

# Hollywood Village

## Masterplan Report

August 2001



THE PLANNING GROUP

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# introduction

The Planning Group, on behalf of The Salvation Army, have prepared the following Masterplan report for the Hollywood Senior Citizens Village, Nedlands. The preparation of a Masterplan has been required by the City of Nedlands in order to provide a "blueprint" for future development on the site, and to assist the Council in the assessment of associated development applications.

### 1.1 Masterplan Objectives

The objectives of the Masterplan are to:

- Provide a "blueprint" for the site, indicative of future Health and Aged Care development requirements;
- Address general design characteristics for the buildings and elements within the Village;
- Rationalise movement through, to and from the Village;
- Rationalise open space within the Village and provide a landscaping concept; and
- Provide the basis for the initiation of a Town Planning Scheme Amendment to the City of Nedlands Town Planning Scheme No.2.

### 1.2 Timeframe for Implementation of Masterplan

It is expected that the Masterplan will be implemented over a 20+ year period, with development being staged accordingly over that time. As this represents a significant timeframe, the Masterplan aims to provide a degree of certainty as to the likely form of future development on the site.

Unfortunately, it is not possible to predict exactly what health and aged care services and facilities will be required in the long term. Therefore, a flexible Masterplan has been prepared in order to appropriately respond to future requirements.





# Hollywood Village - Masterplan

## statutory context

### 2.1 City of Nedlands Town Planning Scheme No.2

In accordance with the City's Town Planning Scheme, the Hollywood Village site is currently zoned Residential and included within the R25 designation under the Residential Planning Codes (see Figure 1: Zoning – City of Nedlands Town Planning Scheme No.2). However, this R Code designation does not accurately reflect the current density of development on the site nor does it support the future development aspirations of The Salvation Army.

In light of this, it is deemed appropriate to rezone the site to more accurately reflect the current use of the site. Unfortunately, there is currently a moratorium on residential rezoning throughout the City of Nedlands, and as such, the Council cannot consider any application to rezone the land. However, upon the adoption of the Local Housing Strategy by Council, the moratorium on residential zoning will be lifted, which will permit a rezoning of the site to be initiated. Accordingly, the Masterplan has been prepared in support of a future Town Planning Scheme Amendment to enable the site to be appropriately zoned to Special Use.

### 2.2 City of Nedlands Local Housing Strategy

The City of Nedlands has recently completed the preparation of a Housing Strategy, to which The Planning Group has lodged a submission on behalf of The Salvation Army in support of comments and recommendations made by the Strategy (See Appendix A). Following adoption of the Housing Strategy, Council will lift the moratorium on residential rezoning throughout the City.

The Nedlands Housing Strategy (Section 9.1 page 52), places the Hollywood Senior Citizens Village in Precinct 11 - Smyth Road East. The Strategy suggests that it is inappropriate to include the Village within the Residential zone given the intensity of the development that has already occurred on the site, and recommends that Council consider rezoning the land to include it within a zone that more accurately reflects the nature of the development. The Strategy suggests that the proposed zone should provide more detailed and appropriate controls for the nature of the development that exists and also those proposed on the site.

### 2.3 City of Nedlands - Draft Greenways Corridor Policy

The City of Nedlands Draft Greenways Corridor Policy designates specific routes for Greenways within the City as defined in the State Government initiative, "A Strategic Plan for Perth's Greenways". The Policy aims to establish and maintain regional and local Greenways throughout the City, and encourages the planting of indigenous species.

Under the Policy, Monash Avenue is designated as a Regional Green Corridor (see Figure 2 – Greenways Corridor Policy). Therefore, development along Monash Avenue and its immediate surrounds, should provide appropriate planting to ensure the effectiveness of the Greenway.







LEGEND

METROPOLITAN REGION SCHEME RESERVES

-  Parks & Recreation
-  Public Purpose
- SU** - Special Uses

LOCAL SCHEME RESERVES

-  Recreation
-  Public Purposes
- PS - Primary School

ZONES

-  Residential
-  Special Use

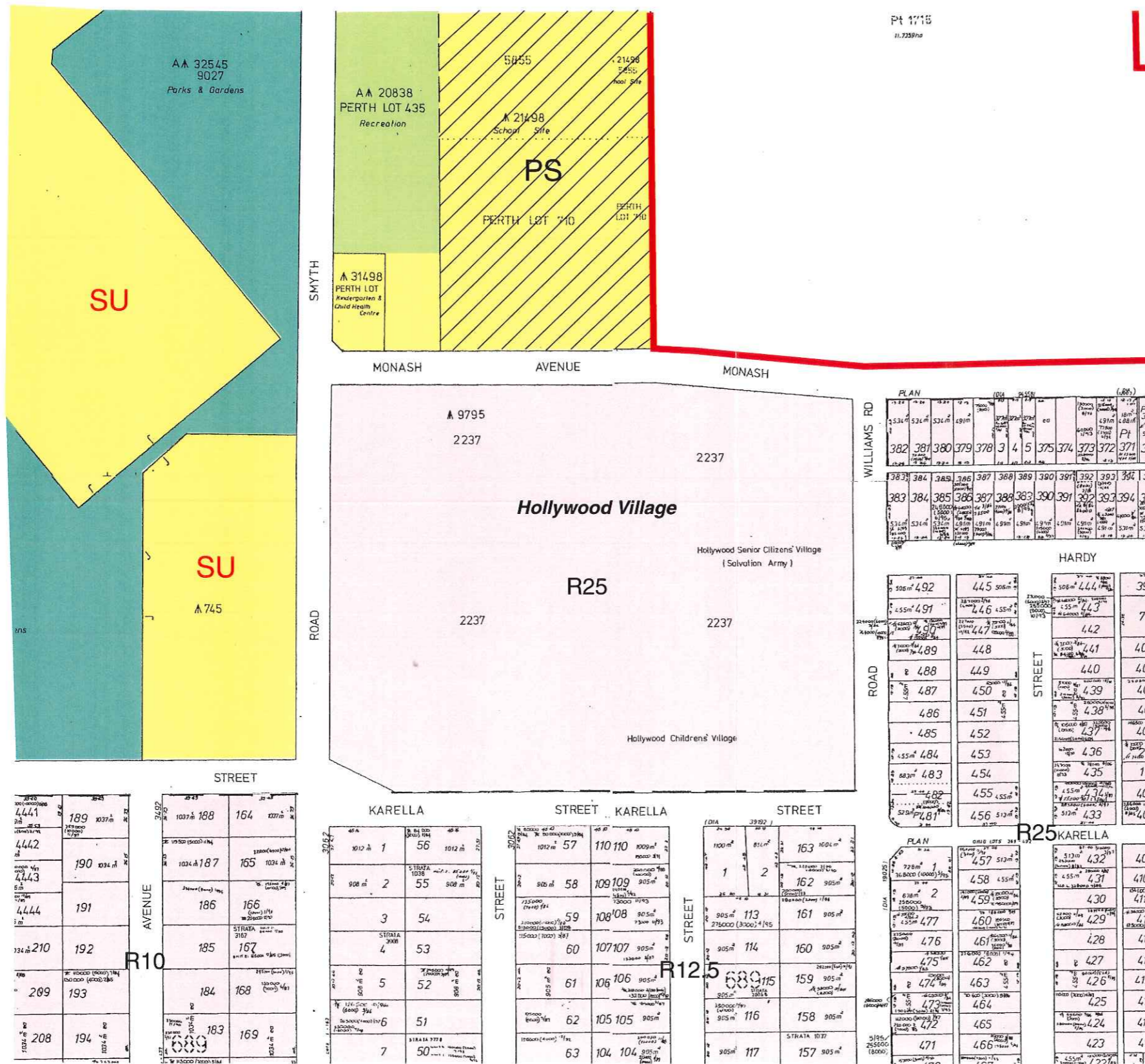


Figure 1: Existing Zoning - City of Nedlands Town Planning Scheme No. 2





# City of Nedlands

## Green Corridors - Concept Plan

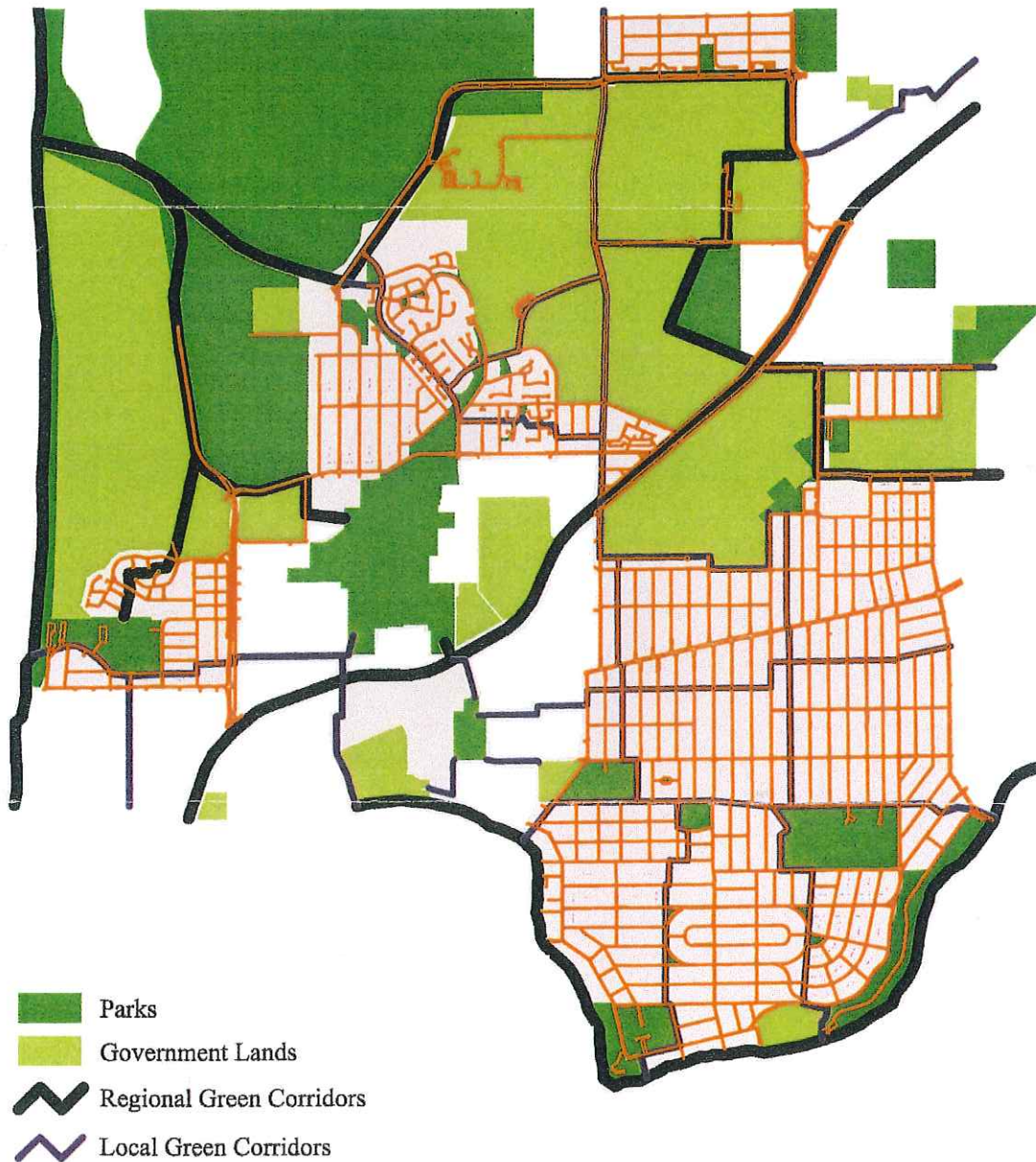


Figure 2: Greenways Corridor Policy



## site context analysis

### 3.1 Introduction

The following section presents a contextual analysis of the site's opportunities and constraints. This assessment is graphically represented in Figure 3- Context Analysis.

### 3.2 Location and Surrounding Land Use

Hollywood Senior Citizens Village is located approximately 6km from the Perth Central Business District, within the City of Nedlands, and is surrounded by a variety of land uses including:

- Residential adjacent to the eastern and southern boundaries;
- Hollywood Primary School, Hollywood Private Hospital child care and recreational facilities adjacent to the northern boundary (Institutional uses); and
- Karrakatta War Cemetery and public open space adjacent to the western boundary.

The surrounding area is characterised by a strong urban pattern and building style. Due to the size of the site and the variety of uses contained within the Village, the opportunity exists for future redevelopment to reflect elements of these surrounding characteristics. These elements include the surrounding grid street pattern, scale of adjacent development, building materials and styles.

### 3.3 Accessibility

Due to the location of the site and the nature of surrounding land uses, it is highly accessible by both private and public transport.

With regard to public transport, Monash Avenue forms part of a major bus route for services to the western suburbs. Regular services travel along Monash Avenue and Smyth Road connecting Stirling Highway and Winthrop Avenue.

The site is also easily accessible by private vehicle, with on and off-street parking being available. Limited off-street parking is provided on the site, however, on-street parking is available in both Monash Avenue and Williams Road (2 hour parking limit).

Vehicular movement around the site, particularly along Monash Avenue and Smyth Road, experiences a degree of congestion at certain peak times due the intensity of uses located along Monash Avenue such as Hollywood Primary School and Hollywood Hospital and Sir Charles Gairdner Hospital. These uses generate a high level of traffic that contribute to the congestion experienced around the site. A Traffic Impact Statement has been prepared by Shawmac Pty Ltd to assess the impact of development as proposed in the Masterplan, on the surrounding area (see Appendix B).

### 3.4 Services

The site is connected to all major services, although, some services are in need of upgrading in order to accommodate future development, or they are below current safety standards. The following assessment has been extracted from a report prepared by Loughton Patterson Architects in March 1998.





## Hollywood Village - Masterplan

- Stormwater and gas supply provisions are adequate.
- The sewer pipes are predominantly vitreous clay which will progressively fail if not replaced soon.
- The site has a combined domestic and fire water supply service, which is suspected to be crosslinked in a number of areas. The services should be upgraded to separate them and bring the fire services, hydrants and hose reels up to current standards.
- The Western Power connection (150 KVA transformer) is close to its recommended capacity and any substantial load increase through development will necessitate an upgrading of supply.
- With the exception of Weston Hostel and Warrina Hostels, generally the electrical installation is nearing the end of its serviceable life.

### 3.5 Building Stock Overview

The existing buildings on site vary in age from late 1960s to 1997, and in bulk and scale from single storey to 6 storeys in height. In a report prepared by Loughton Patterson in March 1998, each of the existing buildings on site was assessed in detail under the following headings:

- General Comments
- Physical Condition (building and services)
- Design Assessment
- Future Possibilities

The report concluded a number of the buildings are nearing the end of their serviceable life. A graphical representation of the existing buildings and their economic life span is provided in Figure 4: Existing Site and Figure 5: Existing Structures - Economic Life Span.

