



Metro Outer Joint Development Assessment Panel Agenda

Meeting Date and Time: Wednesday, 17 March 2021; 1:30pm
Meeting Number: MOJDAP/74
Meeting Venue: Via Zoom

To connect to the meeting via your computer - <https://zoom.us/j/94790668086>

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This DAP meeting will be conducted by electronic means open to the public rather than requiring attendance in person.

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Attendance

DAP Members

Mr Ian Birch (Presiding Member)
Ms Sheryl Chaffer (Deputy Presiding Member)
Mr Jason Hick (Third Specialist Member)
Cr Suzanne Thompson (Local Government Member, City of Joondalup)
Cr Philippa Taylor (Local Government Member, City of Joondalup)

Officers in attendance

Mr Byron McKie (City of Joondalup)
Mr Chris Leigh (City of Joondalup)

Minute Secretary

Ms Megan Ventriss (DAP Secretariat)

Applicants and Submitters

Mr David Reynolds (Taylor Burrell Barnett Planning)
Mr Walt Coulston (CK Property Group)

Members of the Public / Media

Nil

1. Opening of Meeting, Welcome and Acknowledgement

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

In response to the COVID-19 situation, this meeting is being conducted by electronic means open to the public. Members are reminded to announce their name and title prior to speaking.

2. Apologies

Nil.

3. Members on Leave of Absence

Nil.

4. Noting of Minutes

Signed minutes of previous meetings are available on the [DAP website](#).

5. Declarations of Due Consideration

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

Nil.

7. Deputations and Presentations

The City of Joondalup may be provided with the opportunity to respond to questions of the panel, as invited by the Presiding Member.

8. Form 1 – Responsible Authority Reports – DAP Applications

8.1 Lot 338 (1) Tara Court and Lot 339 (26) Trappers Drive, Woodvale

Development Description: Child Care Premises
 Applicant: Taylor Burrell Barnett
 Owner: Lot 338: MR R White
 Lot 339: Mr R Jackson & Mrs D Jackson
 Responsible Authority: City of Joondalup
 DAP File No: DAP/21/01915

9. Form 2 – Responsible Authority Reports – DAP Amendment or Cancellation of Approval

Nil

10 State Administrative Tribunal Applications and Supreme Court Appeals

| Current SAT Applications | | | | |
|----------------------------------|-------------------|---|---|--------------------|
| File No. & SAT DR No. | LG Name | Property Location | Application Description | Date Lodged |
| DAP/19/01708 DR 138/2020 | City of Kwinana | Lot 108 Kwinana Beach Road, Kwinana | Proposed Bulk Liquid Storage for GrainCorp Liquid Terminals | 01/07/2020 |
| DAP/01729 DR 176/2020 | City of Kalamunda | Lot 130 (74) Warlingham Drive, Lesmurdie | Aged Residential Care Facility | 28/8/2020 |
| DAP/20/01764 DR 204/2020 | City of Swan | Lot 780 (46) Gaston Road, Bullsbrook | Proposed Stock Feed Grain Mill | 8/09/2020 |
| DAP/20/01829 DR 001/2021 | City of Swan | Lot 1 (42) Dale Road & Lot 4 (43) Yukich Close, Middle Swan | Aged care and community purpose | 08/01/2021 |

11 General Business

In accordance with Section 7.3 of the DAP Standing Orders 2020 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.

12 Meeting Closure

1 TARA COURT (LOT 338) and 26 TRAPPERS DRIVE (LOT 339), WOODVALE – CHILD CARE PREMISES

Form 1 – Responsible Authority Report (Regulation 12)

