



## **Metro North-West Joint Development Assessment Panel Agenda**

**Meeting Date and Time:** 29 November 2017; 2:30pm  
**Meeting Number:** MNWJDAP/192  
**Meeting Venue:** City of Joondalup  
90 Boas Avenue  
Joondalup

### **Attendance**

#### **DAP Members**

Mr Clayton Higham (Presiding Member)  
Mr Christopher Antill (A/Deputy Presiding Member)  
Mr John Syme (Specialist Member)  
Cr Christine Hamilton-Prime (Local Government Member, City of Joondalup)  
Cr Philippa Taylor (Local Government Member, City of Joondalup)

#### **Officers in attendance**

Mr Ryan Bailey (City of Joondalup)  
Mr Tim Thornton (City of Joondalup)  
Mr Chris Leigh (City of Joondalup)  
Mr Joe Hussey (City of Joondalup)  
Mr Glenn Shaw (City of Joondalup)  
Mr Stevan Zecevic (City of Joondalup)

#### **Minute Secretary**

Mr John Byrne (City of Joondalup)

#### **Applicants and Submitters**

Mr Alessandro Stagno (Planning Solutions)  
Mr Scott Vincent (Planning Solutions)  
Ms Anna Holloway (Insite Architects)  
Mr Behnam Bordbar (Transcore Pty Ltd)  
Mr David Reynolds (Taylor Burrell Barnett)  
Mr Behnam Bordbar (Transcore)  
Mr Walt Coulston (Coulston Group)  
Mr Sam Grimley (Coulston Group)  
Ms Desiree von Bergheim (Magic Circle Child Care)

#### **Members of the Public / Media**

Nil

### **1. Declaration of Opening**

The Presiding Member declares the meeting open and acknowledges the past and present traditional owners and custodians of the land on which the meeting is being held.



In accordance with regulation 27(3A) of the *Planning and Development (Development Assessment Panel) Regulations 2011*, Mr Clayton Higham has been appointed as Presiding Member for this meeting.

## 2. Apologies

Ms Karen Hyde (Presiding Member)  
Mr Ray Haeren (Deputy Presiding Member)

## 3. Members on Leave of Absence

Panel member, Mr Ray Haeren has been granted leave of absence by the Director General for the period of 20 November 2017 to 1 December 2017 inclusive.

## 4. Noting of Minutes

Note the Minutes of meeting no. 189 held on 30 October 2017, meeting no. 190 held on 1 November 2017 and meeting no. 191 held on 7 November 2017.

## 5. Declarations of Due Consideration

The Presiding Member notes the agenda was updated to include the late submission of the responsible authority report recommendation for Item 8.2 received after the RAR Due Date being 17 November 2017.

Any member who is not familiar with the substance of any report or other information provided for consideration at the DAP meeting must declare that fact before the meeting considers the matter.

## 6. Disclosure of Interests

<b>Member/Officer</b>	<b>Report Item</b>	<b>Nature of Interest</b>
Ms Karen Hyde	Item 8.2	Indirect Pecuniary Interest

Ms Hyde works for Taylor Burrell Barnett the planning firm assisting with the application.

## 7. Deputations and Presentations

**7.1** Mr Scott Vincent (Planning Solutions) presenting in support of the application at Item 8.1. The presentation will address streetscape and amenity, parking and access, landscaping, building orientation, hours of operation and building setbacks.

**7.2** Ms Anna Holloway (Insite Architects) presenting in support of the application at Item 8.1. The presentation will address the architectural design merits of the proposal.

**7.3** Mr Behnam Bordbar (Transcore Pty Ltd) presenting in support of the application at Item 8.1. The presentation will address the traffic related issues identified by the City of Joondalup.



- 7.4 Mr Paul McQueen (Lavan) presenting in support of the application at Item 8.1. The presentation will address the relevant planning framework and tests for the exercise of discretion in respect of the key contentions.
- 7.5 Ms Desiree von Bergheim (Magic Circle Child Care) presenting against the application at Item 8.2. The presentation will address car park spaces.
- 7.6 Mr David Reynolds (Taylor Burrell Barnett) presenting in support of the application at Item 8.2. The presentation will support the officer recommendation.

#### **8. Form 1 – Responsible Authority Reports – DAP Applications**

- 8.1 Property Location: Lot 1 (248) Camberwarra Drive, Craigie  
Application Details: Child Care Centre  
Applicant: Planning Solutions  
Owner: The Roman Catholic Archbishop of Perth  
Responsible Authority: City of Joondalup  
DAP File No: DAP/17/01210
- 8.2 Property Location: Lots 522 (3) and 523 (1) Forrest Road, Padbury  
Application Details: Child Care Centre  
Applicant: Taylor Burrell Barnett  
Owner: Ms Danielle Bardsley, Mr Josephe Bardsley,  
Ms Elizabeth MacKenzie, Mr Timothy MacKenzie  
and Ms Yvonne MacKenzie  
Responsible Authority: City of Joondalup  
DAP File No: DAP/17/01263

#### **9. Form 2 – Responsible Authority Reports – Amending or cancelling DAP development approval**

Nil

#### **10. Appeals to the State Administrative Tribunal**

The following State Administrative Tribunal Application has been received:

- City of Stirling - Lots 32, 105 and 400 Tenth Avenue and Lot 33 Eleventh Avenue, Inglewood - ALDI Shop and Associated Parking

#### **11. General Business / Meeting Closure**

In accordance with Section 7.3 of the DAP Standing Orders 2017 only the Presiding Member may publicly comment on the operations or determinations of a DAP and other DAP members should not be approached to make comment.



## Form 1 – Responsible Authority Report (Regulation 12)

<b>Property Location:</b>	Lot 1 (248) Camberwarra Drive, Craigie
<b>Development Description:</b>	Child Care Centre
<b>DAP Name:</b>	Metro North-West JDAP
<b>Applicant:</b>	Planning Solutions
<b>Owner:</b>	The Roman Catholic Archbishop of Perth
<b>Value of Development:</b>	\$2,100,000.00
<b>LG Reference:</b>	DA17/0495
<b>Responsible Authority:</b>	City of Joondalup
<b>Authorising Officer:</b>	Dale Page, Director Planning and Community Development
<b>DAP File No:</b>	DAP/17/01210
<b>Report Due Date:</b>	17 November 2017
<b>Application Received Date:</b>	5 May 2017
<b>Application Process Days:</b>	90 days
<b>Attachment(s):</b>	1: Location plan 2: Development plans 3: Original perspective drawings 4: Amended perspective drawings

### Officer Recommendation:

That the Metro North-West JDAP resolves to:

1. **Refuse** DAP Application reference DAP/17/01210 and accompanying plans in accordance with Clause 68 of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the City of Joondalup's *District Planning Scheme No. 2*, for the following reasons:

### Reasons

1. In accordance with Schedule 2, Clause 67(g) of the *Planning and Development (Local Planning Scheme) Regulations 2015* the proposed development does not comply with the provisions of the City's *Child Care Centre Policy* and *Height of Non-Residential Buildings Local Planning Policy* as the proposed development:
  - 1.1 Does not provide adequate onsite parking and will disrupt the existing traffic flow by creating poor vehicle circulation.
  - 1.2 Impacts the amenity of adjoining and surrounding landowners/occupiers as the proposed hours of operation exceed those permitted.
  - 1.3 Impacts the amenity of the streetscape and surrounding area due to the proposed design and height of the northern building façade, considering the siting of the building and the topography of the land.
2. In accordance with Schedule 2, Clause 67(m) of the *Planning and Development (Local Planning Scheme) Regulations 2015*, the development is not compatible with its setting and relationship to other development/land within the locality, as the northern elevation of the building facing Barradine Way will impact on the amenity of the streetscape and surrounding

landowners due to its height, length, design and level from natural ground level at the street.

3. In accordance with Schedule 2, Clause 67(n) of the *Planning and Development (Local Planning Scheme) Regulations 2015*, the development will impact on the character of the locality and the amenity of surrounding properties due to the following:
  - 3.1 The lack of landscaping proposed between the street and the development.
  - 3.2 The proposed building height, design, levels and orientation which is not in keeping with the character of the area and the surrounding land.
  
4. In accordance with Schedule 2, Clause 67 (a) and (p) of the *Planning and Development (Local Planning Scheme) Regulations 2015*, the development does not achieve the minimum three metre landscaping strip required under clause 4.12.2 of the City's *District Planning Scheme No. 2*, and therefore does not include adequate landscaping between Camberwarra Drive and the car parking proposed on-site.
  
5. In accordance with Schedule 2, Clause 67(s) of the *Planning and Development (Local Planning Scheme) Regulations 2015*, the proposed means of vehicle access and parking is not adequate in respect to the following:
  - 5.1 Crossover orientation.
  - 5.2 Location of proposed on-street parking bays.
  - 5.3 Car parking bay shortfall.
  
6. In accordance with Schedule 2, Clause 67(zb) of the *Planning and Development (Local Planning Scheme) Regulations 2015*, the issues raised by the Joondalup Design Reference Panel on 22 September 2017 have not been adequately addressed by the applicant to ensure the design of the development contributes to the streetscape and incorporates environmentally sustainable design features.

**Details: outline of development application**

Insert Zoning	MRS:	Urban.
	TPS:	Private Clubs / Recreation, R20/R40.
Insert Use Class:		Child Care Centre.
Insert Strategy Policy:		Not applicable.
Insert Development Scheme:		District Planning Scheme No. 2.
Insert Lot Size:		3,960m <sup>2</sup> .
Insert Existing Land Use:		Vacant site.

The proposed child care centre consists of the following:

- A building to accommodate a maximum of 82 children and 14 staff at any one time;
- Vehicle and pedestrian access from Camberwarra Drive;
- A total of 21 car parking bays on-site; with 9 bays being available to visitor/parents and 12 tandem bays allocated to staff.

- The construction of three on-street car parking bays located on Camberwarra Drive;
- A 577m<sup>2</sup> outdoor play area for children;
- Associated landscaping along the northern facade of the development and within the car parking area;
- Internal paths linking the existing public footpath within the Camberwarra Drive road reserve; and,
- One freestanding 5.88m<sup>2</sup> ('V' style) pylon sign.

The development plans, as well as the original and amended perspective drawings are provided at Attachments 2, 3 and 4 respectively.

### **Background:**

The subject site is currently vacant and is bound by Barradine Way to the north, Whitford Catholic Primary School to the west, a convent associated with an adjacent church to the south and Camberwarra Drive to the east (Attachment 1 refers).

The subject site is zoned 'Private Clubs / Recreation' under the City's *District Planning Scheme No. 2* (DPS2) and is coded R20/R40. The land use 'Child Care Centre' is a discretionary ("D") use within the 'Private Clubs / Recreation' zone under DPS2.

### **Legislation and Policy:**

#### Legislation

- *Planning and Development Act 2005*.
- *Metropolitan Region Scheme (MRS)*.
- *Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations)*.
- *City of Joondalup District Planning Scheme No. 2 (DPS2)*.

#### State Government Policies

- *State Planning Policy 3.7: Planning in Bushfire Prone Areas (SPP3.7)*.

#### Local Policies

- *Child Care Centre Policy (CCCP)*.
- *Height of Non-Residential Buildings Local Planning Policy (HNRBLPP)*.
- *Signs Local Planning Policy (SLLP)*.
- *Environmentally Sustainable Design Local Planning Policy*.

### **Consultation:**

#### Public Consultation

The proposal was advertised by way of letters to 17 surrounding landowners/occupiers, an on-site advertising sign, advertisement in the local newspaper for two consecutive weeks and information placed on the City's website.

Consultation was undertaken for 14 days from 26 October 2017 to 9 November 2017, in accordance with clause 64 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

12 submissions were received during the advertising period, all being objections to the proposal. The issues raised in the submissions are summarised in the below table:

Issue Raised	Applicant Response	City Comment
Lack of parking proposed on-site.	<p>A detailed parking analysis has been prepared by the project traffic engineers (Transcore) stating that a minimum of 7 bays are required for the visitors to the development.</p> <p>The nine on-site bays and the additional three on-street bays and reciprocal nature of the local parking arrangements will ensure that parking is acceptable.</p>	<p>The car parking provision on-site does not comply with the City's DPS2 or Child Care Centre Policy requirements.</p> <p>Due to the number of children/parents and staff attending the site, and the current traffic issues surrounding the subject site, it is unlikely that the proposal will meet the parking needs associated with the proposed development.</p> <p>Refer to the Officer's comment for further information.</p>
Existing parking and traffic issue associated with the adjacent school and church.	<p>The traffic and road safety impact report prepared by Transcore demonstrates traffic generation associated with the proposal will result in insignificant impacts on the surrounding road network, and would be well within the capacity and function of surrounding roads.</p> <p>It is unlikely there will be any exacerbation or contribution to existing parking issues in the area resulting from the proposed child care centre.</p>	<p>During peak hours, the existing school and church adjacent to the subject site generate a large volume of traffic along the adjoining road network. If parking and vehicle access is not addressed appropriately, the child care centre will further exacerbate the current traffic issues.</p>
Noise from the child care centre.	<p>An environmental noise assessment prepared by Lloyd George Acoustics has been prepared, demonstrating the proposed child care centre will comply with the <i>Environmental Protection (Noise) Regulations 1997</i>.</p>	<p>The applicant has provided an acoustic report which demonstrates that noise can be managed to limit any impact on surrounding landowners.</p>
Noise and traffic issues during construction.	<p>Noise, traffic and other amenity considerations are manageable and typically addressed through a</p>	<p>Issues during construction could be managed through a condition of planning</p>

Issue Raised	Applicant Response	City Comment
	condition of planning approval requiring a construction management plan.	approval requiring a construction management plan to be lodged prior to commencing development onsite.
No need for another child care centre in the area.	This statement is unsubstantiated and contrary to the level of demand anticipated by the applicant (warranting the level of investment proposed). Regardless, the perceived “need” for a type of activity is not a relevant planning consideration, as confirmed in Section 3 of the <i>DAPS Practice Notes: Making Good Planning Decisions</i> .	Market demand is not a valid planning consideration.
Safety concerns with the proposed on-street bays.	<ul style="list-style-type: none"> <li>• The bays are designed and positioned in accordance with relevant Australian Standards to ensure they are accessible for vehicles.</li> <li>• Transcore’s traffic analysis confirms the traffic volumes generated by the proposal will have an insignificant impact on Camberwarra Drive, and will be well within the capacity of the road network – ensuring the bays are useable.</li> <li>• Proposed on-site parking provision meets the modelled demand arising from the child care centre. The additional on-street bays will be available for the use of the community, contributing to the overall parking provision for the area.</li> </ul>	<p>The City’s traffic engineers have reviewed the three on-street parking bays proposed on Camberwarra Drive and have determined that they are not appropriate.</p> <p>Refer to the Officer’s comment for further information.</p>
The building façade to Barradine Way is visually obstructive and not considerate to the current look and feel of the neighbourhood.	<p>The building façade to Barradine Way presents in a manner consistent with the prevailing character of the neighbourhood, through the use of limestone blocks and infill panels (colours, finishes and materials to the satisfaction of the City).</p> <p>Limestone materials with additional infill panels and other complementary materials is a prevalent and common built form element of the neighbourhood. The use of such materials for the child care centre’s northern</p>	<p>Amended plans were provided which altered the colours and materials of the northern elevation as shown in development plans and the amended perspective drawings (Attachment 2 and 4 refer).</p> <p>The northern elevation of the building facing Barradine Way will impact on the amenity of the streetscape and surrounding landowners due to its height, length,</p>

Issue Raised	Applicant Response	City Comment
	facade results in an outcome consistent with the prevailing character of the area.	design and level from natural ground level at the street.

Consultation with other Agencies or Consultants

Not applicable.