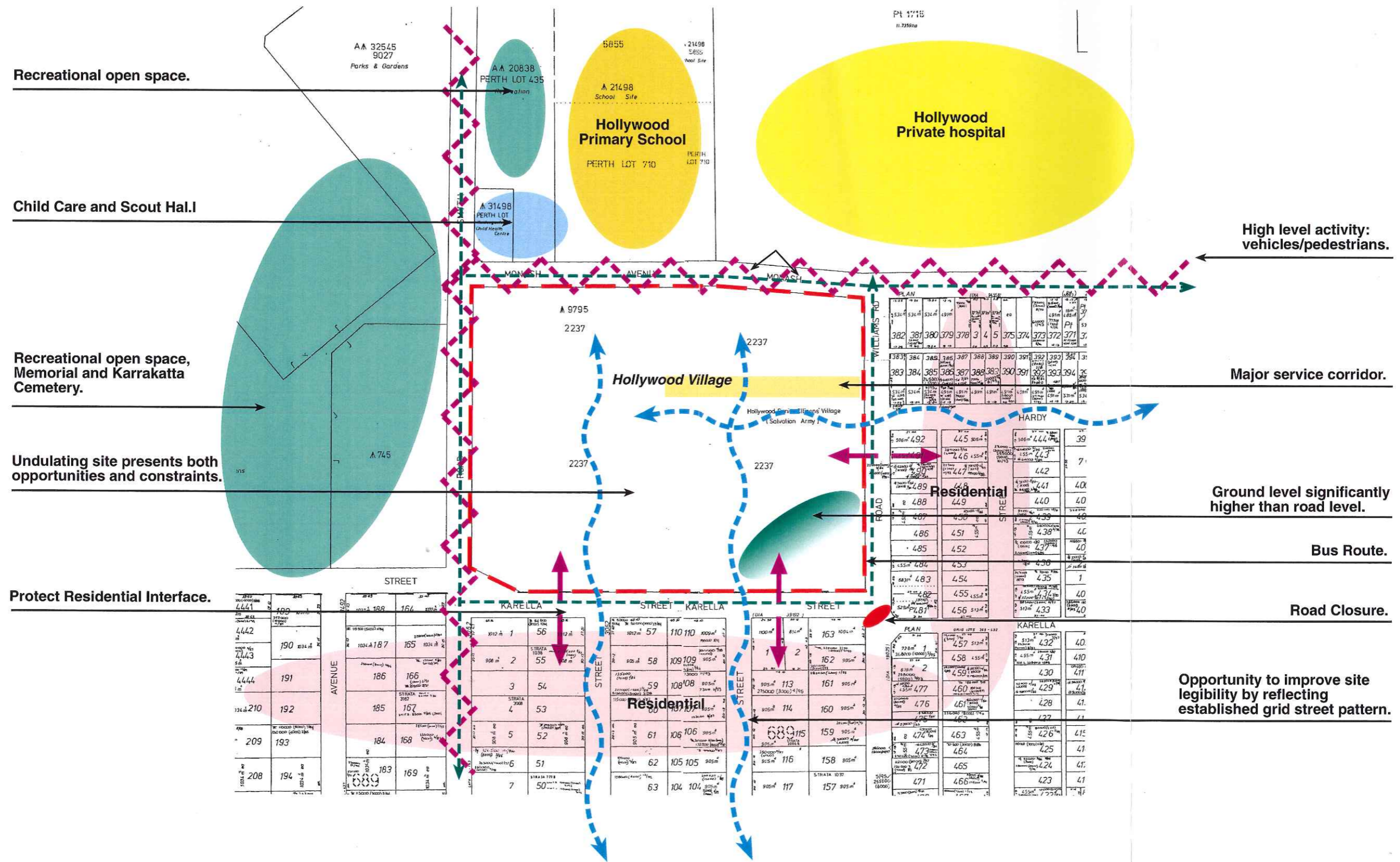
### 3.6 Topography

The site is slightly undulating and contains scattered vegetation. There is a significant change in ground level from approximately 10.4 AHD in the south-eastern corner of the site, to approximately 16.0 AHD in the north-western corner of the site. This change in level can be used as an opportunity to add interest to building design and accommodate development with minimal impact on the adjacent uses.

There are a number of significant trees located across the site, predominantly in the south-eastern portion of the site. Landscape Architects, Blackwell and Associates, were commissioned to prepare a landscape inspection report to assess the significance of trees within this portion of the site. The report is contained in Appendix C.









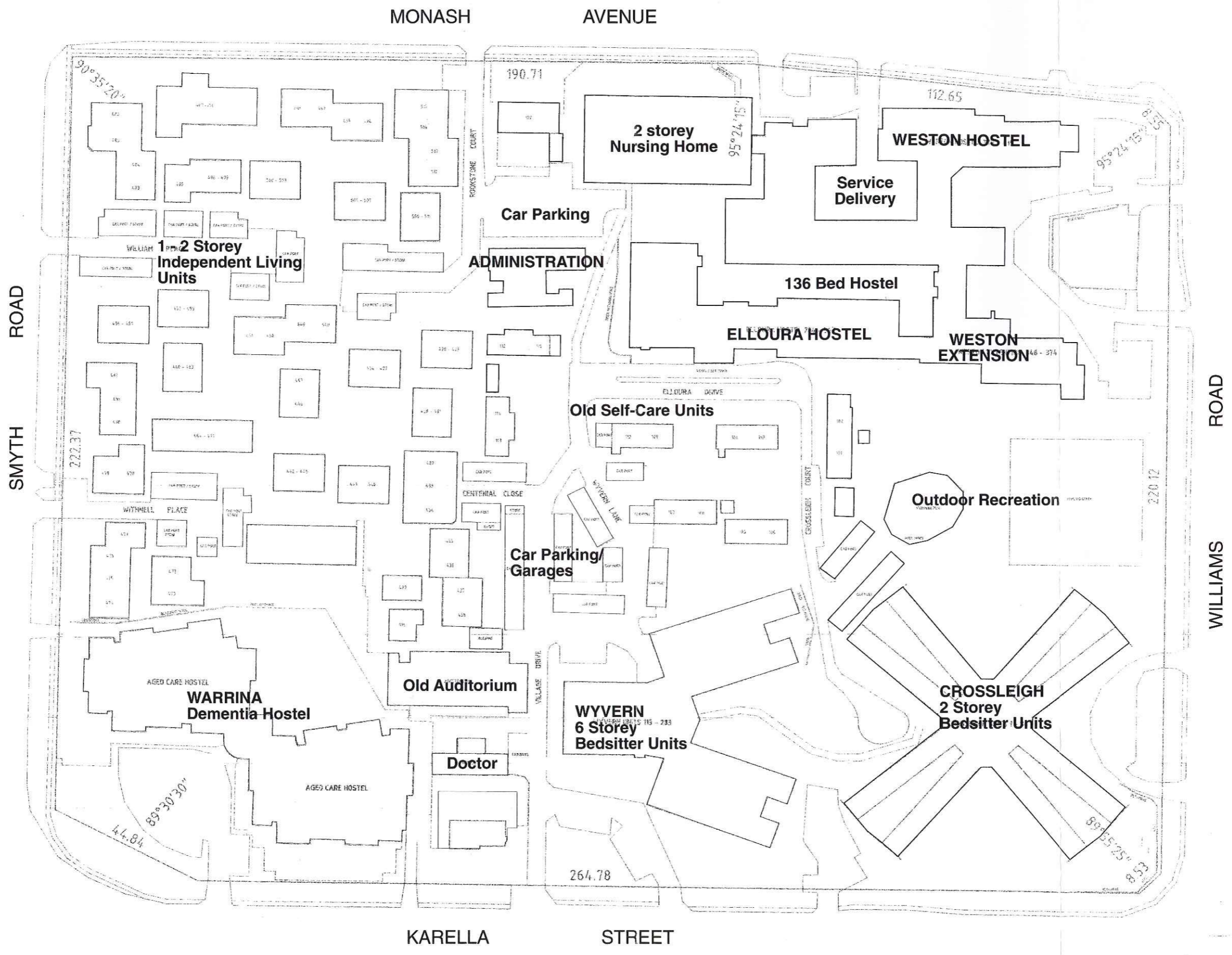
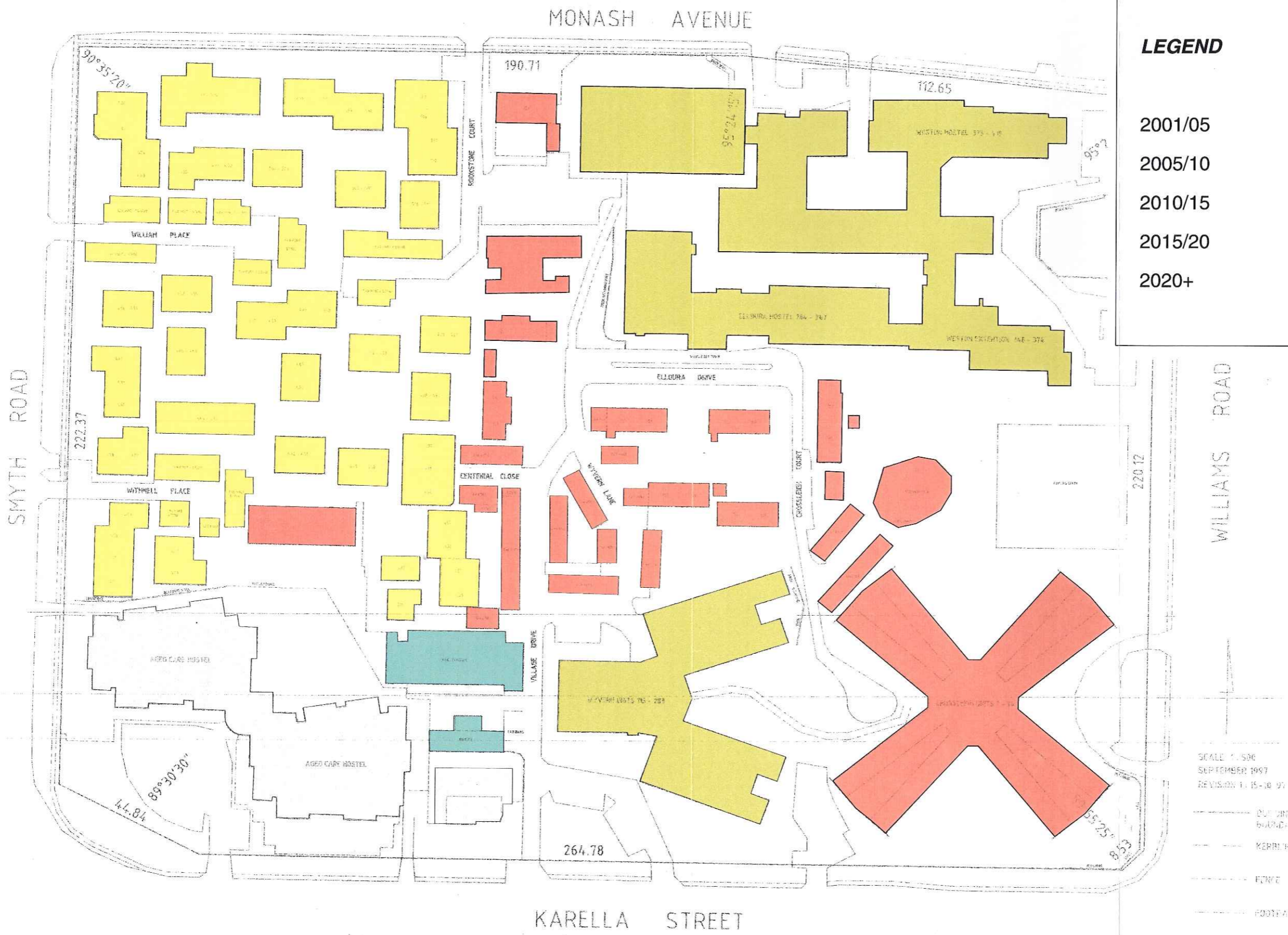


Figure 4: Existing Site





**LEGEND**

- 2001/05
- 2005/10
- 2010/15
- 2015/20
- 2020+

SCALE: 1:500  
 SEPTEMBER 1997  
 REVISION 1: 15-10-97

— DUTCH BOUNDARY  
 - - - - - METRE  
 - - - - - FENCE  
 - - - - - FOOTPA



Figure 5: Existing Structure - Economic Lifespan



## proposed masterplan

### 4.1 Introduction

Hollywood Village is one of the largest Salvation Army aged-care sites, caring for over 750 residents (Loughton Patterson, 1998), and occupies a land area of approximately 7.4 ha within the inner city suburb of Nedlands. The Village comprises a range of aged care accommodation including nursing home, hostels, independent living units and high rise residential care apartments.

The site was first developed over 40 years ago, and since that time has experienced a significant level of growth and development. However, due to the absence of a formal masterplan for the site, development has occurred in an uncoordinated manner, resulting in certain site inefficiencies (see Figure 4: Existing Site). Specifically, development of the site must now address a number of key urban design issues including:

- Lack of visual and pedestrian *permeability*;
- Lack of *variety* with regard to spaces within the site;
- Lack of *legibility* within the site, as there are no clear and obvious movement paths (pedestrian, vehicular) or focal points;
- Lack of uniformity, theme or *visual appropriateness* with regard to building design and materials;
- *inefficient* use of space generally;
- Insufficient and inappropriately located public and private *car parking*; and
- Lack of appropriate *landscaping*.

In addition to the lack of overall site planning, a number of buildings are reaching the end of their serviceable and economic life and are in need of refurbishment or replacement.

### 4.2 Overview of Masterplan

The proposed Masterplan aims to address both the planning and redevelopment issues associated with the future development of the site. The plan promotes permeability and legibility by creating clear visual and physical links through the site, focusing on the central Village Green. Furthermore, it identifies areas for future development and redevelopment and rationalises movement and car parking on the site. The Masterplan is shown in Figure 6: Hollywood Village – Masterplan. The following section discusses aspects of the masterplan in more detail.

### 4.3 Urban Design Assessment

The following section provides an urban design assessment of the proposed Masterplan based on the elements of Movement, Activity, Landscape and Design. It should be noted that the assessment of these elements refers to “internal” as opposed to “external” benefits, ie. specific use for residents and not the general public. Providing security for residents is at the forefront of the design philosophy.



# Hollywood Village - Masterplan

## 4.3.1 Permeability

Permeability as a concept refers to the number of alternative ways through an environment. This can be further classified into visual and physical permeability, within both the public and private realms.

Visual and physical permeability depends on how the network of public space divides the environment into blocks or segments. In contrast to the surrounding area which is typically characterised by small urban "blocks", the Village occupies a large site and discontinues many of the established surrounding street patterns.

Whilst the continuation of surrounding vehicular links through the site is not desirable, pedestrian links for residents are proposed to visually break down the scale of the site. The primary links through the site, north-south and east-west, are "visual" extensions of the surrounding street pattern. In addition, the links have been used to create small development blocks reflecting the various uses existing and proposed on the site. This not only provides residents, visitors and staff with a greater choice of routes through the site and between the various activities, but also clearly identifies a hierarchy of space.

## 4.3.2 Variety

As outlined above, there are a variety of residential care services and facilities provided on site by The Salvation Army. It is expected that these services will continue to be required for the foreseeable future and life of the Masterplan. These facilities are indicated in Figure 6 and include:

- Additional independent living units;
- Hostel care facilities; and
- Residential care facilities.

It is also important to create variety in terms of the spaces located within the site. The Masterplan creates a hierarchy of spaces within the site relating to the various facilities and services being provided. The main Village Green is located central to the site and has been designed to accommodate a range of uses and functions including:

- the Village Hall;
- a number of shops/mini mart;
- a Chapel;
- Open space for village functions and passive recreation; and
- a meeting place for Village residents, staff and visitors.

Smaller, more intimate spaces, have also been provided within the identified development blocks e.g. Common open space within independent living units. These spaces have been provided to break up the built form and create focal points for various uses.

