

RSPCA Project Home

FINAL Site Concept Plan Report

June 2022 REV D





Landscape Architecture, Urban Design & Place Making

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Document Control

Name of Project	RSPCA Project Home
Document Reference	2128 RSPCA Project Home\04 Drawings & Reports\A-Site\Adobe Sheets\PL06 RSPCA Concept Plan
Project Number	2128
Project Team	Personal Information

Revision	Date Issued	Prepared By	Approved By	Date Approved
A	23/08/2021	Personal Information		23/08/2021
B	09/06/2022	Personal Information		09/06/2022
C	16/06/2022	Personal Information		16/06/2022
D	28/06/2022	Personal Information		28/06/2022

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APPENDIX 1 STAKEHOLDER FEEDBACK

WHO IS THE RSPCA?

The RSPCA is an independent, community-based charity providing animal care and protection services across the country.

The RSPCA's mission is to prevent cruelty to animals by actively promoting their care and protection.

LOCATION

LEGEND

Study area
PIALLIGO Section 14
Block 2 and 3

RSPCA Project Home
Site

N

0

50

125

200

275

350 M

PLACE

LABORATORY

Title

SITE LOCATION

Drawing Number

SKG

Date

18.08.21

Drawn By

GN / AC

Scale

1:5000

Revision

B



PREFERRED SITE

Evaluation and testing of several site options have led to selection of a preferred location of the RSPCA project Home within the study area.

The area ensures the adjoining paddocks are no less than 6Ha in order to maintain their viability for stocking horses.

The building areas provided by the RSPCA were tested (as single-story buildings) on the site plan to ensure there was sufficient area for the RSPCA operations.

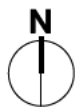
Key features and considerations include:

1. Approximately 4.0Ha area.
2. High visibility along Fairbairn Ave frontage.
3. Setback from Fairbairn Avenue to allow for future road duplication.
4. Access proposed from Addison Road requiring the upgrade of a small section of the road.
5. Upgrade of the Addison Road and Fairbairn Avenue intersection required to improve vehicular and pedestrian safety.
6. A flat site achieving universal access.
7. Close to public transport with the opportunity for a new bus stop adjacent to the site on Fairbairn Avenue.
8. Location within NCA approach route will drive better designed outcomes and maintain a rural character.
9. Circulation around the Duntroon Paddocks is maintained with minor modification to fences, gates and water troughs.
10. Paddocks maintain a minimum size of 6Ha.
11. Waterflows through the site will be managed through design.
12. Noise attenuation of buildings will be required.
13. Dogs will need to be housed in fully enclosed kennels.
14. Some contamination works.
15. Buildings cannot be situated in the Asset Protection Zone or the Canberra Airport Zone of Influence.
16. Maximum height of building is 12m.

LEGEND



Preferred location of
RSPCA Project Home



0 50 75 100 M

PLACE LABORATORY			
Title PREFERRED LOCATION			
Drawing Number SK11			
Date 23.08.21	Drawn By GN / AC	Scale 1:2750	Revision G



PRECEDENT STUDY

A study of contemporary RSPCA facilities servicing a similar size population and providing comparable services was undertaken.

The lessons learned from this exercise include:

1. The land area of a RSPCA facility ranges from 3 - 4 Ha.
2. Up-to-date operational design with the occupational health and safety of staff needs to be included in all facets of the building.
3. Ancillary amenities should be provided including dog parks, education centers for a range of enrichment and dog training programmes, vet clinics, shops, and cafe.
4. High level animal welfare standards and environmental sustainability is required (in particular for cats and dogs) including:
 - A temperature controlled environment including passive air-conditioning and hydronic heating for each kennel.
 - A bright and stimulating outlook for the animals.
 - Noise and odour control inside and outside the buildings.
 - Non-mechanical passive air-conditioning.
 - Recycling of wash down water and on site recycling of grey and black water in the next stage of development.
 - Orientation of the buildings to the north to allow the use of natural sunlight for lighting and warmth.
5. Cairns RSPCA which is located approximately 500m from the Cairns International Airport runway uses piped classical music in the cat and dog kennels to mask the noise of aircraft landing and taking off.