Joondalup Design Reference Panel

The proposal was presented to the City's Joondalup Design Reference Panel (JDRP) at its meeting held on 22 September 2017. The key issues raised by the JDRP, and a summary of the applicant's responses and modifications are provided below:

No.	JDRP comment	Applicant response	City Response
1	Northern elevation is worrying as it is bland and imposing on surrounding landowners and the street.	<ul style="list-style-type: none"> <li>The floor levels within this building cannot be significantly stepped due to Disability Discrimination Act requirements – this results in the north boundary wall being unavoidably high. Even if the orientation of the building were reversed an acoustic wall (2m min above FFL) would be required along the north boundary.</li> <li>We have attempted to moderate any adverse impact of this boundary wall through the use of texture, colour and pattern. The wall is proposed to be a composite of sandblasted coloured concrete and brickwork in a light earthy tone.</li> <li>Various trees and landscaping will be provided (adhering to any relevant bushfire planning requirements) to further break-up the northern elevation.</li> <li>An indicative development concept (comprising a site plan and elevations)</li> </ul>	<p>The applicant has modified the plans by changing the colours and materials of the façade (as shown in attachment 2 and 4).</p> <p>The proposed colours and materials of the northern elevation do little to reduce the impact on the street and surrounding landowners as the height of the wall is excessive.</p> <p>The proposed landscaping along this section of the building assists in breaking up the wall, however this is minimal and the applicant has indicated potential residential development will occur in the future between the building and Barradine Way.</p> <p>The future development of the remaining portion of the lot is not a certainty as it does not form part of this application and is currently not a permitted use in the 'Private Clubs / Recreation' zone under DPS2. There is also no ability for the City to</p>

No.	JDRP comment	Applicant response	City Response
		<p>depicting a potential future grouped housing development along the northern portion of the site has been issued to the City. It is reasonably anticipated that the final development outcome for the site will result in the wall being screened by the future dwellings.</p>	<p>ensure development occurs within a given timeframe or control development to the extent that it will block the view of the northern wall.</p>
2	<p>No natural light within corridor and rooms. More natural light is required.</p>	<p>All play rooms have significant glazing to outdoor areas as well as skylights and highlight windows to the north. While the corridors do not have windows directly off them, the abundance of glazing between the corridor and playrooms will allow, in our opinion, for suitable amount of natural light.</p>	<p>The lack of natural light from the northern aspect of the development site not only impacts the visitors, children and staff occupying the building, but also impacts the appearance of the northern elevation from the street.</p>
3	<p>There does not appear to be any sustainable design aspects included in the proposal.</p>	<ul style="list-style-type: none"> <li>• We will meet all regulatory criteria under Section J of the National Construction Code including designing for energy efficiency through the building fabric, glazing, building sealing, ventilation, and artificial light</li> <li>• Roof mounted photovoltaic system can be provided.</li> <li>• The responsive design taking into account the site's natural topography effectively minimises the requirement for excessive site works and cut/fill.</li> <li>• As depicted on the elevations, the building will be constructed of recyclable materials including fibre cement, Colorbond and glass, which may be re-used in the future.</li> <li>• The building will be constructed of high-quality materials, which will</li> </ul>	<p>Section J of the National Building Code is a requirement for all class 2 to 9 buildings. This is not a sustainable design element which goes above standard building practise.</p> <p>No PV system proposed or shown on the plans.</p> <p>The proposal does not respect the natural topography of the land, as it proposes a finished floor level which results in an excessive retaining wall height and a large amount of siteworks/fill.</p>

No.	JDRP comment	Applicant response	City Response
		<p>contribute to the longevity of the building's lifecycle.</p> <ul style="list-style-type: none"> <li>• Where possible, the proposal provides landscaped areas with native planting, which will promote water wise/native gardening techniques.</li> </ul>	
4	<p>Due to the design of the roof, it appears stormwater will need to be drained onto the northern (vacant) portion of the lot, outside of the development area.</p>	<p>We are able to conceal the stormwater pipes within the north boundary wall.</p> <p>A condition of planning approval can require stormwater associated with the child care centre to be contained and managed solely within the development site.</p>	<p>Although the applicant has stated that storm water will be contained within the development site, they have also stated that stormwater pipes will be concealed within the northern boundary wall. This gives the impression that stormwater will be directed north to the vacant portion of the lot and will not be entirely contained within the development area.</p> <p>The additional information provided by the applicant is inconsistent and leads the City to believe that the design of the building and the roof-form will not be able to meet a condition of approval to contain stormwater runoff within the development site as suggested by the applicant.</p>
5	<p>Play spaces for children could be relocated to northern side of site to gain winter sun.</p>	<p>By the design of the roof and orientation of the building, the building has been designed to allow the outdoor play areas to have both shaded areas and areas of direct sun. This allows full year use of the spaces including allowing adequate shaded areas for children to play during summer.</p>	<p>The proposed design of the building ensures shade is provided during summer, however very minimal outdoor play space is provided which has a northern aspect for the winter sun.</p>
6	<p>Building layout/design orientated the</p>	<p>The proposed design best responds to this engineering advice,</p>	<p>The proposed siting of the development in the southern half of the lot</p>

No.	JDRP comment	Applicant response	City Response
	wrong way.	including soil conditions and the significant fall across the site. It also responds to future use of the remainder of the site by locating outdoor play areas and associated noise away from the lower future residential properties proposed for adjacent lot to the north.	exacerbates the constraints associated with the topography of the land. The City acknowledges that the site has a significant slope, however the building design does not work with the levels to respect the landform and provides a built form outcome which impacts on the visual amenity of the area and in particular on Barradine Way.
7	Only six pick-up and drop off bays is questionable as up to 82 children are proposed to be accommodated onsite.	Amended plans provided which include 12 bays for staff and 9 bays for visitors.  Three on-street bays proposed to Camberwarra and the existing on-street bays along Barradine Way and Dromana Place are accessible to visitors.	The applicant has reallocated two staff car bays to visitor/customer bays. This results in a two bay shortfall in the number of staff bays and a two bay shortfall for customers. The total number of on-site car bays remains the same as originally proposed.  It is also noted the City does not support the on-street car bays.

As outlined above, the applicant has not adequately addressed the issues/concerns raised by the JDRP in respect to the northern elevation, stormwater run-off, car parking, building orientation, access to sunlight and environmentally sustainable practises.

**Planning Assessment:**

The City's planning assessment against the relevant provisions of the Regulations, DPS2, CCCP, HNRBLLP and SP are included below:

Item	Requirement	Proposal	Compliance
Clause 4.7 of DPS2 – Building Setbacks	Three metre setback to the southern (side) lot boundary.	A 1.5 metre setback from proposed store to the southern lot boundary.  *Note that the building is setback a minimum of five metres from the southern lot	<u>Does not comply.</u>  1.5 metre setback variation.

Item	Requirement	Proposal	Compliance
		boundary.	
Clause 4.8 of DPS2 – Car Parking.	14 staff car bays and 11 visitor/customer bays based on the number of staff/children proposed.	12 staff bays and 9 visitor/customer bays.	<u>Does not comply.</u> Car parking shortfall of 2 staff bays and 2 visitor bays. Total shortfall of 4 bays on-site.
Clause 4.12 of DPS2 – Landscaping.	Minimum of 8% landscaping if the development site.	18.9% of development site landscaped.	Complies
	Three metre landscaping strip between car parking and the street.	Proposed footpath/pavement within the first three metres from the Camberwarra Drive street boundary. Between 0.3m to 0.8m landscaping strip proposed.	<u>Does not comply.</u> Approximately 2.2 metre variation in landscaping strip between street and car parking area.
	One shade tree per four car bays. Six shade trees required in total.	Six shade trees provided onsite.	Complies.
Clause 4.14 of DPS2 – Storage and Rubbish Accumulation.	All storage and rubbish accumulation shall be confined within a building or enclosed and street from the public realm and adjoining landowners.	Bin enclosure integrated within building and screened from view.	Complies.
Clause 5.1 of CCCP - Location	Located adjacent to non-residential buildings.	Located adjacent to school and convent.	Complies.
	Vehicle access via a Local Distributor roads.	Camberwarra Drive – Local Distributor	Complies.
Clause 5.2 of CCCP – Parking and traffic	Minimise disruption of existing traffic safety measures and traffic flow, and safe access to on-	The crossover is not perpendicular to Camberwarra Drive.	<u>Does not comply.</u> Unsafe access to and from the site.

Item	Requirement	Proposal	Compliance
	site parking areas.		
	Car parking circulation as per City's CCCP.	Car parking configuration does not comply with the City's CCCP.	<u>Does not comply.</u>  Car parking configuration has the potential to create traffic congestion and movement issues.
	Car parking bays required as per clause 5.2.3 (as mentioned under clause 4.8)	Does not comply with car parking bays as per CCCP.	<u>Does not comply.</u>  Does not meet the requirements of DPS2.
Clause 5.3 of CCCP – Building Design and Outdoor Play Area	Setbacks as per DPS2, may be reduced as discretion of City.	1.5m setback to southern lot boundary in lieu of three metres.	<u>Does not comply.</u>  Does not meet the requirements of DPS2.
	Noise mitigation measures included to limit impact on adjoining landowners.	Noise report provided. Major openings located away from lot boundaries. Any noise issues can be managed.	Complies.
Clause 5.4 of CCCP – Landscaping	Landscaping as per provisions of DPS2.	Does not provide three metre landscaping strip between car parking and street.	<u>Does not comply.</u>  Does not meet the requirements of DPS2.
	Verge suitably landscaped.	Indicative verge landscaping depicted on the site plan.	Complies.
Clause 5.5 of CCCP – Operating Hours.	7am to 6pm weekdays and 8:00am to 1:00pm Saturdays.	Proposed to operate from 6:30am to 6:30pm Monday to Saturday.	<u>Does not comply.</u>  Proposed to operate 30 minutes earlier than permitted on weekdays, and also exceeded for Saturdays.
Clause 6 of HNRBLPP – Building Height	Six metre wall height. Seven metre concealed roof. Nine metre pitched roof.	Maximum concealed wall height of 7.5 metres.	<u>Does not comply.</u>  Portion of the building has 0.5 metre variation in the external wall (concealed roof) height.

Item	Requirement	Proposal	Compliance
Table 1 of SLPP – Pylon Sign	Maximum area of 6m <sup>2</sup> . Maximum height of six metres	5.88m <sup>2</sup> in area 2.7 metres high	Complies.
Clause 67(m) of the Regulations - Building Design	Compatibility of the development and its relationship/impact on the locality including height, bulk, scale, orientation and appearance.	Northern elevation does not respect the character of the street and will have a detrimental impact on surrounding landowners and the locality.	<u>Does not comply.</u>
Clause 67(s)(i) of the Regulations - Crossover location	The adequacy of the proposed means of access to and egress from the site.  Crossover to be positioned at 90 degrees (perpendicular) to the street.	Crossover orientation not supported.	<u>Does not comply.</u>
Clause 67(s)(ii) of the Regulations – On-street bays	The adequacy of arrangements for manoeuvring and parking of vehicles.  On-street bays along Camberwarra Drive not supported.	Three on-street parking bays proposed within Camberwarra Drive adjacent to the development site.	<u>Does not comply.</u>

## Officer Comments

### Building Design

The design and appearance of the building is not considered to meet the relevant provisions of the Regulations and the City’s Height of Non-Residential Buildings Local Planning Policy.

Limiting the proposed development to the southern half of the lot impacts the design and appearance of the development from the street due to the constraints associated with the topography of the land.

The lot slopes approximately ten metres from south to north, and the application proposes a level development site with no split levels contained internally and has selected a finished floor level consistent with the highest point of the site. The proposed development requires extensive site works resulting in significant retaining to the south and north of the building. As the development area within the lot has been limited by the applicant having to exclude the northern portion of the lot, there is no room to provide a development that respects the natural topography of the site. As a result, the building is proposed on top of the northern retaining wall, resulting in

a blank wall of 59 metres in length to a maximum height of seven metres above natural ground level.

In accordance with clause 67(m) of the Regulations, consideration must be given to compatibility with and relationship/impact of the development on the locality including height, bulk, scale, orientation and appearance. It is considered by the City that the proposed child care centre is of a scale and bulk that is not in keeping with the locality and will have a negative impact on the streetscape.

In addition to the above, the proposed development includes a maximum concealed external wall height of 7.5 metres from natural ground level. Under Clause 6 of the City's Height of Non-Residential Buildings Local Planning Policy, the maximum permitted concealed wall height is seven metres.

The applicant has provided justification for the northern façade stating that the remaining portion of land will be developed with two-storey dwellings which will screen view of the wall from the street. In response to this statement, the City notes that the current zoning under DPS2 does not permit single houses or grouped dwellings on the subject site. The City's draft *Local Planning Scheme No. 3* (LPS3) may allow for this type of development in the future, however LPS3 is yet to be gazetted by the Western Australian Planning Commission (WAPC) and therefore there is no certainty that this will be permitted in the future. Additionally, there is no certainty as to when the remaining portion of the site will be developed, and there are no restrictions associated with this site which would require the landowner (or future landowners) to develop two-storey dwellings. The other concern is the liveability of future residents living in a dwelling adjoining this wall, as it will have a significant impact on the design, amenity and functionality of any dwelling adjacent.

As a result, the proposed building design and appearance is not supported due to the impact the proposed finished ground level, site works/retaining, building/wall heights and the overall appearance of the building from Barradine Way and the adverse impact this will have on the existing streetscape and surrounding residents.

#### Landscaping

In accordance with clause 4.12 of DPS2, a three-metre landscaping strip is required between a car parking area and the street. The intent of this provision is to include vegetation to provide a green buffer which improves the streetscape and subsequently softens the building's appearance from the street.

The proposed development includes a three-metre setback from the car parking area to the Camberwarra Road street boundary, however the majority of this landscaping strip is occupied by a pedestrian footpath, leaving approximately 0.8 metres for the planting of vegetation. Due to the reduced landscaping strip, it is not possible to plant any significant vegetation and therefore the proposal does not achieve the intent of this provision.

In accordance with Clause 67(p) of the Regulations, regard must be given to whether adequate provision has been made for landscaping on the land. The City considers that the majority of the landscaping provided on-site will not be visible from the street, and the landscaping strip proposed adjacent to Camberwarra Drive is inadequate.

As a result, the proposed development lacks appropriate landscaping space to enable the planting of vegetation which will improve the streetscape and therefore does not comply with clause 4.12 of DPS2.

### Crossover location

The City does not support the proposed orientation of the crossover from Camberwarra Drive as it is not perpendicular (at 90 degrees) to the carriage way/street.

In accordance with the Australian Standards:

*“All accesses to off-street car parks from frontage roads shall be formed in such a way as to be clearly recognised by road users as either an access driveway or as an intersection” (AS2890.1:2004).*

The City has reviewed the proposed crossover and considers that its design/orientation may impact on the safety of road users. As a result, a permit for the construction of the crossover will not be issued by the City as it does not meet the City’s engineering standards.

In addition to the above, the proposed crossover is located on land managed by the City. Therefore, the City has the ability to reject the design/construction of the crossover irrespective of any engineering standards or additional justification from the applicant.

### On-street bays

The three proposed on-street bays are not supported by the City for the following reasons:

- The slope of the street will result in the need to construct the bays at a gradient which is not ideal. This will create a further challenge when being used; especially for parents with young children (with prams).
- The proposed on-street bays do not meet the City’s engineering standards as they are located less than 6.0m from the point at which the carriageway begins to deviate (tangent point in kerb line).
- Camberwarra Drive is known to have speeds exceeding 50km/h. In the most recent traffic survey performed by the City, it was found that the 85 percentile of vehicles were travelling at 56.0km/h (West of Barwon Road) which results in additional risk to the safety of road users entering and exiting these on-street bays.
- As the bays are proposed parallel to the street, there may be instances where visitors will need to reverse into the bays gain access. This is not supported due to the proximity to an intersection and the proposed crossover. In addition, this manoeuvre will be difficult in peak times with the school and child care centre generating significant traffic/congestion along this section of road and at the Barrdine Way intersection.

Similar to the proposed crossover, the on-street bays will be located on land managed by the City, and therefore the City has the ability to reject the construction of these bays irrespective of any engineering standards or additional justification from the applicant.

In light of the above, the City does not support the three proposed on-street bays located within the Camberwarra Drive road reserve, which further exacerbates the car parking shortfall for the proposal.

### Car parking

In accordance with the City's DPS2 and CCCP, the proposed child care centre requires one car bay per staff member and 11 bays for the 82 children accommodated.

The applicant has advised the City that a maximum of 14 staff members and 82 children will be accommodated by the proposed child care centre at any one time. As a result, the proposed child care centre requires a total of 25 bays on-site.

The total number of on-site bays proposed by the applicant equates to 21 car bays; of which 12 are designated staff bays (in tandem) and nine bays allocated to visitors (inclusive of an ACROD bay). This results in a total shortfall of four bays on-site.

The applicant has not provided sufficient justification to address the City's concerns and therefore the City does not support the proposed car parking shortfall for the following reasons:

- Due to the nature of the use, the majority of visitors to the site will be driving to the child care centre to pick-up or drop-off young children. It is considered a very small number of parents and children will be walking, riding or using public transport due to the nature of the child care centre use and the age of the children attending.
- Only 12 of the 14 staff members can park onsite due to the parking bay allocation, therefore it is likely that an overflow of parking will be a regular occurrence.
- It is considered that the provision of nine car parking bays for visitors is insufficient to accommodate the parking demand associated with up to 82 children attending the site.
- As detailed previously within the report, the proposed on-street bays are not supported by the City, and therefore cannot be used as justification for the car parking shortfall.
- The local road network currently experiences congestion during peak times associated with the existing school adjacent to the subject site. The City is concerned that the proposed child care centre will further add to this traffic issue based on the lack of parking available on-site.