## 4.3.3 Legibility

Legibility is an important characteristic of the Village. It enables people to form clear, accurate images of a place which aids considerably in orientation. Currently, the Village lacks legibility as a result of ad-hoc development. The masterplan provides legibility through visual permeability and defined movement paths. All major vehicle and pedestrian movement paths lead to the centre of the site where the Village Green is located.

Special arrangement of the uses will also improve the legibility of the Village. Similar uses have been grouped together; and where necessary separation of uses being achieved through the use of pedestrian or vehicular links.





## Hollywood Village - Masterplan

### 4.3.4 Built Form

The site currently exercises a non-conformance with regard to the approved zoning. Development on the site exceeds a number of current zoning requirements including density and height of buildings. As outlined above, the site contains a diverse built form with buildings ranging in height from single storey to 6 storeys. However, whilst the bulk and scale appear obvious once within the site, it is not particularly noticeable when viewed from the surrounding area. This is in part attributed to the change in ground level over the site which provides a compensating effect to the height of the buildings.

In light of this, it is recommended that height limit of 6 storeys be maintained for the site, with a requirement that development of this scale should be located towards the centre of the site in order to minimise the impact on surrounding uses, particularly that adjacent residential areas.

It is considered that the treatment of built form along the boundaries to the site, particularly the residential interface, is of high importance so as to maintain an acceptable level of amenity. In order to achieve this the Masterplan recommends that a height limit of 3 storeys be permitted for development adjoining all boundaries of the site.

In addition, building materials used along the Karella Street and Williams Road boundaries should be in-keeping with residential dwelling characteristics, i.e. red brick or rendered masonry construction and pitched tiled or zincalume (non-reflective) roof.

### 4.3.5 Vehicular Movement and Car Parking

A traffic impact statement for the Masterplan has been prepared by Shawmac Pty Ltd. A copy of their report is contained in Appendix B. As previously stated, the proposed redevelopment of the Village is not intended to significantly intensify the uses on the site. As such, the impact of the redevelopment on traffic in the surrounding network is minor, as is the impact on parking demand within the Village.

The Masterplan proposes to rationalise movement both internally and externally, specifically identifying two main entrances to the site, Monash Avenue and Karella Street. It is proposed that the majority of uses on site will be accessed internally from these roads, and over time, reduce the number of vehicle crossovers to the site. In addition, internal movement on the site will be rationalised, particularly the location and number of car parking bays.

The proposed redevelopment, especially the relocation of the Nursing Home, will have a redistributing affect from Monash Avenue to Williams Road and Karella Street, both of which have excess capacity to accommodate the predicted increase in traffic volumes without affecting amenity in any atypical way.

The predicted redistribution of traffic will also impact upon the performance of the intersections surrounding the Village. The results of traffic modelling and analysis indicate that all intersections will continue to operate in a satisfactory manner through all stages of the redevelopment.

The existing number of parking bays provided on-site is sufficient for the existing demand, based on theoretical models and observed demand during peak demand periods. The existing number of bays would also be sufficient to cater for the parking demand during each stage of the redevelopment



## Hollywood Village - Masterplan

### 4.3.6 Landscaping

In light of the mature vegetation located on the site and the City's Greenways Corridor Policy, Blackwell and Associates were commissioned to prepare a Landscape Inspection Report. A copy of their report is contained in Appendix C. The report assesses those strategic trees located within the southern portion of the site. Specifically, those trees effected by Stage 1 of the Masterplan have been assessed.

The report has concluded that those trees required to be removed from the site in order to facilitate development are semi-mature and mature specimen that have generally been subject to over pruning and subsequently pose a significant risk of dropping limbs. Therefore, it is recommended that these trees be removed from the site. Where trees have been identified as being of good condition, it is proposed that they will be either retained or transplanted to other areas on the site.

In general, future landscaping of the site will accord with the City's Greenways Corridor Policy through the planting of indigenous species, particularly along Monash Avenue which has been designated as a regional green corridor.

### 4.4 Masterplan Staging

It is envisaged that the Masterplan will be achieved over a 20+ year period. In order to realise the vision of the Masterplan it is necessary for development to occur in stages. As the Masterplan proposes to upgrade existing facilities and rationalise movement on the site rather than introduce new activities and intensify the uses on site, each stage is dependent upon the ability of The Salvation Army to relocated residents within the site whilst new facilities are constructed. For example, residents occupying Crossleigh must be relocated on the site prior to the building being removed in order to facilitate development proposed in the masterplan,

Therefore, that proposed staging has been estimated to correlate with the expected economic life span of existing buildings and the anticipated operational requirements of The Salvation Army. It should be acknowledge that development proposed in each stage may vary in accordance with future health and aged care requirements. Staging plans for the Masterplan are contained in Appendix D.

#### 4.4.1 Stage 1: 2001/2005

This Salvation Army's priority for Stage 1 of the masterplan is to develop a new nursing home facility in the vicinity of the current bowling green and swimming pool area. In order to facilitate this development, a portion of the Crossleigh building must be demolished and the occupants relocated to Wyvern. The relocation of residents cannot occur until Wyvern has been refurbished. Once the new nursing home has been built, the current nursing home fronting Monash Avenue, can be converted to administration and other uses.

Stage 1 also involves the demolition of centrally located car parking garages, storage units and old independent living unit stock. This will allow for the main entrance to the site from Monash Avenue to be established and facilitate the development of the central Village Green.

#### 4.4.2 Stage 2: 2005/2010

Stage 2 establishes the internal road system from both Monash Avenue and Karella Street, and introduces major pedestrian links into the site. Development sites have also been identified at the corner of Karella and Williams Streets to provide future independent living units. A long term objective of the Army is to facilitate the upgrading of the independent living facility on the north western corner of the site. This will be a slow process of refurbishing units or constructing new units on an as needs basis. The first task will be to





## Hollywood Village - Masterplan

improve pedestrian access through this part of the site by improving site lines and making paths more legible. A second task may involve improvements to the existing car parking areas. The issue of accommodating resident vehicles during such a process would need to be considered.

Stage 2 also proposes to identify appropriate uses and prepare suitable sites for the construction of buildings surrounding the Village Green. It is anticipated that these buildings will facilitate the Village Chapel and Village shops such as a mini-mart.

### 4.4.3 Stage 3: 2010/20015

Stage 3 proposes the continued rationalisation, improvement of permeability and the introduction of localised open space as focal points to the independent living units in the north western corner. Stage 3 allows for the construction of additional independent living units in this portion of the site should demand warrant further construction.

It is also anticipated that by the year 2010, additional hostel and specialist medical facilities may be required. Development sites to the rear of Warrina Hostel have been identified to accommodate this anticipated requirement.

### 4.4.4 Stage 4: 2015/2020

Stage 4 of the Masterplan consolidates the upgrade of existing independent living units should demand warrant further construction, and continues to rationalise pedestrian links within the site.

### 4.4.5 Stage 5: 2020+

Stage 5 represents the completion of the Masterplan. It is anticipated that beyond the year 2020, the current hostel facilities on site will require attention in the form of refurbishment or replacement. This has been reflected in the Masterplan by introducing new development blocks over the current building footprints, indicating future generic built form.





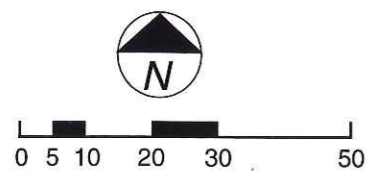
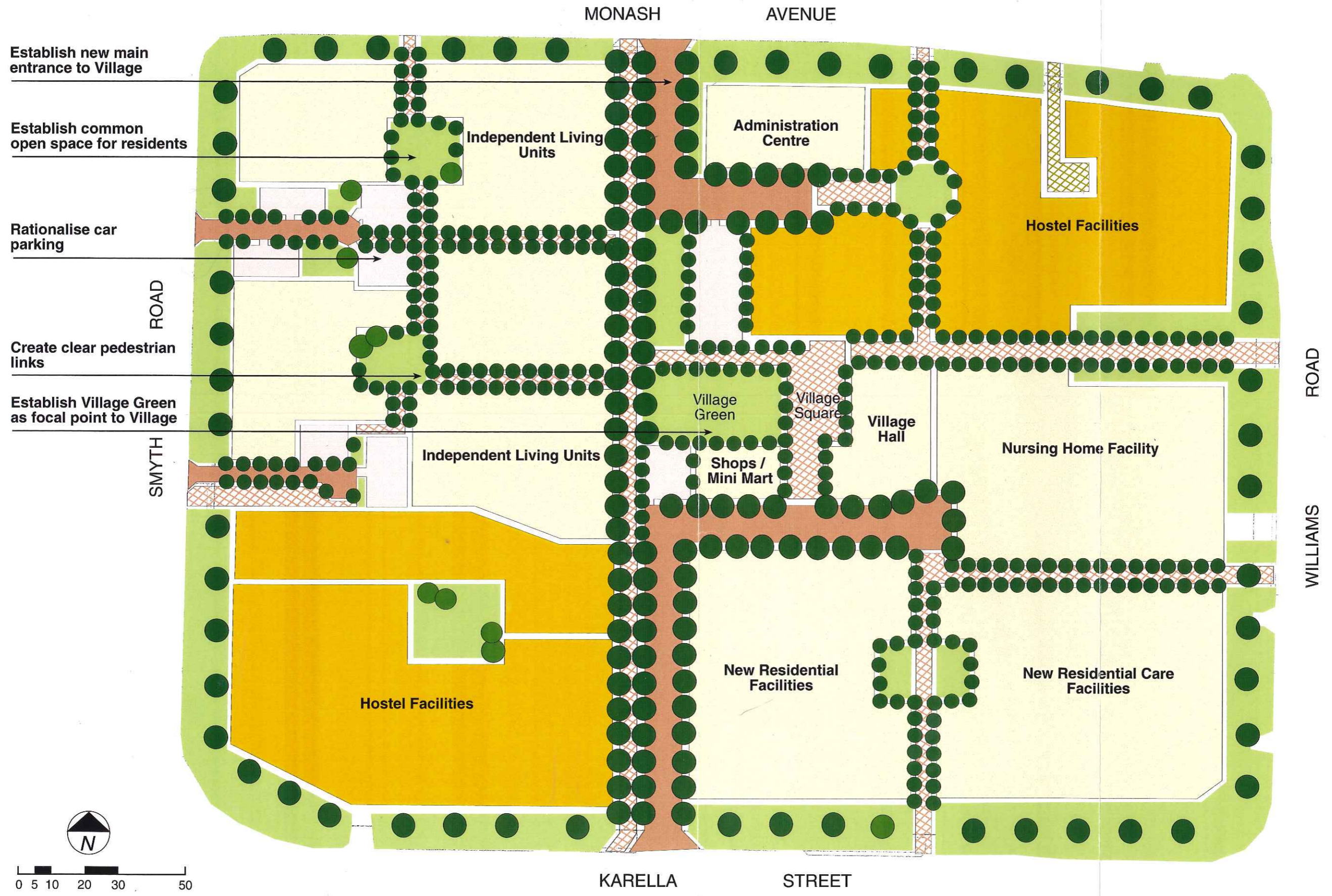


Figure 6: Hollywood Village Masterplan





### conclusion

In conclusion, the Masterplan represents a rational approach to the future development of the Hollywood Senior Citizens Village. Through the implementation of the plan over a 20+ year period, development of the site can be achieved in a coordinated and orderly manner. It is considered that the proposed staging of the Masterplan is reflective of the current and expected operational requirements of The Salvation Army, and will see development occur in an economically sustainable manner.

In summary, the main benefits to be gained from the Masterplan include:

- An overall plan that ensures development of the site occurs in an orderly and coordinated manner;
- A more efficient use of the site will be achieved for the provision of future aged and health care services and facilities;
- As the Masterplan essentially proposes a more efficient use of the site to accommodate and upgrade existing facilities, as opposed to introducing additional services, it is not expected that future development of the site will have an adverse impact on the surrounding area;
- An internal focus for the site will be established through the creation of the central Village Green;
- Movement through the site will be more legible; and
- Vehicular movement to and from the site will over time be rationalised by reducing the number of vehicle crossovers.





**Hollywood Village - Masterplan**

**appendix a:**

**Submission to City of Nedlands Local Housing Strategy**



**appendix b:**

**Traffic Impact Statement**







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## **Traffic Impact Study**

### **Hollywood Senior Citizens Village**

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Signature	
Date	29 August, 2001

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## 1.0 INTRODUCTION

### 1.1 Background

The Planning Group, at the request of the Salvation Army, have prepared a draft Master Plan for the long-term redevelopment of the Hollywood Senior Citizens Village in Nedlands.

Hollywood Senior Citizens Village provides aged care accommodation for residents of varying degrees of mobility and independence. The accommodation facilities provided range from self-care units to a specialist dementia ward. The Village also has a Doctors clinic, chemist, and mini mart located on site, as well as a bowling green and swimming pool for recreational activities.

The principal objective of the redevelopment is not to increase the number of residents that can be accommodated within the Village, but to upgrade the existing accommodation facilities and to improve the amenity of the site by providing areas of common open space. The redevelopment will be staged in such a manner that new or refurbished accommodation will be available to relocate residents prior to the demolition of existing facilities.

Shawmac Pty Ltd were commissioned by The Planning Group, on behalf of the Salvation Army, to comment on the traffic and parking considerations associated with the redevelopment of the Hollywood Senior Citizens Village, Nedlands.

### 1.2 Study Area

This report considered the Senior Citizens Village, the streets immediately surrounding the Village, and the traffic and parking considerations associated with the proposed redevelopment. The location of the Hollywood Senior Citizens Village is shown in Figure 1.0 below.

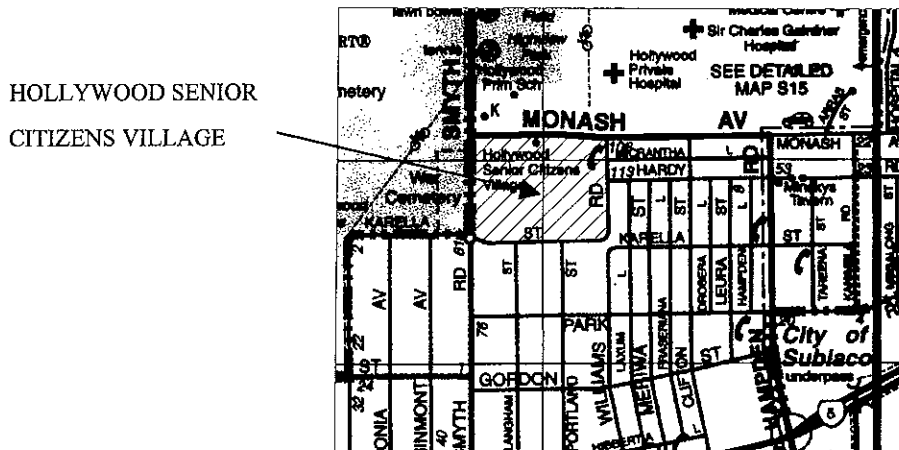


Figure 1.0 – Hollywood Senior Citizens Village – Locality Plan

## 2.0 HOLLYWOOD SENIOR CITIZENS VILLAGE

### 2.1 Accommodation Facilities

Hollywood Senior Citizens Village provides a range of aged care accommodation to cater for residents of varying levels of mobility and degree of independence. The table below indicates the number of beds, units, or rooms available within each of the various buildings within the Village.