| | | |
|--|---|---|
| DAP Name: | Metro Outer JDAP | |
| Local Government Area: | City of Joondalup | |
| Applicant: | Taylor Burrell Barnett | |
| Owner: | Lot 338: MR R White Lot 339: Mr R Jackson & Mrs D Jackson | |
| Value of Development: | \$2.1 million <input type="checkbox"/> Mandatory (Regulation 5) <input checked="" type="checkbox"/> Opt In (Regulation 6) | |
| Responsible Authority: | City of Joondalup | |
| Authorising Officer: | Dale Page Director Planning and Community Development | |
| LG Reference: | DA20/1337 | |
| DAP File No: | DAP/20/01915 | |
| Application Received Date: | 17 November 2020 | |
| Report Due Date: | 5 March 2021 | |
| Application Statutory Process Timeframe: | 90 Days with an additional 14 days agreed | |
| Attachment(s): | <ol style="list-style-type: none"> 1. Location Plan 2. Development plans and elevations 3. Building perspectives 4. Landscaping plans 5. Applicant's design statement and explanatory report 6. Environmental Acoustic Assessment 7. Traffic Statement 8. Operations Management Plan 9. Waste Management Plan 10. Applicant response to submissions 11. Environmentally sustainable design checklist | |
| Is the Responsible Authority Recommendation the same as the Officer Recommendation? | <input checked="" type="checkbox"/> Yes | Is the Responsible Authority Recommendation the same as the Officer Recommendation? |
| | <input type="checkbox"/> N/A | |
| | No | Complete Responsible Authority and Officer Recommendation sections |

Responsible Authority Recommendation

That the Metro Outer JDAP resolves to:

1. **Refuse** DAP Application reference DAP/20/01915 and accompanying plans (dated 8 February 2021) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes)*

Regulations 2015, and the provisions of the City of Joondalup Local Planning Scheme No. 3, 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 Premises Local Policy* as:
 - a. The proposed development is not located adjacent to non-residential uses; and
 - b. The pedestrian access for the proposed development is not located on a Local Distributor Road and in such a manner that discourages the use of nearby Access Roads, in this instance being Tara Court, for turning movements.

Details:

| | |
|---|---|
| Region Scheme | Metropolitan Region Scheme |
| Region Scheme - Zone/Reserve | Urban |
| Local Planning Scheme | Local Planning Scheme No. 3 |
| Local Planning Scheme - Zone/Reserve | Residential R20 |
| Structure Plan/Precinct Plan | N/A |
| Structure Plan/Precinct Plan - Land Use Designation | N/A |
| Use Class and permissibility: | Discretionary “D” |
| Lot Size: | Lot 338: 699.97m ² Lot 339: 699.91m ² |
| Existing Land Use: | Residential |
| State Heritage Register | No |
| Local Heritage | <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Heritage List <input type="checkbox"/> Heritage Area |
| Design Review | <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Local Design Review Panel <input type="checkbox"/> State Design Review Panel <input type="checkbox"/> Other |
| Bushfire Prone Area | No |
| Swan River Trust Area | No |

Proposal:

| | |
|----------------------------|---------------------------------|
| Proposed Land Use | Child Care Premises |
| Proposed Net Lettable Area | N/A |
| Proposed No. Storeys | Two (2) plus basement car park. |
| Proposed No. Dwellings | N/A |

The proposed development consists of the following:

- A two-storey pitched roof design with a combination of painted and rendered walls, face brick work, timber cladding and glass.
- A maximum wall height of 6.65 metres with a maximum overall height of 8.55 metres.
- Three outdoor play areas, two on the ground floor to the north-eastern side of the site, and the other on the upper floor to the north-eastern part of the building.
- A single vehicle access point from Trappers Drive providing access to the 23 bays located within a basement parking area.
- The “front door” to the building located on the south-eastern side, with access off Tara Court
- A maximum of 82 children and 12 staff at any one time.
- Operating hours proposed between 6.30am – 6.30pm Monday to Friday and Saturdays between 8.00am and 5.00pm on community open days.
- Two signs located along the south-eastern and north eastern frontages.

The development plans, building perspectives and landscaping plans are provided in Attachments 2, 3 and 4 respectively.

Background:

The applicant seeks approval for a Child Care Premises at Lots 339 (26) Trappers Drive and 338 (1) Tara Court, Woodvale (the site).

The site is zoned ‘Residential’ under the City’s *Local Planning Scheme No. 3 (LPS3)* and is coded R20. The land use ‘Child Care Premises’ is a discretionary (“D”) use within the ‘Residential’ zone under LPS3.