Epping, VIC



Location:	20 Companion Place Epping, VIC
Frontage:	171.1 m
Total Area:	28,993m2
Building Area:	3,400m2
Outdoor Area (Excludes parking and roads)	6,650m2
Car parking	Approx 35 bays
	Welcome and adoption Staff and Volunteer Education Laundry and Storage Dogs Lost & found Grooming Native/ Small domestic animals Stray Quarantine Assessment, Enrichment & Behavior Management Pet supplies

Yagoona, NSW

YAGOONA

CADASTRAL SITE BOUNDARY

PROGRAMMED EXTERIOR SPACE

PROGRAMMED INTERIOR SPACE



Location:	201 Rookwood Rd, Yagoona, NSW
Frontage:	247.3 m
Total Area:	28,822m2
Building Area:	10,000m2
Outdoor Area (Excludes parking and roads)	3,100m2
Car parking	Approx 100 bays
	Welcome and adoption Vet Hospital Staff and Volunteer Education Laundry and Storage Dogs Lost & found Grooming Native/ Small domestic animals Stray Quarantine Assessment, Enrichment& Behavior Management

Burwood, VIC

BURWOOD

CADASTRAL SITE BOUNDARY

PROGRAMMED EXTERIOR SPACE

PROGRAMMED INTERIOR SPACE



Location:	3 Burwood Hwy, Burwood East VIC
Frontage:	725m
Total Area:	35,789m2
Building Area:	7,947m2
Outdoor Area (Excludes parking and roads)	15,827m2
Car parking	Approx 170 bays
	Welcome and adoption Cafe Shop Staff and Volunteer Education Laundry and Storage Dogs Lost & found Grooming Native/ Small domestic animals Stray Quarantine Assessment, Enrichment& Behavior Management

PLAN & SCHEDULE

	RSPCA Space Brief (Weston Master Plan)	Aspirational Schedule Pro- vided by RSPCA* (Concept Design)	
Welcome and Adoption + Upgrade	805m2	586m2	
	230m2		
Vet Clinic	720m2	966m2	
Staff & Volunteer Offices	552m2	484m2	
Education	290m2	284m2	
Laundry & Storage	308m2	682m2	
Cattery	284m2	830m2	
Dogs	1283m2	2100m2	
Welping	88m2		
Enrichment	240m2		
FFS Boarding	300m2	200m2	
Grooming	84m2	60	
Native/ Small animals	205m2	320m2	
Stray Intake	118m2	-	
Barns	120m2	120m2	
	5627m2	6632m2	118% extra
Extra Dog Kennels		2100m2	
TOTAL	5627m2	8732m2	155%
Carbays	70	90	20 extra

BUILDING SCHEDULE

BUILDING 1

Welcome, Adoption and Education Centre and Cafe	590m ²
Education and Cafe	290m ²

BUILDING 2

Administration	500m ²
Inspector	150m ²
External Breakout space	

BUILDING 3

Vet Clinic	970m ²
Cat Boarding	200m ²

BUILDING 4

Maintenance Shed	120m ²
Central Laundry	112m ²
Waste	80m ²
Loading	50m ²
General storage	80m ²
Bulk Supplies Storage	140m ²
Walk in Refrigeration area (Cadavers)	40m ²
Shelter grooming facilities	60m ²

BUILDING 5

Cattery	830m ²
Small Animals	320m ²

BUILDING 6, 7, 8, 9

Dog Kennels	2100m ²
Additional Kennels	2100m ²

BUILDING 10

Barns	60m ² each
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LEGEND

- A. Fenced Dog exercise areas
- B. Loading Zone Vehicle access to building and open space for fire tending vehicle turn around
- C. Signage / Branding opportunity
- D. Staff breakout space
- E. Welcome park
- F. Carpark
- G. Operations Staff Carpark
- H. Water Tanks
- I. Paddocks
- J. New pedestrian footpath connection
- K. Addison Road main vehicle entry
- L. Internal road