Accommodation Location	No. of Beds/Units/Rooms
Warrina Dementia Hostel	40 beds
Village Nursing Home	101 beds
Weston Hostel	72 units
Elloura Hostel	64 units
Wyvern Units	151 single rooms 18 double rooms
Crossleigh Units	85 single rooms 9 double rooms
Cottages	14 double apartments
Centennial Close	18 single apartments 79 double apartments

Table 1.0 – Existing Accommodation Facilities

The redevelopment process is proposed to be undertaken in four stages, which are outlined below:

#### *Stage 1*

Stage 1 will see the refurbishment of the Wyvern units, the relocation of residents within the Crossleigh Units into the refurbished Wyvern Units, and the demolition of the Crossleigh Units. It will also see the demolition of the fourteen (14) cottages, the carports associated with the cottages and Crossleigh Units, and the demolition of the swimming pool and the removal of the bowling green. The residents within the cottages will also be relocated, temporarily, into the refurbished Wyvern Units. A new 120 bed Nursing Home facility will be constructed where the swimming pool and bowling green are now located, and the existing Nursing Home facility will be refurbished to become the new administration centre. The old administration centre will then be demolished. Stage 1 will also see the demolition of Withnell Cottage which is primarily used for storage purposes.



### *Stage 2*

During stage 2 new accommodation facilities, most likely self-care units, will be constructed at the south east corner of the site. Stage 2 will also see the construction of a mini mart and Village Hall, as well as the creation of a Village Green and Square located centrally within the site. Pedestrian pathways will begin to be established through the eastern portion of the site. During stage 2 the internal roads will be constructed as well as new parking areas, replacing and rationalising those demolished during stage 1. The undercover car ports along William Place, Withnell Place and Rookstone Court will be removed and replaced with rationalised parking areas during Stage 3. The auditorium and medical centre will also be removed during stage 2.

### *Stage 3*

Stage 3 may see the refurbishment of the existing self-care units located in the north west of the site, and it may also see the construction of additional self-care units in this portion of the site should the demand for additional accommodation warrant their construction. During stage 3 a building, most likely for medical purposes, may be constructed in the south west of the site. Pedestrian pathways will be established in the western portion of the site, linking into those on the eastern half of the site. The internal roads on the western side of the site will be constructed, as well as new parking areas replacing and rationalising those demolished during stage 2.

### *Stage 4*

This is the final stage of the redevelopment and will see the completion of the pedestrian pathways in the western portion of the site with the possible construction of additional self-care units should the demand for additional accommodation warrant their construction.

The 'Accommodation Capacity' is the amount of accommodation (i.e. the number of unit, rooms, or beds) available within the Village. Double units or rooms are counted as two single accommodation 'units'. Table 2.0 summaries the maximum predicted changes to the accommodation capacity at each of the various locations throughout the Village during the redevelopment process. The figures indicate that there is a slight decrease in the accommodation capacity from the existing capacity to the available capacity at the completion of the redevelopment, i.e. Stage 4. This decrease in accommodation capacity is primarily due to the demolition of the Crossleigh Units (bed sitter style units) and replacing it with single storey, self-contained, self-care units.

Accommodation	Existing Capacity	Stage 1 Capacity	Stage 2 Capacity	Stage 3 Capacity	Stage 4 Capacity
Warrina Dementia Hostel	40	40	40	40	40
Village Nursing Home	101	120	120	120	120
Weston Hostel	72	72	72	72	72
Elloura Hostel	64	64	64	64	64
Wyvern Units	187	187	187	187	187
Crossleigh Units	103	0	0	0	0
Cottages	28	0	0	0	0
Centennial Close	176	176	160	137	137
Self-care Units (south eastern corner)			75	75	75
Self-care units (north western corner)				16	39
Total Accommodation Capacity	771	659	718	711	734

Table 2.0 (cont)– Estimated Changes to Accommodation Capacity

## 2.2 Parking Facilities

Approximately 300 parking bays are provided within the Village, of which 132 are reserved for residents parking, 36 are reserved for staff members (i.e. Managers etc.), 129 are unreserved bays for use by visitors and/or general staff members, and 3 bays are for service vehicles (i.e. loading zones).

## 2.3 Staff

Hollywood Senior Citizens Village employs approximately 220 staff members. This number includes nursing staff, kitchen staff, carers, and administration staff. The hours of work for administration staff is generally between 8:00am and 4:00pm Monday to Friday. The nursing staff, kitchen staff, and carers work on a roster system, however the rosters are not the same for each group. Approximately 110 staff members would be on site during the morning shift, this number decreases to approximately half that for the afternoon and night shift.



## 3.0 TRAFFIC CONSIDERATIONS

### 3.1 Road Hierarchy

The Hollywood Senior Citizens Village is bounded by Monash Avenue to the north, Williams Road to the east, Karella Street to the south, and Smyth Road to the west. The hierarchy of these roads, as adopted by The City of Nedlands is shown in Table 1.0 below, which also provides an indicative daily traffic volume, and an estimated peak hourly volume for each class of road. (Refer Western Australian Planning Commission – Liveable Neighbourhoods Community Design Codes)

Road Name	Road Classification	Desirable Max. Traffic Volume (vpd)	Estimated Peak Hour Traffic Volume (vph)
Monash Avenue	District Distributor B	6,000 – 20,000	600 – 2000
Williams Road	Access Road	1,000 – 3,000	100 – 300
Karella Street	Access Road	1,000 – 3,000	100 - 300
Smyth Road			
- South of Monash Ave	Local Distributor	3,000 – 6,000	300 – 600
- North of Monash Ave	District Distributor B	6,000 – 20,000	600 - 2000

Table 3.0 – Road Classification and Indicative Maximum Traffic Volumes

### 3.2 Traffic Volumes

#### 3.2.1 Existing Traffic Volumes

To determine the existing traffic flows in the surrounding streets, recent 24 hour traffic counts were sourced from the City of Nedlands and Main Roads Western Australia, these results are shown in Table 4.0 below.

Road Name	Section	Year	Average Daily Traffic (vpd)	Desirable Max. Traffic Volume (vpd)
Monash Avenue	Williams Rd to Smyth Rd	1999	5,031	6,000 – 20,000
	West of Hampden	1996	6,480	6,000 – 20,000
Smyth Road	North of Monash Ave	1999	8,840	6,000 – 20,000
	South of Monash	1999	8,470	3,000 – 6,000
Williams Road	Monash Ave to Williams Rd	1998	902	1,000 – 3,000

Table 4.0 – Recorded Average Daily Traffic

The table above indicates that the existing traffic flows, with the exception of Smyth Road (south of Monash Avenue), are generally within the desired capacity for the class of road, as indicated in the Western Australian Planning Commission Liveable Neighbourhoods Community Design Codes.

### 3.2.2 Predicted Traffic Volumes

Using information contained in “Land Use Traffic Generation Data and Analysis 16 – Homes for the Aged, Traffic Authority of New South Wales” peak vehicle trips generated from the Village was estimated according to the following formula:

$$\text{Peak Vehicle Trips (PVT)} = -6 + 0.199\text{AC}$$

$$\text{AC} = \text{Total Accommodation Capacity}$$

The ‘Accommodation Capacity’ is the amount of accommodation (i.e. the number of units, rooms, or beds) available at the Village. Double units or rooms have been counted as two single accommodation ‘units’.

The ‘Peak Vehicle Trips’ is the maximum number of vehicle trips per hour into and out of the Village.

Table 5.0 below summarises the estimated peak vehicle trips generated by Hollywood Senior Citizens Village during each stage of the redevelopment, based on the maximum estimated total accommodation capacity of the Village at that stage.

Stage	Estimated Total Accommodation Capacity (AC)	Estimated Peak Vehicle Trips (PVT)
Existing	771	147
Stage 1	659	125
Stage 2	718	137
Stage 3	711	135
Stage 4	734	140

Table 5.0 – Estimated Traffic Generation

As mentioned previously there is a slight decrease in the estimated total accommodation capacity of the Village throughout the redevelopment process, and as such there is a corresponding decrease in the estimated peak vehicle trips generated by the Village. Traffic Authority of New South Wales model indicates that the existing arrangements at the Village generates the maximum peak vehicle trips from the Village during the redevelopment process.



### **3.3 Site Access**

The crossovers along Monash Avenue service residents parking, a large parking area used by Administration and Nursing Home staff, and a small visitors car park in front of the Nursing Home. The crossover servicing the staff car park would account for approximately 40% of the peak vehicle trips.

The main crossover into the Village is located in Karella Street and provides access to the majority of buildings within the Village. It also provides access to a large number of parking areas for residents, staff, and visitors. The crossovers located in Karella Street would also account for approximately 40% of the peak vehicle trips.

The crossovers located in Smyth Road provide access to residents parking areas and as such would account for approximately 5% of the peak vehicle trips.

The crossovers located in Williams Road provide access to three small car parks used by visitors and staff and would account for approximately 15% of the peak vehicle trips.

The relocation of the Nursing Home as part of the redevelopment will redistribute vehicle movements from Monash Avenue to Williams Street. Approximately 60 peak vehicle trips will be redistributed from the Monash Avenue crossover to the new Nursing Home crossover located in Williams Street. The redistribution of traffic will decrease number of vehicles exiting the Village onto Monash Avenue, a distributor class road, thereby reducing the possibility of accidents at these locations. The redistribution of traffic will however increase the peak hour traffic flow in Williams Street from approximately 50 vehicles in each direction to approximately 80 vehicles in each direction. This is still within the desired maximum traffic volume for an access road (1,000 to 3,000 vpd).

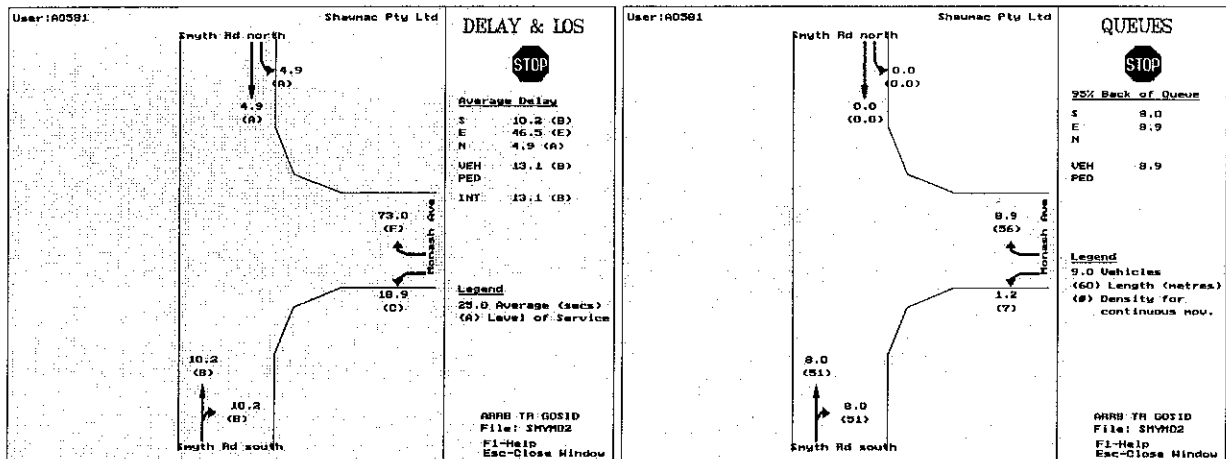
The likely impact of the redevelopment on traffic movements in and out of the Smyth Road and Karella Street crossovers is anticipated to be minimal as these crossovers are accessing essentially the same facilities.

### **3.4 Intersection Performance**

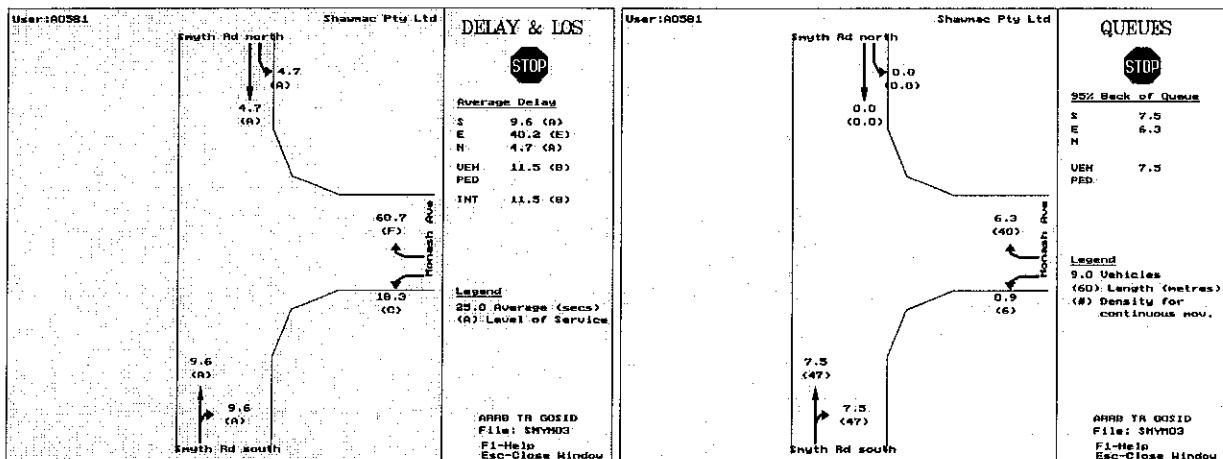
From 24-hour traffic counts sourced from the City of Nedlands, and from Main Roads Western Australia, the AM peak hour was identified as placing the greatest load on the road network and was therefore chosen as the basis for traffic modelling and analysis. The traffic volumes used for modelling and analysis are shown on Drawing Number 01008-001-A in Attachment A.

Use was made of the TrafikPlan software to model intersection-turning movements at the intersections surrounding the Village. The Sidra software was used to analyse the performance of these intersections. The results of the analysis for the existing network and the predicted Stage 4 network are summarised below.

