

28 May 2008

FILE COPY

Steve Sullivan

00109

Hardy Bowen
Level 1, 28 Ord Street
West Perth WA 6005

Dear Craig

SAT HEARING DR 120 OF 2008 - RAMSAY HEALTH CARE V CITY OF
JOONDALUP

Further to the SAT mediation hearing held on the 19 May 2008, the City has established the anticipated costs related to conditions 2(m) and (n)(i) and (iii) of Council's Planning Approval. The costs that are relevant to the disputed conditions of Planning Approval are shown in the attached table.

Should you have any further queries please do not hesitate to contact me.

Yours sincerely

Stephen Sullivan
Coordinator Planning Approvals

Cc: Mcleods

Condition number	Condition	Estimated Cost \$	Comments
2(m)	"The developer shall provide a pedestrian crossing facility for the traffic control signals at the intersection of Grand Boulevard and Shenton Avenue in accordance with MRWA Standards and Guidelines and approved by Main Roads WA".	30,000	This is a 2008 estimate and involves parallel walk pedestrian phases on all approaches with tactile facilities.
2(n)(i)	"The developer shall contribute to/fund the following to the satisfaction of the City: (i) The upgrade of the Hospital CAT stops and resultant modifications to the median island on Shenton Avenue, in accordance with PTA guidelines and City of Joondalup standards, with City of Joondalup approved shelters"	52,000	Cost broken down as follows: Upgrade CAT Stops at Hospital - Two shelters (Supply & install) estimated \$32,000 (2008 costs) Install pram ramps, walk through median estimated \$20,000 (2008 costs)
2(n)(ii)	"The developer shall contribute to/fund the following to the satisfaction of the City: ... (ii) The provision of a covered and protected walkway from the CAT stop to the public hospital's main entrance"		Applicants cost
2(n)(iii)	"The developer shall contribute to/fund the following to the satisfaction of the City: ... (iii) quarter (25%) of the annual running cost of the CAT system"	112,500	The cost of providing the service is \$450,000pa. Currently it is a one-third contribution from the PTA, ECU and the COJ. As a contributor, the contribution would now be broken up into a one-quarter contribution.
Total Estimated Cost		194,500	



**In the Matter between
Ramsay Health Care
and
City of Joondalup**

**Response to Order from State Administrative Tribunal Mediation
on 19 May 2008**

J. Tree projection

Response: Please see Appendix 1 for response from Plan E.
Please contact STH Architects if further information required.

L. Pedestrian access.

Response: Please see Appendix 2. Drawing from STH.
STH Architects can be contacted for further information if required.

M. Pedestrian traffic control signals

Response: Advice received from City of Joondalup 28 May 2008.
Ramsay Health Care has advised that it is not prepared to contribute to this and view this as a City cost.

N. (i) upgrade to CAT Stop and modifications to median strip

Response: Advice received from City of Joondalup 28 May 2008.
Ramsay Health Care has advised that it would be willing to fund this \$52k in relation to CAT upgrades as trade off for the requirement to have covered walkways and funding of CAT Service.

N. (ii) covered walkway

Response: Advice received from City of Joondalup 28 May 2008.
John Holland has advised an indicative estimate of \$650k. Ramsay Health Care considers that this is not an acceptable condition in any form.

N. (iii) funding of CAT service

Response: Advice received from City of Joondalup 28 May 2008.
Ramsay Health Care will consider a contribution to the CAT Service in the future.

O. Covered walkway from public to private hospital.

Response: The Medical Centre that adjoins the Private Hospital is internally linked to the private hospital. Parking for patients using the Private Hospital and Medical Centre is available either directly outside the public entrances to the facility or in the undercroft parking beneath the private hospital.



Internal access to the Medical Centre and Private Hospital is available via an elevator connecting the undercroft carpark to the ground floor of the Private Hospital.

The Medical Centre will house medical specialists who provide services to the hospital such as surgeons and obstetricians. The facility will not be used by general practitioners.