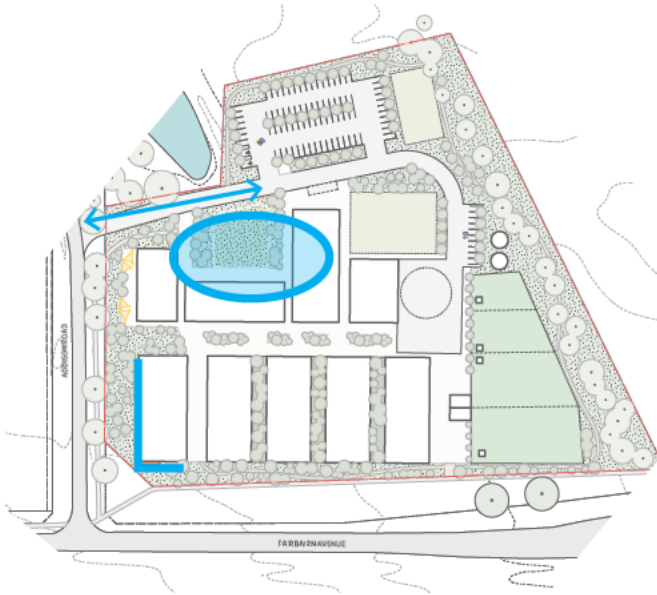
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Date 17.08.21	Drawn By GN / AC	Scale 1:1500	Revision D



* Based on the Aspirational Schedule

OBJECTIVES

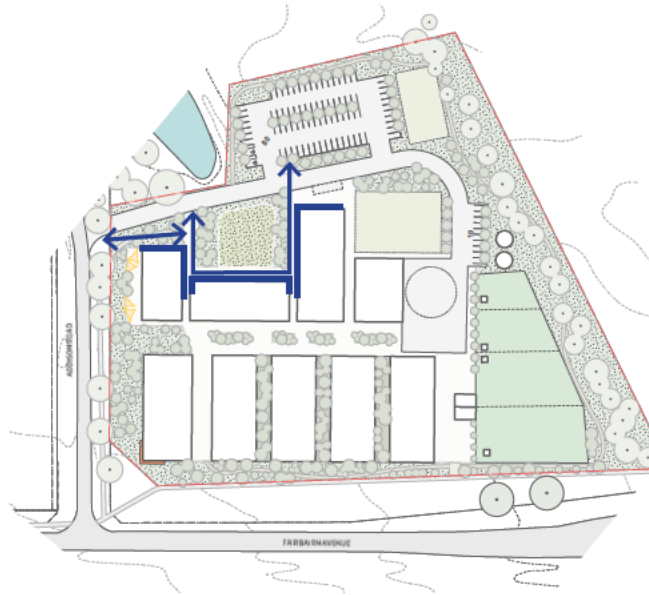


Vision

Define a street address
Create a destination focused on a centrally located gathering space framed by the public buildings and activated by the cafe, retail, education and meet and greet areas.



Vision



Public Interface

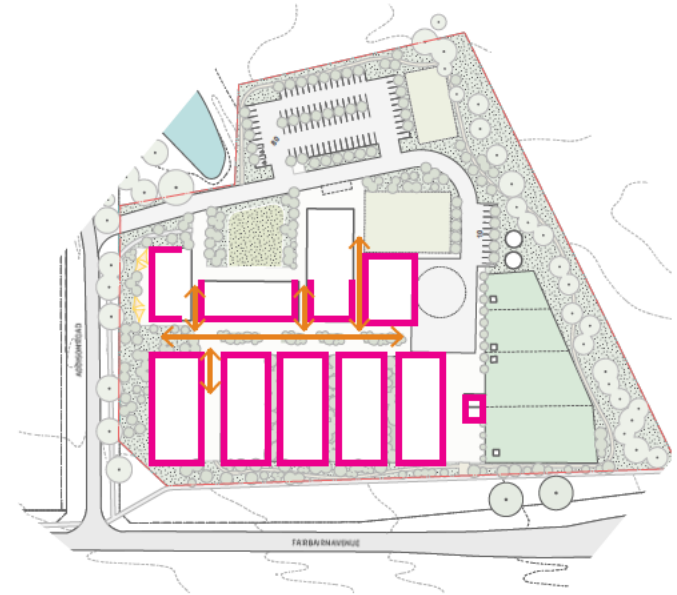
RSPCA's public interface is concentrated around the gathering space.