### Monash Avenue – Smyth Road



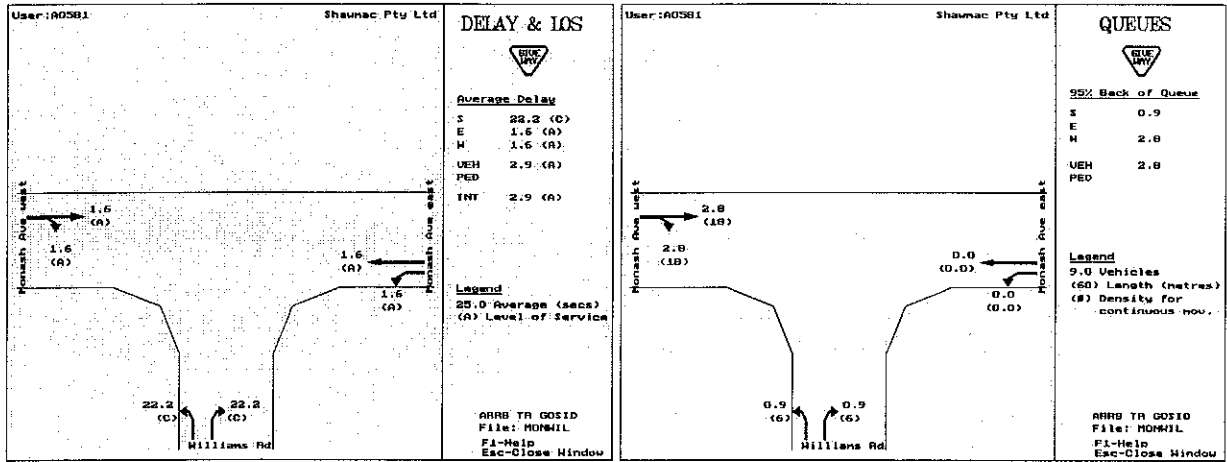
### Existing Intersection Performance



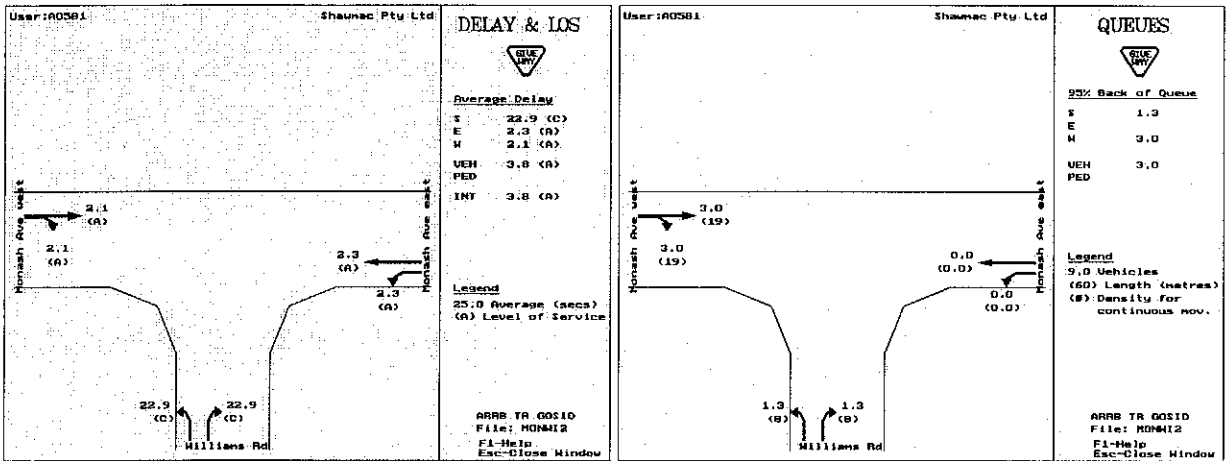
### Estimated Stage 4 Intersection Performance



### Monash Avenue – Williams Road

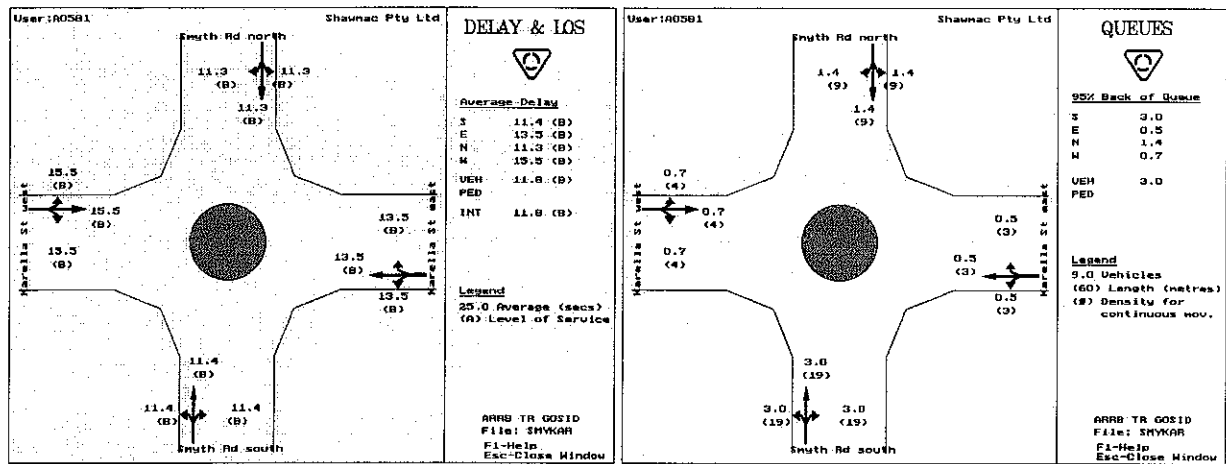


Existing Intersection Performance

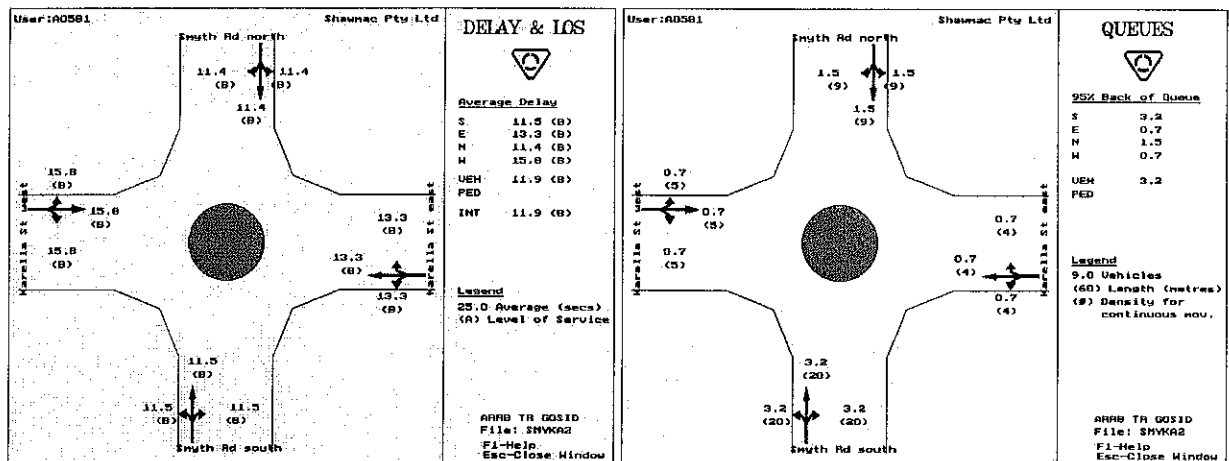


Estimated Stage 4 Intersection Performance

### Smyth Road – Kareella Street



*Existing Intersection Performance*



*Predicted Stage 4 Intersection Performance*

The intersections surrounding the Village are currently operating at a Level of Service (LOS) of either A or B, i.e. minimal queue lengths and/or delays. From the Sidra analysis of the estimated Stage 4 traffic flows the intersections are predicted to continue to operate at their current Level of Service.

### 3.5 Crash History

A review of the crash history for the roads surrounding Hollywood Senior Citizens Village was conducted for the period January 1996 to December 2000. The results of this review are summarised below.

#### Smyth Road

SLK	Severity	RUM Description	Vehicle 1	Direction		Vehicle 2	Direction	
				Origin	Dest.		Origin	Dest.
0.67	MEDICAL	SAME DIR: SAME LANE, REAR END	CAR	-	-	CAR	-	-
0.67	PDO_MAJOR	INTERSECTION - THROUGH - THRU	UTILITY	N	S	CAR	W	E
0.67	PDO_MAJOR	INTERSECTION - THROUGH - RIGHT	CAR	N	W	CAR	W	E
0.67	PDO_MINOR	INTERSECTION - THROUGH - THRU	BUS	N	S	CAR	W	S
0.71	PDO_MAJOR	HIT OBJECT - OFF CWAY LEFT	UTILITY	S	N	TREE	-	-
0.81	PDO_MINOR	SAME DIR, SIDESWIPE	-	S	N	-	S	N
0.87	PDO_MAJOR	SAME DIR: SAME LANE, RIGHT REAR	PAN VAN	S	N	CAR	S	E
0.92	MEDICAL	INTERSECTION - THROUGH - RIGHT	CAR	N	S	CAR	E	N
0.92	MEDICAL	INTERSECTION - THROUGH - RIGHT	CAR	N	S	CAR	E	N
0.92	PDO_MAJOR	SAME DIR: SAME LANE, RIGHT REAR	CAR	E	-	CAR	E	N
0.92	PDO_MAJOR	SAME DIR: SAME LANE, LEFT REAR	CAR	E	S	CAR	E	S
0.92	PDO_MAJOR	SAME DIR: SAME LANE, RIGHT REAR	CAR	S	E	CAR	S	E
0.92	PDO_MAJOR	INTERSECTION - THROUGH - RIGHT	CAR	N	S	CAR	E	N
0.92	PDO_MAJOR	INTERSECTION - THROUGH - RIGHT	CAR	N	S	CAR	E	N

(Note SLK 0.67 Karella Street intersection; SLK 0.92 Monash Avenue intersection).

#### Karella Street

SLK	Severity	RUM Description	Vehicle 1	Direction		Vehicle 2	Direction	
				Origin	Dest.		Origin	Dest.
0.47	PDO_MAJOR	MANOEUVRING	CAR	-	-	CAR	-	-

#### Williams Road

SLK	Severity	RUM Description	Vehicle 1	Direction		Vehicle 2	Direction	
				Origin	Dest.		Origin	Dest.
0.16	PDO_MAJOR	INTERSECTION: THROUGH - RIGHT	WAGON	E	N	WAGON	N	S

(Note SLK 0.16 Hardy Road intersection).



**Monash Avenue**

SLK	Severity	RUM Description	Vehicle 1	Direction		Vehicle 2	Direction	
				Origin	Dest.		Origin	Dest.
0.02	PDO_MAJOR	ON PATH: PARKED, REAR END	CAR	E	W		E	W
0.02	PDO_MINOR	SAME DIR, SIDESWIPE	CAR	W	E	CAR	W	E
0.10	PDO_MAJOR	MANOEUVRING	CAR	E	W	CAR	S	E
0.15	PDO_MINOR	OPPOSITE DIR: U-TURN	CAR	W	E	CAR	E	E
0.17	PDO_MAJOR	SAME DIR: SAME LANE, REAR END	CAR	E	W	CAR	E	W
0.23	MEDICAL	SAME DIR, SIDESWIPE	WAGON	W	N	CAR	W	E
0.23	PDO_MAJOR	MANOEUVRING	UTILITY	W	E	WAGON	W	E
0.23	PDO_MAJOR	SAME DIR: SAME LANE, RIGHT REAR	WAGON	E	W	CAR	E	N
0.27	MEDICAL	MANOEUVRING	CAR	W	E	CAR	S	E
0.31	PDO_MAJOR	SAME DIR, SIDESWIPE	CAR	E	W	CAR	E	N
0.33	PDO_MAJOR	OPPOSITE DIR: THROUGH RIGHT	WAGON	W	S	CAR	E	W
0.33	PDO_MINOR	MANOEUVRING	UTILITY	N	S	CAR	E	N

(Note SLK 0.33 Williams Road intersection).

PDO\_MINOR                      Minor property damage

PDO\_MAJOR                      Major property damage

The majority of crashes occurred at intersection locations, and these do not display any atypical trends.

Of those crashes that occurred between intersections, two in Monash Avenue and one in Karella Street involved vehicles leaving Village crossovers. These crashes may have been due to sight lines being obscured by parked vehicles.

Along Monash Avenue there are marked bays along both sides of the street, and it is difficult for motorists exiting the Village to see oncoming traffic if they stop at the kerb line. The installation of nibs, either side of the crossover locations, extending to the outer edge of the marked bays may improve the situation by improving sight line distances for motorists exiting the Village.

In Karella Street there is a bus shelter, slightly embayed, immediately to the west of an exit location from the Village. If a bus is located in this bay it is almost impossible to see oncoming traffic from the west. Under the proposed redevelopment this exit becomes the entry/exit into a parking area. The major exit onto Karella Street will be relocated to the west of the bus shelter, alleviating the majority of the problem, however motorists will still need to exercise caution when leaving the parking area. The relocation of the bus shelter to the east of the parking area exit would alleviate this problem. Discussions have been held with the Department of Transport in

relation to relocating the bus stop further to the east, and the construction of a full width embayment at the bus stop location. The Department of Transport have indicated that they will support the relocation of the bus stop in principal, however further discussions are required in relation to the full width embayment. Liaison with the City of Nedlands will be required with regard to the relocation of the actual bus shelter.

Anecdotal evidence also indicated that a sight line problem existed for motorists exiting the Village onto Smyth Road due to vehicles parked on the eastern road and verge. This was not observed during the parking survey undertaken, very few vehicles were parked on the verge in this area, however if the problem persists the installation of parking restriction signage banning parking on the eastern road and verge of Smyth Road may rectify the situation.

### 3.6 Public Transport

Anecdotal information indicates that a large percentage of Village residents rely on buses and taxis as their primary means of transport.

#### 3.6.1 Bus Services

Hollywood Senior Citizens Village is well serviced by bus routes, with bus stops located on each of the roads surrounding the Village. The use of public transport reduces the number of private vehicle trips, hence reducing the volume of traffic on the road, and the requirement for parking facilities at the point of destination, i.e. visitors to the Village.

Table 3.0 below summaries the bus routes servicing Hollywood Senior Citizens Village, and the number of services per day.

Route No.	Direction	Number of Services		
		Weekday	Saturday	Sunday and Public Holidays
8	From Nedlands	4	4	3
	To Nedlands	4	3	4
10	From Nedlands	15	11	4
	To Nedlands	17	12	2
12	From Nedlands	2	0	0
	To Nedlands	1	0	0
208	From Claremont	5	3	0
	To Claremont	6	3	0

Table 3.0 – Bus routes servicing Hollywood Senior Citizens Village

### **3.6.2 Taxi Services**

Taxi stations are located throughout the Village, primarily in front of the Hostel buildings and centrally located to the independent living cottages. In the main the taxi stations are located within existing car parks, or on internal roads. One taxi station is located on the southern side of Monash Avenue, making use of the on street parking facilities provided. The use of taxis also decreases the demand for parking facilities at the point of origin, and at the point of destination, i.e. residents travelling from the Village or visitors travelling to the Village.

## **4.0 PARKING CONSIDERATIONS**

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### **4.1 Existing Parking Availability**

The areas available for parking within the Village are shown on Drawing 01008-002-A (refer Attachment A). Within the Village itself there are approximately 300 car parking bays available, of these 132 are reserved for Village residents, 36 are reserved for Staff members (i.e. Managers Etc.), 129 are unreserved bays for use by visitors and/or staff members, and 3 are designated as loading zones.

The current City of Nedlands Town Planning Scheme does not specifically address the parking requirements for aged care facilities. The Scheme however does have a requirement for hospitals of a minimum of 12 bays or 1 bay for every 4 beds, whichever is the greater. The existing parking facilities provided within the Village are in excess of this requirement, i.e. approximately 180 bays.

### **4.2 Predicted Parking Demand**

Using information contained in "Land Use Traffic Generation Data and Analysis 16 – Homes for the Aged, Traffic Authority of New South Wales" the peak parking accumulation for the Village was estimated according to the following formula:

$$\text{Peak Parking Accumulation (PPA)} = -5 + 0.195AC$$

$$AC = \text{Total Accommodation Capacity}$$

The 'Accommodation Capacity' is the amount of accommodation (i.e. the number of units, rooms, or beds) available at the Village. Double units or rooms have been counted as two single accommodation 'units'.



The 'Peak Parking Accumulation' is the maximum number of vehicles, associated with the Village, parked both on-site and off-site during the week. For parking demand to be met on-site the parking availability on-site must be at least as great as the estimated peak parking accumulation. Table 7.0 below summarises the predicted peak parking accumulation for Hollywood Senior Citizens Village for each stage of the redevelopment, based on the maximum estimated total accommodation capacity for each stage.