### Traffic movement

In accordance with the City's CCCP, car parking and vehicle access should enable a free flow of traffic movement internal and external to the site, with a one-way traffic flow design being preferable.

The proposal includes a two-way crossover, however due to the subject lot being located adjacent to two street frontages, there is the potential for the applicant to incorporate a one-way traffic movement on-site to improve the flow of vehicles. Due to the proximity to an existing school, at peak times both land-uses will create significant congestion within the local road network. Therefore, one-way traffic movement should be incorporated as part of the proposal to lessen the impact on the road network and to surrounding landowners as preferred under the City's CCCP.

It is considered the proposed car parking and access configuration may result in banking and congestion on and off site and therefore it is not supported by the City.

### Hours of operation

In accordance with clause 5.5 of the City's CCCP, child care centres are permitted to operate from 7:00am to 6:00pm weekdays, and 8:00am to 1:00pm on Saturdays. However, the applicant has proposed to operate the child care centre from 6:30am to 6:30pm Monday to Saturday.

The proposed hours exceed those permitted during the week by 30 minutes in the morning and evening, and those permitted on Saturdays by 1.5 hours in the morning and 5.5 hours in the afternoon/evening.

Considering the above, the proposal has the potential to impact on the amenity of surrounding occupiers/landowner's due to its location within a predominately residential environment. It is considered the discretion sought is excessive and as a result, the City does not support the proposed hours of operation.

### Building setbacks

The proposed development generally complies with the relevant setback provisions outlined under Clause 4.7 of DPS2, however the proposed outbuilding ("store") is setback 1.5 metres to the southern lot boundary in lieu of three metres.

Elevations of the outbuilding have not been provided as part of the application and therefore its height is unknown.

### Bushfire risk

The applicant has provided a bushfire management plan as part of the application in accordance with State Planning Policy 3.7: Planning in Bushfire Prone Areas (SPP3.7). This assessment demonstrates that the site will be located within a BAL-12.5 once development occurs, which therefore satisfies the relevant requirements of SPP3.7.

### **Options/Alternatives:**

The amount of modifications required to address the issues raised by the City would result in a complete redesign of the proposal and therefore would require a new development application to be lodged with the City.

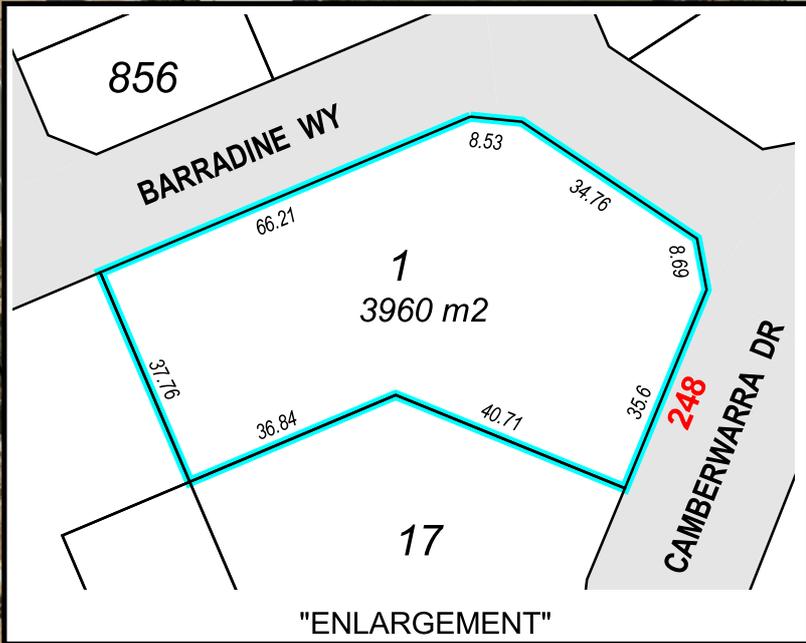
### **Conclusion:**

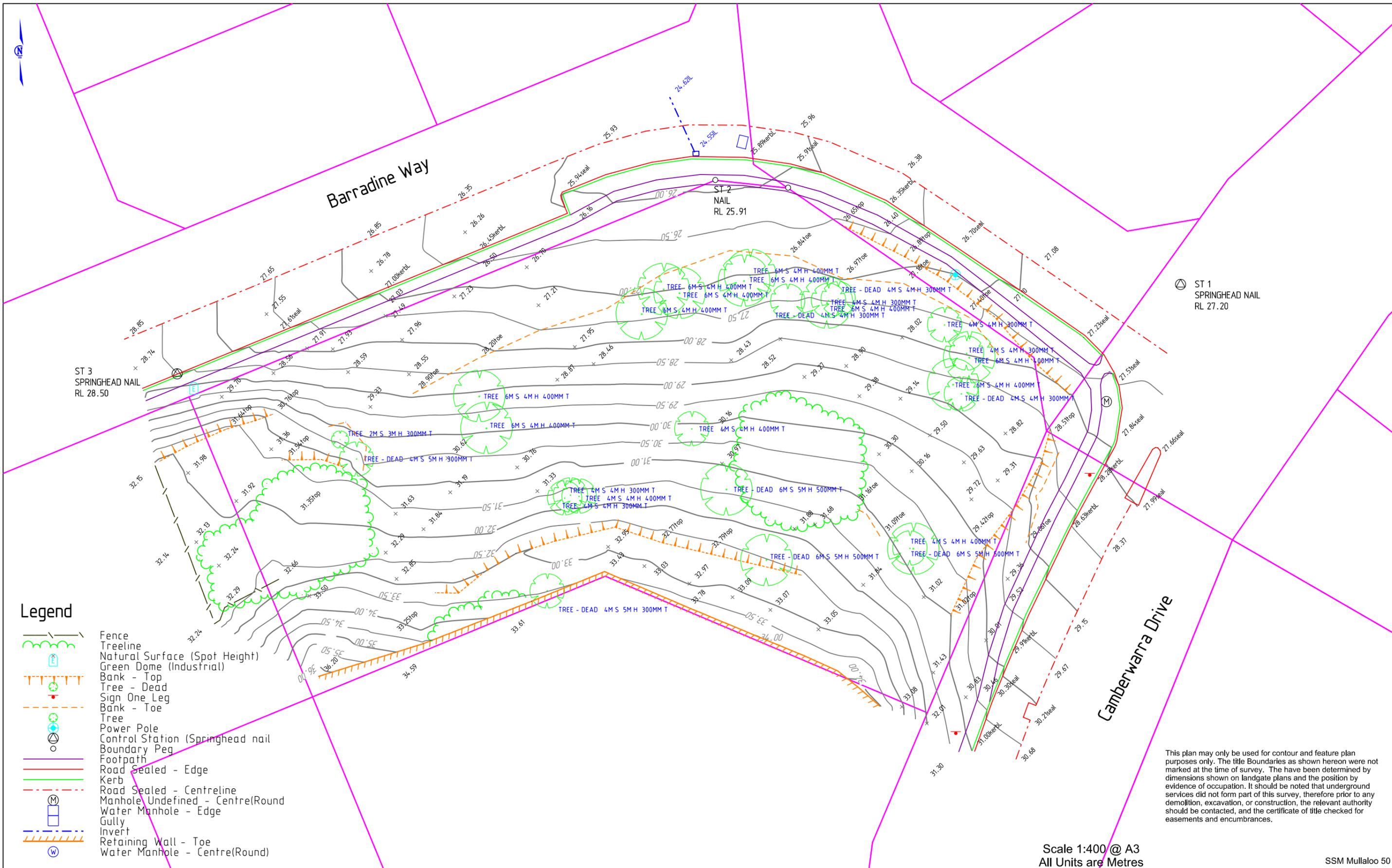
The proposed development is not considered to adequately address all the relevant provisions under the City's DPS2, CCCP, Height of Non-Residential Buildings Local Planning Policy and the Regulations.

The development will have a negative impact on the streetscape and surrounding landowners as a result of its design and inadequate car parking and access arrangements.

It is therefore recommended that the application is refused.

Subject Site  
Lot 1 Deposited Plan 74508  
248 Camberwarra Drive, Craigie





This plan may only be used for contour and feature plan purposes only. The title boundaries as shown hereon were not marked at the time of survey. They have been determined by dimensions shown on landgate plans and the position by evidence of occupation. It should be noted that underground services did not form part of this survey, therefore prior to any demolition, excavation, or construction, the relevant authority should be contacted, and the certificate of title checked for easements and encumbrances.

Scale 1:400 @ A3  
All Units are Metres  
SSM Mullaloo 50

**wkc spatial**  
7A Rothschild Place  
Midvale, WA 6056  
(08) 9374 7777  
info@wkc.com.au  
www.wkc.com.au  
ABN 68 074 363 741

Rev	Date	Description	Surveyor	Drawn	Approved
0	7/10/16	Approved & Issued to Client	DE	DE	NK

**ATL GP Pty Ltd ATFT ATL GP Unit Trust**  
**Contour & Feature Survey**  
248 Camberwarra Drive  
Craigie

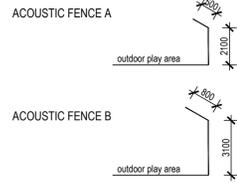
Surveyed	D.Espinoza	5/10/2016	Datum / Grid	PCG94
Drawn	D.Espinoza	7/10/2016	Height Datum	AHD
Approved	N.Kitscha	7/10/2016	Revision	0
			Size	A3
Drawing Number <b>33041-D001</b>				

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**LEGEND**

-  INDICATIVE PROPOSED TREE
-  EXISTING TREE
-  INDICATIVE PROPOSED SHRUB
-  UNENCUMBERED PLAYSPACE
-  LANDSCAPING
-  BUILDING AREA
-  CARPARK
-  PAVING (OR SIMILAR)

**ACOUSTIC FENCE DETAIL**



NOTE - ACOUSTIC FENCING TO FURTHER DESIGN OF ACOUSTIC ENGINEER

**PARKING SCHEDULE**

VISITOR PARKING	6 SPACES
STAFF PARKING	14 SPACES
ACCESSIBLE PARKING	1 SPACE
ON STREET PARKING	3 SPACES
<b>TOTAL</b>	<b>24 SPACES</b>

**AREA SCHEDULE**

OVERALL SUBJECT SITE	3957m <sup>2</sup>
DEVELOPMENT SITE	2206m <sup>2</sup>
BUILDING FOOTPRINT	699m <sup>2</sup> 31.6%
OUTDOOR STORE	7m <sup>2</sup>
CARPARK/PAVING	570m <sup>2</sup> 25.8%
LANDSCAPING/PLAYSCAPE	960m <sup>2</sup> 43.5%

**PROPOSED PLANTING PALETTE**

BOTANICAL NAME	COMMON NAME
<b>TREES/LARGE SHRUBS:</b>	
BANKSIA ATTENUATA	CANDLE BANKSIA
CORYMBIA CITRIFOIDORA	BABY CITRO
EUCALYPTUS TOOTIANA	COASTAL BLACKBUTT
MELALEUCA PREISSIANA	STOUT PAPERBARK
<b>SHRUBS:</b>	
ACACIA CYCLOPS	RED EYE WATTLE
ACACIA SALIGNA	ORANGE WATTLE
ALLOESUARINNA HUMILLIS	DWARF SHEOGAK
CALISTEMON	KINGS PARK SPECIAL
HAKEA TRIFURCATA	TWO-LEAF HAKEA
<b>GRASSES/GROUND COVERS:</b>	
ANGIOZANTHOS MANGLESII	KANGAROO PAW
HARDENBERGIA COMPTONIANA	NATIVE WISTERIA
ORTHROSANTHUS LAXUS	MORNING IRIS
PATERSONIA OCCIDENTALIS	PURPLE FLAG

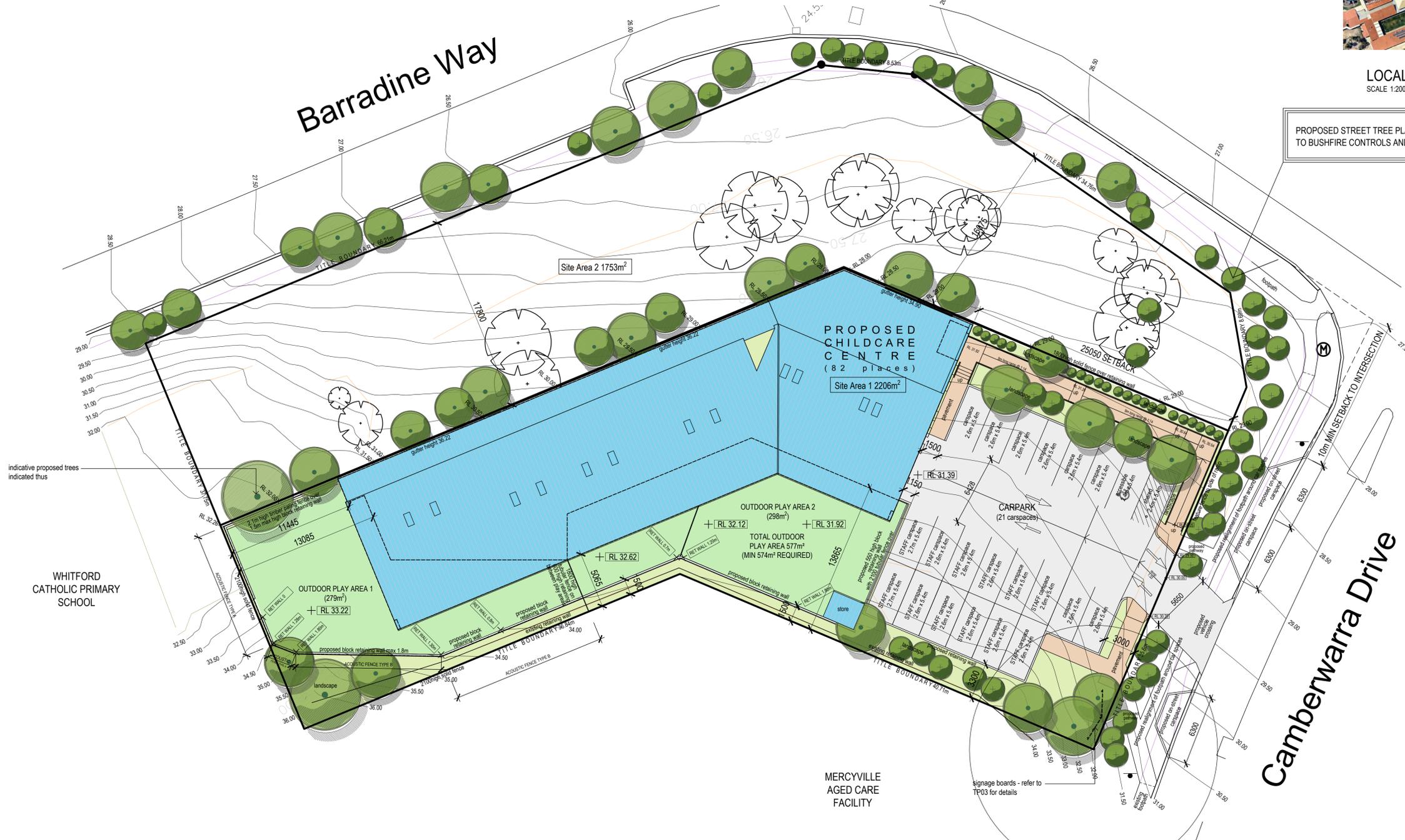


SUBJECT SITE

DEVELOPMENT SITE

**LOCALITY PLAN**  
SCALE 1:2000 @ A1

PROPOSED STREET TREE PLANTING SUBJECT TO BUSHFIRE CONTROLS AND COUNCIL ADVICE

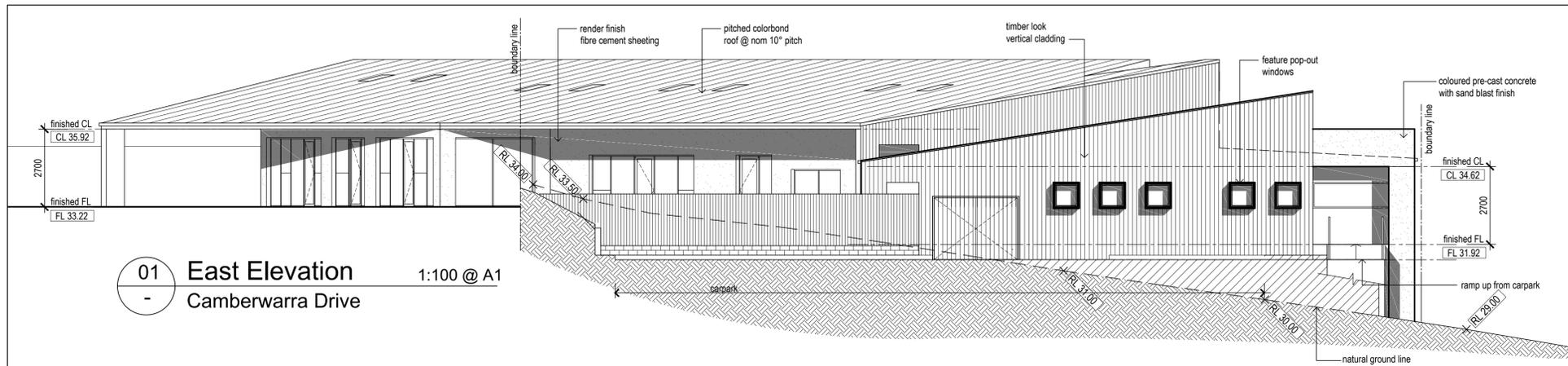


01 Site Context Plan 1:200 @ A1

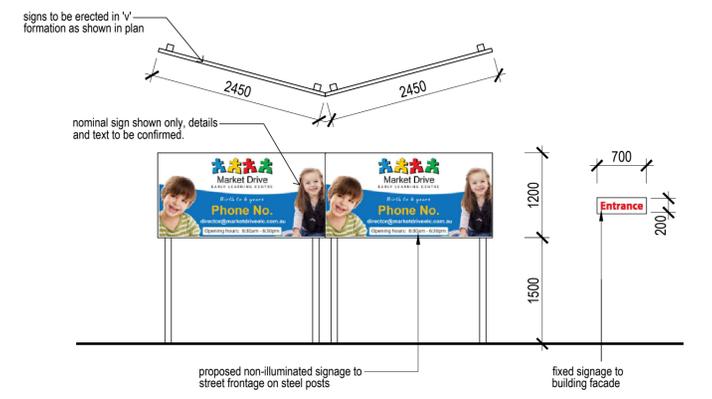
ISSUE	DESCRIPTION	DATE
03	PLANNING ISSUE REVISED	14.11.17
02	PLANNING ISSUE REVISED	13.10.17
01	PLANNING ISSUE	24.08.17