Public building interface



Public circulation



RSPCA Operations & Administration

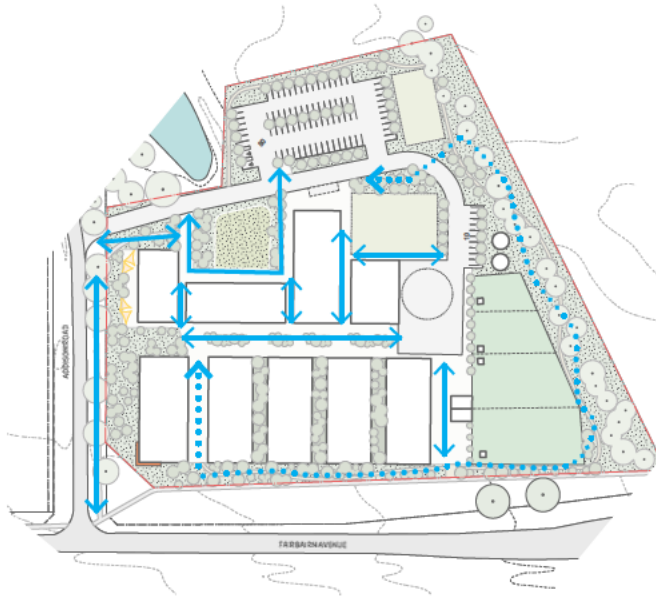
Working areas, including administration, accommodation and service areas are located along a central spine for easy navigation.



Workplace



Staff circulation

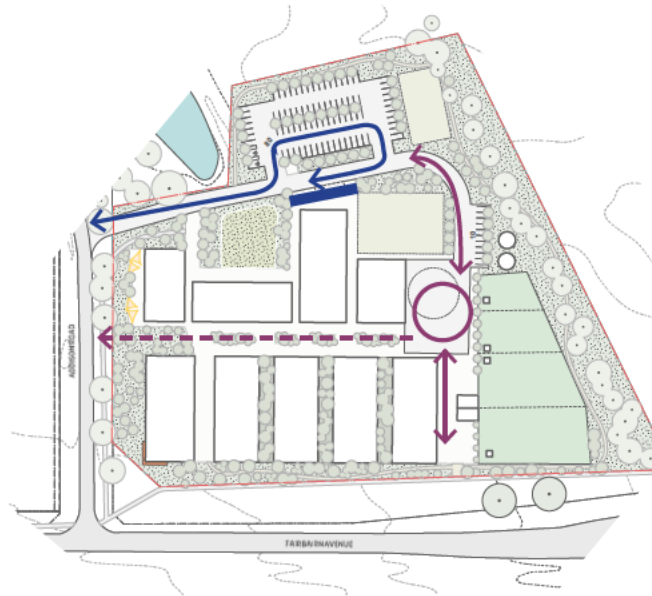


Pedestrian Circulation

The pedestrian circulation is defined by a east west spine for easy navigation.
The site is universally accessible.
A dog exercise track can be incorporated in the surrounding open spaces.

↔ Pedestrian movement

⋯ Dog exercise track



Vehicular Circulation

Vehicular circulation is kept to the periphery of the site to maintain a pedestrian priority campus. Public access is contained to the north. Option for a shared path along the spine for service vehicles and fire tender.

↔ Public

↔ Service



Landscape

Create a series of landscape spaces that support the enrichment of animals, staff amenity and public interface.