This condition should be deleted.

P. Vehicular linkage of southern car park to eastern parking area.

Response: The car parking areas at the front of the site (south of the hospitals) are designated for the sole use of patients and visitors. The car parks to the north of the site are for the use of staff. The number of parking bays to the south of the hospital meets the projected demands for patients and visitors to the Public and Private Hospitals and the Medical Centre. Returning visitors to the Private Hospital and Medical Centre can also be directed to use the undercroft parking under the Private Hospital.

There is a differential in ground levels between the undercroft parking and the proposed front car park and this makes design of a vehicular ramp link between the two areas technically difficult. A ramp would also constrain future use of the south west corner of the Site as proposed in the site master plan and as preferred by the City of Joondalup.

S. Barrier access reader

Response: Please see [Appendix 3](#)
Not accepted.

U. Additional 29 car bays

Response: Please see [Appendix 2](#)

T. Travel plan

Response: Condition reworded as agreed on 19 May 2008

Appendix 1

-----Original Message-----START
Forwarded by Ubaldo Salvucci on Tue, 3 Jun 2008

From: Andrew Baranowski [mailto:abaranski@plane.com.au]
Sent: Thu, 29 May 2008 18:07 (W. Australia Standard Time)
Received: Thu, 29 May 2008 18:14 (W. Australia Standard Time)
To: ubaldos@sth-architects.com.au;
Subject: RE: Joondalup Health Campus 2007 Redevelopment at Joondalup for Ramsay Health Care Limited - WA
Attachments: 5
Importance: Normal

Hi Ubaldo

Please find attached alternative "tree well" treatments for carpark areas, as promised. Our preference is the the kerbed option, thus avoiding expensive bollards etc.

Cheers

ANDREW BARANOWSKI
Director



Landscape Architecture | Environmental Design

414 Rokoby Road | SUBIACO WA 6008
T : (08) 9388 9566 | F : (08) 9388 9577
M : 0412 525 117 | E : ab@plane.com.au











Appendix 2

REFERENCE EML/02446/33/54
For the attention of Lisa-Maree Crimmins
Subject: DA Condition 2(u)

Lisa-Maree

Please find attached a PDF drawing showing the pathways and extra Carparking as per DA Condition 2(u).

The drawing shows pathways in red and the extra Carparking bays in blue.

The most Northern Carparking bays show an additional 12 bays (however at the expense of 9 bays), therefore only 3 additional bays. The bays south of those show an additional 12 bays and those adjacent the Main Entry of the Hospital show an additional 12 bays. In total, the drawing shows 27 additional bays.

If you have any further queries, feel free to call me.