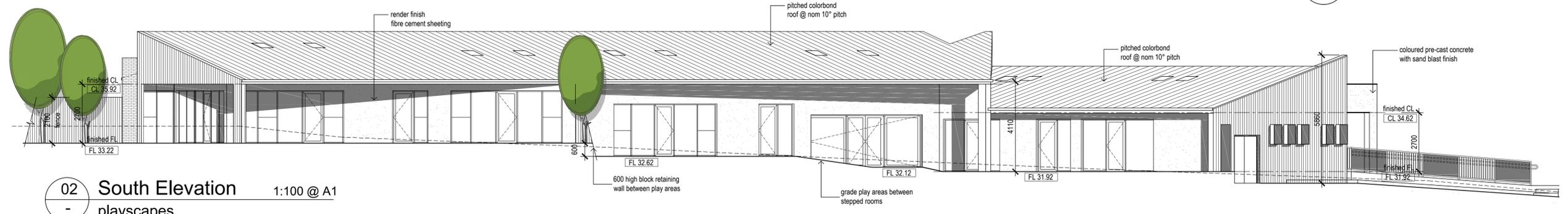




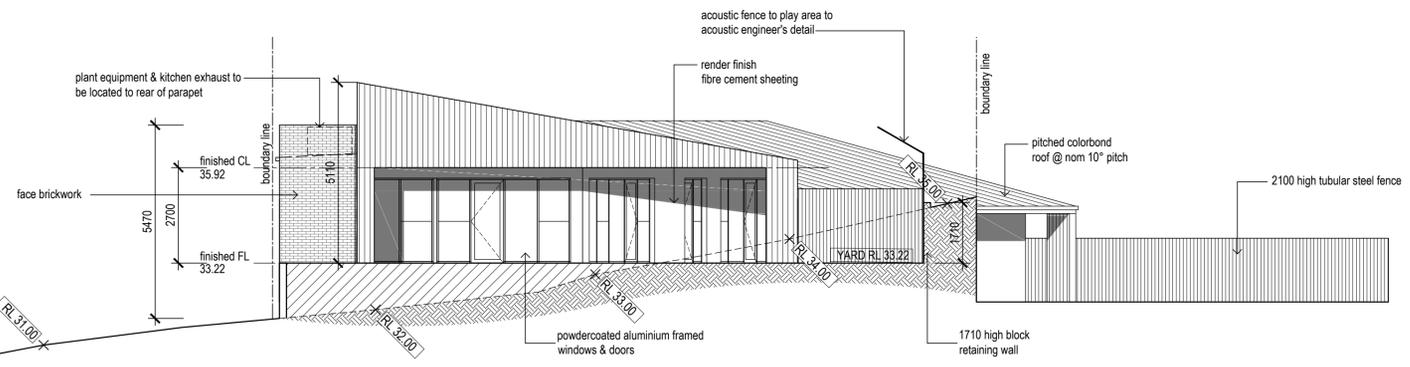
01 East Elevation  
- Camberwarra Drive  
1:100 @ A1



05 Signage Elevation  
-  
1:50 @ A1

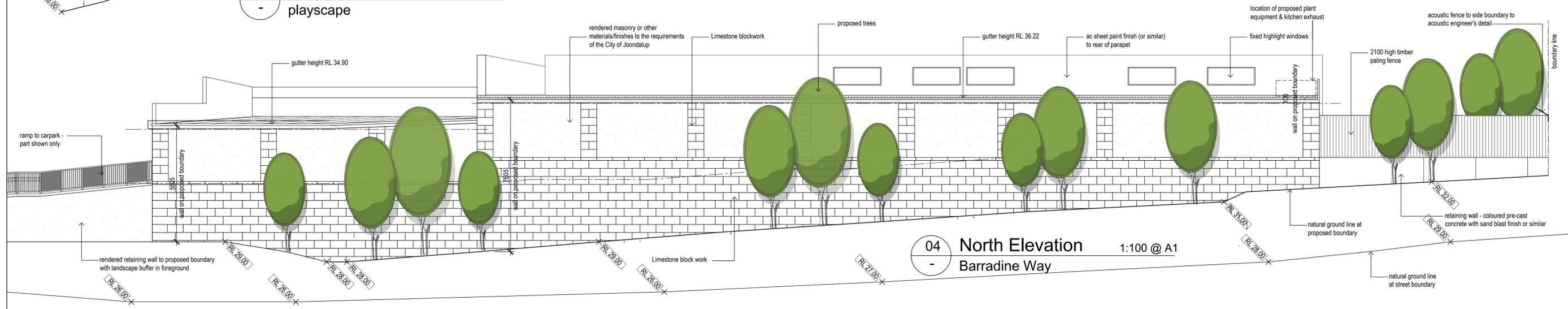


02 South Elevation  
- playscapes  
1:100 @ A1

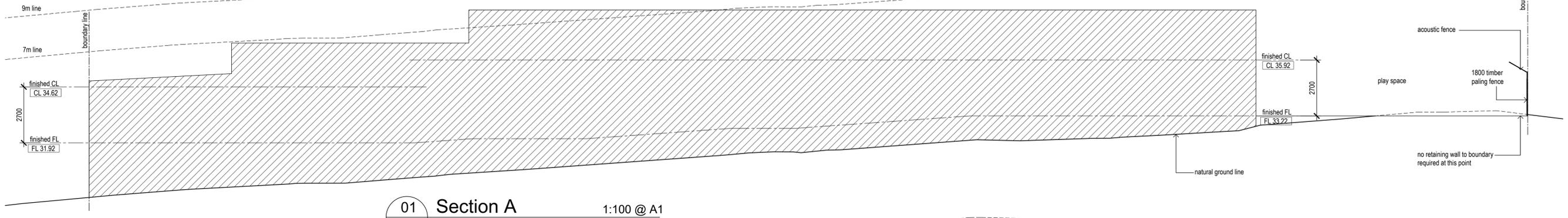


03 West Elevation  
- playscape  
1:100 @ A1

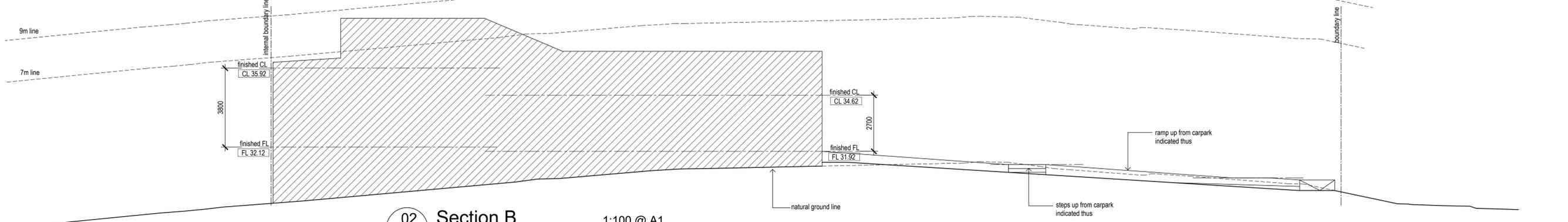
NOTE: FINAL MATERIALS, TREATMENTS AND COLOURS TO BE PROVIDED TO THE SATISFACTION OF THE CITY OF JOONDALUP



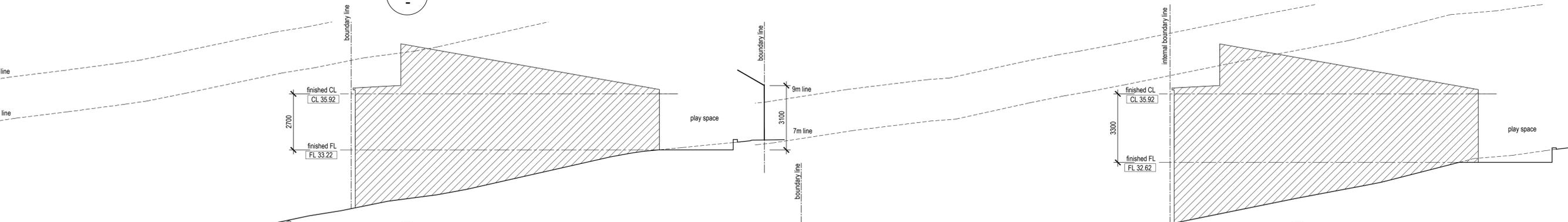
04 North Elevation  
- Barradine Way  
1:100 @ A1



01 Section A  
- 1:100 @ A1

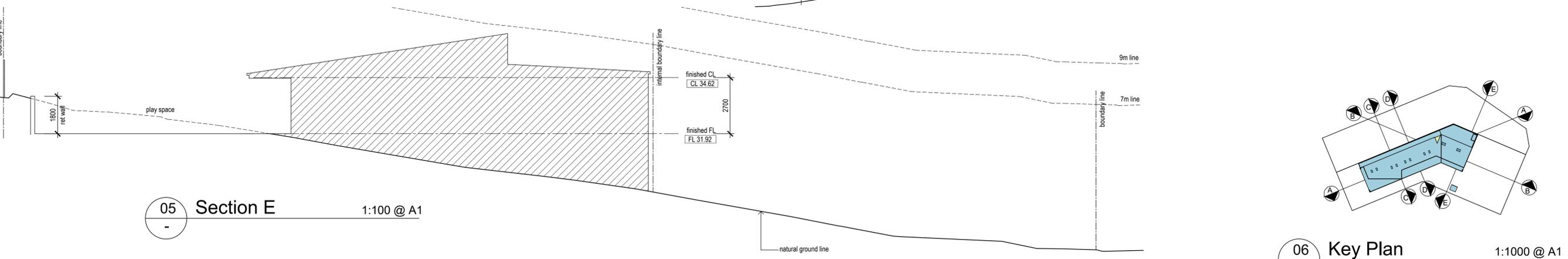


02 Section B  
- 1:100 @ A1



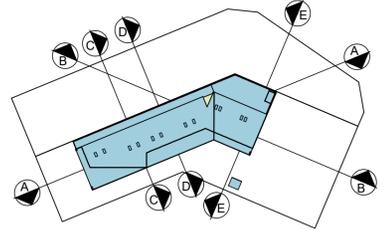
03 Section C  
- 1:100 @ A1

04 Section D  
- 1:100 @ A1

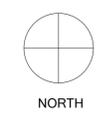


05 Section E  
- 1:100 @ A1

06 Key Plan  
- 1:1000 @ A1



ISSUE	DESCRIPTION	DATE
01	PLANNING ISSUE	20.04.17





View from Camberwarra Drive



View from Barradine Way



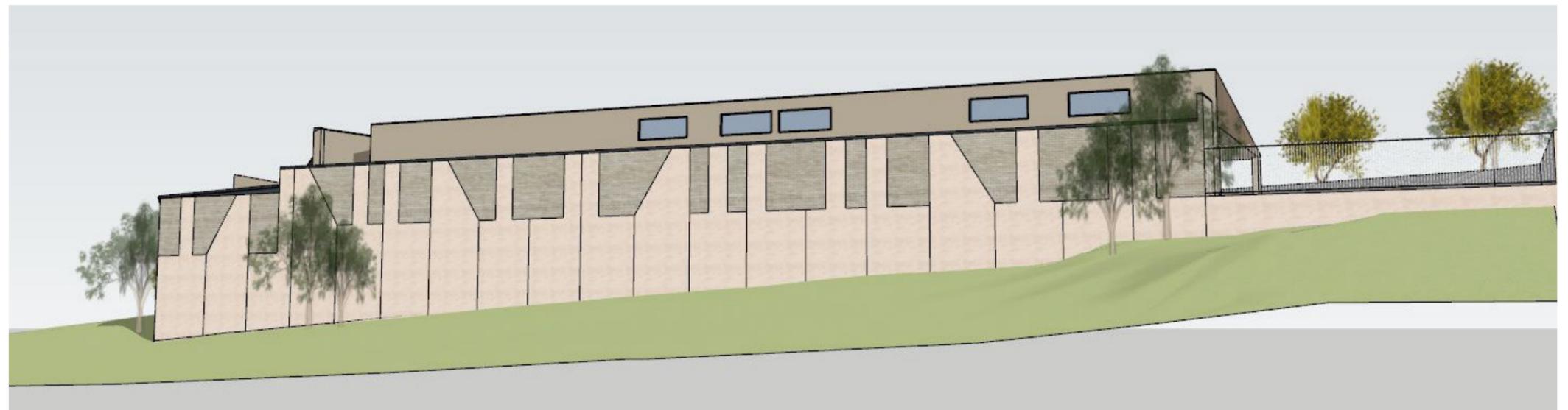
Aerial Perspective



View of Entry and carpark



Aerial Perspective



View from Barradine Way









## Form 1 - Responsible Authority Report (Regulation 12)

<b>Property Location:</b>	Lots 523 (1) and 522 (3) Forrest Road, Padbury
<b>Development Description:</b>	Child Care Centre
<b>DAP Name:</b>	Metro North-West JDAP
<b>Applicant:</b>	Taylor Burrell Barnett
<b>Owner:</b>	Timothy Mackenzie, Elizabeth Mackenzie, Yvonne Mackenzie, Joseph Bardsley and Danielle Bardsley.
<b>Value of Development:</b>	\$2.1 million
<b>LG Reference:</b>	DA17/0969
<b>Responsible Authority:</b>	City of Joondalup
<b>Authorising Officer:</b>	Dale Page, Director Planning and Community Development
<b>DAP File No:</b>	DAP/17/01263
<b>Report Due Date:</b>	18 November 2017
<b>Application Received Date:</b>	23 August 2017
<b>Application Process Days:</b>	90 days
<b>Attachment(s):</b>	1: Location plan 2: Development plans 3: Perspective drawings

### Officer Recommendation:

That the Metro North-West JDAP resolves to:

1. **Approve** DAP Application reference DAP/17/01263 and accompanying plans (Attachment 2) in accordance with Clause 68 of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the provisions of Clause 4.5.1 of the City of Joondalup District Planning Scheme No. 2, subject to the following conditions:

### Conditions

1. This decision constitutes planning approval only and is valid for a period of 2 years from the date of approval. If the subject development is not substantially commenced within the 2 year period, the approval shall lapse and be of no further effect.
2. Lot 523 (1) Forrest Road and Lot 522 (3) Forrest Road, Padbury shall be amalgamated, prior to commencement of development of the child care centre.
3. This approval relates to the new child care centre, car parking and associated works only, as indicated on the approved plans. It does not relate to any other development on the lot.
4. All development shall be contained within the property boundaries.
5. The car parking bays, driveways and access points shown on the approved plans are to be designed, constructed, drained and marked in accordance with

the Australian Standard for Off-street Car Parking (AS/NZS2890.1 2004) and Off-street Parking for People with Disabilities (AS/NZS2890.6 2009), prior to the occupation of the development. These bays are to be thereafter maintained to the satisfaction of the City.

