

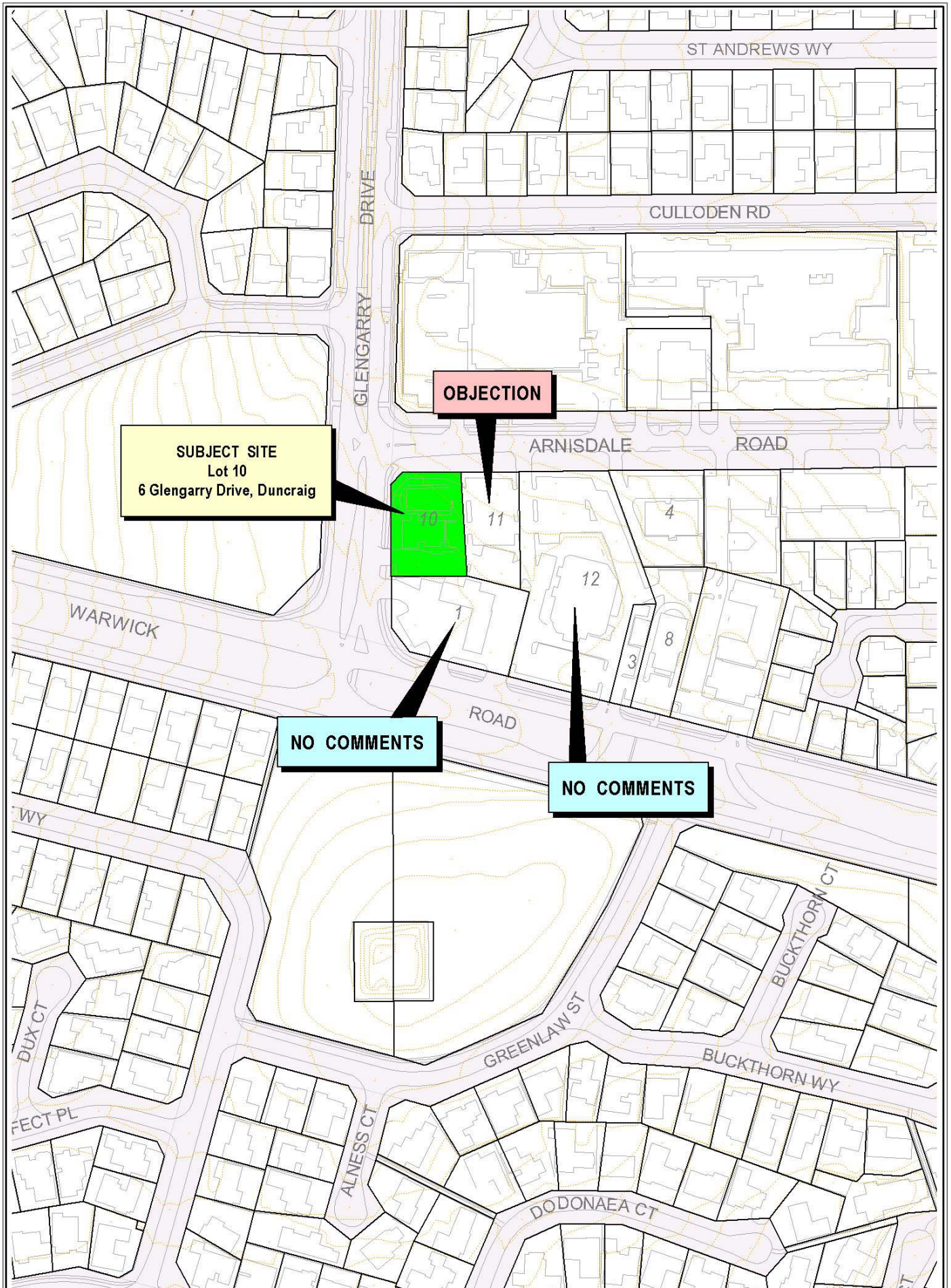
SUBJECT SITE
Lot 10
6 Glengarry Drive, Duncraig





SUBJECT SITE
Lot 10
6 Glengarry Drive, Duncraig





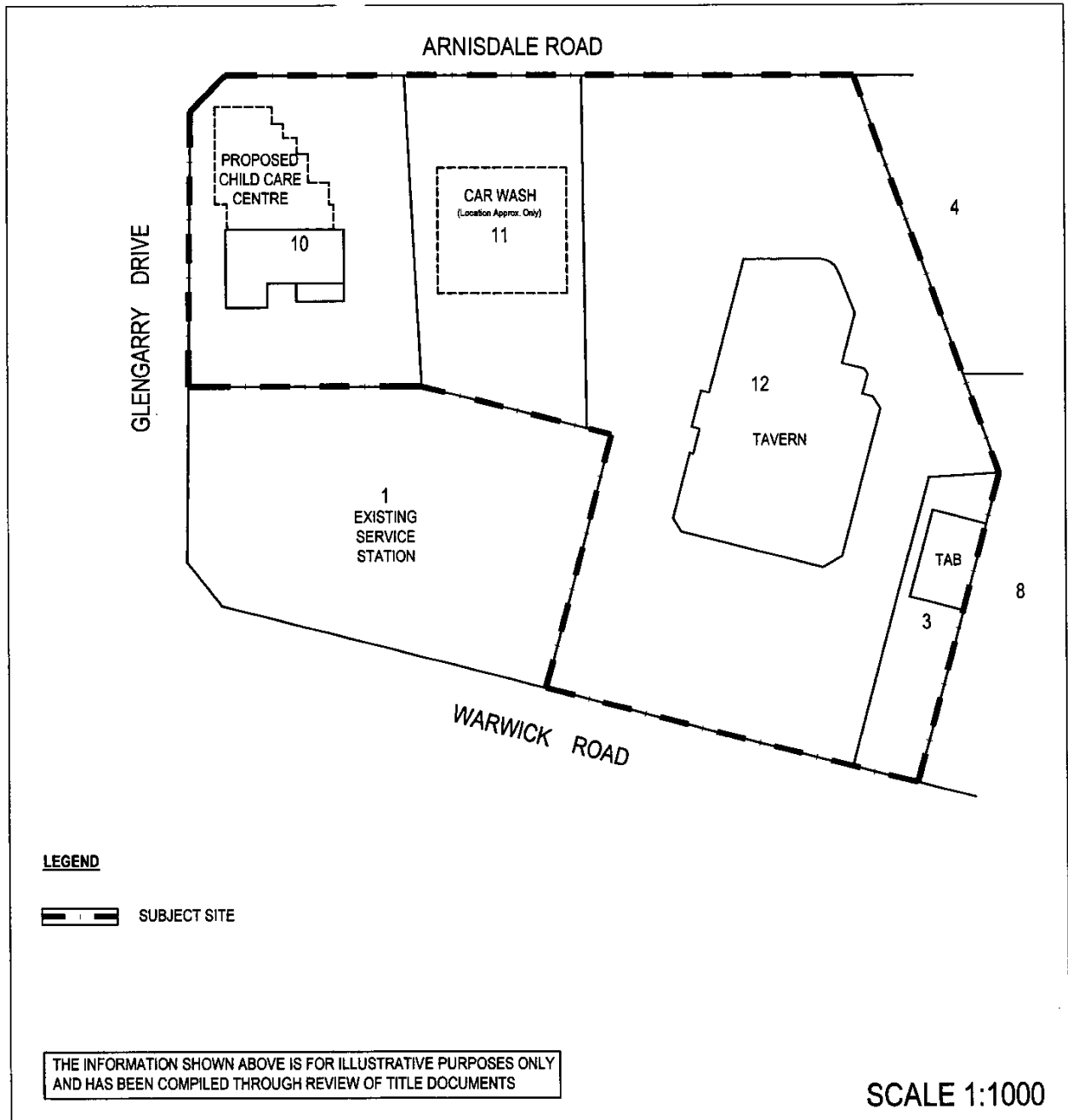
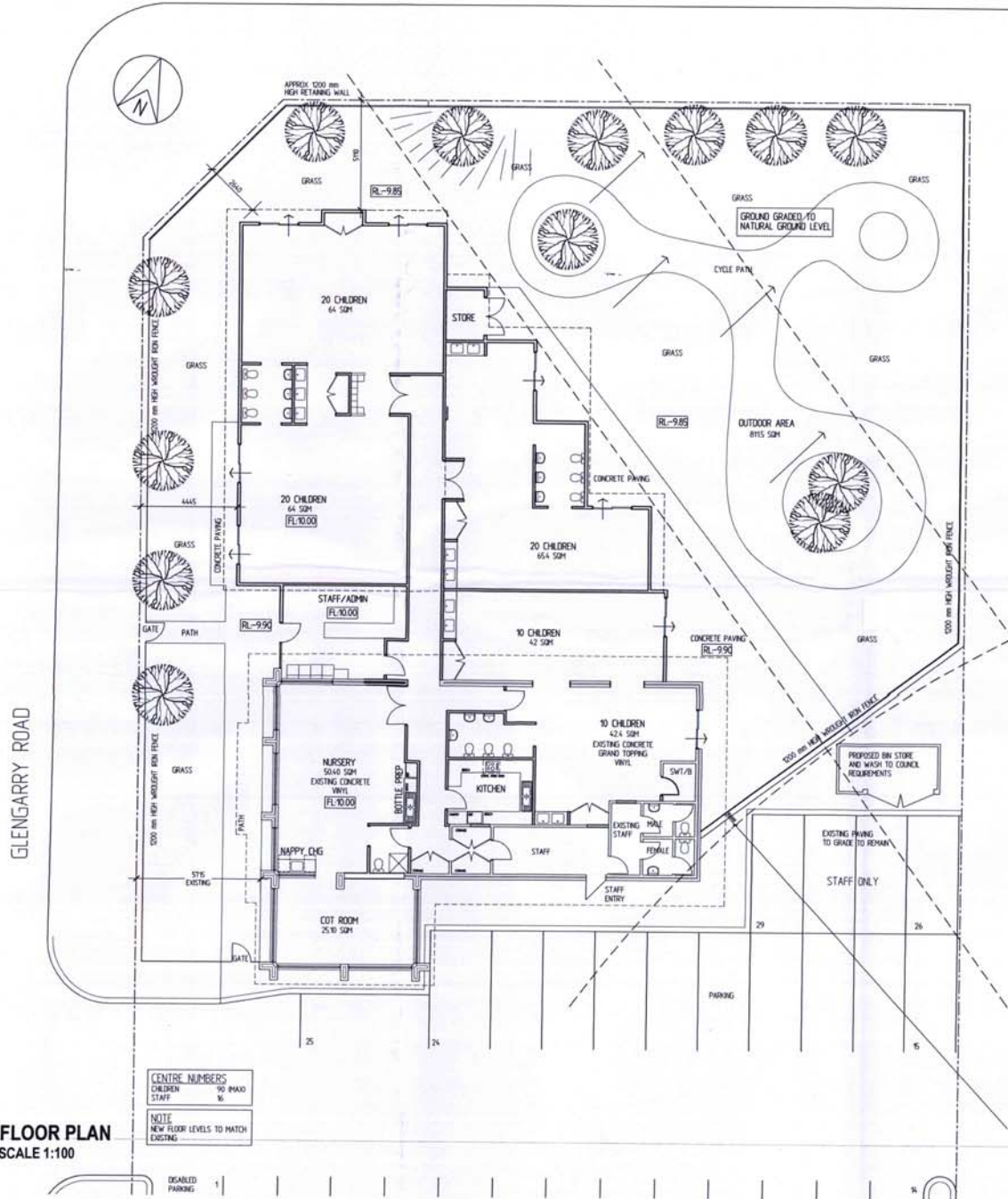