Public

Animal Enrichment

Staff Amenity

DESIGN CONSIDERATIONS

A summary of the design considerations identified for the RSPCA Project Home development have been summarized below:

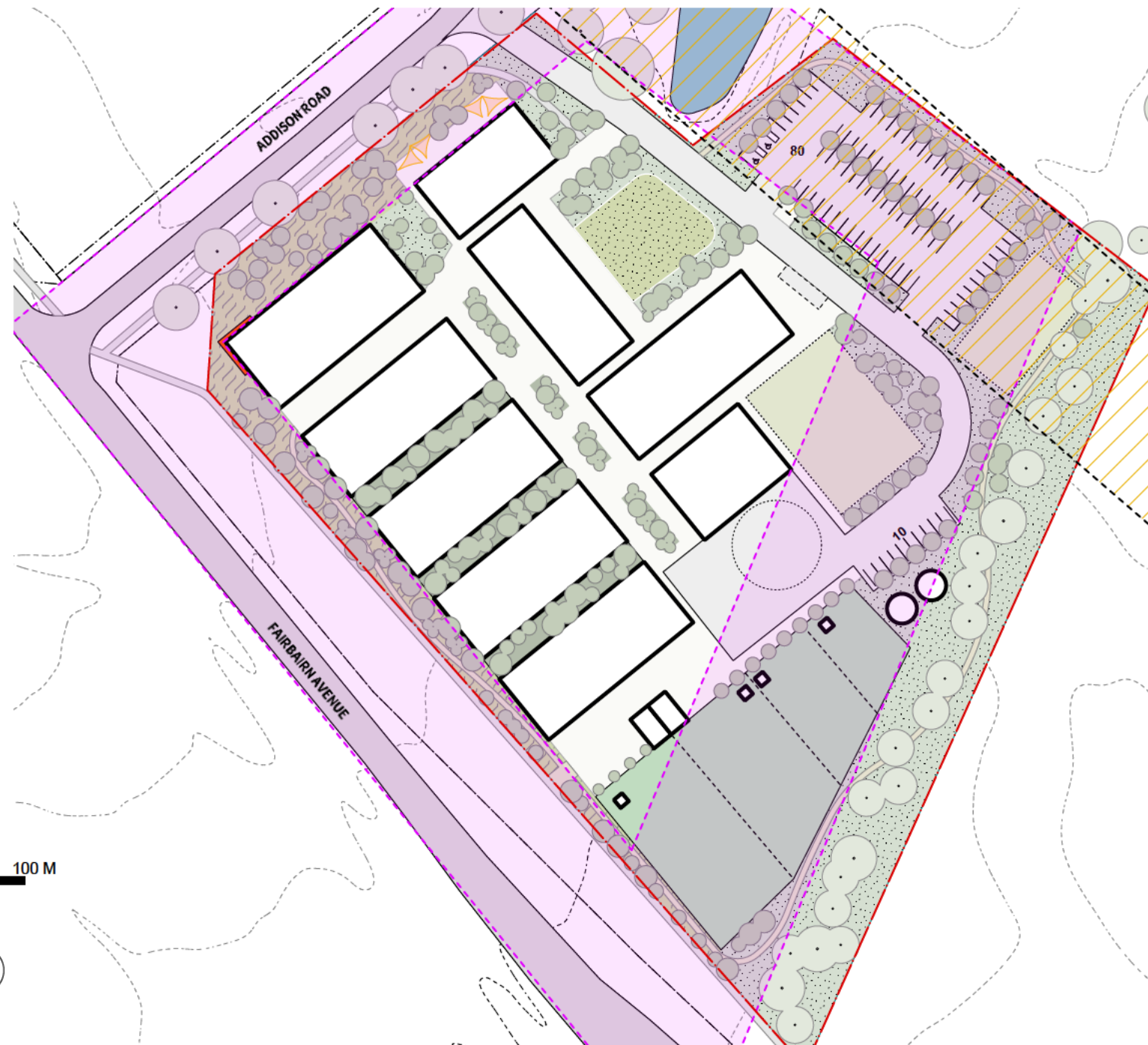
Description	Note
Site Servicing	
Stormwater catchment impacts the site	Stormwater infrastructure needs to be modified. Stormwater flows need to be maintained. Opportunity to harvest water for irrigation purposes.
Electrical	Substation required
Communications	Cable reticulation to be extended from Fairbairn Avenue.
Potable Water/ Fire Hydrant	Investigate pressure head of ICON Water main located along the boundary of Blocks 2 and 3. If insufficient pressure head take connection from the existing ICON Water 225 diameter water main on the south side of Fairbairn Avenue (an under bore beneath the existing road pavement would be required.)
Sewer	An extension of the nearest sewer main to the site boundary is required. An under bore beneath the existing road pavement would be required and in excess of 500m sewer main extension.
Gas	No gas supply available. A LPG gas bulk storage bullet with reticulation is required.
Geotechnical	
Poor trafficability of soil	This will impact timing of earthworks and construction.
Bio-security	
The presence of external aviaries and poultry in outdoor chicken coops at the facility is likely to encourage wild birds into the area. This may facilitate the spread of bird diseases such as Beak and Feather disease, as well as increase the risk of wildlife strikes in the vicinity of the airport.	The development design and operations need to eliminate the prospect of attracting wildlife and pests to ensure there is no increased risk of wildlife strike to the airport
The presence of poultry housed in outdoor chicken coops may pose a biosecurity risk to the free-range poultry farm due to the increased risk of transmitting diseases by wild birds(eg: Infectious Laryngotracheitis, Newcastle disease, Avian Influenza).	The development design and operations need to eliminate the prospect of attracting wildlife and pests.