Stage	Estimated Total Accommodation Capacity (AC)	Estimated Peak Parking Accumulation (PPA)
Existing	771	145
Stage 1	659	124
Stage 2	718	135
Stage 3	711	134
Stage 4	734	138

Table 7.0 – Estimated Parking Demand

As part of the redevelopment of the Village, the carports used by residents and staff for parking will be demolished and replaced with centralised car parking areas. In this regard it is proposed to maintain the number of parking bays available on-site at approximately 300 bays at the completion of the redevelopment. This is in excess of the estimated peak parking accumulation for Stage 4, and as such it is expected that the parking availability will be sufficient to cater for the peak parking demand at the completion of the redevelopment.

The staging of the works sees the demolition of existing carports in one stage, and the construction of replacement facilities in the following stage. As such temporary parking facilities may need to be provided for residents between these stages, i.e. Stage 1 and Stage 2, and Stage 2 and Stage 3.

### 4.3 Actual Parking Demand

Staff members of Hollywood Senior Citizens Village indicated that the parking demand on weekdays was generally uniform with no one day having a consistently higher demand than any other, and the parking demand on the weekends was slightly less than that during the week. It was also indicated that the greatest parking demand occurred weekday mornings between approximately 8:00am and 9:00am. This is due to the change in shifts and the greater number of day shift workers compared to night shift, and the arrival of administration staff members.

In order to gain an appreciation of the parking patterns within the Village a survey was conducted on Thursday 5<sup>th</sup> July, Sunday 8<sup>th</sup> July, and Monday 9<sup>th</sup> July. Counts were taken at 30 minute intervals on Thursday between 2:00pm and 3:00pm, and on Monday between 8:00am and 9:00am. On Sunday only one count was taken at 1:40pm. The results of the parking survey are shown in Attachment A, and are summarised in the table below.

Day	Date	Time	Parking Bays	
			Occupied	Vacant
Thursday	5/07/01	2:00 PM	184	116
		2:30 PM	187	113
		3:00 PM	185	115
Sunday	8/07/01	1:40 PM	144	156
Monday	9/07/01	8:30 AM	207	93
		9:00 AM	205	95
		9:30 AM	203	97

Table 8.0 – Parking Survey Summary

The parking survey results indicate that under the current usage patterns there are sufficient bays available to accommodate existing demand. The results from the parking survey also indicate that the predicted peak parking accumulation underestimates the actual parking demand by approximately 40%. Applying this correction factor to the predicted parking accumulation results in the following table.

Stage	Estimated Total Accommodation Capacity (AC)	Adjusted Estimated Peak Parking Accumulation (PPA)
Existing	771	203
Stage 1	659	174
Stage 2	718	190
Stage 3	711	188
Stage 4	734	194

Table 7.0 – Estimated Parking Demand (Adjusted)

The adjusted peak parking accumulation results indicate that there is sufficient existing on-site parking, i.e. approximately 300 bays, to accommodate the peak parking demand generated at the Hollywood Senior Citizens Village.

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## 5.0 CONCLUSIONS

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The principal objective of the redevelopment of the Hollywood Senior Citizens Village is not to increase the numbers of residents that can be accommodated within the Village, but to improve the existing facilities and to provide area of common open space improving the amenity of the Village. As such the impact of the redevelopment on traffic in the surrounding network is minor, as is the impact on parking demand within the Village.

The proposed redevelopment, especially the relocation of the Nursing Home, will have a redistributing affect on traffic from Monash Avenue to Williams Road and Karella Street, both of which have excess capacity to accommodate the predicted increases in traffic volumes without affecting amenity in any atypical way.

The predicted redistribution of traffic will also impact upon the performance of the intersections surrounding the Village. The results of traffic modelling and analysis indicate that all intersections will continue to operate in a satisfactory manner through all stages of the redevelopment.

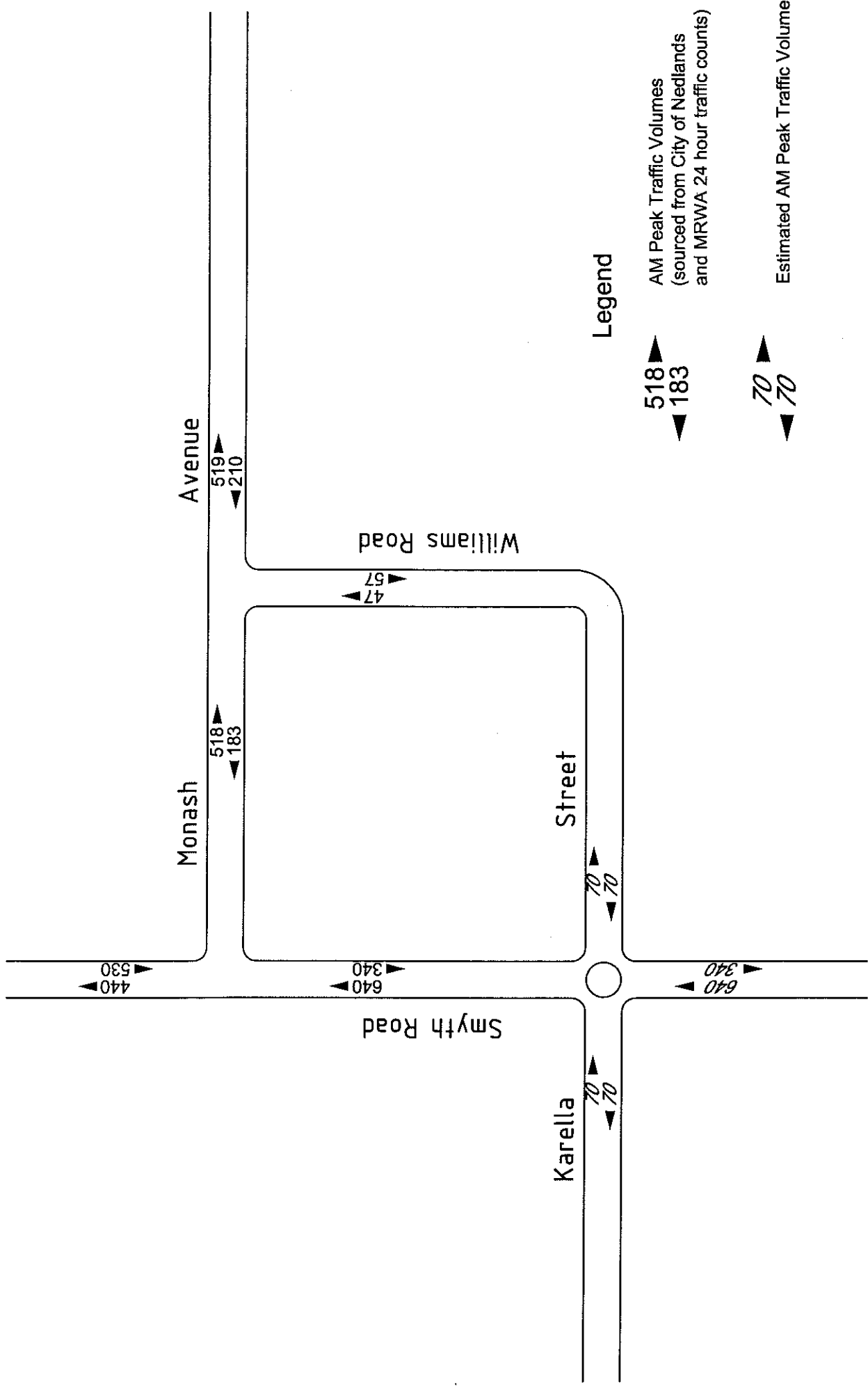
The existing number of parking bays provided on-site is sufficient for the existing demand, based on theoretical models and observed demand during peak demand periods. The existing number of bays would also be sufficient to cater for the parking demand during each stage of the redevelopment. Temporary parking facilities may need to be provided for residents parking between Stage 1, the demolition of existing carports, and Stage 2, the construction of new parking areas to replace and rationalise those demolished during Stage 1. The same would also apply between Stage 2 and Stage 3. This however is a staging consideration, not a capacity issue.

Egress from the Village is made difficult along Monash Avenue, Smyth Road and Karella Street due to vehicles parked upstream of the exits. The installation of nibs at the Monash Avenue exits would allow motorists to pull further out into the roadway, in a safe manner, improving sight distances, before joining the traffic stream. The parking restrictions along the eastern road and verge of Smyth Road would improve sight distances for motorists leaving the Village at these exits. The relocation of the secondary entrance and exit to the Village along Karella Street to the west of the bus shelter, as proposed as part of the redevelopment, will improve sight lines for motorists exiting the Village at this location.





## **APPENDIX A**



**Legend**

- AM Peak Traffic Volumes  
 (sourced from City of Nedlands  
 and MRWA 24 hour traffic counts)
- Estimated AM Peak Traffic Volumes



**SHAWMAC PTY. LTD.**  
 P.O. Box 937. SOUTH PERTH  
 Ph. 9355 1300 Fax. 9355 1922  
 Email shawmac@upnaway.com

Scale NTS  
 Client **The Salvation Army**

Date July 2001

Job No. 01008  
 Drawing No. 001-A  
 Title **Hollywood Senior Citizens Village  
 AM Peak Traffic Volumes  
 (vehicles per hour)**



## **APPENDIX B**





**Hollywood Village - Masterplan**

**appendix c:**

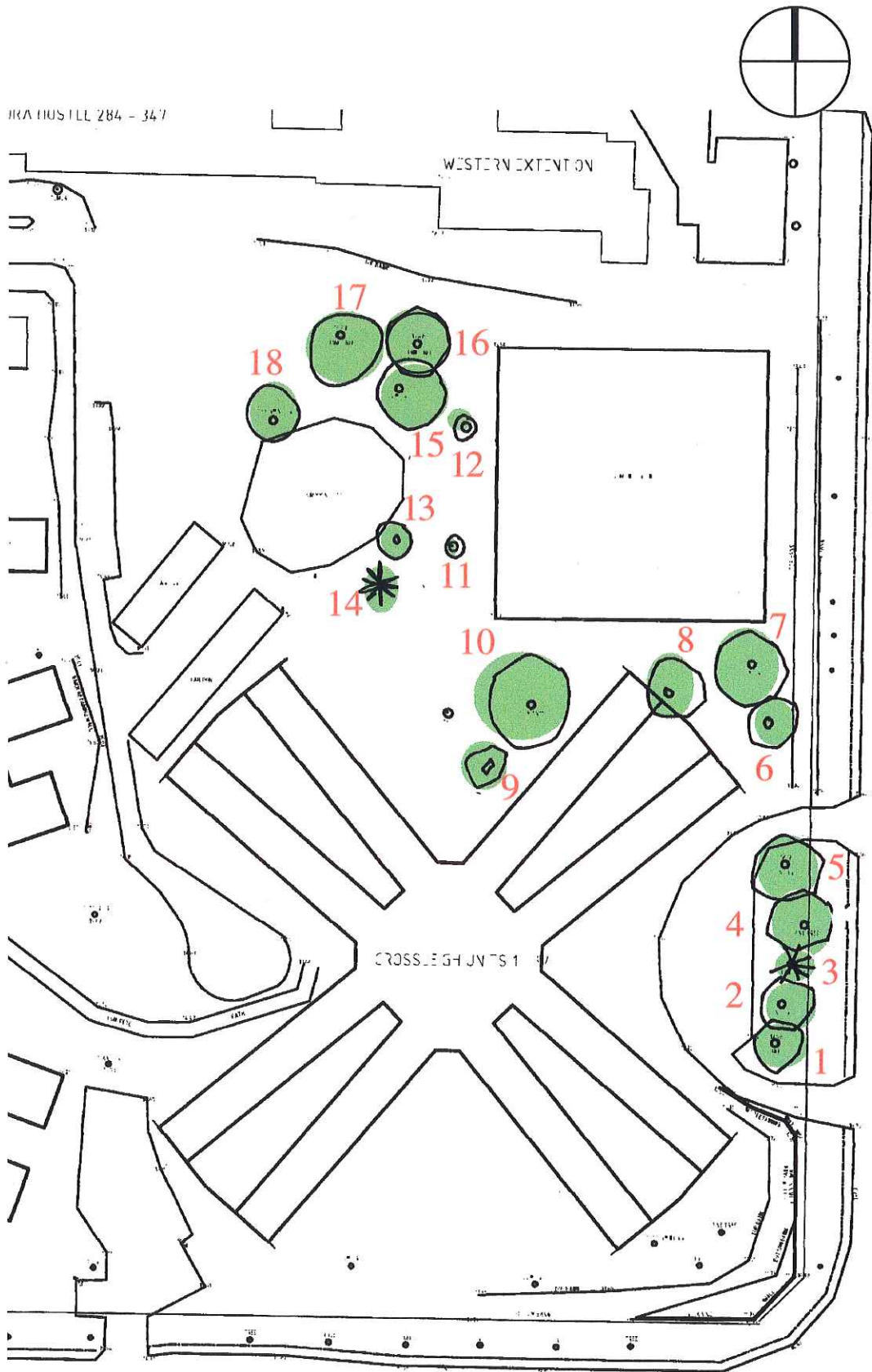
**Landscape Inspection Report**



## **Hollywood Retirement Village**

# *Landscape Inspection Report*

**June 2001**



### Trees Surveyed for Report

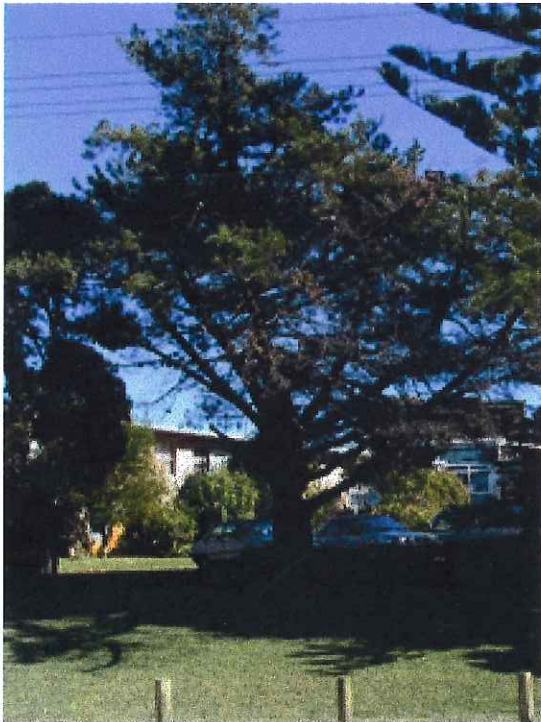


## Tree No 1

### *Metrosideros excelsa* 'Variegata' ( New Zealand Xmas Tree )

This variegated tree is a mature specimen planted in car park island as part of an evergreen group. It appears to be healthy-if somewhat mis-shapen, due to overshadow and crowding by the adjacent pine. Selective limb pruning could enhance the form of the tree.

### *Pinus pinaster*



## Tree No 3

### *Araucaria heterophylla* ( Norfolk Island Pine )

This tall tree is a semi mature specimen that appears healthy with strong foliage. It is suitable to its placement within the group and relates to the scale of building to the rear. Unfortunately the form has been spoilt by pruning for power lines. A bifurcated leader requires removal.