FIGURE 1: LOCATION PLAN

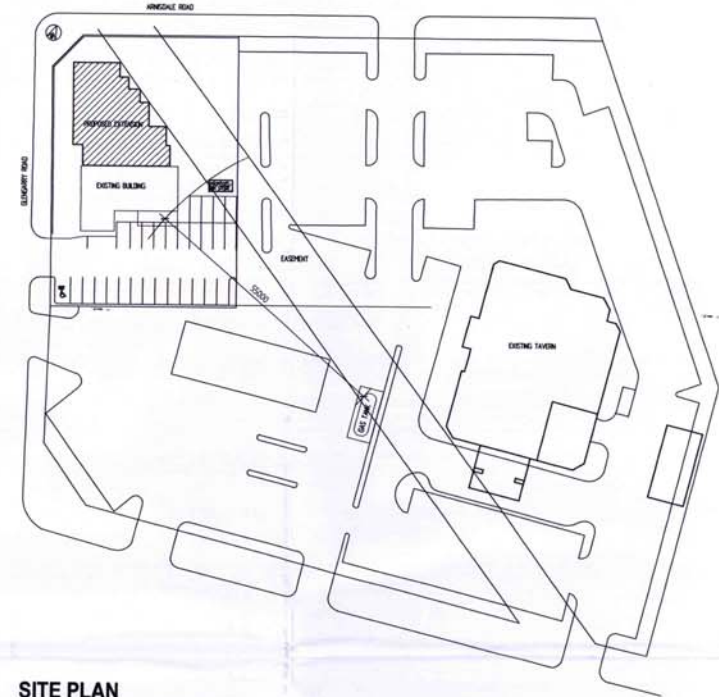


FLOOR PLAN
SCALE 1:100

CENTRE NUMBERS	
CHILDREN	90 (MAX)
STAFF	16

NOTE
NEW FLOOR LEVELS TO MATCH
EXISTING

DISABLED
PARKING



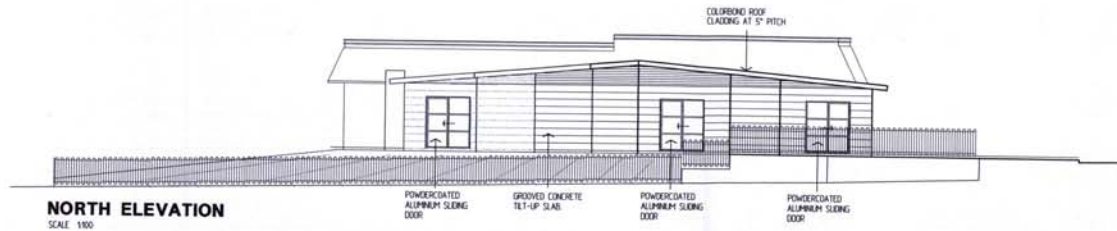
SITE PLAN
SCALE 1:500

DUNCRAIG CHILDCARE CENTRE

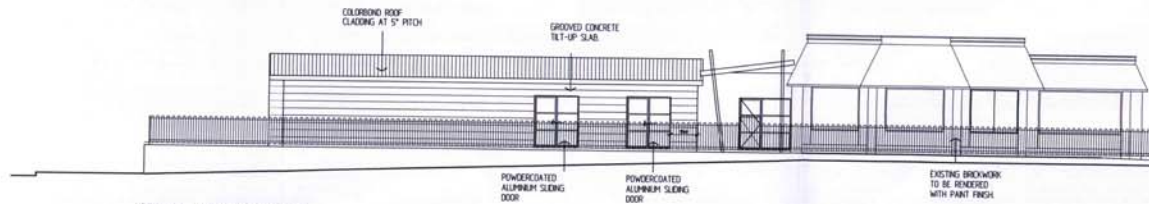
PRIDE
PRIDE PROJECTS PTY LTD
20 Cline Street
West Perth WA 6009
Phone: 9485 2088
Fax: 9485 1188

T&Z
T&Z PTY LTD
ACN 065 429 914
ARCHITECTURE MASTER PLANNING
INTERIOR DESIGN PROJECT MANAGEMENT
478 MURRAY STREET WEST PERTH WESTERN AUSTRALIA
T 08 9481 0465 F 089481 4863 E mail@tandz.com.au

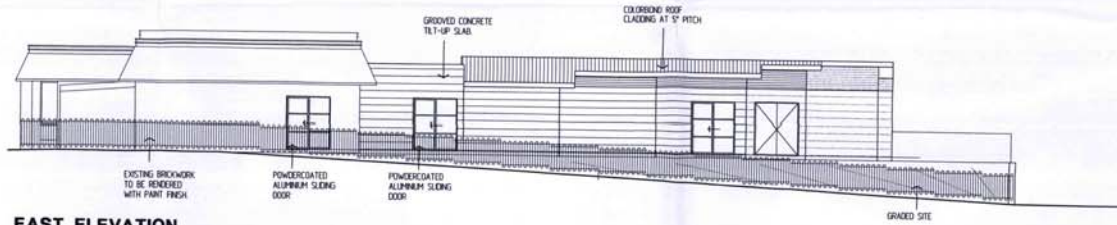
SCALE:	VARIOUS	PLOT SCALE:	1:1 @ A1
DRAWN:	DC	APPROVED:	AC
CHECKED:	AC	CAD FILE No.:	
DATE:	JUN 2005	DATE:	Drawing/2005h01
JOB No.:		DRAWING No.:	
ISSUE:		ISSUE:	
7282N	1A	SK5-C	



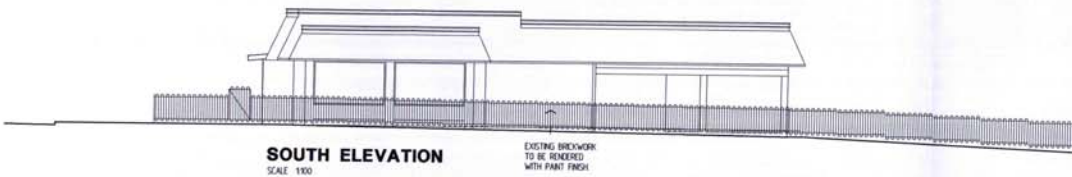
NORTH ELEVATION
SCALE 1:100



WEST ELEVATION
SCALE 1:100



EAST ELEVATION
SCALE 1:100



SOUTH ELEVATION
SCALE 1:100

**DUNCRAIG CHILDCARE CENTRE
ELEVATIONS**

PRIDE
PRIDE PROJECTS PTY LTD
23 Clark Street
West Perth WA 6005
Phone: 9465 2000
Fax: 9465 1158

T&Z
T&Z PTY LTD
This drawing is copyright and the property of T&Z Pty Ltd. Copyright Act 1988.
and must not be reprinted, copied or used without authority.

ARCHITECTURE INTERIOR DESIGN MASTER PLANNING PROJECT MANAGEMENT
679 MURRAY STREET WEST PERTH WESTERN AUSTRALIA
T 08 9461 9655 F 9461 4300 E mail@tandz.com.au

ACN 065 429 914

SCALE: 1:100 @ A1	PLOT SCALE: 1:1 @ A1
DRAWN: DG	APPROVED: AC
CHECKED: AC	CAD FILE No.:
DATE: JAN 2006	Drawing 285104d
JOB No.: 7282N	DISMOWING No.:
2A	ISSUE:
	SK5-C

**Proposed Child Care Centre
6 (Lot 10) Glengarry Drive, Duncraig**

Traffic Impact Statement

Prepared for:
PIVOT GROUP PTY LTD

August 2005

Prepared by:
TRANSCORE PTY LTD
10/3 Centro Avenue, Subiaco WA 6008
PO Box 42, Subiaco WA 6904
Telephone (08) 9382 4199
Facsimile (08) 9382 4177

TABLE OF CONTENTS

<u>1.0</u>	<u>INTRODUCTION</u>	<u>1</u>
<u>2.0</u>	<u>EXISTING SITUATION</u>	<u>2</u>
<u>3.0</u>	<u>PROPOSED SITUATION</u>	<u>6</u>
<u>4.0</u>	<u>TRAFFIC ASSESSMENT</u>	<u>8</u>
<u>4.1</u>	<u>CAPACITY ANALYSIS</u>	<u>10</u>
<u>5.0</u>	<u>CONCLUSIONS AND RECOMMENDATIONS</u>	<u>12</u>

1.0 INTRODUCTION

Transcore in support of a Development Application has prepared this Traffic Impact Statement for the Proposed Child Care Centre on Lot 10 (No 6) Glengarry Drive, Duncraig in the City of Joondalup.

The proposed development is to be located at the intersection of Glengarry Drive and Arnisdale Road on a site which has been operating as a fast food outlet. The Centre is to cater for 90 children to be cared for by a total of 16 staff. Vehicle access and egress is to be provided via crossovers on Glengarry Drive, Arnisdale Road and Warwick Road.

The City in a letter dated 28 June 2005 communicated the requirement for the Traffic Impact Statement. Accordingly, this report aims to address the traffic related issues of the proposed Child Care Centre, including an assessment of the impact of the development traffic upon the adjacent public road network and the internal road system. In doing so, this report would estimate the traffic that would be generated as a result of the proposed Child Care Centre and would provide a comparison with the traffic that would have been generated from the fast food use on this site.

2.0 EXISTING SITUATION

The proposed Child Care Centre is to be located at the intersection of Glengarry Drive and Arnisdale Road in Duncraig. The subject site currently contains a building and car-parking area, which has been used as a fast food outlet in the past. This fast food outlet is no longer operating.

Photo 1 - Glengarry Drive looking south from Arnisdale intersection. The subject site is to the left of the photo.



The subject site is surrounded by commercial entities including a carwash to its immediate east and a service station to its immediate south. The subject site is separated from the service station by a brick fence and as such there is no direct connectivity between the two sites. There are other commercial entities including a Tavern and medical suites to the east of the proposed Centre and the Glengarry Neighbourhood Shopping Centre is across Arnisdale Road to the north.

The commercial uses bounded by Warwick Road to the south, Glengarry Drive to the west and Arnisdale Road to the north including the subject site are served by a number of crossovers. These are lots 1,10, 11, 12 and 3. With the exception of Lot 1, which entails the service station, all Lots enjoy reciprocal access arrangements and are served by the following crossovers:

- One full movement crossover on Arnisdale Road approximately 70 metres from Glengarry Drive;
- One left in/left out crossover on Glengarry Drive approximately 50 metres south of Arnisdale Road and 40 metres north of Warwick Road; and

- One crossover on Warwick Road approximately 100 metres east of Glengarry Drive. This crossover provides for all movements except right turn in from Warwick Road.