6. The retaining walls adjacent to the driveway and crossover of the development are to be truncated 1.5m x 1.5m or the solid portion of the wall(s) reduced to no higher than 750mm within this truncated area where the front boundary adjoins a vehicle access point to provide adequate sight lines.
7. Bicycle parking facilities shall be provided in accordance with the Australian Standard for Offstreet Carparking – Bicycles (AS2890.3-1993 as amended) prior to the development first being occupied. Details of bicycle parking area(s) shall be provided to the City for approval prior to the commencement of construction. Works shall be undertaken in accordance with the approved details.
8. A refuse management plan indicating the method of rubbish collection is to be submitted to the City prior to the commencement of development, and approved by the City prior to the development first being occupied. Refuse management shall be undertaken in accordance with the approved refuse management plan.
9. Detailed landscaping plans shall be submitted to the City for approval prior to the commencement of development. These landscaping plans are to indicate the proposed landscaping treatment(s) of the subject site and the adjoining road verge(s), and shall:
  - i. Provide all details relating to paving, treatment of verges and tree planting in the car park;
  - ii. Provide screening and/or landscaping screening adjacent to the eastern boundary, of a sufficient height and density to soften the impact of the retaining walls and restrict visibility of the carpark from the adjoining property;
  - iii. Provide minimum concrete or brick paved areas within outdoor activity areas;
  - iv. Provide landscaping that discourages the parking of vehicles within the verge;
  - v. Be drawn at an appropriate scale of either 1:100, 1:200 or 1:500;
  - vi. Show spot levels and/or contours of the site;
  - vii. Be based on water sensitive urban design principles to the satisfaction of the City;
  - viii. Be based on Designing out Crime principles to the satisfaction of the City;
  - ix. Show all irrigation design details.
10. Landscaping and reticulation shall be established in accordance with the approved landscaping plans, Australian Standards and best trade practice prior to the development first being occupied and thereafter maintained to the satisfaction of the City.
11. The 'Activity 3' room awning on the ground floor shall be extended to ensure that the kitchen window is provided with a shading device. Details of the awning extension shall be submitted to the City for approval prior to

commencement of development. Development is to occur in accordance with these approved details.

12. The eastern elevation of the building shall be modified to include awnings/shading devices above openings. Details of the awnings/shading devices shall be submitted to the City for approval prior to commencement of development. Development is to occur in accordance with these approved details.
13. A direct pedestrian connection between the main entry of the development and the existing footpath on the southern side of Forrest Road, shall be provided at the cost of the applicant to the satisfaction of the City. Details of the pedestrian connection shall be prepared by the applicant in consultation with the City and shall be approved by the City and constructed prior to commencement of the child care use.
14. The car parking area shall be provided with one shade tree for every four car 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 City.
15. A full schedule of colours and materials for all exterior parts to the building and retaining walls is to be submitted and approved by the City prior to the commencement of development. Development shall be in accordance with the approved schedule and shall be completed to the satisfaction of the City prior to occupation of the development.
16. All external walls and retaining walls of the development shall be of a clean finish, and shall at all times be maintained to a high standard, including being free of vandalism, to the satisfaction of the City.
17. Any proposed external building plant, including air conditioning units, piping, ducting and water tanks, being located so as to minimise any visual and noise impact on surrounding landowners, and screened from view from the street, and where practicable from adjoining buildings, with details of the location of such plant being submitted for approval by the City prior to the commencement of development. Works shall be undertaken in accordance with the approved details.
18. All stormwater shall be contained on-site and disposed of in a manner acceptable to the City.
19. The hours of operation for the centre shall be between 7:00am to 6.30pm Monday to Friday. Child care staff shall not arrive at the centre before 6:30am, and be off site by 7:00pm.
20. Car parking bays 7 - 20 shall be marked and permanently set aside for staff only, to the satisfaction of the City.
21. Signage shall be provided in the car park advising staff and visitors to consider neighbours and minimise noise within the car park. Details shall be provided to the City for approval prior to commencement of development. Works shall be undertaken in accordance with the approved details.

22. Signage shall:

- Not be illuminated;
- Be established and thereafter maintained to the satisfaction of the City;
- Not include fluorescent, reflective or retro reflective colours;

Details of the signage affixed to the fencing facing Marmion Avenue shall be submitted to the City for approval prior to commencement of development.

23. No amplified outdoor sound/music is permitted.

**Advice Notes**

1. The applicant is advised that the premises is to comply in all respects with the Food Act 2008, Australia New Zealand Food Standards Code and Standard 3.3.1 which relates to Food Safety Programs for Food Service to Vulnerable Persons. The City's Health Department is to be contacted to arrange for a final inspection of the food premises fit out prior to commencement of operations.
2. The applicant is advised that verge treatments are required to comply with the City's Street Verge Guidelines. A copy of the Guidelines can be obtained at <http://www.joondalup.wa.gov.au/Live/Streetscapes.aspx>.
3. The existing footpath and kerbing shall be retained and protected during construction of the development and shall not be removed or altered for the purposes of a vehicle crossover. Should the footpath/kerb be damaged during the construction of the development, it shall be reinstated to the satisfaction of the City.
4. All commercial premises within the City of Joondalup are required to store bins within a bin store that incorporates wash-down facilities. Minimum specification is a 1.5m x 1.5m concrete pad graded to a floor waste connected to sewer and a hose cock.
5. All recommendations in the part 6 (Conclusions) of the Environmental Noise Assessment are to be adopted including signs to be erected asking parents to consider neighbours when dropping off and picking up children.
6. With respect to the hours of operation the applicant is advised that staff may be permitted on site prior to 7:00am, however it is requested that staff be vigilant in ensuring parents do not drop children off prior to this time.

**Details: outline of development application**

Insert Zoning	MRS:	Urban.
	TPS:	Residential.
Insert Use Class:		Child Care Centre.
Insert Strategy Policy:		Not applicable.
Insert Development Scheme:		District Planning Scheme No. 2.
Insert Lot Size:		1735m <sup>2</sup> .
Insert Existing Land Use:		Single House.

The proposed child care centre consists of the following:

- A total of 82 children and 14 staff at any one time;
- Development of a two storey child care centre building with an 8.15 metre wall height;
- Vehicle and pedestrian access from Forrest Road;
- A total of 25 car parking bays on-site; with 11 bays being available to visitors/parents and 14 bays allocated to staff only (8 in a tandem parking configuration);
- Bicycle parking accommodating four bicycles;
- A 629 square metre outdoor play area located at ground level and on the first floor;
- Minimum street setback of 7.7 metres from Forrest Road and 4.1 metres from Marmion Avenue;
- Associated retaining and fill along the southern, eastern and northern lot boundaries to accommodate the car parking area;
- Lot boundary setback of 3 metres from the adjoining residential lots to the north;
- Landscaping and shade trees adjacent to Forrest Road and within the car parking area;
- Retention of mature trees;
- Wall signage affixed to fencing along Marmion Avenue and on the front façade of the building facing Forrest Road.

The development plans and perspective drawings are provided at Attachments 2 and 3 respectively.

### **Background:**

The subject site is currently occupied by three dwellings across two lots, bound by Forrest Road to the south, Marmion Avenue to the west and residential lots to the north and east (Attachment 1 refers).

The site is zoned 'Residential' under the City's *District Planning Scheme No. 2* (DPS2) and is coded R20/40. The land use 'Child Care Centre' is a discretionary ("D") use within the 'Residential' zone under DPS2.

### **Legislation & policy:**

#### Legislation

- *Planning and Development Act 2005*.
- *Metropolitan Region Scheme (MRS)*.
- *Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations)*.
- *City of Joondalup District Planning Scheme No. 2 (DPS2)*.

#### State Government Policies

- *State Planning Policy 5.4: Road and Rail Transport Noise and Freight Considerations in Land Use Planning*

## Local Policies

- *Child Care Centre Policy (CCCP).*
- *Height of Non-Residential Buildings Local Planning Policy (HNRBLPP).*
- *Signs Policy (SP).*
- *Environmentally Sustainable Design Local Planning Policy.*

## **Consultation:**

### Public Consultation

The proposal was advertised by way of letters to six surrounding landowners/occupiers, an on-site advertising sign and advertisement in the local newspaper for two consecutive weeks, with information placed on the City's website.

Consultation was undertaken for 14 days from 26 October 2017 to 9 November 2017, in accordance with clause 64 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

14 submissions were received during the advertising period, all being objections to the proposal. The issues raised in the submissions are summarised in the below table:

<b>Issue Raised</b>	<b>Officer's comments</b>
The proximity of vehicle crossover to intersection of Forrest Road/ Marmion Avenue interchange will create a traffic hazard.	<b>Not supported</b>  Refer to officer comments.
The overall number of childcare centres in the area will impact on the viability of existing child care centres.	<b>Not applicable</b>  The financial impact of a development on surrounding businesses in the area is not a valid planning consideration.
Damage and potential failure of the existing retaining wall on the boundary between the subject site and adjoining property to the east.	<b>Not supported</b>  The development includes two stepped retaining walls within the subject site to tolerate the load of the child care centre and carpark. The proposed retaining is required to be certified for structural stability prior to construction.
There will be a negative impact on adjoining residences in relation to noise, during construction and operation of the centre. Concerns were specifically raised regarding noise from children and noise during drop off and pick up.	<b>Supported in part</b>  The Noise Impact Assessment provided by the applicant demonstrates that the impact of noise on adjoining properties can be adequately mitigated. A number of conditions of approval are recommended to ensure the management of noise is undertaken in accordance with the Noise Impact Assessment.
The two storey building will invade the privacy of residences to the north and east of the site.	<b>Not supported</b>  Windows on the northern face of the upper

	<p>floor are non-major openings only.</p> <p>The eastern face of the building is set back 19.8 metres from the adjoining residence to the east.</p>
Resultant odour due to human waste being stored in outdoor bins.	<p><b>Not Supported</b></p> <p>The City's standards require commercial bin storage areas to maintained in a clean state. Offensive or noxious odours arising from waste bins is managed under the City's <i>Waste Local Law 2017</i>. Waste for this site will be managed under an approved refuse management plan.</p> <p>Should issues arise regarding odour from bins, residents may contact the City to investigate.</p>
A lack of parking provided will increase traffic and result in verge parking.	<p><b>Not supported</b></p> <p>The proposed parking provision is compliant with that required under CCCP and DPS2.</p> <p>It is a condition of approval that the verge be landscaped to prevent verge parking.</p> <p>Refer to officer comments.</p>
The child care centre is not appropriate next to residential properties. The design, height and scale of the development is not consistent with the residential area.	<p><b>Not supported</b></p> <p>The CCCP does not prevent consideration of child care centres next to residential properties. In relation to noise and traffic it is considered that the impact of the development on surrounding residences is adequately mitigated.</p> <p>The height and setbacks of the development is generally consistent with what could be permitted for residential development in the area.</p> <p>Refer to officer comments.</p>
Reduced street and lot boundary setbacks will negatively impact upon adjoining properties.	<p><b>Not supported</b></p> <p>Refer to officer comments.</p>
Concern that additional vehicles during peak hour and a lack of drop off/ pick up area will result in verge parking and traffic congestion on Forrest Road.	<p><b>Not supported</b></p> <p>It is a condition of approval that the verge be landscaped to prevent verge parking</p> <p>Refer to officer comments.</p>
Concern that the development will overshadow adjoining residences.	<p><b>Not supported</b></p> <p>The extent of overshadowing is based on the maximum shadow created by a development at 12 noon, 21 June (winter solstice). As the shadow cast would fall south, onto the subject site and adjoining verge it is deemed that the shadow of the development will not</p>

	detrimentally impact any adjoining residence.
A lack of slip lane facilitating interchange from Marmion Avenue to Forrest Road will pose a hazard to pedestrians crossing Forrest Road.	<p><b>Supported in part</b></p> <p>Not considered to be required through this application process. It is a condition of approval that an alternative pedestrian crossing be provided (aligning with the main entry to the building) further to the east of Forrest Road to increase the safety of pedestrians crossing Forrest Road.</p> <p>Refer to officer comments.</p>

### Consultation with other Agencies or Consultants

#### *Main Roads*

As the subject site abuts Marmion Avenue, which is an MRS 'Primary Regional Road' Reserve, the application was referred to Main Roads Western Australia for comment.

The feedback received through this process is summarised below:

- Location of the proposed crossover is appropriate given the separation distance from Marmion Avenue.
- Optional alternative access arrangement from Forrest Road, with egress from the car park from the existing right of way to the rear of the site.
- No parking should be permitted within the verge on Forrest Road.

The City's response to the above feedback is included under officer comments (traffic) at the end of this report.

### Joondalup Design Reference Panel

The proposal was presented to the City's Joondalup Design Reference Panel (JDRP) at its meeting held on 22 September 2017. The key issues raised by the JDRP, and the summary of applicant's responses and modifications are provided below:

No.	JDRP comment	Applicant response	City Response
1	The surveillance of the carpark from the child care building is lacking.	Two additional windows have been added onto the eastern elevation, one small bathroom window at the upper level, and more importantly a full length window that will allow direct surveillance of the car park from the foyer.	The addition of the full length window on the ground floor assists in providing some additional surveillance to the car park.
2	The proposed shading and treatments of the upper floor outdoor play space are a concern.	Whilst the Building Designer and Landscape Architect are both confident the original application provides the necessary amount of shade required under the Federal Regulations, the umbrella has been replaced with two additional shade sails at the	The applicant has demonstrated through the revised plans that the upper floor play space will have adequate shaded space, accounting for 45% of the upper floor play space.

		upper level to assist in keeping heat levels down	
3	It is uncertain whether two rainwater tanks would be sufficient to supply water reuse within gardens throughout summer months.	<p>The two 3,000 litre water tanks proposed will be fed by adjacent roof catchments. The volume collected is not intended to replace the need for mains reticulation, but to supplement landscape reticulation and thereby minimise mains use whenever possible.</p> <p>Notwithstanding their expected limitations due to the Perth's climatic conditions, the tanks are also expected to serve an educational role, which in part, is why they have been located adjacent the Sustainable Learning Zone.</p>	The applicant's justification that the rainwater tanks are proposed as a supplement to mains use, and as an education tool is noted and supported.
4	<p>Concerns regarding the overall visual appearance of the development.</p> <p>In particular the following should be reviewed:</p> <ul style="list-style-type: none"> <li>• Shading and glazing on the eastern elevation;</li> <li>• Visual appearance of the front elevation;</li> <li>• Visual appearance of the rear elevation;</li> <li>• Extension of the ground floor awning;</li> <li>• Enlargement of the main entry point;</li> <li>• Additional shade on the first floor.</li> </ul>	<p>Additional windows have been added on both levels of the eastern elevation.</p> <p>Shade devices have been added as minor projections above most major openings on the northern elevation to break up the wall and enhance its aspect from adjoining residential properties.</p> <p>The additional shade sails will assist in reducing the overall bulk of the building, in particular as viewed from Forrest Road.</p> <p>The eave of the verandah has been extended along the western elevation and has been slightly increased in depth (approx. 150mm).</p> <p>Client's preference is not to increase the front awning due to complications it would cause with the path and bicycle parking, however the height of the parapet entry has been increased (by approx. 300mm) to enhance customer recognition of the building entrance.</p>	<p>The addition of glazing to the eastern elevation and shading devices to the northern elevations are considered to have improved the visual appearance of the development as viewed from the street and adjoining properties.</p> <p>No additional shading has been provided to the eastern elevation which currently proposes a 0.6m upper level eave only. The ground floor kitchen window has not been provided with any shading device.</p> <p>It is considered that the addition of shade sails to the upper floor play space will assist in reducing the bulk of the development as viewed from Forrest Road is supported.</p> <p>It is considered that the JDRP comment regarding the visual appearance of the front façade of the building has not fully been addressed. Modified plans were submitted that included an increase in the height of the entry parapet wall by 0.3m to increase the prominence of the entry point. It is also noted that the front awning has not been modified from the original proposal.</p>

5	The universal access bay should be relocated to the south of the car park, closer to the building entrance.	The full-access bay has been deliberately positioned at bay 6 as this is the first bay that sits at grade with the building (at the bottom of a small ramp). There is a small wall along the front/western boundary of bays 1-5 that hold the building slightly above, making their use for a full-access bay impractical to achieve.	Its acknowledged that bay 6 is the first bay that can be graded to match the level of the adjacent footpath. Therefore the positioning of the universal access bay at bay 6 is accepted to be the most ideal location for the bay.
6	Shade trees within the car park should be provided at the rate specified under DPS2.	<p>Provision has been made for shade trees at the required rate along the eastern (uncovered) side of the car park.</p> <p>The Client has no objection to engaging an arborist to review the trees and make recommendations on how best they be retained. We are in the process of obtaining quotes for this work which we ask be imposed as a condition of development approval.</p>	<p>Whilst shade trees have been proposed along the eastern side of the car park, there is a shortfall of two trees.</p> <p>It is noted that the applicant has included the provision of five shade trees along the eastern side of the car park. It is considered that there is available space for an additional two shade trees, particularly on the western side of the carpark.</p> <p>It is recommended that the provision of shade trees at the required rate form a condition of approval.</p>

As outlined above, the applicant has generally addressed the recommendations of the JDRP listed with exception to the following:

- Visual appearance of the front (southern) façade of the development.
- Lack of shading devices on the eastern and northern elevations.
- Shortfall of shade trees required under DPS2.
- Lack of surveillance to the car park.