### *Metrosideros excelsa*

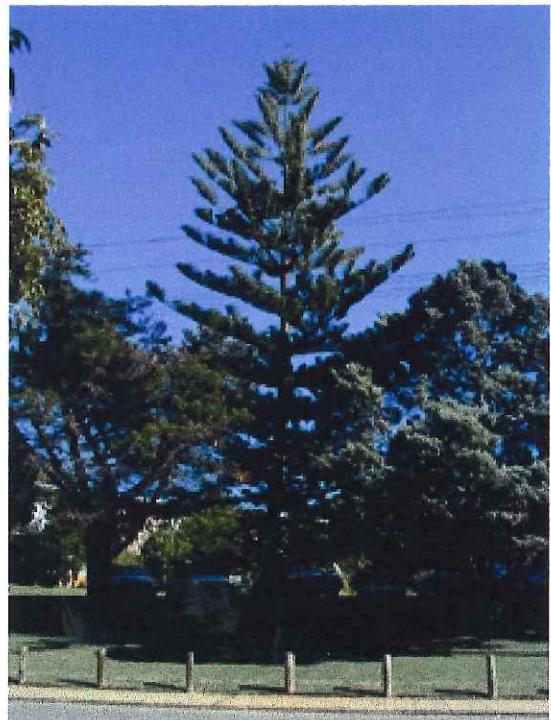


## Tree No 2

### *Pinus pinaster* ( Maritime Pine )

This tree is a somewhat post mature specimen and has lost its leader which has given rise to a low crowned mis-shapen overall form. Due to its placement within a group planting this does not form a serious detractor however under-pruning and deadwood removal to the lower limbs could improve the appearance of the tree.

### *Araucaria heterophylla*



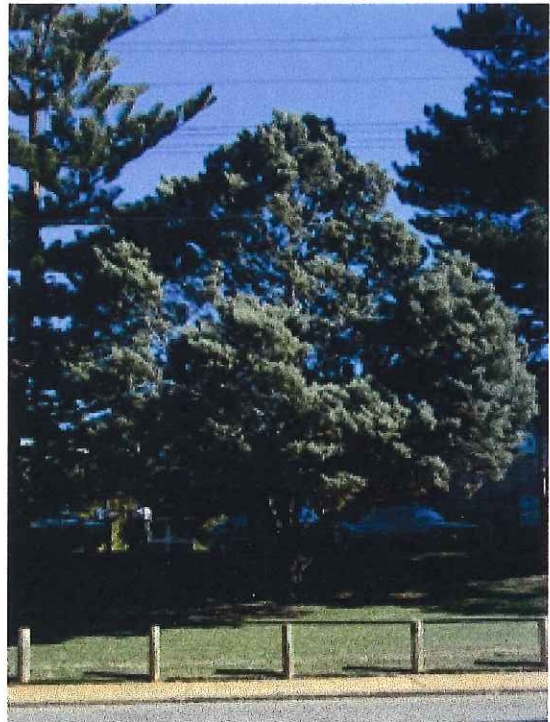


*Cupressus glabra*

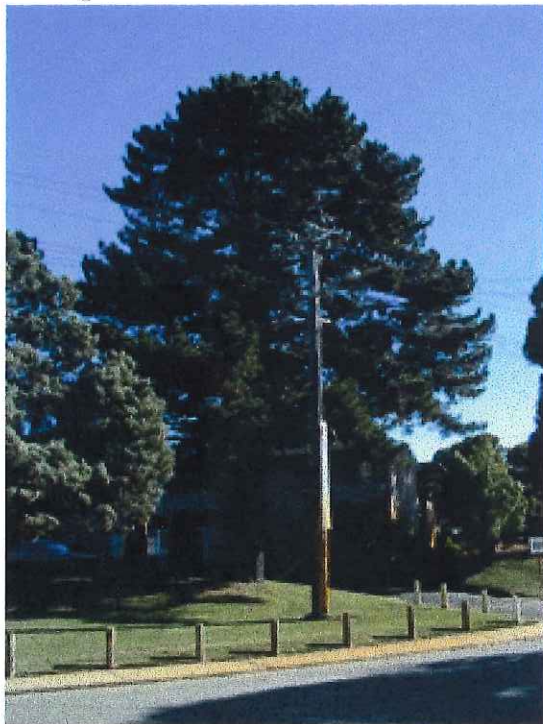
## Tree No 4

### *Cupressus glabra* ( Smooth Arizona Cypress )

This glaucous blue tree is a reasonably mature specimen that appears in good condition and the form has been spoiled by pruning for power lines.



*Pinus pinaster*

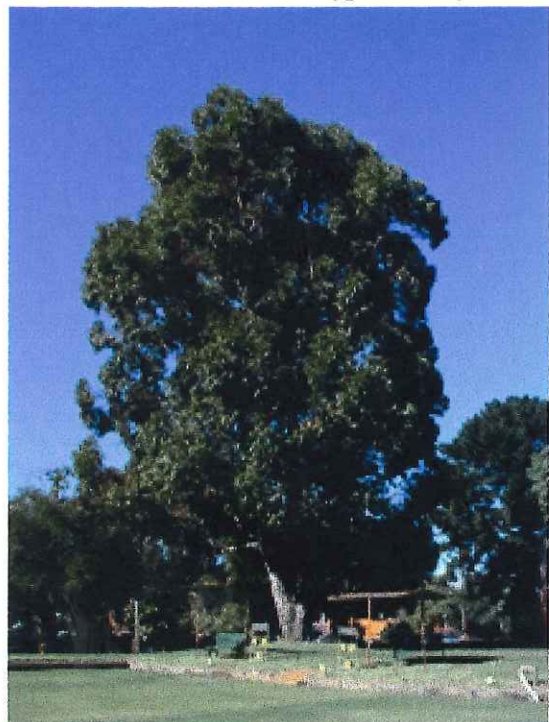


## Tree No 5

### *Pinus pinaster* ( Maritime Pine )

This tree is a mature specimen that appears to be healthy and in fair form given the pruning for power lines, it is also a typical period tree planted within this precinct.

*Eucalyptus botryoides*



## Tree No 6

### *Melaleuca lanceolata* ( Rottnest Island Ti Tree )

This spreading Ti tree is a reasonably mature specimen and has a form that is typical of the species although it shows the overshadowing impact of the adjacent Bangalay. Underpinning, deadwooding and finial pruning could improve views beneath the tree and assist in grass growth below.

## Tree No 7

### *Eucalyptus botryoides* ( Bangalay )

This tree is a mature specimen with an impressive character that unfortunately has been subject to pollarding as a tree maintenance regime and therefore poses a risk of falling branches. Whilst significant regrowth has taken place since the pruning this is epicormic in nature and does not have the structural integrity of an unpruned specimen.



## Tree No 8

### *Brachychiton populoneus* ( Kurrajong )

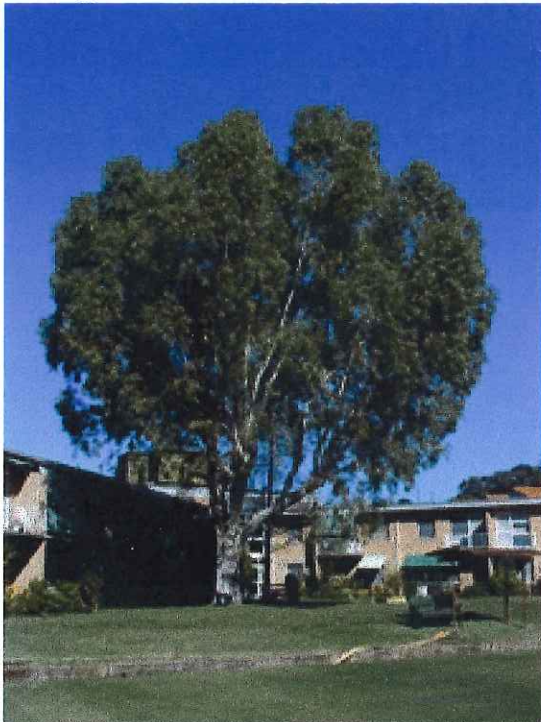
This semi mature specimen has the potential with selected pruning of cross branching to form an attractive tree. It is planted very close to the wall to the detriment of the overall shape of the tree. Such plants are capable of transplanting if necessary.

## Tree No 9

### *Liquidambar styraciflua* ( Liquidambar )

This tree is an immature specimen that appears healthy and of a balanced growth habit is young enough to be considered for transplanting should it be required.

### *Eucalyptus camaldulensis*



## Tree No 11

### *Cupressus sempervirens 'Stricta'* ( Pencil Pine )

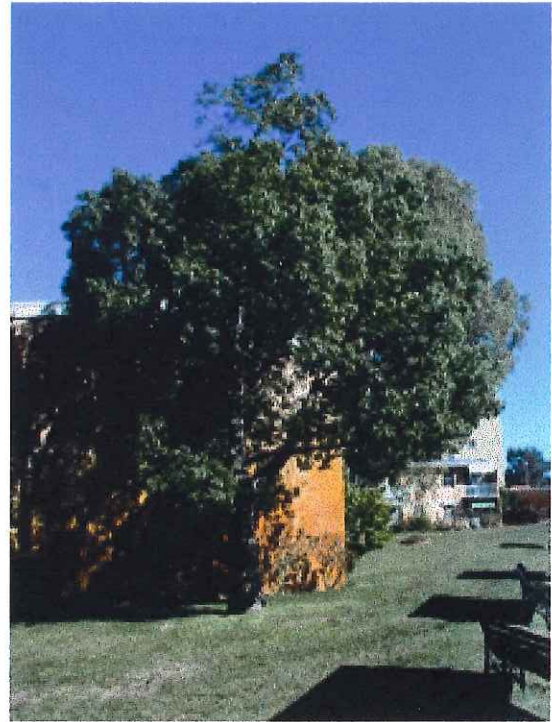
This tree is a semi-mature specimen that appears healthy and is young enough to be considered for transplanting should it be required.

## Tree No 12

### *Cupressus sempervirens 'Stricta'* ( Pencil Pine )

This tree is a much taller semi-mature specimen than its neighbour that appears healthy and is young enough to be considered for transplanting should it be required.

### *Brachychiton populoneus*

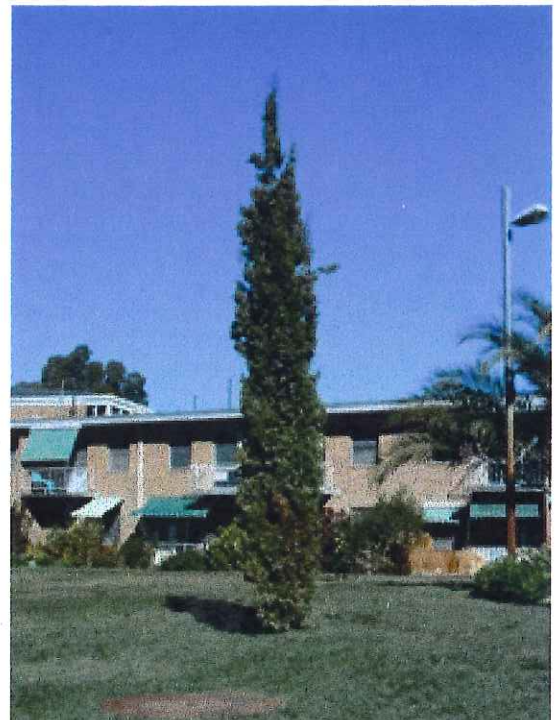


## Tree No 10

### *Eucalyptus camaldulensis* ( River Red Gum )

This large semi-mature specimen appears to have foliage that is somewhat dry and chlorotic (yellow) and of ailing health. It has also clearly been subject to overpruning (pollarding) and subsequently poses a significant risk of dropping limbs.

### *Cupressus sempervirens 'Stricta'*





## Tree No 13

### *Olea europaea* ( Olive )

This tree is a semi-mature specimen that appears healthy and is young enough to be considered for transplanting should it be required.

## Tree No 14

### *Phoenix canariensis* ( Canary Palm )

This tree is a young specimen that appears healthy and is young enough to be considered for transplanting should it be required.

### *Eucalyptus botryoides*



## Tree No 16

### *Cupressus macrocarpa* ( Monterey Cypress )

This tree is a mature specimen that has become flatter topped and one sided with age, it is also a typical period tree planted within this precinct often planted alongside *Pinus radiata* . Significant pruning is recommended to reduce the crown load.

## Tree No 17

### *Pinus radiata* ( Monterey Pine )

This tree is a over mature specimen that is a typical period tree planted within this precinct. Whilst it is true to form, it is clearly thinning in its foliage - an indication of a decline in vigour and deterioration. Beyond 75 years of age such trees become dangerous due to falling limbs. Stub limbs require removal.

## Tree No 18

### *Agonis flexuosa* ( Peppermint )

This tree is an over mature specimen that requires a significant degree of tree surgery to clean canopy or removal.

### *Olea europaea*



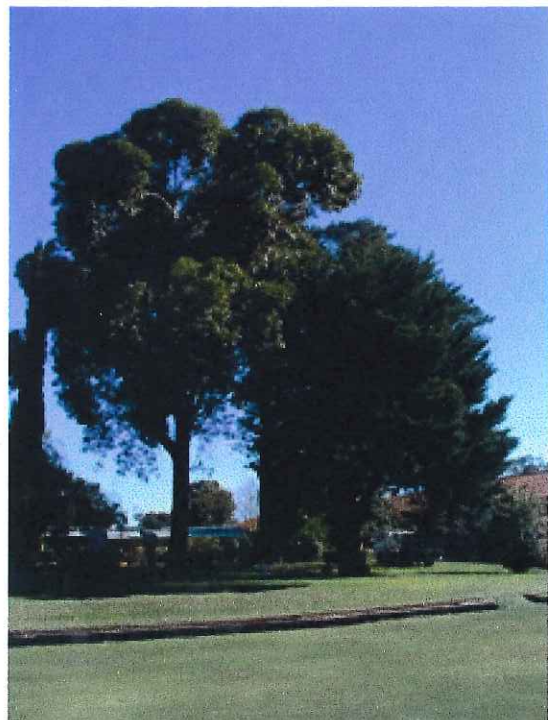
## Tree No 15

### *Eucalyptus botryoides* ( Bangalay )

This tree is a tall mature specimen that unfortunately has been subject to pollarding as a tree maintenance regime and therefore poses a risk of falling branches. Whilst significant regrowth has taken place since the pruning this is epicormic in nature and does not have the structural integrity of an unpruned specimen.