Photo 2 – Glengarry Drive crossover. The subject site is to the left of the photo.



Photo 3 – Arnisdale Road crossover



This access system and the signalised intersection of Warwick Road and Glengarry Drive provide for excellent flexibility in accessibility for the Child Care Centre.

Arnisdale Road is a single lane undivided carriageway (8m pavement width) with a speed limit of 50 km/hr in the vicinity of the subject site. A footpath and a dual use path currently exist on the northern and southern sides of this road respectively. According to the Main Roads WA document "Metropolitan Functional Road Hierarchy", Arnisdale Road is classified as an Access Road.

Photo 4 – Arnisdale Road looking east from the crossover



Glengarry Drive is a dual divided carriageway between Warwick Road and Arnisdale Road and a single divided carriageway north of Arnisdale Road. It entails a speed limit of 60 km/h and is classified as a Local Distributor road. Glengarry Road entails footpaths on both sides.

Warwick Road is a dual divided carriageway with a signposted speed limit of 70 km/hr in the vicinity of the subject site. Footpaths exist on both sides of Warwick Road. According to the Main Roads WA document, Warwick Road, in the vicinity of the subject site, is classified as a District Distributor (A) road.

The intersection of Warwick Road and Glengarry Drive is a fully channelised signalised intersection with full pedestrian crossing facilities.

The intersection of Glengarry Drive and Arnisdale Road is a channelised T-intersection. This intersection entails a right turn pocket on Glengarry Drive and a "sea gull" treatment, which allows the storage of two vehicles in the central median of Glengarry Drive when turning right from Arnisdale Road. The Arnisdale Road leg of this intersection is controlled by "Give Way" and its approach to Glengarry Drive is wide enough to allow stacking of right and left

turning traffic side by side for two/three vehicle lengths. There are pedestrian crossing facilities on Glengarry Drive north of the intersection and on Arnisdale Road at the intersection.

There is a bus stop located immediately north of the Arnisdale Road on Glengarry Drive southbound. The northbound bus stop is also in close proximity on Glengarry Drive. There are also good bus services on Warwick Road.

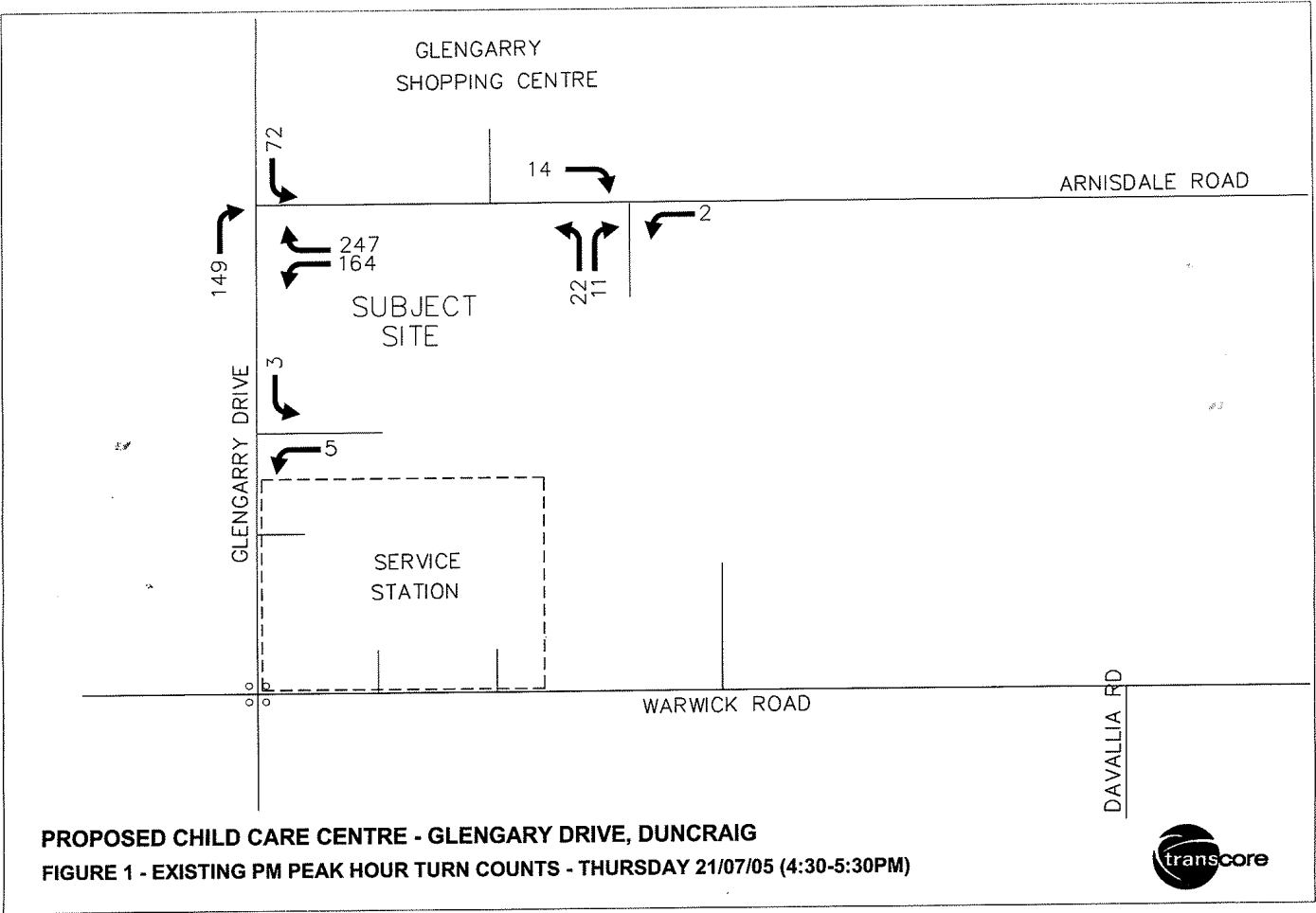
According to Main Roads WA traffic data sourced, Warwick Road, east of Marmion Avenue, carried approximately 12,500 vehicles per day (September 2003) and east of Lilburne Road carried approximately 17,700 vehicles per day (September 2003) and Glengarry Drive north of Warwick Road carried 11,000 vehicles per day (September 2003). According to traffic data provided by the City of Joondalup, Glengarry Drive north of Bracadale Avenue carried 6,500 vehicles per day (May 2005) and Arnisdale Road east of Glengarry Drive carried 3,700 vehicles per day (February 2002).

In order to estimate the traffic volumes on Arnisdale Road and to establish the traffic operations at the intersection of Glengarry Drive/Arnisdale Road and two immediate crossovers to the subject site on Glengarry Drive and Arnisdale Road, Transcore undertook traffic turn counts at these locations. From the traffic volume information sourced from Main Roads WA, it was established that the AM road network peak period, in the vicinity of the subject site, was between 7:00 - 9:00am and the PM road network peak period was between 4:00 - 6:00pm, with the PM peak hour representing the more significant peak period.

As a result, traffic turn counts were undertaken on Thursday, 21st July 2005, between 4:00 - 6:00pm. The Thursday PM peak period was chosen to allow for the traffic associated with the late night shopping. The turn counts were undertaken at the Glengarry Drive and Arnisdale Road crossovers and the intersection of Glengarry Drive and Arnisdale Road.

From turn counts undertaken by Transcore, it was established that the combined critical peak hours for the road network and the proposed Child Care Centre would be between 4:30 to 5:30pm. The traffic turn counts for this period is shown in Figure 1.

The result of the traffic turn count survey was used in Section 4 of this report for the traffic analysis.



3.0 PROPOSED SITUATION

The proposed development entails a Child Care Centre on Lot 10 (No 6) Glengarry Drive, Duncraig. The subject site is currently occupied by a building which used to operate as a fast food outlet, however the fast food outlet is not operating at present.

The Centre is proposed to cater for up to 90 children between the hours of 7:00am to 6:00pm Monday to Friday and 8:00am to 5:00pm Saturday and Sunday. The Centre will be serviced by 16 qualified staff to care for the children. Transcore's experience with child care centres suggests that the majority of children drop-offs and pick-ups are typically between 7:00 – 10:00 am and 3:00 – 6:00 pm respectively at Centres similar to this one with weekdays being far busier than weekends. Also, the morning drop-offs normally peak around 8:30am and the afternoon/evening pick-ups typically peak around 5:00pm.

The proposal does not entail any modifications to the existing crossovers which serve the subject site. As such, the proposed Centre is to be mainly served by the Arnisdale Road crossover, the Glengarry Road crossover and the Warwick Road crossover as described in Section 2 of this report.

The site plan indicates the Centre is to entail 29 on-site parking bays for staff and visitors, including 1 disabled bay and 8 tandem bays which are to be used by staff only. Reference to the City of Joondalup's Policy 3.1.1 – Child Care Centres indicates that the Centre should entail one bay for each staff member (16 bays) and 12 bays for 90 children (interpolated). Therefore the parking requirement is 28 however 29 bays are provided.

In order to ensure efficient and safe use of the parking bays, the following suggestions are made:

- Only the back bays of the tandem bays should be used by staff and the front bays should be used for drop off and pick up;
- The disabled bay should be relocated to the north side of the parking area in front of the building;
- The staff and drop off/pick up bays should be clearly marked; and
- The dimensions of parking layout should be in accordance with the Australian Standards (AS/NZS 2890. 1:2004).

The access and circulation system for the centre is such that patrons from/to all directions can access or depart the centre conveniently. The crossover on Glengarry Road is expected to be used mainly by the Child Care Centre patrons, as demonstrated by the very low existing traffic volumes at this crossover. The patrons of the car wash and the tavern will share the crossover on Arnisdale Road, however during the peak periods of the Child Care Centre this crossover is not highly utilised because the peak operating times for the car wash and the tavern are different to the Child Care Centre. This is evident from the existing traffic counts at this crossover.

The patrons of the Child Care Centre whom would be using the Warwick Road crossover are expected to be those who wish to travel east or west on Warwick Road, however similar destinations can be reached by using the Glengarry crossover.

The City of Joondalup Child Care Centre Policy requires that all parking areas should be located in front of the building or be easily visible from the entry to the site. This requirement of the Policy is satisfied with the proposed site layout as the parking bays are visible from the entries and are immediately accessible once the vehicles enter the site.

In terms of location of the Child Care Centres in relation to road hierarchy, the Policy suggest that the centres should be located on Local Distributor roads, which this proposed centre is and therefore satisfies this requirement of the Policy. The Policy also suggests that centres should not be located on Local Distributor roads in close proximity of District Distributors, where the primary function is to cater for through traffic. The proposed Centre satisfies the intent of this requirement as the intersection of Warwick Road and Glengarry Drive is signalised and the subject site has a number of alternative entry/exit crossovers and therefore the traffic from the Centre does not undermine traffic movements on Warwick Road.

4.0 TRAFFIC ASSESSMENT

In order to assess the traffic impact of the proposed Duncraig Child Care Centre, a traffic generation and distribution exercise was undertaken. The aim of this exercise was to establish the traffic that would be generated from the proposed Centre and to provide a quantitative comparison between the existing and proposed traffic situations.