Regards,
UBALDO SALVUCCI
Architect

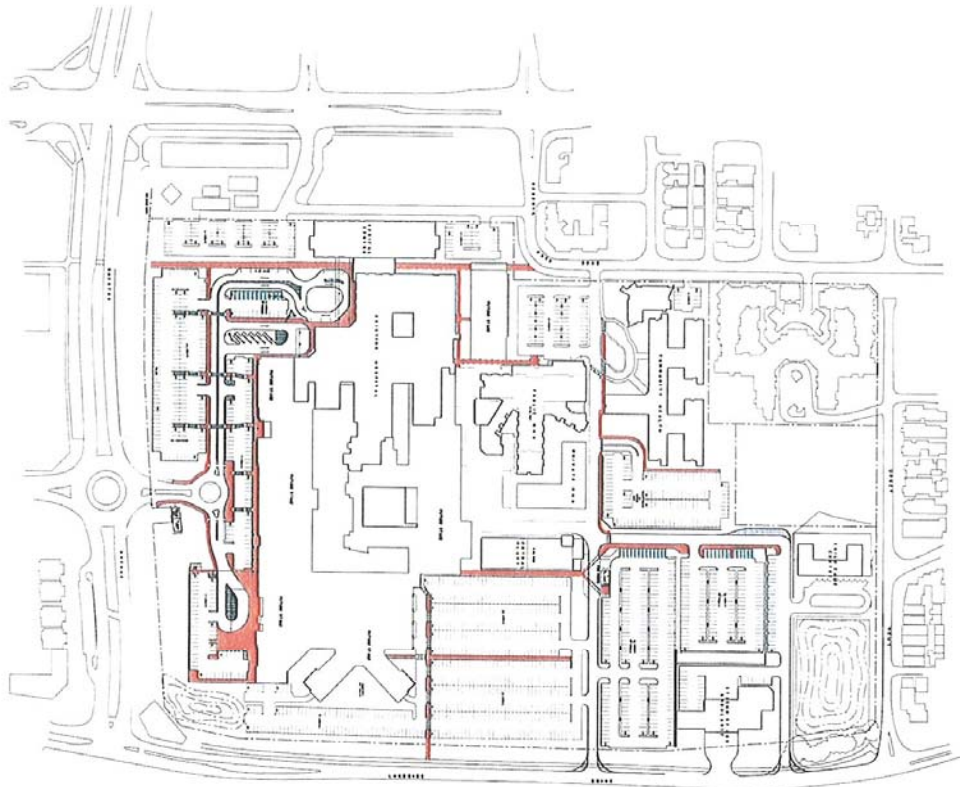


STH Architects | Suite 89 City West Centre, 102 Railway Pde. WEST PERTH WA 6005 | Tel 08 6363 9444 | Fax 08 6363 9400

Email ubaldos@sth-architects.com.au | Web www.sthperth.com.au



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**PRELIMINARY
NOT FOR
CONSTRUCTION**

DATE: 10/10/2018
BY: [Signature]
CHECKED: [Signature]
APPROVED: [Signature]

**JOONDALUP HEALTH
CAMPUS**
ARCHITECTURAL
DRAWING

PROJECT NO: 1001
SHEET NO: 2

**JOONDALUP HEALTH
CAMPUS**
ARCHITECTURAL
DRAWING

PROJECT NO: 1001
SHEET NO: 2

**JOONDALUP HEALTH
CAMPUS**
ARCHITECTURAL
DRAWING

PROJECT NO: 1001
SHEET NO: 2

Appendix 3

Ubaldo

-----Original Message-----START
Forwarded by Ubaldo Salvucci on Tue. 3 Jun 2008

From: BPA Engineering [mailto:bpa@bpaeng.com.au]
Sent: Tue. 3 Jun 2008 14:22 (W. Australia Standard Time)
Received: Tue. 3 Jun 2008 14:27 (W. Australia Standard Time)
To: Ubaldo Salvucci;
Subject: Joondalup Health Campus
Attachments: 1
Importance: Normal

Ubaldo

As requested please find below our comments regarding Council's condition on access control at lake side drive entries.

There is a significant level difference across the site as indicated in the attached long section. This provides a visual barrier against casual users perceiving the road as a short cut from Lakeside Drive to Regents Park Road. The road line markings and signage will not provide any indication of the road being able to be used for this purpose.

The road speed limit is restricted to 30km/hr by signage there will be a lot of service and staff traffic using the Lake Side Drive ring road making this entry less attractive to no hospital users to take a short cut.

Calming devices such as speed humps or similar are generally not used in hospital facilities as emergency vehicles with head or back injured patients can not use these roads. We would strongly recommend they not be used even if the road is currently intended not to be used by emergency vehicles.

This road provides access to several different car parks along its length and users should be able to exit in either direction. The community health building and public mental health building car parks need to be accessible from both ends.

Any boom gate or card access device needs to be located far enough into the site to prevent queuing in Lakeside Drive. Any access control is much better done inside the individual car park areas.

It is potentially possible to combine the road with the community health building car park such that you are forced to enter and exit a car park to travel through. However, this will result in significant loss of car park numbers and will make card access to the car park difficult.

If you need any additional information please call.