### *E. botryoides*

### *C. macrocarpa*



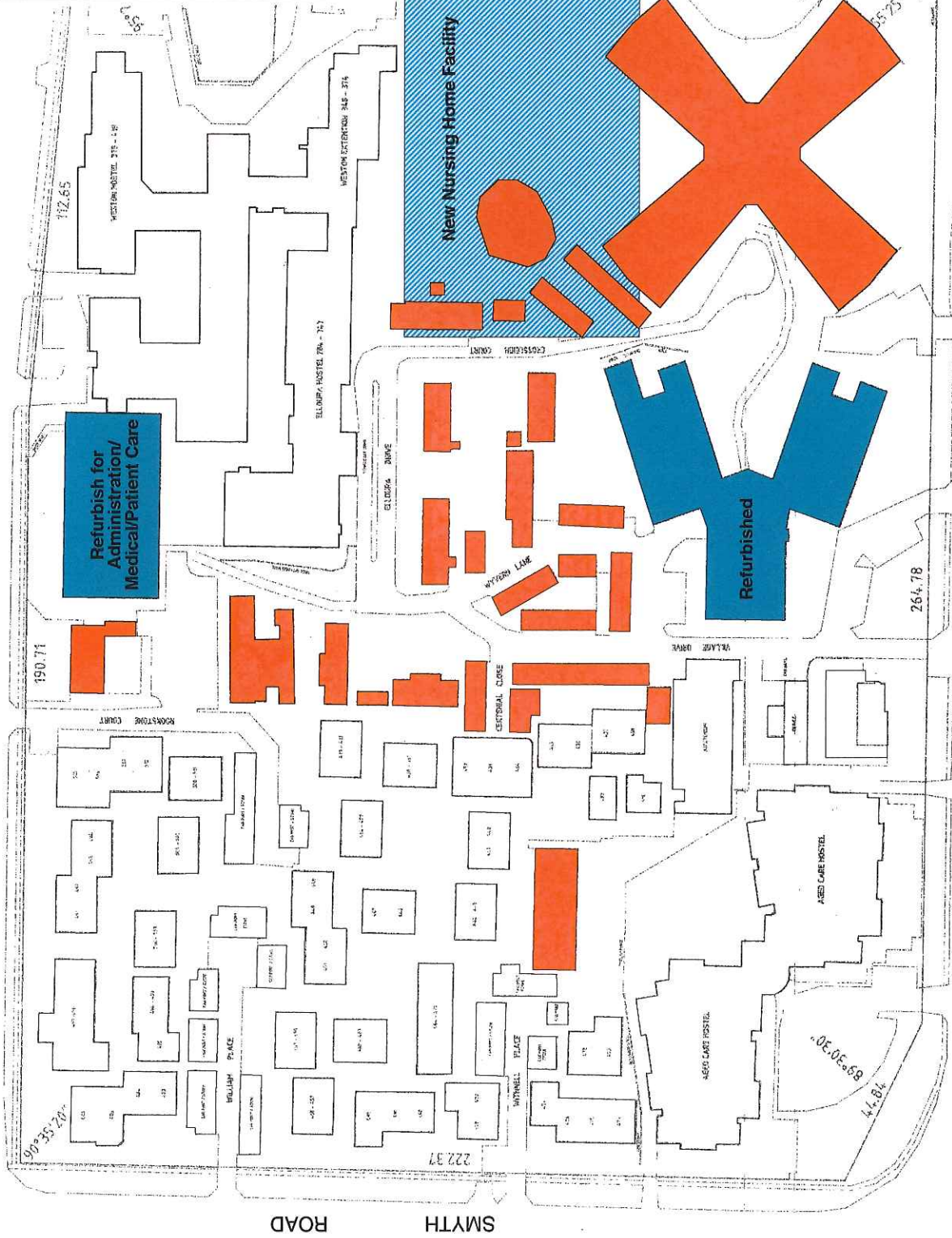


**appendix d:**

**Masterplan - Staging Plans**



MONASH AVENUE

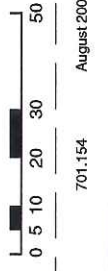


**LEGEND**

**Stage One - 2001**

- Remove buildings as required
- Refurbish buildings 2001/02/03
- New Building 2001/03








**HOLLYWOOD VILLAGE - MASTER PLANNING  
Redevelopment Staging Plan**

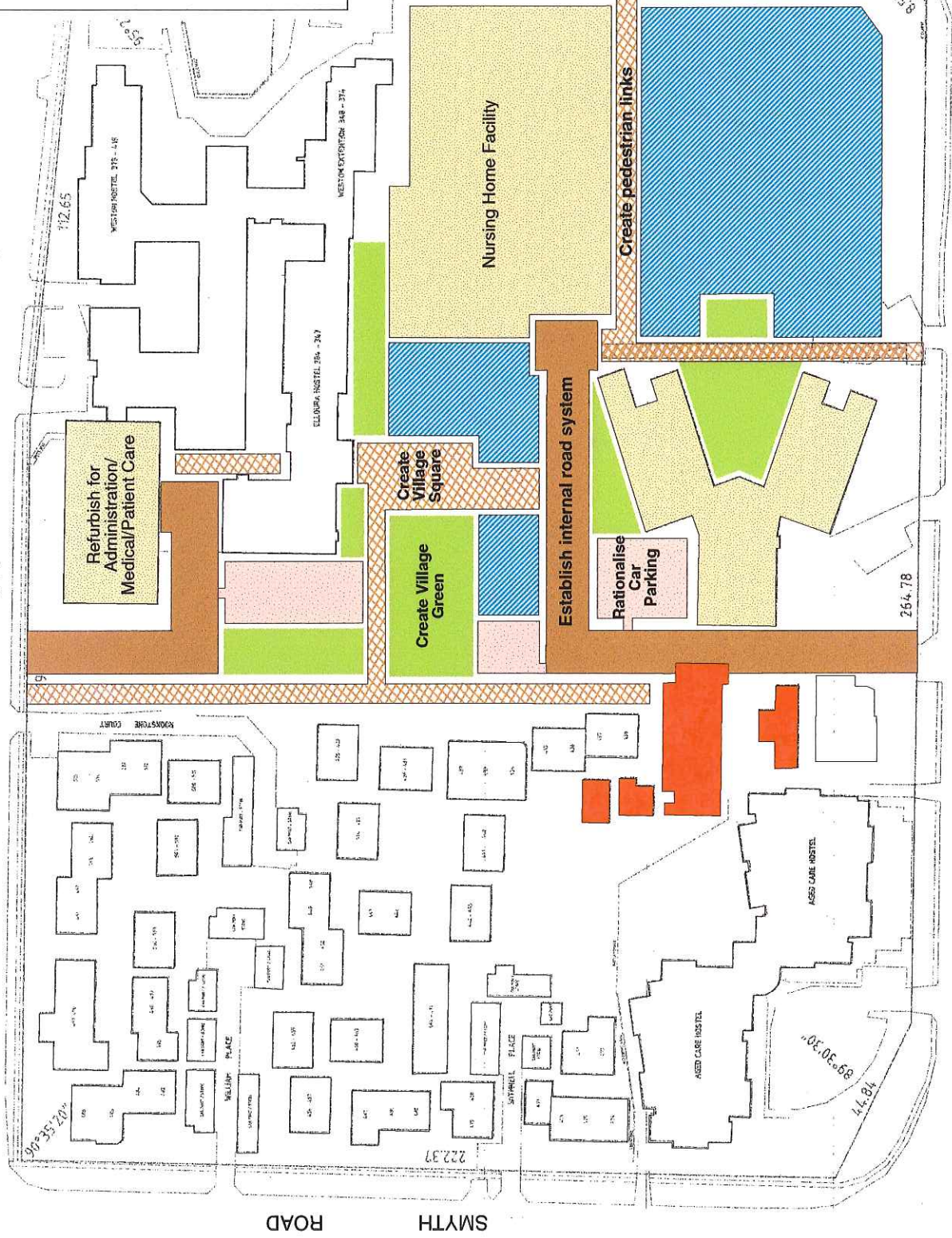




MONASH AVENUE

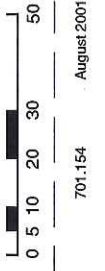
LEGEND

- Stage Two - 2005**
-  Completed Stage
  -  Remove Buildings as required
  -  New Buildings 2005
  -  Open Space
  -  Internal vehicular access
  -  Pedestrian access
  -  Service vehicle access



KARELLA STREET







**HOLLYWOOD VILLAGE - MASTER PLANNING  
Redevelopment Staging Plan**





**LEGEND**

**Stage Three - 2010**

-  Completed Stage
-  Remove Buildings as required
-  New Buildings 2010
-  Open Space
-  Internal vehicular access
-  Pedestrian access

AVENUE

MONASH

Establish common open space for residents

Create clear pedestrian links

Rationalise car parking

ROAD

SMYTH

ROAD

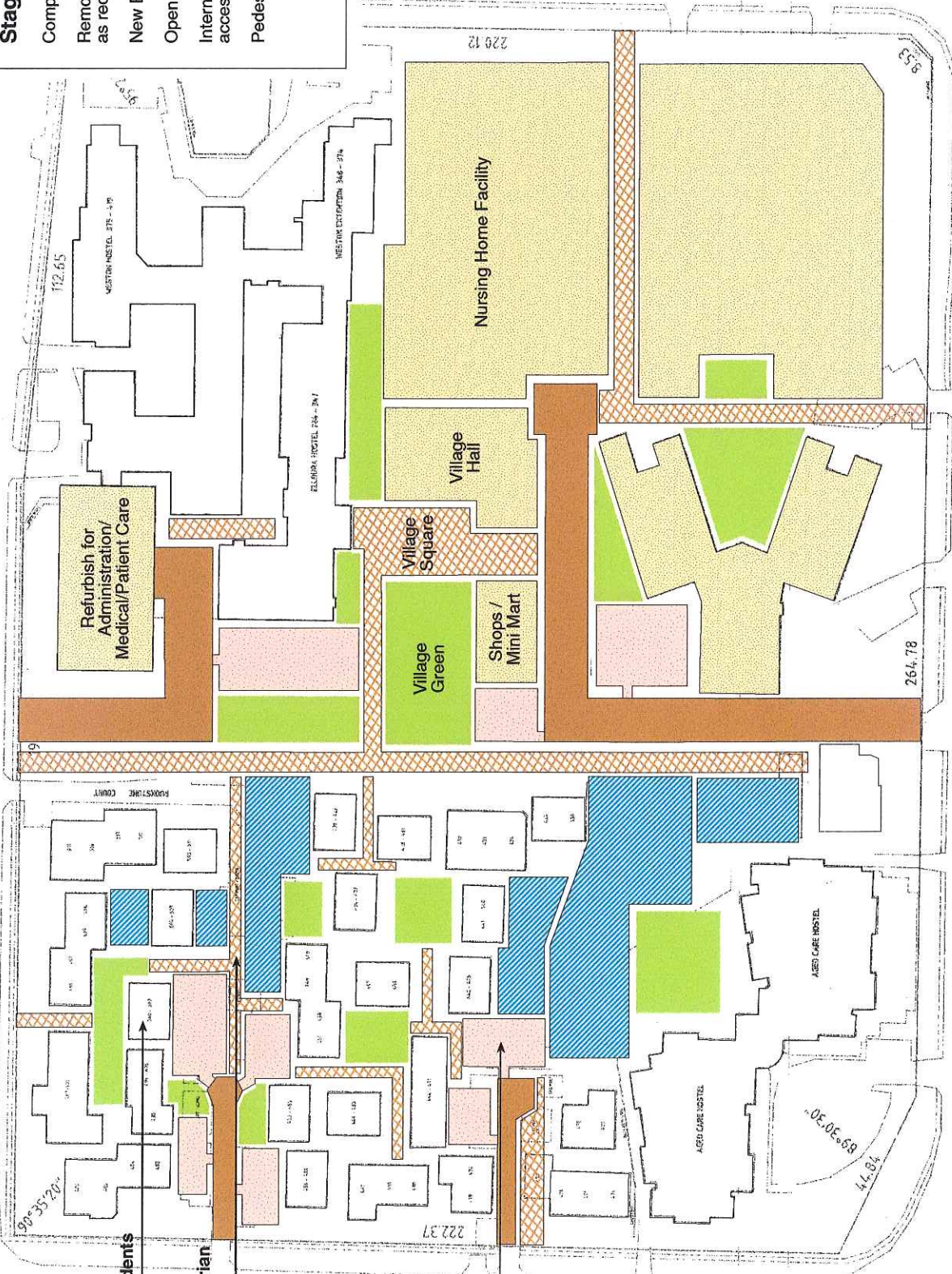
WILLIAMS

STREET

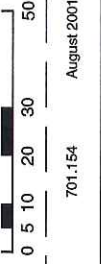
KARELLA

ROAD

SMYTH



**HOLLYWOOD VILLAGE - MASTER PLANNING  
Redevelopment Staging Plan**



701.154 August 2001









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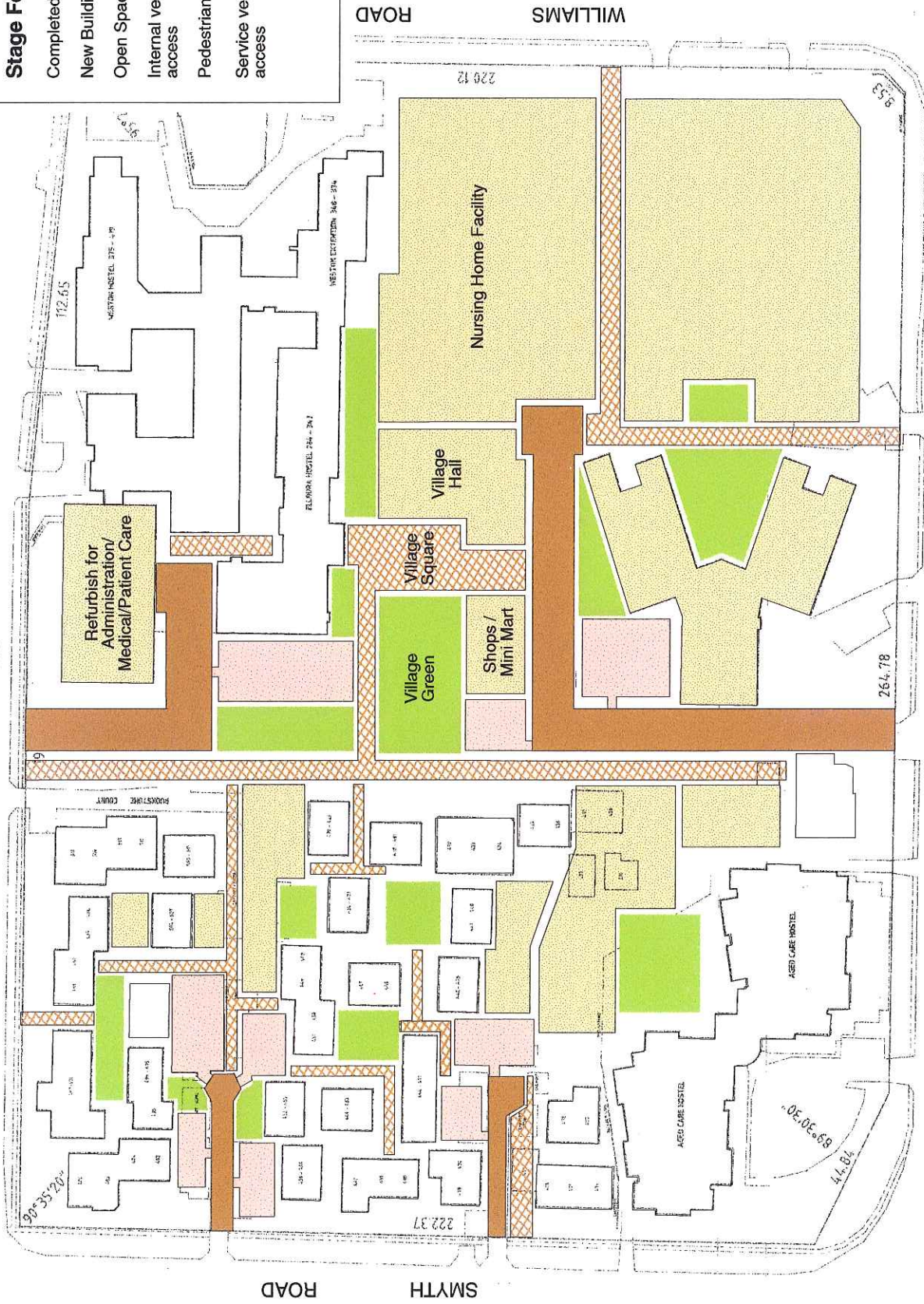
**LEGEND**

**Stage Four - 2020**

-  Completed Stage
-  New Buildings 2020
-  Open Space
-  Internal vehicular access
-  Pedestrian access
-  Service vehicle access

AVENUE

MONASH



KARELLA STREET

KARELLA

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