A review of the available traffic generation sources has revealed that no detailed traffic generation rates are available for a Child Care Centre. Therefore, to establish the traffic that would be generated by the proposed Centre, traffic counts undertaken by Transcore at similar Centres were sourced.

Discussions with the respective Centre Managers revealed that the peak drop-offs and pick-ups for each of these Centres occur between the hours of 7:00 – 10:00am and 3:00 – 6:00pm. Accordingly, traffic counts were undertaken during the peak patronage periods. During the survey periods, all traffic entering and exiting the Centres was counted in half hour intervals.

From the total number of children at each of the Centres on the surveyed days, the following average generation rates were established for the morning and afternoon surveyed periods:

- 7:00 – 10:00am: 1.60 trips per child (53% in/47% out)
- 3:00 – 6:00pm: 1.69 trips per child (46% in/54% out)

From this information, the traffic generation rate for the combined period of 7:00 – 10:00am and 3:00 – 6:00pm was calculated as 3.29 trips per child. To convert this figure to a daily generation rate, this figure was increased to 4.0 trips per child to account for any trips outside of the surveyed times. It was assumed that the daily in and out split for vehicle trips was 50/50.

Furthermore, the following average peak hour generation rate was established for the critical PM Peak period from the surveys for the Child Care Centres:

- 4:30 – 5:30pm: 0.59 trips per child (46% in/54% out)

Comparison of the six-hour generation rates and the peak hour generation rate confirms that the distribution of traffic from these Centres is spread over the peak periods and that full concentration of traffic does not occur in the peak hour. The PM peak hour represents 37% of the 3-hour PM peak period traffic generation. As such, Child Care Centres operate quite differently to schools as their peak period is spread out.

As stated in Section 2 of this report, the combined peak hours for both the road network and the Child Care Centre is expected to be between 4:30 to 5:30pm. Accordingly, the following number of trips was estimated for PM peak hour and daily for the proposed Duncraig Child Care Centre, assuming a maximum scenario of 90 children being present (ie. Centre at capacity):

- Child Care PM critical peak hour: 53 trips generated (24 in/29 out)
- Child care daily: 360 trips generated (180 in/180 out)

In order to establish the actual traffic impact of the proposed Centre, the net traffic increase must be established on the surrounding road network. Accordingly, the traffic generation of the fast food outlet is estimated to be 100 vehicles per hour according to the information provided by the Road and Traffic Authority of New South Wales (Guide to Traffic Generating Developments, 2002) for a Kentucky Fried Chicken outlet. Therefore, the proposed Child Care Centre generates half the traffic when compared to the previous use of the site.

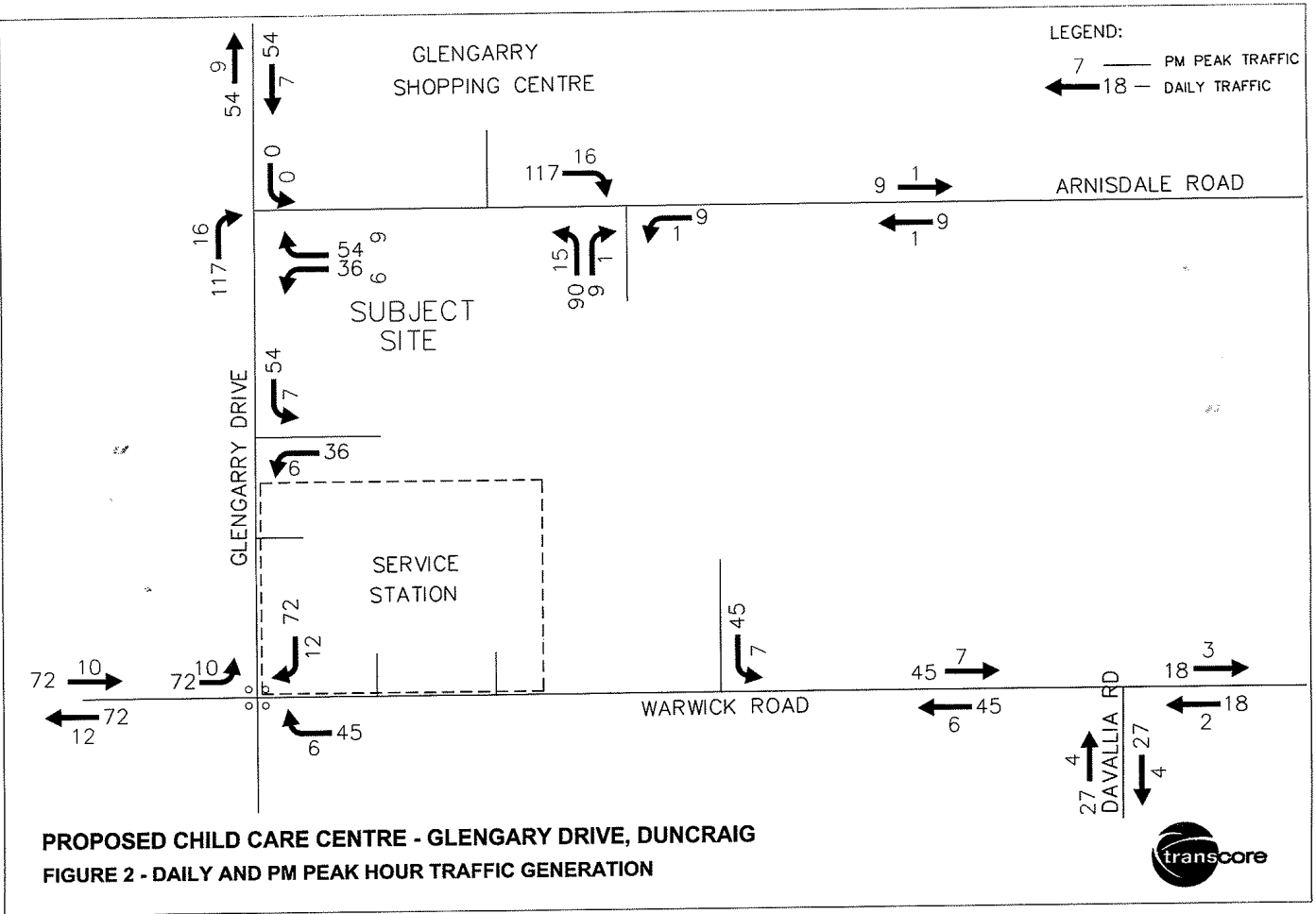
In order to estimate the distribution of the Child Care Centre traffic on the surrounding roads and to establish the turn volumes at the relevant crossovers, the following assumptions were made:

- 40% of the development traffic was assumed to be generated from west and arrive/depart via Warwick Road west;
- 30% of the development traffic was assumed to be generated from north and arrive/depart via Glengarry Drive north;
- 15% of the development traffic was assumed to be generated from south and arrive/depart via Davallia Road;
- 10% of the development traffic was assumed to be generated from east and arrive/depart via Warwick Road east; and
- 5% of the development traffic was assumed to be generated from east/northeast and arrive/depart via Arnisdale Road east.

The result of traffic distribution is shown in figures 2 for the daily and PM peak hour. Comparison of the existing traffic volumes with the development daily traffic volumes, indicates the following increases on the adjacent roads:

- Glengarry Drive north of Warwick Road 1.3%
- Glengarry Drive north of Arnisdale Road 1.7%
- Arnisdale Road east of Glengarry Drive 2.4%

Therefore, it is concluded that the traffic increases as a result of the proposed development on the surrounding roads is almost insignificant and will not have any impacts on the traffic operations of these roads.



4.1 Capacity Analysis

There are three main crossovers serving the proposed development. These are the Warwick Road crossover, Glengarry Drive crossover and Arnisdale Road crossover. As a result of this development, traffic turn volumes through the Warwick Road crossover only increases by 7 vehicles (left outs) during the PM peak hour, and as such the impact on the operations of this crossover would be insignificant. Due to low turning volumes established at the Glengarry Drive and Arnisdale Road crossovers during the PM peak hour, the impact of additional development traffic on these crossovers would also be insignificant because of spare capacity available.

The turn count surveys undertaken showed that the intersection of Glengarry Drive and Arnisdale Road is highly utilised. This traffic is mainly the Glengarry Shopping Centre and Glengarry Hospital and Medical Suites traffic. It was therefore decided to undertake capacity analysis using SIDRA computer package at this intersection to assess the impact of the development traffic.

SIDRA is a commonly used intersection modelling tool by traffic engineers for all types of intersections. SIDRA outputs are presented in the form of Degree of Saturation, Level of Service, Average Delay and 95% Queue. These items are defined as following:

- **Degree of Saturation:** is the ratio of the arrival traffic flow to the capacity of the approach during the same period. The Degree of Saturation ranges from close to zero for varied traffic flow up to one for saturated flow or capacity.
- **Level of Service:** is the qualitative measure describing operational conditions within a traffic stream and the perception by motorists and/or passengers. In general, there are 6 levels of services, designated from A to F, with Level of Service A representing the best operating condition (i.e. free flow) and Level of Service F the worst (i.e. forced or breakdown flow).
- **Average Delay:** is the average of all travel time delays for vehicles through the intersection.
- **95% Queue:** is the queue length below which 95% of all observed queue lengths fall.

The results of the SIDRA analysis for the intersection, for both existing and existing plus development traffic scenarios, are detailed in Tables 1 and 2.

Table 1 SIDRA Output – Intersection of Glengarry Drive/Arnisdale Road (Typical Thursday Afternoon/Evening 4:30 – 5:30pm) – Existing Traffic

Approach	Movement Type	Degree of Saturation	Level of Service	Average Delay (sec)	95 % Queue (m)
Glengarry Road South Approach	T	0.124	A	0.0	0
	T	0.124	A	0.0	0
	R	0.133	A	18.6	5
Arnisdale Road	LR	0.467	C	17.3	32
Glengarry Road North Approach	TL	0.187	A	4.5	0

LR - left turn/right turn, TL - through lane/left turn

The results of the SIDRA analysis indicate that the intersection currently operates with an overall level of service of B during the critical peak hour of 4:30 – 5:30pm on a typical Thursday afternoon/evening. The level of delays and queuing indicates spare capacity at the intersection.

Table 2 SIDRA Output – Intersection of Glengarry Road/Arnisdale Road (Typical Thursday Afternoon/Evening 4:30 – 5:30pm) – Existing Plus Development Traffic

Approach	Movement Type	Degree of Saturation	Level of Service	Average Delay (sec)	95 % Queue (m)
Glengarry Road South Approach	T	0.124	A	0.0	0
	T	0.124	A	0.0	0
	R	0.147	A	18.6	6
Arnisdale Road	LR	0.501	C	18.4	35
Glengarry Road North Approach	TL	0.190	A	4.5	0

LR - left turn/right turn, TL - through lane/left turn

The results of the SIDRA analysis indicate that, with the addition of the development traffic, the intersection would continue to operate with an overall level of service of B during the critical peak hour of 4:30 – 5:30pm on a Thursday afternoon/evening. Any changes to the operations of the intersection and traffic flow on Glengarry Road are minimal and insignificant.