The above points are further discussed under officer comments at the end of this report.

**Planning assessment:**

The City's planning assessment against the relevant provisions of the Regulations, DPS2, CCCP, HNRBLLP and SP are included below:

Item	Requirement	Proposal	Compliance
Clause 4.7 of DPS2 – Building Setbacks	Street setback – 9m	<p>Child care centre: 7.7m to Forrest Road</p> <p>Child care centre: 4.1m to Marmion</p>	<p><u>Does not comply</u></p> <p>1.3m variation to Forrest Road boundary (child care</p>

		<p>Avenue</p> <p>Retaining wall: 0m to Forrest Road</p> <p>Retaining wall: 0m to Marmion Avenue</p>	<p>centre)</p> <p>4.8m variation to Marmion Avenue boundary (child care centre)</p> <p>9m variation to Forrest Road and Marmion Avenue (retaining walls only)</p> <p>Refer to officer comments section of the report</p>
	Rear setback – 6m	<p>Child care centre: 3m to rear lot boundary</p> <p>Retaining wall: 0m to rear lot boundary</p>	<p><u>Does not comply</u></p> <p>3m variation to northern lot boundary (child care centre)</p> <p>6m variation to northern lot boundary (retaining walls only)</p> <p>Refer to officer comments section of the report</p>
	Side setback – 3m	<p>Child care centre: 19.8m to adjoining residential lot</p> <p>Retaining walls: Between 0m - 0.7m to the adjoining residential lot</p>	<p><u>Does not comply</u></p> <p>3m variation to eastern lot boundary (retaining walls only)</p> <p>Refer to officer comments section of the report</p>
Clause 4.8 of DPS2 – Car Parking	<p>1 bay per staff member and 11 bays per 82 children accommodated</p> <p>12 staff and 82 children totals a requirement of 25 bays</p>	12 staff and 82 children totals 25 bays	Complies
Clause 4.12 of DPS2 – Landscaping	Minimum open space of 8%	10.69%	Complies
	Minimum landscaping strip of 3m	3m	Complies
	<p>1 shade tree/ 4 car parking bays</p> <p>25 bays require 7 shade trees</p>	5 proposed	<p><u>Does not comply</u></p> <p>Shortfall of 2 shade trees</p> <p>Refer to officer</p>

			comments section of the report
Clause 4.14 of DPS2 – Storage and Rubbish Accumulation	All storage and rubbish accumulation shall be confined within a building or enclosed and screened from the public realm and adjoining landowners	Bin store screened from view from the street and adjoining properties	Complies
Clause 5.1 of CCCP – Location	Located adjacent to non-residential buildings	Located adjacent to residential properties to the north and east	<u>Does not comply</u> Refer to officer comments section of the report
	Should not be located on District Distributor Roads	Forrest Road is classified as a Local Distributor	Complies
Clause 5.2 of CCCP – Parking and traffic	Minimise disruption of existing traffic safety measures and traffic flow, and safe access to on-site parking areas	Traffic report confirms minimal impact on the nearby intersection between Marmion Avenue and Forrest Road	Complies
	Car parking circulation as per City's CCCP	Development does not incorporate a pickup/drop-off area	<u>Does not comply</u> Refer to officer comments section of the report
	Car parking bays required as per clause 5.2.3 (as mentioned under clause 4.8)	12 staff and 82 children totals 25 bays	Complies 25 bays provided
Clause 5.3 of CCCP – Building Design and Outdoor Play Area	Setbacks as per DPS2, may be reduced at the discretion of the City within the Residential zone	Street and lot boundary setback variations proposed	<u>Does not comply</u> Refer to officer comments section of the report
	Location of outdoor play areas away from adjoining residences	Ground level and upper floor outdoor play areas located adjacent to the rear boundary	<u>Does not comply</u> Outdoor play areas adjacent to residential property to the northern boundary
	Noise mitigation measures included to limit impact on adjoining landowners	Noise report provided. No major openings located directly adjacent adjoining residences. Any noise issues can be mitigated	Complies
Clause 5.4 of CCCP – Landscaping	Landscaping as per provisions of DPS2.	Provision of 5 shade trees within the car parking area in lieu of 7 trees total	<u>Does not comply</u> Refer to officer comments section of

			the report
	Verge suitability landscaped.	Provision of landscaping within Marmion Avenue road reserve  Generally conditioned as part of any approval.	N/A
Clause 5.5 of CCCP – Operating Hours	7am – 6pm weekdays	7am – 6pm weekdays  Staff only from 6:30am – 7am and 6pm – 6:30pm	Complies
Clause 6 of HNRBLPP – Building Height	Six metre wall height. Seven metre concealed roof Nine metre pitched roof	Max concealed wall height of 8.2m	<u>Does not comply</u>  Refer to officer comments section of the report
Table 1 of SP – Wall signs	Maximum area of 1.2m <sup>2</sup>  Shall not be illuminated  Shall not extend above or beyond the end of any wall  Shall not obscure any architectural detail  Shall not exceed more than 1 sign per lot  Shall not be affixed to any boundary fence	Area of 3.4m <sup>2</sup> and 2.43m <sup>2</sup>  Is not illuminated  Does not extend above or beyond any wall  Does not obscure architectural details  2 signs proposed  1 sign is affixed to the boundary fence facing Marmion Avenue	<u>Does not comply</u>  Refer to officer comments section of the report

## Officer Comments

### Building Design

#### *Front (southern) façade*

It was a recommendation of the JDRP that the front façade of the building be further articulated, however the only change made from the initial proposal is to increase the entry parapet wall by 0.3 metres in height to increase the prominence of the entry point. The development incorporates two signs, one beneath the front entry parapet wall (3.4 square metres) and one within a fence panel (2.43 square metres) facing Marmion Avenue. The SP limits signage within the 'Residential' zone to a maximum area of 1.2 square metres and does not permit signage being affixed to boundary fences. While the size and placement of the signage does not comply with the requirements of the SP, it is considered that the signage is visually congruous with

the scale of the development being of an appropriate size, number and scale, and therefore appropriate. It is considered that the front façade of the building presents well to Forrest Road, incorporating a range of building finishes and varying setbacks, which in combination with landscaping will result in an attractive interface between the building and streetscape.

#### *Side (eastern) façade*

It was a recommendation of the JDRP that additional glazing and shading devices be incorporated into the eastern façade of the building to maximise surveillance of the car park. The applicant has provided amended plans including a vertical window on the ground floor foyer. It is considered that the additional window included improves surveillance of the car park. Additional awnings/ shading devices above openings are recommended as a condition of approval.

#### *Rear (northern) façade*

The rear elevation includes a number of windows, with those on the upper floor more than 1.6 metres above floor level to ensure privacy to residents at the rear is maintained. It was a recommendation of the JDRP that shading devices be included to windows on the northern elevation. The applicant has provided amended plans, detailing the inclusion of awnings above all windows on the northern façade with exception of the north facing kitchen window. It is therefore recommended as a condition of approval that the 'activity 3' window awning be extended to provide shading to the ground floor kitchen window.

#### Building Setbacks

The child care centre is setback between 9.5 metres and 5.9 metres to Marmion Avenue, and between 4.9 metres and 7.7 metres to Forrest Road, in lieu of a street setback of nine metres required under DPS2. The building is set back from the rear boundary by three metres, in lieu of six metres required under DPS2.

The development incorporates retaining around the perimeter of the car parking area which is approximately 1.4 metres higher than the level of the neighbouring lot to the east. The retaining along the eastern boundary is generally set back 0.7 metres in lieu of three metres required under DPS2, and is a maximum height of one metre at the south eastern corner of the site.

#### *Street setbacks*

It is noted that the CCCP allows for discretion to be exercised in relation to street setbacks where a child care centre is located in the 'Residential' zone, to more appropriately reflect the existing building setbacks in the immediate vicinity. It is noted that the surrounding residential development is typical of an R20 coded area, with setbacks to the street generally averaging six metres. Additionally, the lots are currently dual coded R20/R40 and would therefore permit future development with an average setback of four metres, and retaining to a height of one metre up to the street boundary. Given the proposed setbacks of the development would be consistent with, or greater than the allowable street setbacks applicable to a residential dwelling of the same size it is considered that the proposed setbacks are consistent with the surrounding residential development, and are therefore appropriate.

### *Rear setback*

It is noted that the two storey development would meet the setback requirements for residential development, which would require a setback of between 2.5 and 3 metres (as set out under the *Residential Design Codes*). As such there is considered to be no more impact on the adjoining residential property in terms of building bulk than would ordinarily occur, as-of-right, with the construction of a residential dwelling. Additionally it is noted that the retaining proposed along the rear boundary would meet setback requirements for residential development, which permits retaining of 0.5 metres in height up to a lot boundary.

It is therefore considered that the proposed rear setbacks of the development are appropriate in this instance.

### *Side setback*

It is noted that there is an existing retaining wall on the neighbouring lot to the east of up to 0.86 metres in height, which supports the level of the subject site. The applicant proposes retaining and fill to an additional height of 0.75 metres above the existing wall to accommodate the car parking area, which has a setback of 0.7 metres to the eastern boundary in lieu of three metres required under DPS2. The proposed car parking area is therefore a total of approximately 1.4 metres in height above the level of the adjoining residential lot. It is considered that the height of the retaining and proposed setback allows adequate space for sufficient landscaping along the eastern boundary, to reduce the visibility of the retaining wall and car parking area from the adjoining lot. It is recommended that the provision of this landscaping be included as a condition of approval.

It is therefore considered that the proposed side setbacks associated with the retaining are appropriate in this instance.

### Building Height

The height of the building is generally compliant with the requirements of the HNRBLPP which permits a maximum wall height of seven metres for a building with a concealed roof. It is noted that the maximum wall height proposed is 8.2 metres, associated with the upper floor lift and stairwell. It is noted that the 1.2 metre height variation results from the pitch in the skillion roof, which is located centrally to the site, with the majority of the two storey section of the building being 6.85 metres in height. In addition to the above, the additional height is not considered to have a detrimental impact on the amenity of the surrounding residences given the orientation of the two storey aspect of the building, positioning the shorter elevation (10.3 metres) adjacent to the northern boundary, and the longer elevation (18 metres) adjacent to the eastern boundary which is located more than 19 metres from the development.

### Landscaping

The development proposal is generally compliant with the landscaping requirements of DPS2, incorporating 10.69% landscaping across the site (8% required under DPS2) and a three metre landscaping strip between the verge and proposed car parking area. In response to a recommendation from the JDRP the applicant has included the provision of five shade trees along the eastern side of the car park in response to the DPS2 required rate of 1 shade tree/ 4 parking bays. As the development incorporates a total of 25 car parking bays, the car parking area

requires the provision of seven shade trees. It is recommended therefore as a condition of approval that an additional two shade trees are provided within the car parking area to ensure that the correct number of shade trees are provided within the car parking area in accordance with DPS2 requirements.

### Traffic

A traffic report was provided as part of the application demonstrating that the additional traffic generated as a result of the development can be adequately accommodated within the existing road network. The report summarised that, based on figures taken from other child care centres within the Perth metropolitan area, an increase of 302 additional vehicles to local traffic could be expected as a result of the development.

The WAPC *Transport Assessment Guidelines for Developments* outline that where a traffic increase as a result of proposed development is less than 10% of current road capacity, there would normally not be any material impact on local traffic. Given the current daily capacity of 13,500 vehicles on Forrest Road, an increase of 2.3% of the total road capacity for Forrest Road is not considered to have a significant impact on local traffic conditions. The traffic assessment also included modelling of predicted traffic increases during morning and afternoon peak hour, with a predicted additional 27 vehicles during this time, resulting in minimal increase to the delay currently experienced at peak hour (less than one second).

Additionally, the nature of a child care centre differs from a school in that there is no set start or finish times and therefore the assertion of the traffic assessment that up to 27 additional vehicles can be expected during peak hour as a result of the development is supported, given the likely staggered nature of drop off and pickup times between students.

As part of consultation with Main Roads regarding the application it has been identified that there is currently no slip lane on Marmion Avenue assisting the slowing of vehicles turning onto Forrest Road. It has been identified that there is an existing pedestrian crossing located at the western end of Forrest Road, and given the lack of a slip lane it is considered that a pedestrian crossing would be better suited to be located 25 metres to the east opposite the main entrance to the child care centre. It is therefore recommended as a condition of approval that a footpath connection be provided at the cost of the applicant facilitating pedestrian movement across Forrest Road further to the east, where the speed of vehicles is likely to be safer for pedestrian crossing.

In light of the above it is considered that the additional traffic likely to be generated as a result of the development is appropriate.

### Car Parking

In accordance with the City's DPS2 and CCCP, the proposed child care centre requires one car bay per staff member and 11 bays for the 81 - 88 children accommodated.

The applicant has advised the City that a maximum of 14 staff members and 82 children will be accommodated by the proposed child care centre at any one time. As a result, the proposed child care centre requires a total of 25 bays on-site.

The car parking for the proposed development is outlined in table 1 below.

Table 1: Car parking assessment

Item	CCCP	Provided
Car parking	Child care centre – 1 bay/ staff member plus  11 bays for a childcare centre accommodating 82 children  14 staff and 82 children  = 25	25

The CCCP recommends the provision of a designated ‘pick-up/drop-off’ area to reduce traffic congestion on access roads. The applicant provided justification for there being no provision of a dedicated pick-up/drop-off area citing that recent changes to the Child Care Regulations now requires parents to check in children at the centre in person. Therefore, it is considered that the provision of parking as outlined in table 1 above is appropriate without the provision of a pick-up/drop-off.

### Noise

Concerns were raised during the public consultation regarding increased noise as a result of the Child Care Centre. The applicant submitted a Noise Impact Assessment as part of the application, demonstrating that the development will meet the requirements of the *Environmental Protection (Noise) Regulations 1997*. The assessment details the predicted noise levels of the childcare centre on adjoining residences, taking into consideration noise from child play, child parent arrival/ departure and mechanical plant noise.

In summary the acoustic assessment identified the following:

- Noise emissions from the child care centre are expected to occur during operating hours only (7:00am - 6:00pm) mainly during outdoor play for the Kindergarten group. This means that for evenings, night time, public holidays and weekends there is expected to be no noise emissions from the child care centre at all.
- The main non equipment noise source at the site will be children’s voices, occasional music played from inside the building, vehicles manoeuvring and car doors opening and closing.
- The solid 1.6 metre high privacy screens on the perimeter of the upper floor play area have an additional function in ensuring that the acoustic impact on the adjoining residences comply with the *Environmental Protection (Noise) Regulations 1997*.

The acoustic assessment contains a number of recommendations to ensure the noise impact on the adjoining properties is minimised. The report recommendations are:

- No amplified sound to be played outside;
- Signage in the drop off area asking parents to consider neighbours when dropping off and picking up children;
- Staggering outdoor play times for differing age groups;

- Parents are to be instructed not to drop off children prior to 7:00am;
- Monitoring of child play in outdoor play areas to prevent particularly loud activity.

Several conditions of development approval have been recommended which directly reflect the above mentioned recommendations of the acoustic assessment to ensure that the impact of noise on surrounding properties is minimised in accordance with the recommendations of the Noise Impact Assessment.