Description	Note
Environmental	
Existing trees.	Existing trees, in particular the trees located on the eastern windbreak and along Addison Road should be retained and incorporated into the overall design. The eastern windbreak needs to be retained as a buffer between the development and the horse agistment paddocks.
Natural Temperate Grassland	The Biodiversity Survey Report 2022 identified two areas of natural temperate grassland. These should be retained where possible with buffer zones and fences. Natural Temperate Grassland species should be used in the development site and along the Fairbairn and Addison Road frontages to enhance biodiversity and maintain habitat and movement corridors for native animals including the Legless Lizard.
Noise	
Ambient Noise	Small animals should be kept indoors or within penned enclosures and shielded from the ambient noise environment.
Road Traffic Noise	Design of the facility is to apply noise mitigation measures.
Majura Training Area	Design of the facility is to apply noise mitigation measures.
Aircraft Noise	Design of the facility is to apply noise mitigation measures.
Noise emissions	Design of the facility is to apply noise mitigation measures to reduce noise emissions. This includes fully enclosing the dog kennels.
Bush fire	
Asset Protection Zones	Establish from the commencement of building works and maintained for perpetuity
Vegetation management	Grassland must be maintained at $\leq 200\text{mm}$ height when grassland curing $\geq 70\%$;
Fire tender access	Capacity and geometry of internal roads to meet standards.
Emergency evacuation plan	Plan needs to comply with Australian Standards

Description	Note
National Airports Safeguarding Framework	
Guideline A: Measures for managing impacts of aircraft noise	Design of the facility is to apply noise mitigation measures to limit noise ingress on spaces such as offices, veterinary clinic and animal boarding.
Guideline C: Managing the Risk of Wildlife Strikes in the Vicinity of Airports	The development design and operations need to eliminate the prospect of attracting wildlife and pests to ensure there is no increased risk of wildlife strike to the airport. A suite of mitigation measures would need to be developed and may include controls such as: - No external lighting at night to reduce insect attraction. - No fodder or feed to be left outside or exposed. - No bird habitat/food plant species to be established. - All bins to be locked and secured if located outside. - Containment of animals and birds. - No external watering stations. - Management of pests (rabbits, mice and rats)
Guideline E: Managing the Risk of Distractions to Pilots from Lighting in the Vicinity of Airports	The development design and operations need to ensure there is no increased risk of distractions to pilots. The site is located ~1200 metres from the end of the Canberra Airport runway 12/30 and therefore falls into 'Zone B' limiting the intensity of light to 50cd at 3° above horizontal. For any lighting that has the potential to project light beyond 0° horizontal it is recommended to engage a specialist lighting consultant during detailed design to ensure compliance.
Guideline F: Managing the Risk of Intrusions into the Protected Airspace of Airports	The development design and operations need to ensure there are no obstacles to air navigation. Preliminary advice from Canberra Airport suggests that the RSPCA Home site should be kept under 12 metres from natural ground level including all aerials. Timing of CASA approvals for any obstacles into the air space (including cranes for construction) needs to be taken into consideration.
Guideline G: Protecting Aviation Facilities — Communications, Navigation and Surveillance (CNS)	The development design and operations need to ensure there are no increased impact to aviation facilities, communication, navigation, and surveillance.
Guideline H: Protecting Strategically Important Helicopter Landing Sites	The Project is not located on land that would be considered a strategically important helicopter landing site.
Guideline I: Managing the risk in Public Safety Areas at the ends of Runways	The Project is more than 1000 m from the end of Canberra Airport runway 12/30. ACT Government does not have a planning framework governing the Public Safety Area (PSA) at the end of runways. Using the PSA model adopted by the Queensland Government, the Project would fall outside of the area of risk. This same model has been used to determine third party risk at other locations across Australia, including the Western Sydney Airport. A zone of influence, aligned with the runway, with no buildings allowed has been indicated on the plan.