5.0 CONCLUSIONS AND RECOMMENDATIONS

This Traffic Impact Statement set out to assess the traffic related issues of the Centre, specifically estimating the additional traffic that would be generated as a result of the proposed Child Care Centre compared to the existing situation and to establish the impact of the net increase in traffic.

The analysis undertaken in this report estimated that the Child Care Centre generates 360 vehicle trips per day (both ins and out) and 53 PM peak hour vehicle trips (both ins and out). This compares to 100 vehicles per hour for the fast food outlet which was operating on this site before. Therefore, the proposed Child Care Centre generates half the traffic when compared to the previous use of the site.

The result of daily traffic distribution of the Child Care Centre indicates that traffic volumes on the adjacent roads would increase modestly as following:

- Glengarry Drive north of Warwick Road 1.3%
- Glengarry Drive north of Arnisdale Road 1.7%
- Arnisdale Road east of Glengarry Drive 2.4%

Therefore, it is concluded that the traffic increases as a result of the proposed development on the surrounding roads is almost insignificant and will not have any impacts on the traffic operations of these roads.

The capacity analysis undertaken for the intersection of Glengarry Drive and Arnisdale Road indicates that with the addition of the Child Care Centre traffic the intersection continues to operate with an overall level of service of B and any increases in delays and queues are insignificant.

The proposed parking supply for the Centre exceeds the City's requirements, however to improve the efficiency and safety the following suggestions are made:

- Only the back bays of the tandem bays should be used by staff and the front bays should be used for drop off and pick up;
- The disabled bay should be relocated to the north side of the parking area in front of the building;
- The staff and drop off/pick up bays should be clearly marked; and
- The dimensions of parking layout should be in accordance with Australian Standards (AS/NZS 2890. 1:2004).

This access system and the signalised intersection of Warwick Road and Glengarry Drive provide for excellent flexibility in accessibility for the Child Care Centre. The access and circulation system is such that patrons from/to all directions can access or depart the centre conveniently. This system provides for flexibility. The subject site is served well by pedestrian and cyclists facilities and bus services.

Finally, it is concluded that the traffic related issues should not form an impediment to the approval of this proposed Child Care Centre.

REPORT ON ACCESS AND PARKING EASEMENTS

City of Joondalup DOCUMENT REGISTRATION 02594
Reference # : 19236
Letter # : 528861
Action Officer : APP08 CC: APES03
Date Received : 11/08/2005
Action Required: NOTE
Note : ORIGINAL TO ACTION OFFICER

Lot 10 (No. 6) Glengarry Drive, Lot 11 (No. 70) Arnisdale
Road, Lot 12 (No. 197) Warwick Road and Lot 3 (No. 201)
Warwick Road, Duncraig



GREG ROWE & associates

August 2005

TABLE OF CONTENTS

	Page No.
1.0 INTRODUCTION.....	2
2.0 DETAILS OF LANDHOLDINGS.....	2
3.0 EASEMENTS.....	2
3.1 B770406.....	4
3.2 D315248.....	4
3.3 G100427.....	4
4.0 PARTIAL SURRENDER OF EASEMENTS ON LOTS 11 AND 12.....	7
5.0 SUMMARY AND CONCLUSIONS.....	10

FIGURES

FIGURE 1 – LOCATION PLAN
 FIGURE 2 – EASEMENT B770406
 FIGURE 3 – EASEMENT D315248
 FIGURE 4 – EASEMENT G100427
 FIGURE 5 – SURRENDER OF EASEMENTS D315248 AND G100427
 FIGURE 6 – EASEMENT I589311
 FIGURE 7 – CURRENT ACCESS ARRANGEMENTS

ATTACHMENTS

ATTACHMENT 1 – CERTIFICATES OF TITLE
 ATTACHMENT 2 – EASEMENT D315248
 ATTACHMENT 3 – EASEMENT G100427

Easement Report
 Lots 10, 11, 12 and 3 cnr Arnisdale Road,
 Glengarry Drive and Warwick Road, Duncraig
 August 2005



1.0 INTRODUCTION

This Report has been prepared by Greg Rowe and Associates on behalf of Pivot Group Pty Ltd for the City of Joondalup. The purpose of the Report is to investigate the status and nature of parking and access easements affecting Lot 10 (No. 6) Glengarry Drive ('Lot 10'), which is currently the subject of an Application for Planning Approval with the City of Joondalup.

The parking and access easements affecting Lot 10, encompass a number of adjoining landholdings. These include Lot 11 (No. 70) Arnisdale Road ('Lot 11'), Lot 12 (No. 197) Warwick Road ('Lot 12') and Lot 3 (No. 201) Warwick Road ('Lot 3'), Duncraig. This Report identifies and clarifies existing parking and access easements affecting all of these landholdings.

Figure 1 shows the location of, and physical relationship between, Lots 10, 11, 12 and 3.

2.0 DETAILS OF LANDHOLDINGS

Lot 10 is held in Certificate of Title volume 2084 folio 987 and is currently owned by Ernest James Richard Reilly and Margaret Mary Reilly. It is understood that prior to 4 November 2004, Lot 10 was owned by Ernest James Richard Reilly and Margaret Mary Reilly and Gillon and Osboine Pty Ltd.

Lot 11 is currently owned by Canning Bridge Superwash Pty Ltd (registered 6 November 2003) and is held in Certificate of Title volume 2544 folio 870.

Lot 12 is held in Certificate of Title volume 2544 folio 871 and is currently owned by Golden Hotels Pty Ltd (registered 16 October 2003). It appears from the Title documentation that Lot 10, along with Lots 11 and 12 previously formed 'Lot 2' which was held in Certificate of Title volume 1552 folio 304.

Lot 3 is currently owned by Totalisator Agency Board ('T.A.B.') and is held in Certificate of Title volume 1740 folio 743.

Copies of all Certificates of Title, including the original Title for Lot 2, are included as Attachment 1.

3.0 EASEMENTS

Lots 10, 11, 12 and 3 share reciprocal rights of parking and access via two (2) main Easements. These are Easements D315248 and G100427. The landholdings are also affected by a third easement, B770406, which is an easement in favour of the Water Corporation.

The following sections of this Report outline each of the above Easements.

Easement Report
Lots 10, 11, 12 and 3 cnr Arnisdale Road,
Glengarry Drive and Warwick Road, Duncraig

August 2005



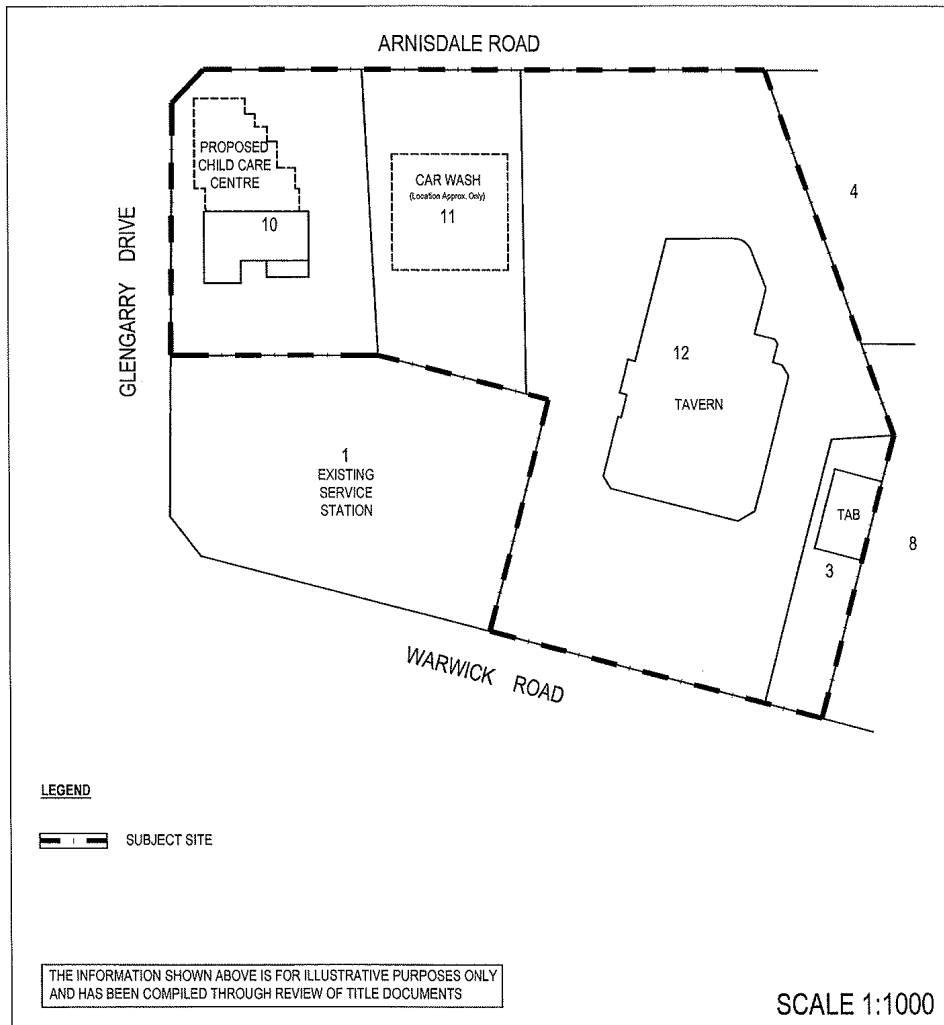


FIGURE 1: LOCATION PLAN

3.1 B770406

Easement B770406 was registered by the Water Corporation on 22 of August 1979 and affects portions of Lots 10, 11, 12 and 3. Easement B770406 grants the Water Corporation the right to enter upon portions of these landholdings for the purposes of exercising certain sewerage rights.

Figure 2 shows the area affected by Easement B770406.

This easement has been maintained over the site since its registration in 1979. The proposed Child Care Centre on Lot 10 has been designed having regard for Easement B770406.

3.2 D315248

Easement D315248 establishes reciprocal rights of parking and access between Lot 2 (which now comprises Lots 10, 11 and 12) and Lot 3. This Easement was registered on 1 September 1986 and was executed by Ernest James Richard Reilly, Margaret Mary Reilly and Gillon and Osboine Pty Ltd as the registered proprietors of Lot 2 and the T.A.B as owner of Lot 3. The City of (then) Wanneroo was not a signatory to this agreement. Rather, Easement D315248 is an agreement between the landowners themselves.

Easement D315248 grants, in favour of Lot 2 (Lots 10, 11 and 12), a right to pass over and park on portions of Lot 3 and grants, in favour of Lot 3, a right to pass over and park on portions of Lot 2 (Lots 10, 11 and 12). The portions of each lot wherein access and parking are permitted are detailed in Annexure "A" and "B" of Easement D315248. A copy of the easement documentation is enclosed with this Report as Attachment 2.

Figure 3 illustrates the reciprocal access and parking arrangements between Lot 2 and Lot 3 granted by Easement D315248.

It is noted that Easement D315248 appears to affect only part of what is now Lot 10, being the portion of the site east of the existing 'KFC' building. We cannot ascertain from the Title documents why only portion of Lot 10 was included in Easement D315248.