Regards

Peter Scott



460 Roberts Road

Subiaco Western Australia 6008

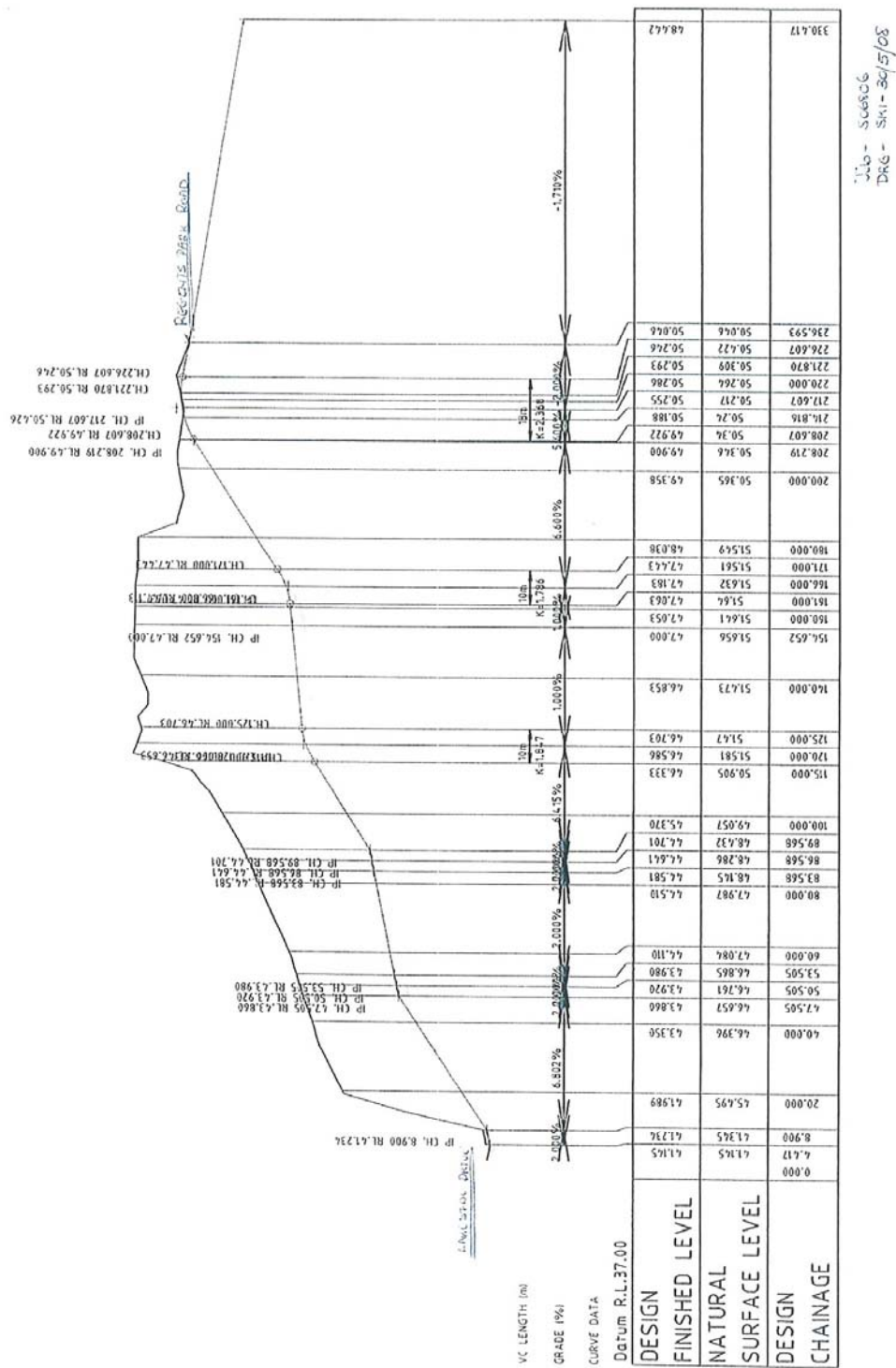
PH: 61 08 9382 8008

FX: 61 08 9382 8006

Email: bpa@bpaeng.com.au

-----Original Message-----END

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ILB - 308306
DRG - 342-2/5/08