LEGEND

-  **ASSET PROTECTION ZONE**
No built form is to be located within this zone, refer to reference I 'Bushfire Hazard Assessment - Harris'
-  **CANBERRA AIRPORT AREA OF INFLUENCE**
To reduce complexities and potential risks to construction Built forms within this area should be avoided. All heights across the site including aerials should be less than 12m.



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Title CONCEPT DESIGN CONSIDERATIONS			
Drawing Number SK13			
Date 18.08.21	Drawn By GN / AC	Scale 1:1500	Revision B



SITE ENABLING WORKS

To prepare the site for development the following site enable works need to be undertaken:

1. Stormwater: review and relocation of stormwater infrastructure and redesign of the site flows.
2. Power: extension of power to the site.
3. Communications: extension of communications to the site.
4. Water: extension of water to the site
5. Sewer: extension of water to the site
6. Bulk earthworks.
7. Road works including the upgrade of the Fairbairn Ave and Addison Road intersection.
8. Adjustment to the paddock fences and water troughs in consultation with the leaseholder (Territory Agistment).
9. Proposed bus stop on Fairbairn Ave closer to Addison Road intersection including bus embayments and foot-paths along Fairbairn Ave and Addison Road to RSPCA.

APPENDIX 1

Government Stakeholder Feedback

ITEM	NAME	FEEDBACK	RECOMMENDATION
1	Network Planning	Recommends identifying proposed bus stops and embayments on the plan and in the report	They will be shown diagrammatically
2	Infrastructure Delivery Partners Group	What sound attenuation will be required	This will be resolved in the future stages of the report. Sound attenuation will be incorporated into the building, as a sound wall on Fairbairn Avenue is unlikely to meet NCA requirements.
3	JACS - Bushfire	APZ – The APZs will need to be managed to ACT Bushfire Management standards (as you noted in the concept plan) Access – The road will be required to meet the standard of a public road as per the ACT Bushfire Management Standards. Eg.2 ways, min 7.5m wide to enable passing of vehicles and a turnaround at the end suitable for a heavy ridged truck. Hydrants – the site will need hydrants to fire category F5 (this may change depending on the buildings proposed) so that we can defend the site (and the animals) during a bushfire. The Buildings will need to met AS2419 for fire coverage. Evacuation planning – the site will need a detailed evacuation plan. Due to the animals on site, the plans will need to incorporate the movement of animals. Most of thing will be assessed during the Development application and then the building approval stage once the concept plan is approved.	Noted

ITEM	NAME	FEEDBACK	RECOMMENDATION
4	Urban Trees	Development in this area could benefit any retained trees along Addison Road and that there are opportunities at these early stages to adjust alignments to retain higher quality trees. In line with our commitment to 30% canopy coverage by 2045, Urban Treescapes request only that as the design develops this target is achieved on the site through large canopy tree plantings. As well as meeting this ACT Government goal, we feel that this condition will benefit the RSPCA, its visitors, and resident animals during our warmer months.	Noted. These comments will be carried forward into the next stage.
5	Development Coordination Branch	Investigate further on the intersection layout of Fairbairn Av with Addition Rd and what type of control at this intersection?. During the heavy rain the water runs over the Fairbairn Avenue as such Stormwater to be managed carefully.	Noted. These comments will be carried forward into the next stage.