**Options/Alternatives:**

Not applicable.

**Council Recommendation:**

Not applicable.

**Conclusion:**

The proposed child care centre is considered to meet the requirements of the CCCP, DPS2, HNRBLPP and SP with exception of the aspects discussed above. The applicant has demonstrated that the placement of the child care centre within the 'Residential' zone is appropriate with impacts relating to car parking, traffic and noise able to be appropriately managed.

It is therefore recommended that the application be approved, subject to conditions.



 <p>90 Boas Ave, Joondalup WA 6027          PO Box 21, Joondalup WA 6919          Ph: 08 9400 4000          Fax: 08 9300 1383          info@joondalup.wa.gov.au          www.joondalup.wa.gov.au</p>		<p>Scale(A4):1:800</p>	<p>DISCLAIMER: While every care is taken to ensure the accuracy of this data, the City of Joondalup makes no representations or warranties about its accuracy, completeness or suitability for any particular purpose and disclaims all liability for all expenses, losses, damages and costs which you might incur as a result of the data being inaccurate or incomplete in any way and for any reason.</p>
		<p>Date: 8/09/2017</p>	



PRELIMINARY DRAWINGS - NOT FOR CONSTRUCTION.

retaining will be required 200-500 if we have to retain trees, otherwise the verge is wide enough to grade it out.

retaining may be required 300-400mm

**property description**  
 site: Lot 523  
 number: 1-3  
 street: Forrest Road  
 locality: Padbury WA 6025  
 city: Joondalup  
 plan: 9938  
 area: 1635m<sup>2</sup> (1051m<sup>2</sup> / 583m<sup>2</sup>)

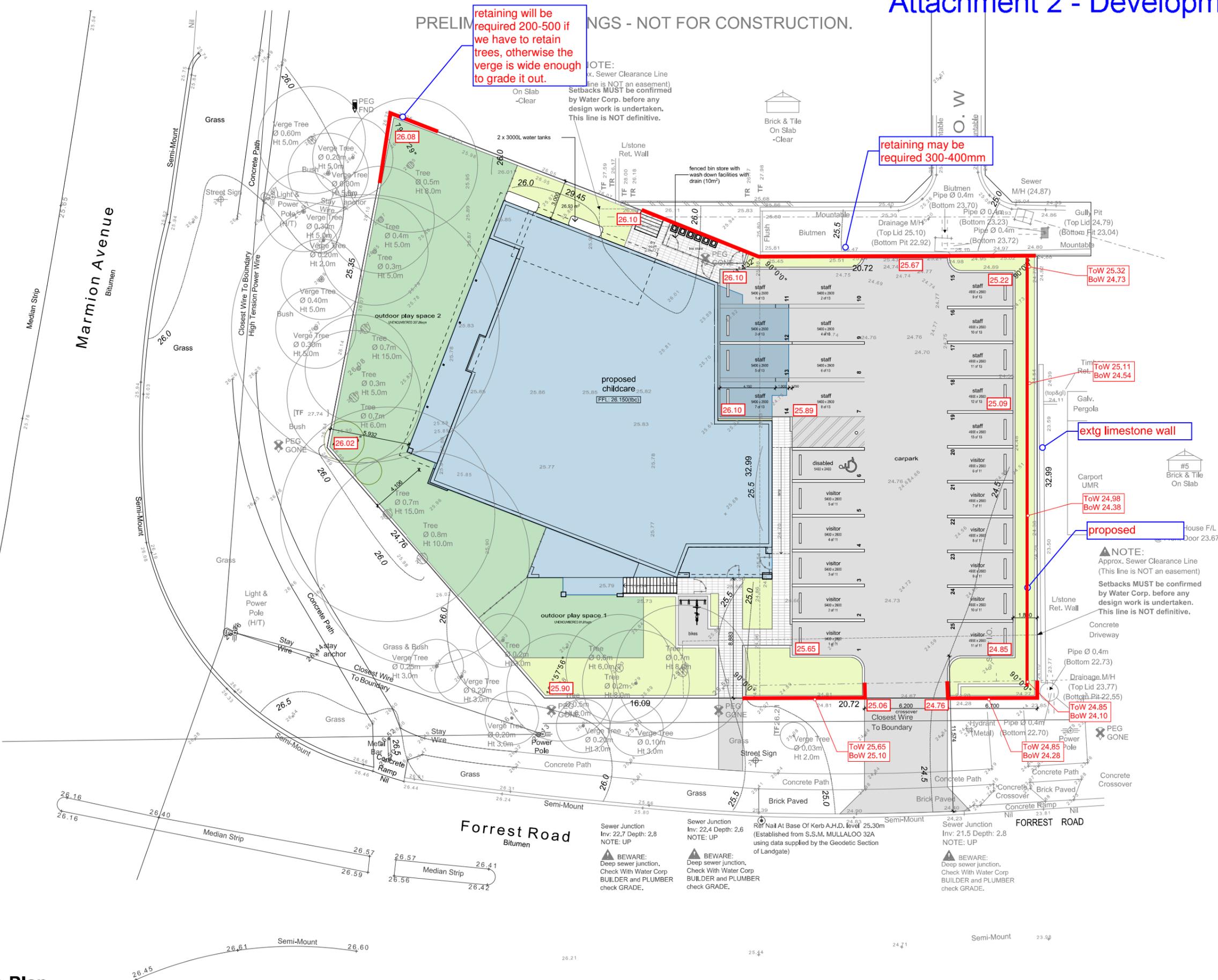
**notes:**  
 Use written dimensions only. Do not scale drawings from plans.  
 Building zone is to be cleared of any vegetation and trees to suit - check on site.

All survey data taken from DWG/PDF copy by others. Cyber Drafting & Design take no responsibility of the proposed slab & pad levels due to the possibility of in-accuracy of the disclosure plan.

Verify all bearing and dimensions on site prior to construction.  
 All missing pegs to be re-instated prior to any construction. Notify head contractor immediately of any discrepancies in setout dimensions. Do not start construction until all boundaries are confirmed.

Ensure all drawings and accompanying details and/or specifications have been stamped as 'Approved' by the relevant local authorities prior to use.

All site drainage to be graded to rubble pits or approved site drainage pits at a min grade of 1:100 (1%) and connected to legal point of discharge in compliance with AS/NZ 3500 &/or NCC BCA vol. 2, parts 3.1.2 & 3.5.2



**SITE COVERAGE -** 575.04sqm / 35.17%  
**GFA -** 688.83sqm / 42.13%  
**HARDSTAND -** 639.33sqm / 39.10%  
**LANDSCAPING(excluding play space) -** 174.78sqm / 10.69%

**82 PLACES**  
**14 STAFF**

**OUTDOOR SPACE:**  
**REQUIRED -** 574.00sqm  
**UNENCUMBERED -** 629.61sqm

**CAR PARKING:**  
 2.6x4.9m min - 11  
 2.6x5.4m min - 5  
 2.6x5.4m min (tandem) - 8  
 2.4x4.9m min (DISABLED) - 1

- LANDSCAPING
- DRIVEWAY
- FOOTPATH
- BUILDING FOOTPRINT
- OUTDOOR PLAYSPACE

## Proposed Site Plan

Scale 1:200

rev.	date	description	I/WE APPROVE THESE DRAWINGS TO BE CORRECT AS PER CONTRACT
A	03/07/17	Preliminary Concept Design for Review	SIGNATURE _____ DATE _____
B	10/08/17	Preliminary Drawings	SIGNATURE _____ DATE _____

JODIE MARK  
 e. jodie@cyberdrafting.com.au  
 p. 07 3393 9159

Dimensions shall not be obtained by scaling. All dimensions are in millimeters unless noted otherwise. Setout dimensions shall be verified on site prior to any work being carried out. Any problems shall be directed to the builder for clarification & correction



**Coulston Group**  
 1-3 Forrest Road  
 Padbury WA 6025

orientation	wind rating	facade type	drawing title
RP: 9938	local council: Joondalup		<b>PROPOSED SITE PLAN</b>

<b>17085</b>	as shown
drawing job number	10/08/2017
designer: CLIENT	drawn: JM
checked: RT	2 of 7

PRELIMINARY DRAWINGS - NOT FOR CONSTRUCTION.



AREA	
ID	Area
<b>FIRST FLOOR</b>	
Balcony	269.58
Centre	241.18
<b>GROUND FLOOR</b>	
Centre	447.65
Verandah	58.91
<b>1,017.32 m<sup>2</sup></b>	

**Proposed Ground Floor**  
Scale 1:100

rev.	date	description	I/ WE APPROVE THESE DRAWINGS TO BE CORRECT AS PER CONTRACT
C	17/08/17	DA Plans	SIGNATURE _____ DATE _____
D	18/08/17	Fencing Updated	SIGNATURE _____ DATE _____
E	21/09/17	Updated DA Plans	SIGNATURE _____ DATE _____
F	06/10/17	Updated DA Plans	SIGNATURE _____ DATE _____

JODIE MARK  
e. jodie@cyberdrafting.com.au  
p. 07 3393 9159

Dimensions shall not be obtained by scaling. All dimensions are in millimeters unless noted otherwise. Setout dimensions shall be verified on site prior to any work being carried out. Any problems shall be directed to the builder for clarification & correction



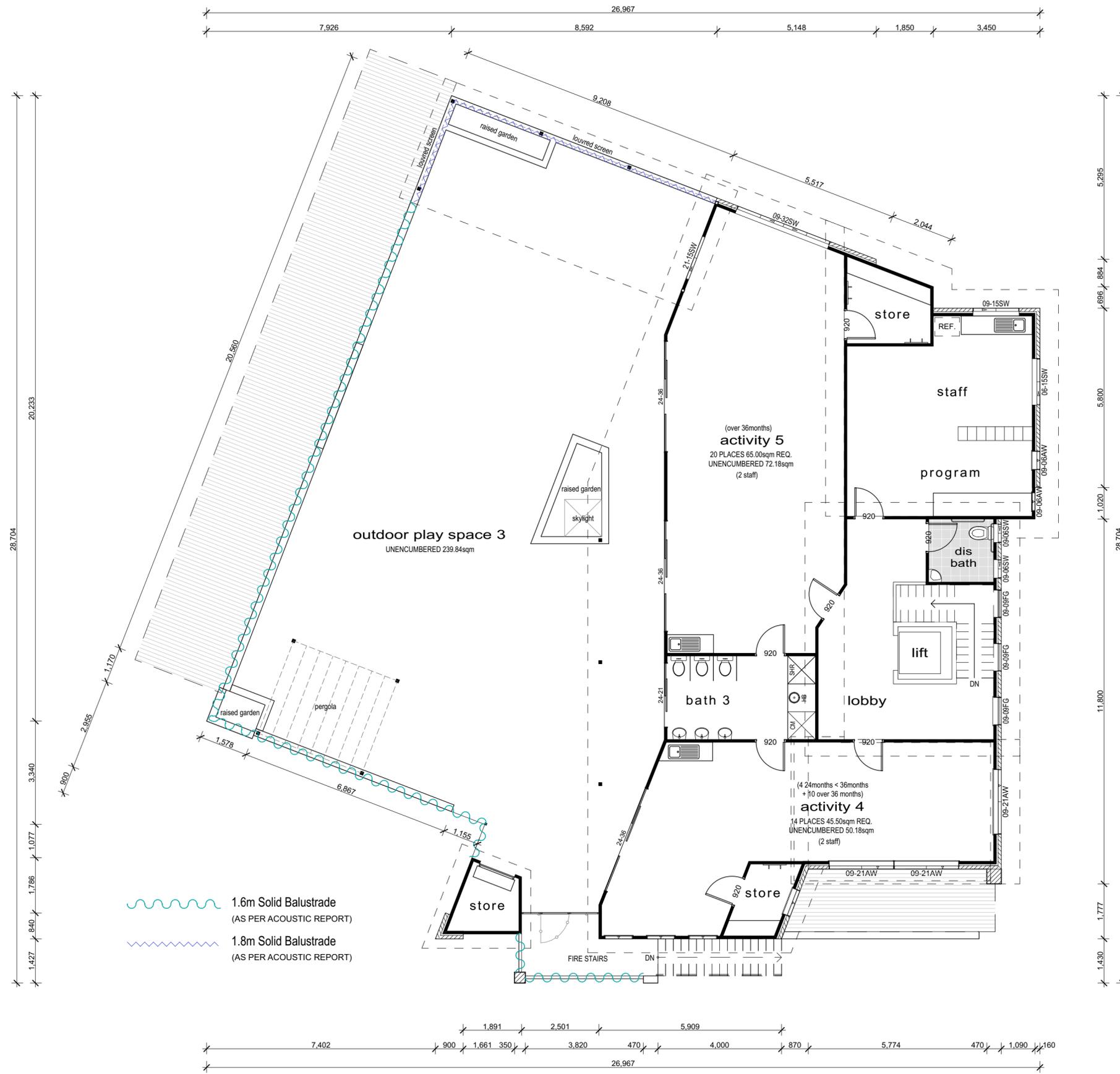
**Coulston Group**  
1-3 Forrest Road  
Padbury WA 6025

client details:

orientation: RP: 9938	wind rating: N2	facade type: -	drawing title: PROPOSED GROUND FLOOR	drawing job number: 17085	sheet size: A2	as shown
local council: Joondalup	designed: CLIENT	drawn: JM	checked: RT	drawn date: 6/10/2017	drawing scales: 3 of 7	sheets in set



PRELIMINARY DRAWINGS - NOT FOR CONSTRUCTION.



AREA	
ID	Area
<b>FIRST FLOOR</b>	
Balcony	269.58
Centre	241.18
<b>GROUND FLOOR</b>	
Centre	447.65
Verandah	58.91
<b>1,017.32 m<sup>2</sup></b>	

**Proposed First Floor**  
Scale 1:100

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C	17/08/17	DA Plans	SIGNATURE _____ DATE _____
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E	21/09/17	Updated DA Plans	SIGNATURE _____ DATE _____
F	06/10/17	Updated DA Plans	SIGNATURE _____ DATE _____

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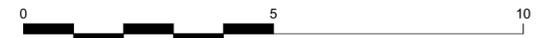


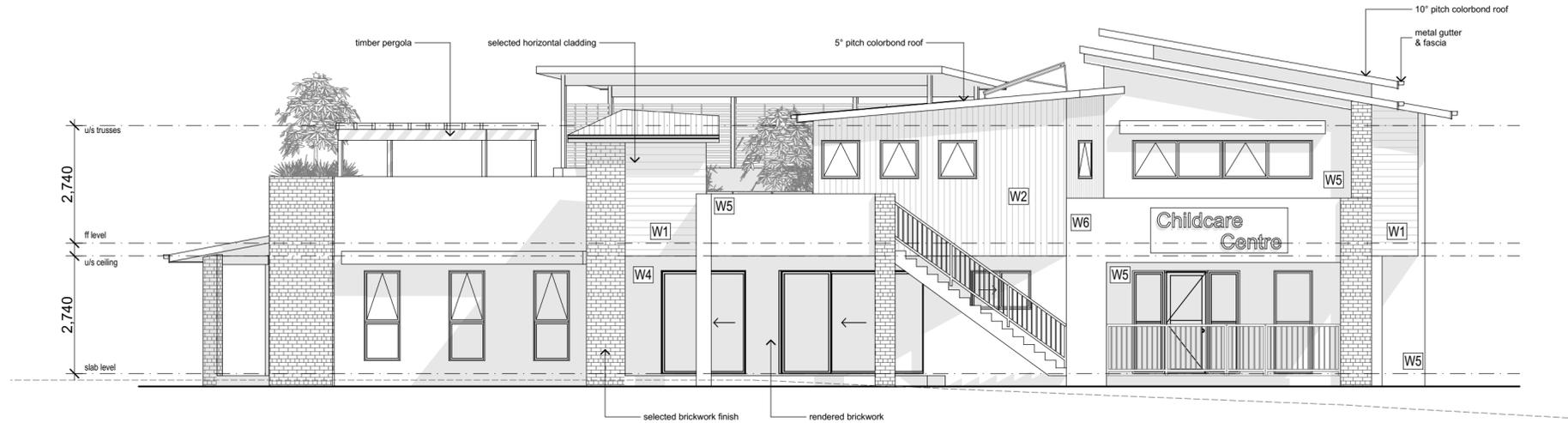
**Coulston Group**  
1-3 Forrest Road  
Padbury WA 6025  
client details:

orientation: - wind rating: N2 facade type: - drawing title: PROPOSED FIRST FLOOR  
RP: 9938 local council: Joondalup