CONDITION	APPLICANT'S POSITION	CITY'S POSITION	RECOMMENDATION
<p>Condition 2(j) states:</p> <p><i>"All external car parking areas shall be provided with one shade tree for every four bays prior to the development first being occupied. The trees shall be located within tree wells protected from damage by vehicles and maintained to the satisfaction of the Manager Approvals, Planning and Environmental Services".</i></p>	<p>The applicant has provided options for protecting the trees within the car parking area. Their preferred option is to provide a kerbed diamond shaped garden area around the base of the trees.</p> <p>Please see Appendix 1 of the Applicant's Submission (Attachment 3) for details.</p>	<p>The preferred option presented by the applicant of having kerbing around the tree base as outlined in their submission would be acceptable to the City.</p> <p>The existing condition can be amended by the deletion of the words "located within tree wells" as shown below. This will provide the applicant the option of different alternatives for the protection of the trees from damage by vehicles.</p> <p><i>"All external car parking areas shall be provided with one shade tree for every four bays prior to the development first being occupied. The trees shall be protected from damage by vehicles and maintained to the satisfaction of the Manager Approvals, Planning and Environmental Services".</i></p>	<p>Amend condition as recommended by the City.</p>
<p>Condition 2(l) states:</p> <p><i>"The developer shall ensure that all entries to the buildings for both visitors and staff are visually prominent and are directly linked to all proposed pedestrian pathways. Specifically, entry to the private hospital from the eastern and northern car parking areas is not clear and this aspect needs to be improved and shown on plans submitted for building license approval".</i></p>	<p>Please see Appendix 2 of the Applicant's Submission (Attachment 3) for details, including a plan that relates to this condition and condition 2(u).</p>	<p>Based on the plan submitted in Appendix 2 of Attachment 3, it is considered that the proposed pedestrian network meets the intent of condition 2(l). The condition can be refined further by accepting the use of signage to assist in the identification of all the main entries.</p> <p>A revised condition addressing Council's concern is shown below:</p> <p><i>"The developer shall ensure that all proposed pedestrian pathway routes for both visitors and staff leading to the main entries of the building are clearly identifiable by the use of signage."</i></p>	<p>Amend condition as recommended by the City</p>
<p>Condition 2(m) states:</p> <p><i>"The developer shall provide a</i></p>	<p>In response to advice received from the City of Joondalup on 28 May 2008, Ramsay Health Care</p>	<p>Refer to Comments Section of Report for explanation of the City's position.</p>	<p>Retain condition of approval</p>

<i>pedestrian crossing facility for the traffic control signals at the intersection of Grand Boulevard and Shenton Avenue in accordance with MRWA Standards and Guidelines and approved by Main Roads WA”.</i>	have advised that it is not prepared to contribute to this condition and view this as a City cost.		
<p>Condition 2(n)(i) states;</p> <p><i>“The developer shall contribute to/fund the following to the satisfaction of the City:</i></p> <p>(i) <i>The upgrade of the Hospital CAT stops and resultant modifications to the median island on Shenton Avenue, in accordance with PTA guidelines and City of Joondalup standards, with City of Joondalup approved shelters”</i></p>	In response to advice received from the City of Joondalup on 28 May 2008, Ramsay Health Care have advised that it would be willing to fund this \$52,000 in relation to CAT upgrades as a trade off for the requirement to have covered walkways and funding of CAT service.	Refer to Comments Section of Report for explanation of the City’s position.	Retain condition of approval
<p>Condition 2(n)(ii) states:</p> <p><i>“The developer shall contribute to/fund the following to the satisfaction of the City:</i></p> <p>...</p> <p>(ii) <i>The provision of a covered and protected walkway from the CAT stop to the public hospital’s main entrance”</i></p>	In response to advice received from the City of Joondalup on 28 May 2008, the firm of John Holland has provided the applicant an indicative estimate of \$650,000 for the cost of the required works. Ramsay Health Care considers that this is not an acceptable condition in any form.	Refer to Comments Section of Report for explanation of the City’s position.	Retain condition of approval