3.3 G100427

Easement G100427 was registered on 1 February 1996 between Ernest James Richard Reilly and Margaret Mary Reilly and Gillon and Osboine Pty Ltd (as registered proprietors of what was at the time, Lot 2) and the Mayor and Town Clerk of the (then) City of Wanneroo. Lot 3 did not form part of this agreement. Unlike Easement D315248, Easement G100427 is an agreement between the landowners and the City of Wanneroo as opposed to an agreement between the landowners themselves.

Easement G100427 grants a right for the public to pass over and park on portions of Lot 2 (Lots 10, 11 and 12). In accordance with this agreement, the owners of Lot 2 (Lots 10, 11 and 12) are not to construct, erect, build or suffer to be constructed, erected or built, any building, structure or obstruction without the consent of the City of Wanneroo (now City of Joondalup). In this

Easement Report
Lots 10, 11, 12 and 3 cnr Arnisdale Road,
Glengary Drive and Warwick Road, Duncraig

August 2005



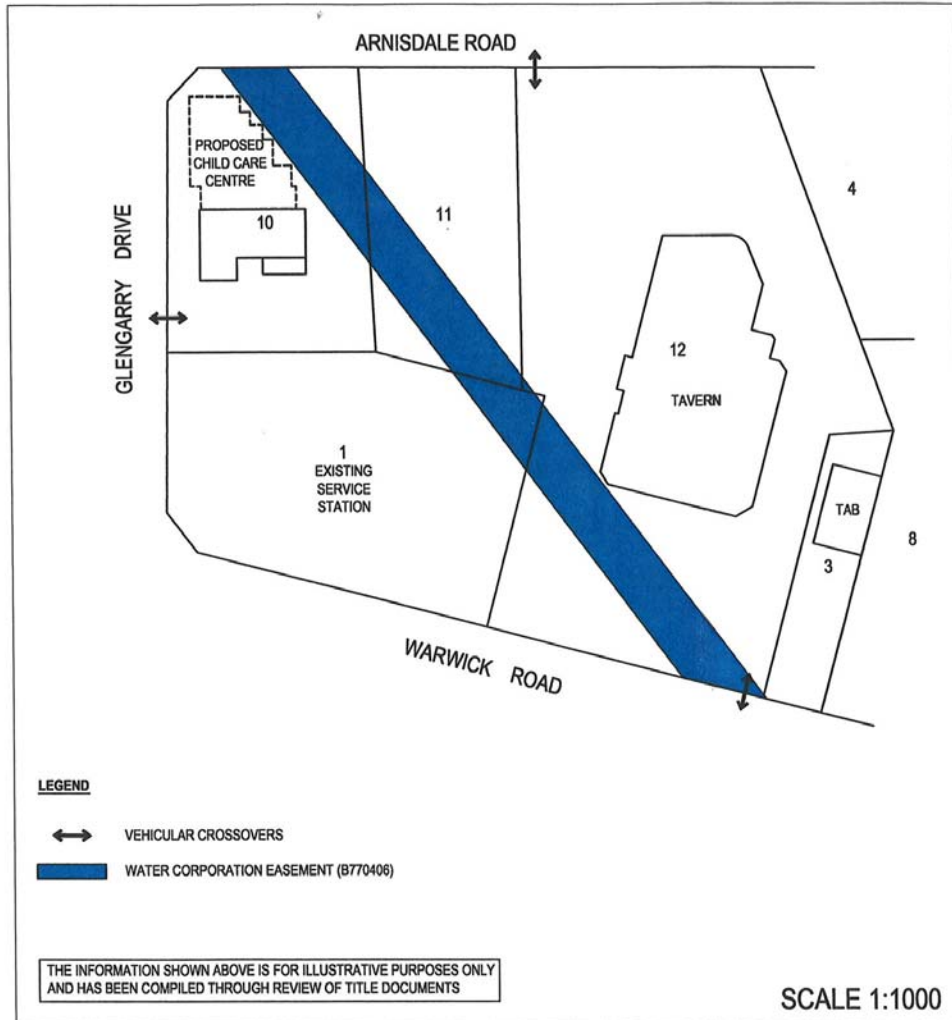


FIGURE 2: EASEMENT B770406

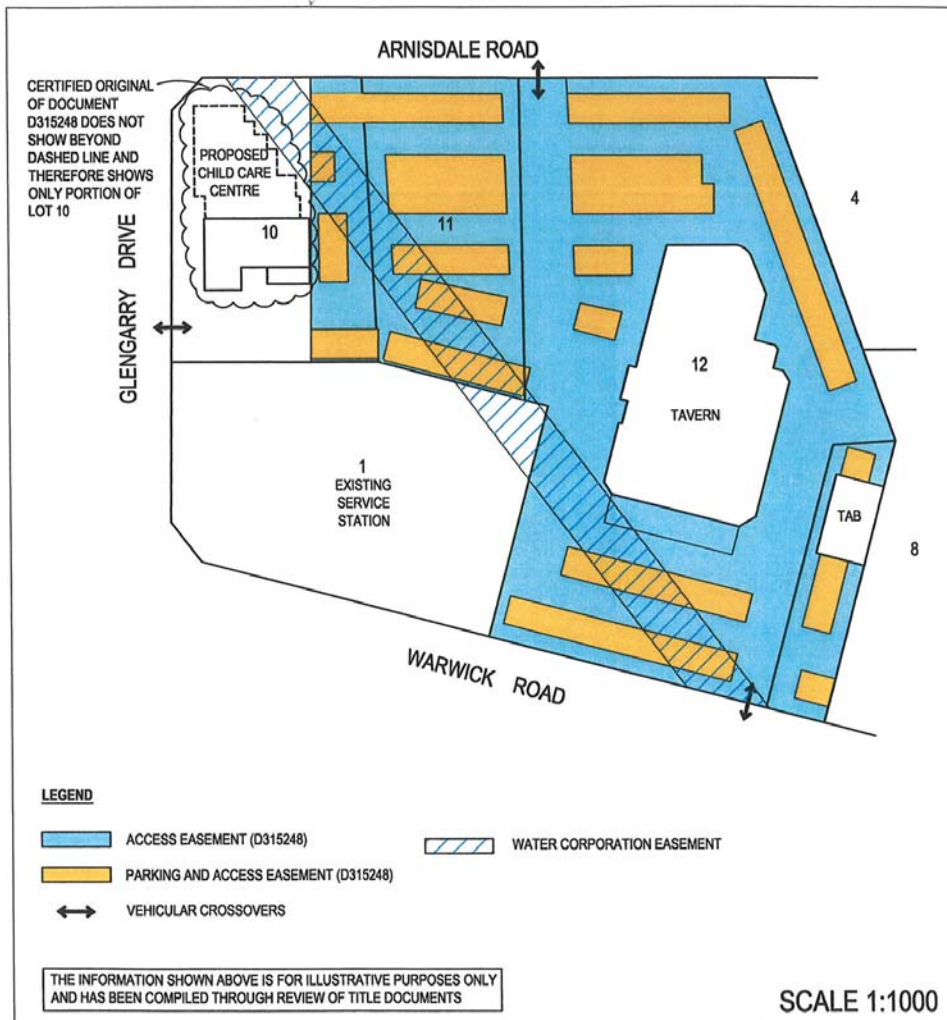


FIGURE 3: EASEMENT D315248

7

regard, consent from the City of Joondalup is required prior to any development on land affected by this agreement.

A copy of Easement G100427 is enclosed with this Report as Attachment 3.

Figure 4 shows those portions of Lots 10, 11 and 12 upon which rights of access and parking in favour of the public are granted by Easement G100427.

Whilst Lot 2 has been subdivided and ownership altered since the execution of the above Easements, it is noted that these Easements 'run with the land' and bind subsequent landowners. In this regard, and as evidenced on the Certificate of Title, Lot 10 is affected by both Easement D315248 and G100427.

4.0 PARTIAL SURRENDER OF EASEMENTS ON LOTS 11 AND 12

Sometime between 1986 and 2003, Lot 2 was subdivided to create Lot 10. During this time, ownership of what remained of Part Lot 2 also changed from Ernest James Richard Reilly and Margaret Mary Reilly and Gillon and Osboine Pty Ltd to Golden Hotels Pty Ltd. We have not researched the history of ownership and subdivision as part of this Report, however it is clear that whilst Lot 2 has changed ownership and been subdivided to create smaller landholdings, Lots 10, 11 and 12 all remain affected by Easements D315248 and G100427.

On 16 October 2003, Easements D315248 and G100427 were partially surrendered on Lots 11 and 12. At this time, both Lots 11 and 12 were owned by Golden Hotels Pty Ltd. Golden Hotels Pty Ltd was not a signatory to either of the original Easement D315248 or G100427 documents.

It is understood the surrender of these Easements was required as a Condition of Subdivision Approval relating to Lots 11 and 12.

The surrender of Easement D315248 was undertaken by agreement between Golden Hotels Pty Ltd and the T.A.B as the owner of Lot 3. The owners of Lot 10, whilst also affected by Easement D315248, were not advised of the planned partial surrender of Easement D315248 or included as a signatory on the surrender documentation. The City of Joondalup was not a signatory to the partial surrender of Easement D315248.

The surrender of Easement G100427 was undertaken between Golden Hotels Pty Ltd and the City of Joondalup. Lot 10 is also part of the agreement established by Easement G100427 and again was not advised of the planned partial surrender of Easement D315248 or included as a signatory on the surrender documentation.

Those areas of Lot 11 and 12 wherein Easements D315248 and G100427 have been surrendered are illustrated in Figure 5.

It appears that Easements D315248 and G100427 were surrendered on Lot 11 to enable the construction of a car wash facility on the site. It is noted that the easements surrendered relate to both parking and access.