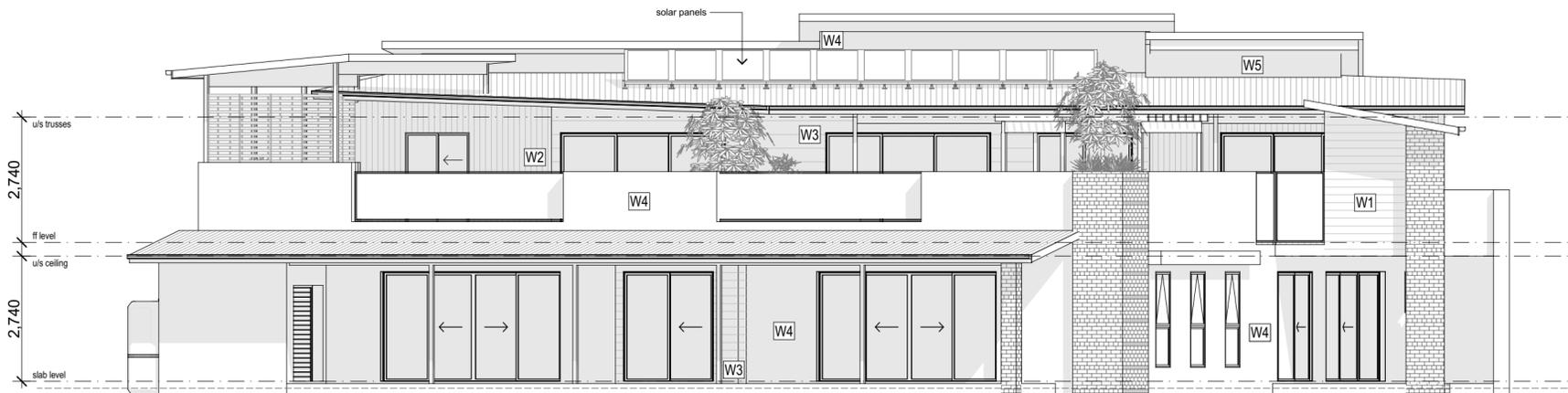
drawing job number: 17085  
drawing title: PROPOSED FIRST FLOOR  
drawing scales: as shown

6/10/2017  
drawn date: 6/10/2017  
checked: RT  
drawn: JM  
sheets in set: 4 of 7





**1 South Elevation**  
Scale 1:100

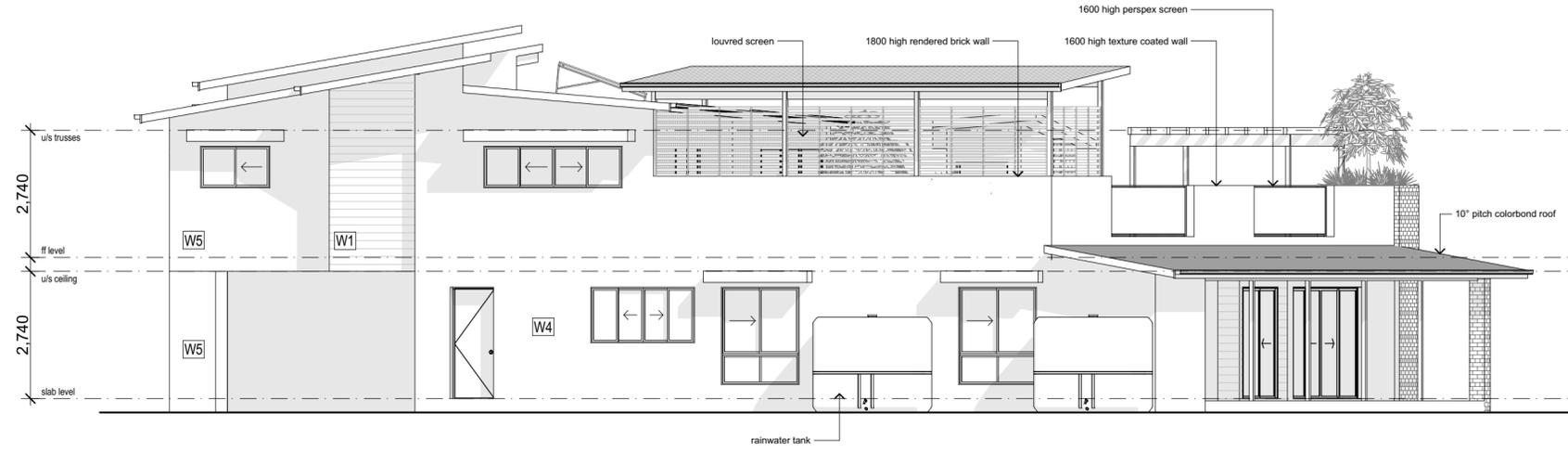


**2 West Elevation**  
Scale 1:100

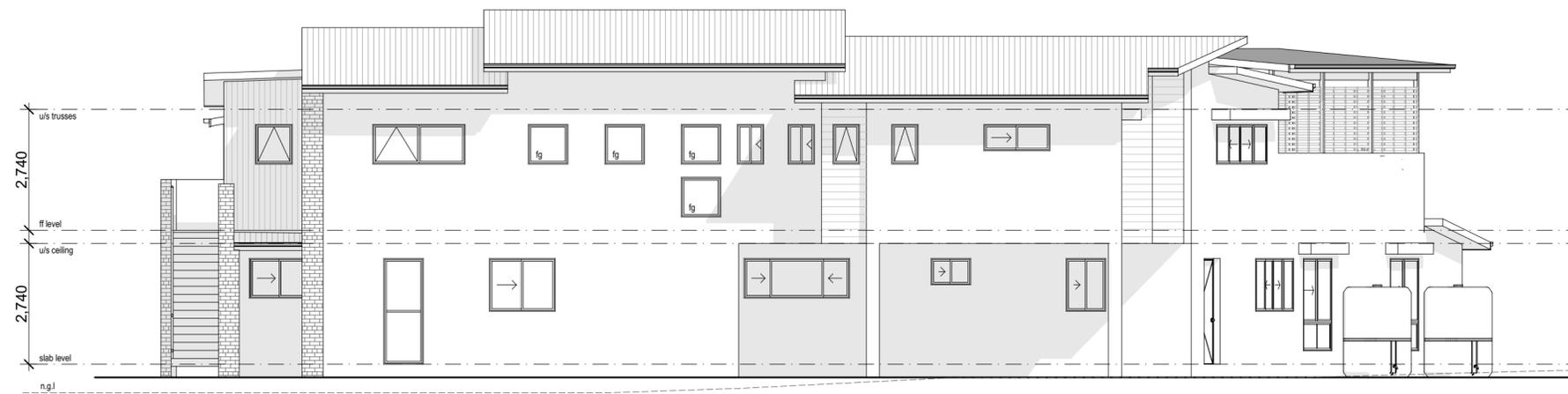
**Finishes Schedule**

ROOF		COLORBOND, SURFMIST
FASCIA / GUTTER		COLORBOND, BASALT
HORIZONTAL CLADDING, FEATURE		WEATHERTEX, V GROOVE NATURAL 300mm W1
VERTICAL CLADDING	 	WEATHERTEX, WEATHERGROOVE SMOOTH 150mm WHITE DUCK (DULUX) W2 WEATHERTEX, ECOGROOVE SMOOTH 150mm TRANQUIL RETREAT 1/2 STRENGTH (DULUX) W3
HORIZONTAL CLADDING		WEATHERTEX, ECOGROOVE SMOOTH 150mm TRANQUIL RETREAT 1/2 STRENGTH (DULUX) W3
BRICKWORK		STORM (PGH BRICKS & PAVERS)
RENDERED BRICKWORK TEXTURE COATED FC	  	DIESKAU (DULUX) W4 POSTBOY (DULUX) W5 PENSIVE QUARTER (DULUX) W6

rev.	date	description	I/ WE APPROVE THESE DRAWINGS TO BE CORRECT AS PER CONTRACT	JODIE MARK e. jodie@cyberdrafting.com.au p. 07 3393 9159	Dimensions shall not be obtained by scaling. All dimensions are in millimeters unless noted otherwise. Setout dimensions shall be verified on site prior to any work being carried out. Any problems shall be directed to the builder for clarification & correction	 6/1631 WYNNUM ROAD, TINGALPA QLD 4173 ABN: 25 890 335 667 PH: (07) 3393 9159 BSA: 1134977	Coulston Group 1-3 Forrest Road Padbury WA 6025 client details:	orientation	wind rating	fascia type	PROPOSED ELEVATIONS	17085	A2	as shown		
C	17/08/17	DA Plans	SIGNATURE _____ DATE _____					RP: 9938	N2	-	drawing title	drawing job number	6/10/2017	5 of 7	sheet size	drawing scales
D	18/08/17	Fencing Updated	SIGNATURE _____ DATE _____					local council: Joondalup	designed: CLIENT	drawn: JM	checked: RT	drawn date:	drawn date:	drawn date:	drawn date:	drawn date:



**3 North Elevation**  
Scale 1:100



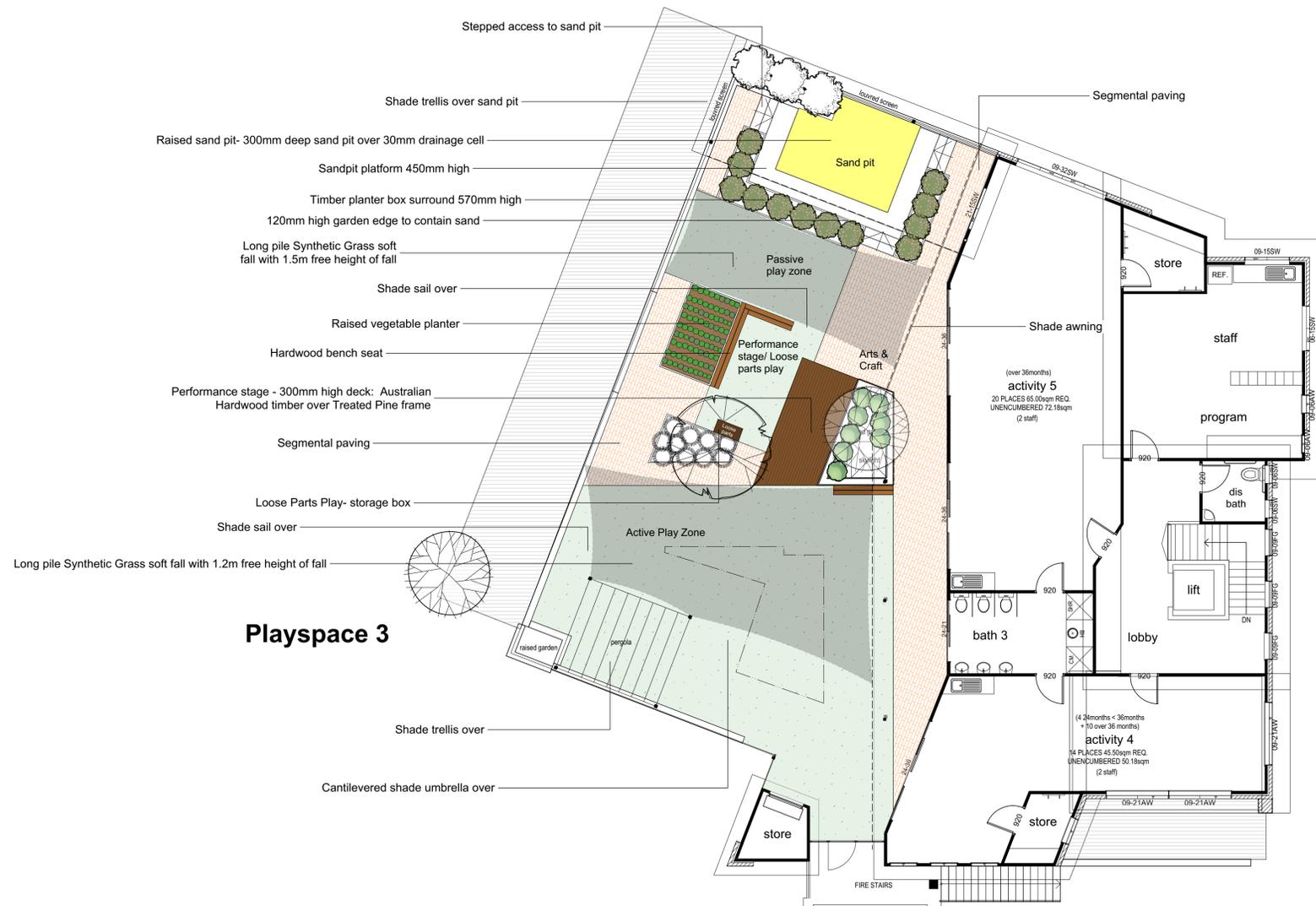
**4 East Elevation**  
Scale 1:100

**Finishes Schedule**

ROOF		COLORBOND, SURFMIST
FASCIA / GUTTER		COLORBOND, BASALT
HORIZONTAL CLADDING, FEATURE		WEATHERTEX, V GROOVE NATURAL 300mm W1
VERTICAL CLADDING		WEATHERTEX, WEATHERGROOVE SMOOTH 150mm W2
		WHITE DUCK (DULUX)
HORIZONTAL CLADDING		WEATHERTEX, ECOGROOVE SMOOTH 150mm W3
		TRANQUIL RETREAT 1/2 STRENGTH (DULUX)
BRICKWORK		STORM (PGH BRICKS & PAVERS)
RENDERED BRICKWORK		DIESKAU (DULUX) W4
TEXTURE COATED FC		POSTBOY (DULUX) W5
		PENSIVE QUARTER (DULUX) W6

rev.	date	description	I/ WE APPROVE THESE DRAWINGS TO BE CORRECT AS PER CONTRACT	JODIE MARK e. jodie@cyberdrafting.com.au p. 07 3393 9159	Dimensions shall not be obtained by scaling. All dimensions are in millimeters unless noted otherwise. Setout dimensions shall be verified on site prior to any work being carried out. Any problems shall be directed to the builder for clarification & correction	<b>CYBER</b> DRAFTING & DESIGN 6/1631 WYNNHAM ROAD, TINGALPA QLD 4173 ABN: 25 890 335 667 PH: (07) 3393 9159 BSA: 1134977	Coulston Group 1-3 Forrest Road Padbury WA 6025	orientation: - wind rating: N2 facade type: - drawing title: PROPOSED ELEVATIONS	drawing job number: 17085	Sheet Size: A2 as shown
C	17/08/17	DA Plans	SIGNATURE _____ DATE _____				client details:	RP: 9938 local council: Joondalup	designed: CLIENT drawn: JM checked: RT	6/10/2017 drawn date: 6 of 7 sheets in set
D	18/08/17	Fencing Updated								
E	21/09/17	Updated DA Plans								
F	06/10/17	Updated DA Plans	SIGNATURE _____ DATE _____							





For Development Application Only

SCALE BAR:

Notes:

Northpoint



www.growandco.com.au  
Licence number: 179707C. ABN: 19984073404

Client:  
COULSTON GROUP

File Name:  
Forest Road, PADBURY WA, Coulston Group  
v2018.vwx

Project Name:  
Padbury Childcare Centre

Drawing Name:  
LVL1 Playspace Concept Plan

Drawn to AS1100	Dimensions in Millimetres	Do not Scale	
Drawn by: GA	Date: 15/08/17	Plot Date: 27/10/16	
Job No: CLST02	Scale: 1:100 @ A1	Sheet No: 1 of 1	Copyright ©
Sheet: A1	Dwg No: PCP 02	Revision: A	

GA  
12/10/17 Post City's Joondalup Design Reference Panel Mee

Rev. Date Description





Marmoin Avenue Perspective



Corner Marmion Ave & Forrest Rd Perspective



Forrest Road Perspective

rev.	date	description	I/ WE APPROVE THESE DRAWINGS TO BE CORRECT AS PER CONTRACT		JODIE MARK e. jodie@cyberdrafting.com.au p. 07 3393 9159	Dimensions shall not be obtained by scaling. All dimensions are in millimeters unless noted otherwise. Setout dimensions shall be verified on site prior to any work being carried out. Any problems shall be directed to the builder for clarification & correction		Coulston Group 1-3 Forrest Road Padbury WA 6025 client details:	- N2 - orientation: RP: 9938 wind rating: local council: Joondalup	PROPOSED PERSPECTIVES facade type: drawing title:	17085 drawing job number: designed: CLIENT drawn: JM	A2 Sheet Size: as shown 6/10/2017 drawn date: 7 of 7 checked: RT sheets in set
C	17/08/17	DA Plans	SIGNATURE	DATE								
D	18/08/17	Fencing Updated	SIGNATURE	DATE								
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