<p>Condition 2(n)(iii) states:</p> <p><i>“The developer shall contribute to/fund the following to the satisfaction of the City:</i></p> <p>...</p> <p><i>(iii) Contribute to one quarter (25%) of the annual running cost of the CAT system”</i></p>	<p>In response to advice received from the City of Joondalup on 28 May 2008, Ramsay Health Care will consider a contribution to the CAT service in the future.</p>	<p>Refer to Comments Section of Report for explanation of the City’s position.</p>	<p>Retain condition of approval</p>
<p>Condition 2(o) states:</p> <p><i>“The developer shall provide a covered walkway/awning (or similar treatment) along the building’s Shenton Avenue frontage from the public hospital entrance to the private hospital entrance, to the satisfaction of the Manager Approvals, Planning and Environmental Services”.</i></p>	<p>The Medical Centre that adjoins the Private Hospital is internally linked to the private hospital. Parking for patients using the Private Hospital and Medical Centre is available either directly outside the public entrances to the facility or in the undercroft parking beneath the private hospital. Internal access to the Medical Centre and Private Hospital is available via an elevator connecting the under croft carpark to the ground floor of the Private Hospital.</p> <p>The Medical Centre will house medical specialists who provide services to the hospital such as surgeons and obstetricians. The facility will not be used by general practitioners.</p> <p>This condition should be deleted.</p>	<p>The applicant’s position is that patients and visitors will have access to parking in close proximity to the various components of the development – Medical Centre, Private Hospital and Public Hospital. However, the objective of the Travel Smart initiatives is to develop a travel culture with the public and staff to use alternative means of transportation to the campus rather than parking.</p> <p>The objective of this and other conditions of approval is to provide services and infrastructure, such as the continuity of sheltered pedestrian access within the JHC, to encourage the use of alternative forms of non-vehicular access to the site.</p> <p>Further, no internal public access is provided between both hospitals (access is limited/controlled). Architecturally, a design (covered walkway/awning) can be created which is aesthetically appealing. This condition is linked to condition 2(n)(ii) (covered walkway) to ensure continuity of sheltered pedestrian access to the JHC.</p>	<p>Retain condition of approval</p>

<p>Condition 2(p) states:</p> <p><i>“The developer shall provide a vehicular linkage from the southern car parking area to the proposed eastern car parking area to the satisfaction of the City of Joondalup”.</i></p>	<p>The car parking areas at the front of the site (south of the hospitals) are designated for the sole use of patients and visitors. The number of parking bays to the south of the hospital meets the projected demands for patients and visitors to the Public and Private Hospitals and the Medical Centre. Returning visitors to the Private Hospital and Medical Centre can also be directed to use the undercroft parking under the Private Hospital. There is a differential in ground levels between the undercroft parking and the proposed front car park and this makes design of a vehicular ramp link between the two areas technically difficult. A ramp would also constrain future use of the south west corner of the Site as proposed in the site master plan and as preferred by the City of Joondalup.</p>	<p>Whilst there may be some technical design issues that need to be addressed with the proposed condition, this condition is critical to ensure that appropriate internal vehicle circulation is achieved. Without the link, vehicles would need to exit the entire site in order to access other onsite car parking areas if the main visitor/patient car park (accessed from Shenton Avenue) is full. This in turn would place undue and excessive pressure on the surrounding local road network which is undesirable and unacceptable.</p>	<p>Retain condition of approval</p>
<p>Condition 2(q) states:</p> <p><i>“The developer shall provide additional footpaths, in locations shown in red ink on the attached approved plans, to the specification and satisfaction of the City of Joondalup”.</i></p>	<p>The applicants have provided a plan detailing the proposed footpath network to address the condition of Planning Approval</p>	<p>The plans submitted as part of the applicant’s submission meets the intended objective of the need for additional pathways.</p>	<p>Accept the revised plans as meeting the condition of Planning Approval.</p>
<p>Condition 2(s) states:</p>	<p>Condition is not accepted.</p>	<p>The applicant’s response raises concerns in relation to the</p>	<p>Retain condition of</p>