Easement Report
Lots 10, 11, 12 and 3 cnr Amisdale Road,
Glengarry Drive and Warwick Road, Duncraig

August 2005



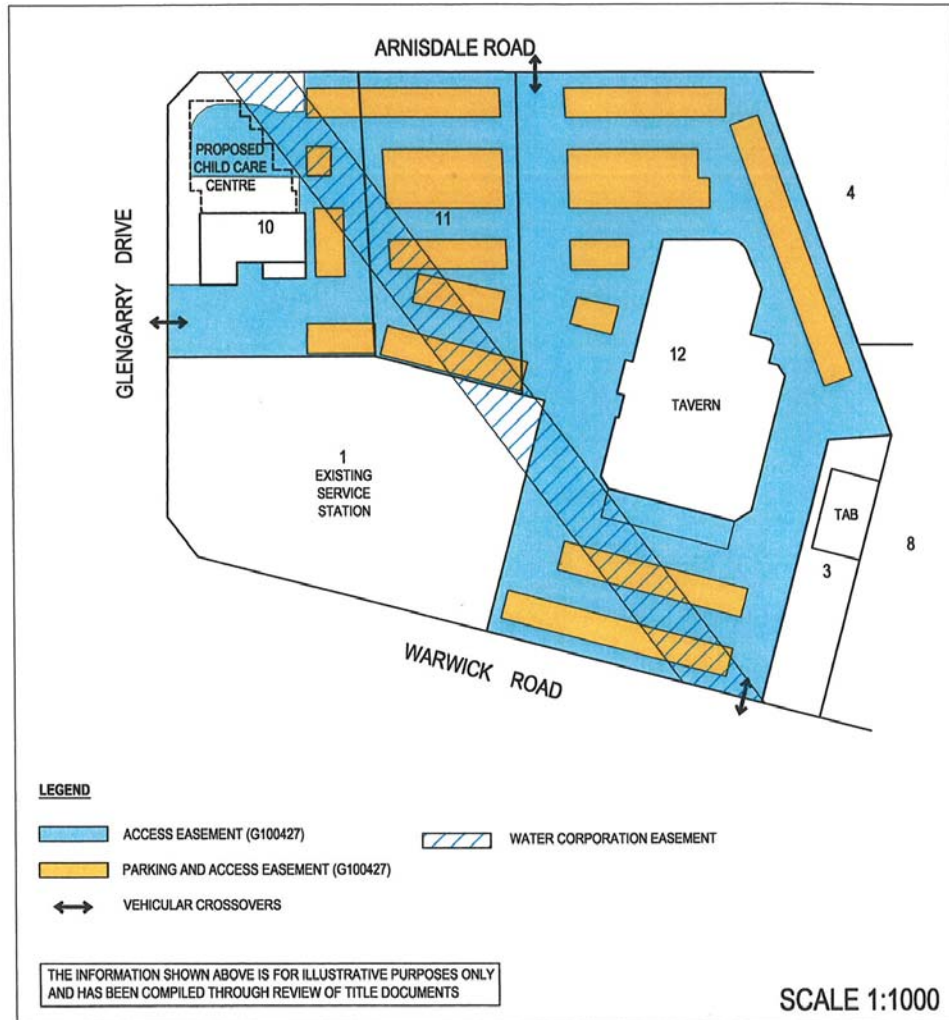


FIGURE 4: EASEMENT G100427

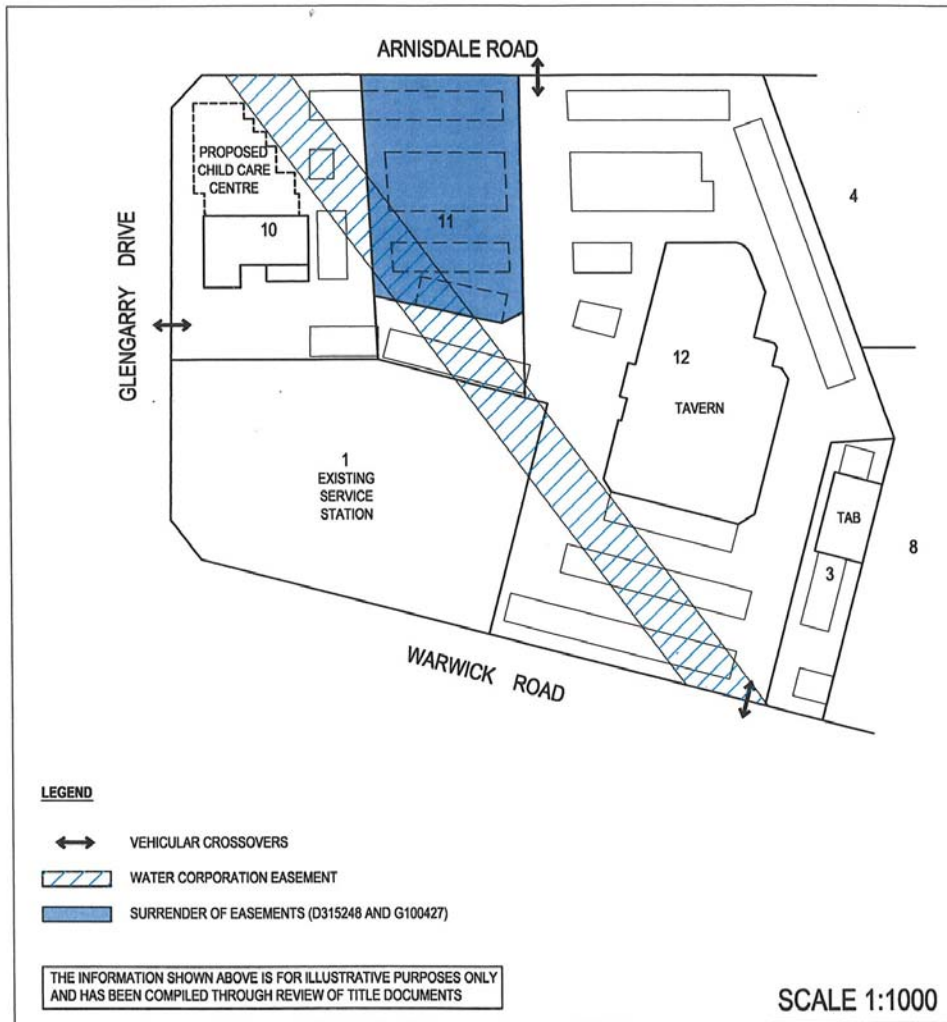


FIGURE 5: SURRENDER OF EASEMENTS D315248 AND G100427

10

The surrender of Easements D315248 and G100427 on Lot 12 appears to be for the purpose of accommodating a 2.5m wide sewerage easement across the Arnisdale Road frontage of the Lot. The partial surrender of Easements D315248 and G100427 on Lot 12 however, unlike Lot 11, does not affect the provision of access and parking on this allotment or the reciprocal arrangements thereto.

We have not been able to ascertain why the owners of Lot 10 were not included as signatories on the surrender documents or even advised of the planned surrender when they were clearly a party to both easements.

The surrender of these easements reduced the extent of reciprocal access and the amount of parking previously enjoyed by Lot 10 and the public at large over adjoining Lot 11. It is noted however that Lot 11 still enjoys rights of access and parking over Lots 10.

Lot 10 is a party to both Easements D315248 and G100427 in that it maintains rights to park on and pass over adjoining Lots 11, 12 and 3 and Lots 11, 12 and 3 maintain a reciprocal right to park on and pass over Lot 10. The partial surrender of these easements on Lot 11 (without the consent of the owners of Lot 10 when the surrender is clearly to the detriment of Lot 10) is not acceptable.

On 16 October 2003 (the same date on which Easements D315248 and G100427 were partially surrendered) a new access easement was granted in respect of Lot 11 - Easement I589311.

Golden Hotels Pty Ltd, as the (then) owner of Lot 11, and the City of Joondalup, were signatories to this agreement.

Easement I589311 was granted in favour of the City of Joondalup and re-established a right of public access across portion of Lot 11 between Lot 10 and Lot 11, as shown in Figure 6. It is clear that the purpose of this agreement was to ensure reciprocal rights of access between Lots 10 and 11.

However, as shown in Figure 6 the granting of an access easement over the northern portion of Lot 11 conflicts with the parking easement established under Easement D315248 in that the area of access runs directly into an area of reciprocal parking. This arrangement does not achieve reciprocal rights of access between Lots 10 and 11 as that portion of Lot 10 wherein access to Lot 11 is granted by way of Easement I589311 is achievable only if those parking bays on Lot 10 are not being used. The partial surrender of Easement D315248 and G100427 therefore restrict the effective area of access through Lot 10 to the south of the existing FKC building.

5.0 SUMMARY AND CONCLUSIONS

The various easements put in place between and over Lots 10, 11, 12 and 3 have established a series of reciprocal rights of access and parking between these landholdings. The partial surrender of Easements D315248 and G100428, and subsequent inclusion of a new access agreement between the owners of Lot 11 and the City of Joondalup in 2003, have affected the extent of access and the number of parking spaces available for reciprocal use. These changes have clearly been to the detriment of Lot 10 which previously enjoyed reciprocal rights of access

Easement Report
Lots 10, 11, 12 and 3 cnr Arnisdale Road,
Glengarry Drive and Warwick Road, Duncraig

August 2005



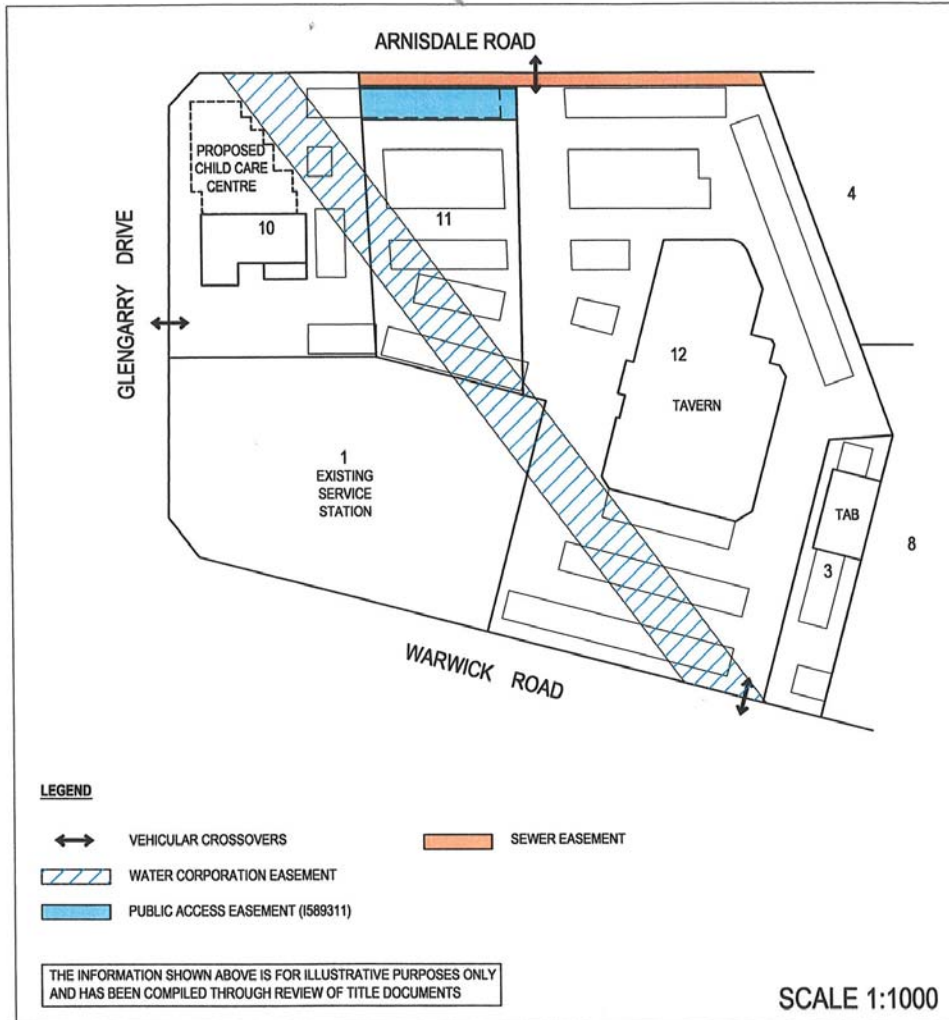


FIGURE 6: EASEMENT I589311

12

and parking over Lot 11 and now achieves only one (1) point of effective reciprocal access over the southern portion of Lot 11.

