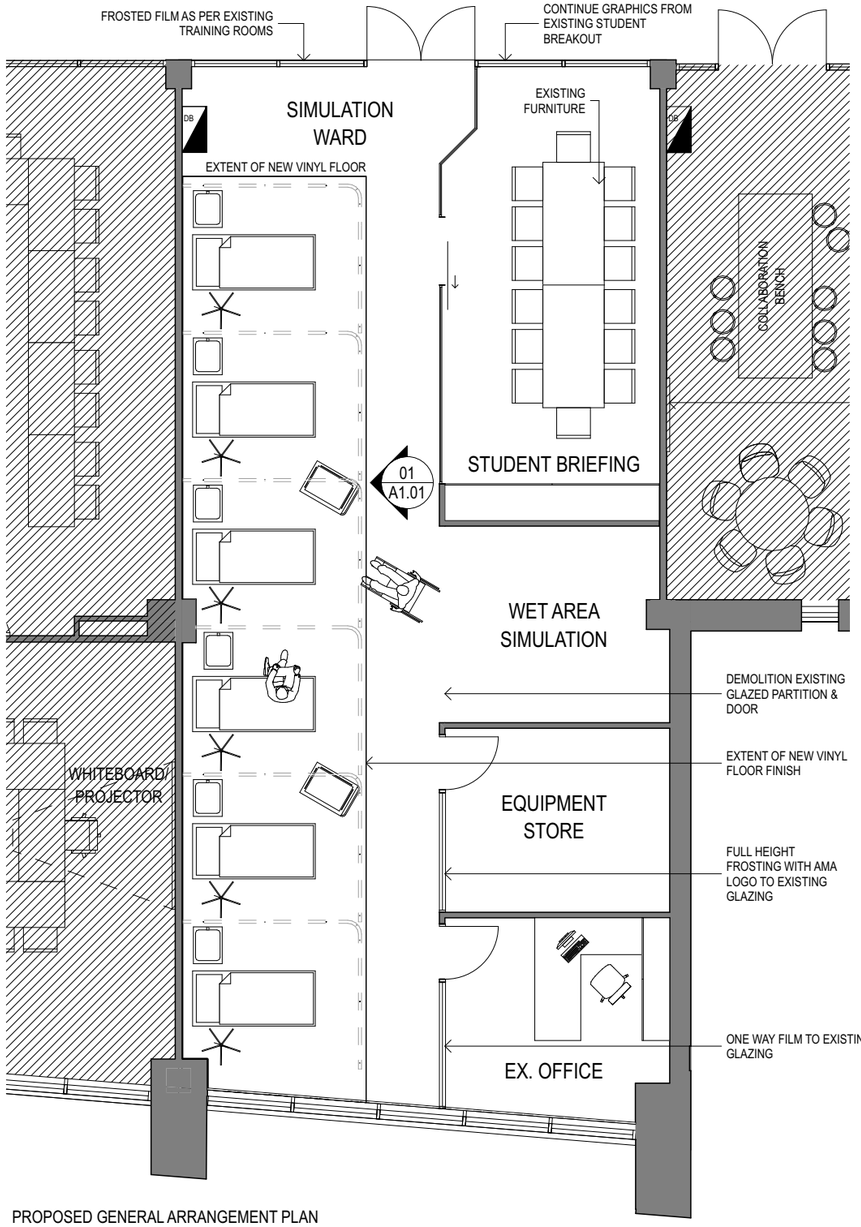
N

STATUS
PRELIMINARY

DRAWING TITLE
GENERAL ARRANGEMENT PLAN

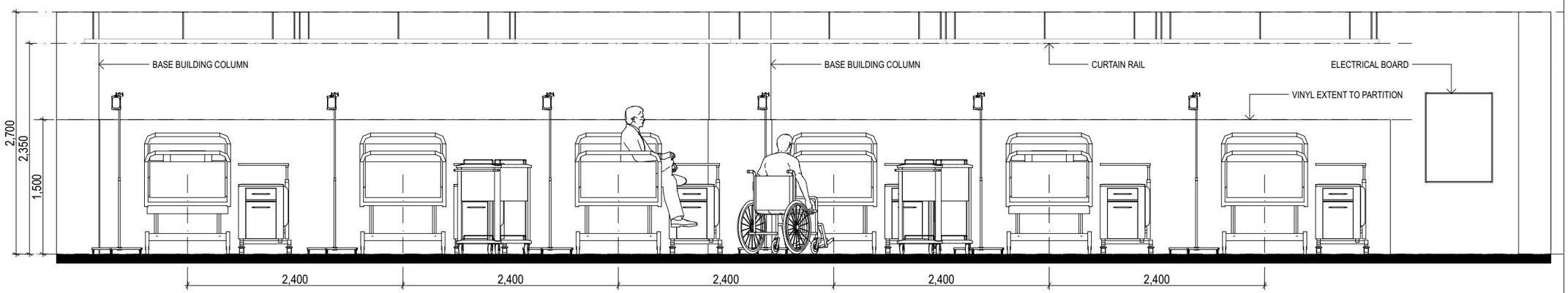
DRAWING NUMBER
A1.00

REVISION
0



PROPOSED GENERAL ARRANGEMENT PLAN
SCALE 1:100

INDICATIVE SKETCH MODEL VIEW



ELEVATION 01
SCALE 1:50

GENERAL NOTES

POPPY PROJECTS (WA) PTY LTD TRADING AS JUO
ABN 34 657 628 351

 Dimensions are in millimetres and levels are in metres. Do not scale off drawings. Use figured dimensions only. Preliminary or tender status drawings shall not be used for construction purposes. Builder to verify all dimensions on site prior to commencement of work. All drawings to be read in conjunction with all relevant consultants drawings. Builder to satisfy all legislative requirements; upon finding that a legislative requirement is at variance with the drawings, is to notify JUO before proceeding.

REV	DATE	DESCRIPTION
0	13.10.20	PRELIMINARY ISSUE

JUO
32 BRISBANE TERRACE, PERTH WA 6000
08 6142 9945
www.juo.com.au
studio@juo.com.au

PROJECT NUMBER + NAME
20A17_AMA COLLEGE

SITE ADDRESS
TENANCY 8, 57 SHENTON AVENUE, JOONDALUP

SCALE @ A3
1:100, 1:50

STATUS
PRELIMINARY

DRAWING TITLE
GENERAL ARRANGEMENT PLAN

DRAWING NUMBER
A1.01

REVISION
0

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