<p><i>"A barrier access card reader is to be installed on the proposed southern Lakeside Drive Access road at an appropriate location to the satisfaction of the City of Joondalup".</i></p>	<p>Please see Appendix 3 of the Applicant's Submission (Attachment 3) for details.</p>	<p>location of the barrier card reader near Lakeside Drive and the potential impact on the traffic operation of Lakeside Drive through queuing.</p> <p>It is expected that the location of the barrier card reader would be in the centre of the site, in order to ensure no through traffic is created by the design. Consequently, it is expected that there would no adverse impact on the operation of southern Lakeside Drive access point.</p> <p>There is a strong potential for this east-west road to be used as a shortcut from Lakeside Drive to Regents Park Road (and vice versa). Further, Regents Park Road, due to its design and width, would not be suitable to act as a western conduit into the site.</p>	<p>approval</p>
<p>Condition 2(u) states:</p> <p><i>"The developer shall provide additional onsite bays (approximately 29 bays) through the extension and reconfiguration of both the existing and proposed car parking areas shown in red ink on the attached plans. The developer shall also provide secure, long term under cover motor cycle, scooter and bicycle parking facilities for staff and multi modal commuters and visitors. Such details are to be shown on plans lodged with the City of Joondalup for building license approval".</i></p>	<p>Please see Appendix 2 of the Applicant's Submission (Attachment 3) for details.</p>	<p>The plan indicates that an additional 27 car parking spaces can be provided. This is considered appropriate and meets the objective of reducing the car parking shortfall. The proposed redesign will reduce the shortfall in the overall car parking requirement from 156 to 129. The revised plan is supported in terms of the increase in number of car parking spaces; however, further detail is required to satisfy the second part of the condition of approval.</p> <p>The condition should be modified as follows based on the revised plans:</p> <p><i>"The developer shall provide secure, long term under cover motor cycle, scooter and bicycle parking facilities for staff and multi modal commuters and visitors. Such details are to be shown on plans lodged with the City of Joondalup for building license approval".</i></p>	<p>Amend condition as recommended by the City</p>

<p>Condition 2(t) states:</p> <p><i>“The Joondalup Health Campus shall prepare and implement a Travel Plan in consultation with the City of Joondalup’s Travel Smart Officer and in a form and detail required by the Health Department’s draft policy: Access and Parking Strategy for Health Campuses in the Perth Metropolitan Area, to the specification and satisfaction of the Council. The Travel Plan shall provide yearly targets, budget allocations, and must provide for annual reporting of achievements of targets and programs implemented to the City of Joondalup for information. In the event that Travel Plan targets aren’t achieved as set out within the endorsed Travel Plan, additional car parking is to be provided on site or off site, within a timeframe to be established in the Travel Plan, and such arrangements being established by a legally binding agreement between the City and the Joondalup Health Campus to address the parking shortfall through the construction of car parking bays to be prepared and executed at the cost of the applicant, with the legal</i></p>	<p>Condition reworded as agreed on 19 May 2008.</p>	<p>There was no final agreement on changes to the wording of this condition as suggested by the applicant.</p> <p>Whilst the time period for the signing of the legal agreement was seen as possibly being too short, the details of the legal agreement need to be developed and agreed to.</p> <p>At this stage, the condition should be retained to ensure that progress towards the development, approval and implementation of the Travel Smart Plan continues to occur to facilitate the meeting of the Travel Smart targets.</p>	<p>Retain condition of approval</p>
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<i>agreement to be signed prior to the building plans being approved".</i>			
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