The owners of Lot 10, although signatories to both Easements D315248 and G100427, were not a signatory to the surrender documents nor were they consulted of the planned changes to the easements.

What remains of the original reciprocal agreements between Lot 2 (Lots 10, 11 and 12) and Lot 3 is illustrated in Figure 7.

As demonstrated in the Figures contained within this Report, the partial surrender of Easements D315248 and G100427 has reduced the extent of access and the number of parking bays available for reciprocal use to the detriment of Lot 10.

As part of the development of the Child Care Centre on Lot 10 it is proposed to retain reciprocal rights of access between Lots 10, 11, 12 and 3 as originally established by Easements D315248 and G100427. This will ensure access between these landholdings and the surrounding road network is maintained at a level suitable to ensure the efficient and effective movement of traffic between Lots 10, 11, 12 and 3.

As mentioned in Section 4.0 of this Report, the partial surrender of Easements D315248 and G100427 on Lot 11 and the addition of a new access easement between Lots 10 and 11 have created a situation whereby the parking bays provided on Lot 10 are no longer easily accessible to adjoining landholdings or the public. Given the lack of accessibility to these bays and the conflict generated by Easement I589311, these access and parking arrangements on Lot 10 are no longer effective.

As part of the development of the proposed Child Care Centre on Lot 10, it is proposed to partially delete the reciprocal parking and access arrangements on Lot 10 but maintain reciprocal rights of access through Lot 10 between Lot 11 and Glengarry Drive south of the existing KFC building.

This proposal is considered acceptable and appropriate given the current ineffective and conflicting access and parking arrangements over Lots 10, 11, 12 and 3.

Easement Report
Lots 10, 11, 12 and 3 cnr Arnisdale Road,
Glengarry Drive and Warwick Road, Duncraig

August 2005



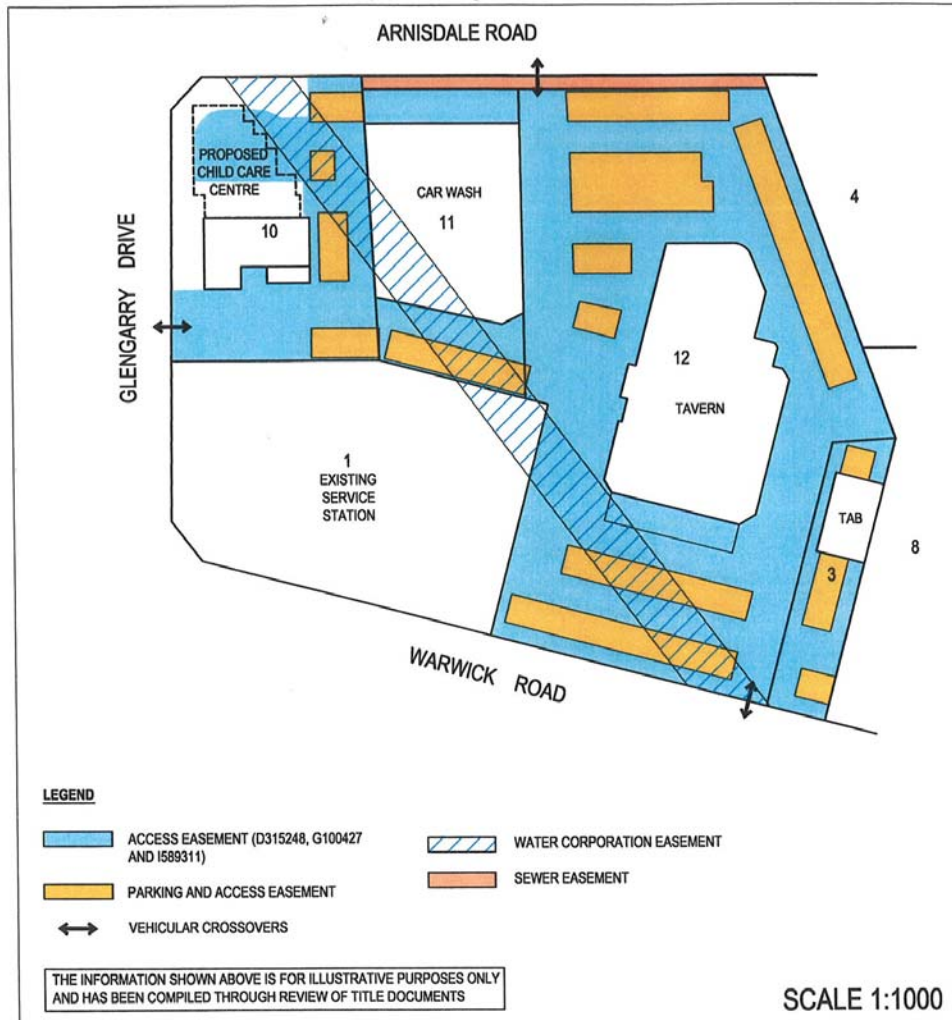


FIGURE 7: CURRENT ACCESS ARRANGEMENTS

 Section 3.1 – Development Services

POLICY 3.1.1 - CHILD CARE CENTRES
OBJECTIVE

The purpose of this policy is to provide guidance for the location and development of Child Care Centres to maximise user convenience and maintain a high level of amenity in residential areas.

STATEMENT**Relevant Legislation***District Planning Scheme No.2 Clause 1.9:*

CHILD CARE CENTRE means premises used for the daily or occasional care of children in accordance with the Community Services (Child Care) Regulations 1988.

Table No 1 Zoning Table

The use class **Child Care Centre** is a 'D' use in the Residential, Mixed Use, Business, Commercial, Civic and Cultural, Private Clubs/Recreation and Special Residential Zones. A 'D' use is a use that is not permitted, but the Council may grant its approval after following the procedures of the scheme that relate to matters to be considered by Council and advertising. The use is not permitted in the Service Industrial and Rural zones.

TABLE 6

USE	NUMBER OF CARS
Child Care Centre	Not less than 5 and 1 per staff member

Related Legislation And Policies

Community Services (Child Care) Regulations 1988 (Government Gazette 25/11/1988)

Section 3.1 – Development Services

Location**1 Road Hierarchy**

Child Care Centres are reasonably high traffic generators and therefore should not be located on Primary District Distributors where the primary function is to cater for through traffic or on Local Distributors in close proximity to District Distributors or in or adjacent to Access Roads in residential areas where amenity, safety and aesthetics must take priority. Accordingly, these Centres should be located on Local Distributor roads in such a fashion that they will not conflict with traffic control devices and will not encourage the use of nearby Access Roads for turning movements.

2 Neighbouring Uses

Wherever possible it is preferred to locate Child Care Centres adjacent to non-residential uses such as Shopping Centres, Medical Centres/Consulting Rooms, School Site, Parks and Community Purpose Buildings to minimise the impact such Centres will have on the amenity of residential areas.

3 Existing Child Care Centres

When submitting an Application for Approval to Commence Development for a new child care centre, the proponents should demonstrate their awareness of the number, size and location of existing or approved centres within the locality.

Parking**1 Location**

All parking areas should be located in front of buildings or at least be easily visible from the entry to the site so that patrons are encouraged to use the on-site parking and not the road verges. Any difficult to use or access parking bays should be allocated to staff.

2 Design

Parking areas should preferably be designed to allow traffic to flow through using entry and exit crossovers so that traffic conflicts and congestion do not unnecessarily restrict the use of the parking area. For the purposes of determining parking requirements, designs incorporating through flow are referred to as **Type 1** and those accessed only by a two-way crossover as a **Type 2**. In certain circumstances, detailed below, Type 2 designs require more parking bays than Type 1 designs.

Section 3.1 – Development Services

3 Number - Children And Staff

All Child Care Centres must provide a minimum of one parking bay for each staff member and at least five parking bays for up to 25 children. For Centres with more than 25 children the required parking bays are determined by reference to the attached figure. The actual parking requirement for Centres in this category varies with the configuration of the parking area and the number of children.

At least one parking bay must conform to ACROD standards and be set aside for that purpose.

Setbacks**1 Street**

In residential areas all buildings should be set back from the street boundary at least as far as the lesser of the two adjoining residences and if the adjoining lots are vacant should be set back a minimum of six metres.

2 Other

Side and rear setbacks should generally be in accordance with the Residential Planning Codes for residential buildings. Care should be taken to ensure outdoor play areas are not located adjacent to private open space or living areas.

Landscaping**1 Onsite**

All street frontages of the site to a depth of three metres are required to be suitably landscaped and reticulated to assist to preserve the character of residential areas.

2 Verge

The verge area in front of all Child Care Centres is required to be suitably landscaped and reticulated and maintained to discourage patrons from parking on the verge instead of using the parking areas provided. Under no circumstances is the verge to be paved or sealed as this would encourage its use for parking and detract from the amenity of the area.

Section 3.1 – Development Services

Advertising**1 Application**

Because of the possible detrimental effect Child Care Centres can have on the amenity, safety and aesthetics of residential areas, all applications must be advertised for public comment prior to consideration for approval.

Approved Child Care Centres can display only one advertising sign approved by the Chief Executive Officer. The maximum lettering height is 20cm. Where letters or numerals are individually fixed to walls, the Chief Executive Officer shall approve the colours and materials. Where signboards are used the board shall not exceed 50cm in height and 100cm in length, and lettering shall be black on a gold/bronze background. Signs shall not be illuminated after 8.00pm each night.

Previous Policy No.	DS1
Amendments	CJ213-06/99, CJ318-09/01
Issued	October 2001
Related Documentation:	Delegated Authority Manual

Section 3.1 – Development Services

PARKING FOR CHILDCARE CENTRES

TYPE 1 PARKING

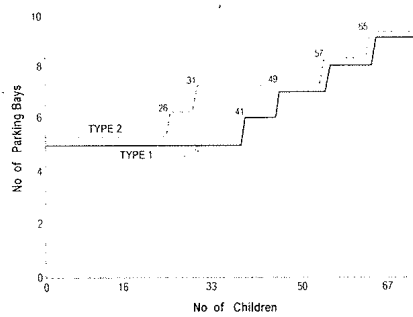
CHILDREN	BAYS
< 40	5
41 - 48	6
49 - 56	7
57 - 64	8
65 - 72	9

TYPE 2 PARKING

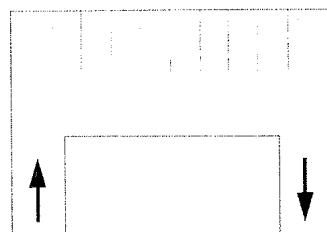
CHILDREN	BAYS
< 25	5
26 - 30	6
31 - 56	7
57 - 64	8
65 - 72	9

NOTE: ABOVE BAYS ARE FOR NUMBERS OF CHILDREN ONLY ADDITIONAL BAYS ARE REQUIRED FOR EACH STAFF MEMBER

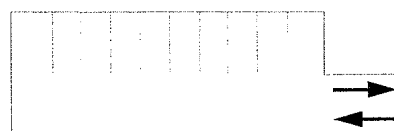
CHILDCARE PARKING



PARKING LAYOUTS



TYPE 1



TYPE 2

D:\POL\GATEPROJECTS\CHILDCARE PARKING\PLAN