Lots 338 and 339 contain a two-storey and single storey dwelling respectively and are bound by Tara Court to the south-east and Trappers Drive to the north-east (refer to Attachment 1). The immediate area south of Trappers Drive is predominantly single storey residential properties in cul-de-sac streets. Trappers Park is located immediately opposite the site on the northern side of Trappers Drive and Woodvale Primary School is located approximately 70 metres to the east of the site, also on the northern side of Trappers Drive.

The site slopes downwards approximately 3.5 metres from the south-western corner to north-east (intersection of Trappers Drive and Tara Court). The Trappers Drive frontage consists of paving, light vegetation, a crossover to Lot 339 and a footpath in front of both properties. The Tara Court frontage consists of light vegetation, grass and a crossover to Lot 338.

If the application is approved, the two lots will need to be amalgamated prior to the child care premises operating.

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 Local Planning Scheme No. 3 (LPS3).*

State Government Policies

- *State Planning Policy 7.0: Design of the Built Environment (SPP7)*
- *State Planning Policy 7.3: Residential Design Codes Volume 1 (R-Codes)*

Local Policies

- *Child Care Premises Local Planning Policy (LPP)*
- *Signs Policy*
- *Planning Consultation Local Planning Policy*

Consultation:

Public Consultation

The proposal was advertised for 14 days, commencing on 20 January 2021 and concluding on 3 February 2021. Consultation was undertaken in accordance with the City’s *Planning Consultation Local Planning Policy* in the following manner:

- letters sent directly to 34 surrounding landowners and occupiers;
- a sign erected on-site;
- development plans and information provided by the applicant were made available for public viewing on the City’s website and at the City’s Administration Building.

91 submissions were received, with 86 of these opposing the development and five in support of the proposal. A summary of the concerns raised in the submissions and the City’s response are included in the table below.

The applicant’s response to the issues raised during public consultation is provided as an attachment (Attachment 10).

| Issue Raised | Officer comments |
|---|--|
| <p>Traffic:</p> <ul style="list-style-type: none"> • Trappers Drive is already very busy with cars and pedestrians. The increased traffic will congest the road further. • Cars will use Tara Court as a turnaround. • Tara Court/Trappers Drive intersection is a blind corner and increased traffic to this intersection will result in congestion and safety issues. • Measures stipulated in the Operations Management Plan (OMP) for mitigating traffic impacts involve staff monitoring parents. This | <p>The Traffic Statement prepared by Riley Consulting does not identify any critical issues or impacts on the existing road network as a result of the proposed facility.</p> <p>The City has reviewed the submitted Traffic Statement and considers the findings on the matters assessed to be acceptable.</p> <p>Impacts from vehicle movements on Tara Court are discussed in the assessment section below.</p> |

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| <p>will be ineffective as the staff will be supervising the children.</p> <ul style="list-style-type: none"> • Traffic counts done pre-COVID. This will likely have changed now given less people take public transport and more drive. | |
| <p>Parking:</p> <ul style="list-style-type: none"> • Vehicle parking provided is considered insufficient for peak demand periods and will result in queuing on Trappers Drive and parking on adjacent verges and within nearby cul-de-sacs. • Vehicles emerging from the undercroft parking will potentially conflict with children using the footpath. | <p>Parking is provided on site in accordance with the City's <i>Child Care Premises LPP</i>.</p> <p>The City has assessed vehicle sightlines, including to pedestrian footpaths, and have found that they satisfy relevant standards.</p> <p>Impacts from vehicle movements on Tara Court are discussed in the assessment section below.</p> |
| <p>Land Use:</p> <ul style="list-style-type: none"> • A childcare premise should not be located adjacent to residential land uses. • Should be co-located with other commercial land uses or the library. | <p>A Child Care Premises is a 'D' (discretionary) land use in the Residential zone as per the City's planning scheme and is therefore able to be considered in locations such as the one proposed.</p> <p>However, the City's <i>Child Care Premises LPP</i> includes a range of locational criteria to determine the appropriate siting of such uses in residential areas. The proposal meets a number of these locational criteria, with the exception of access arrangements. This is further discussed in the assessment section below.</p> |
| <p>Hours of Operation:</p> <ul style="list-style-type: none"> • The proposed hours of operation are outside of those prescribed in the <i>Child Care Premises Local Planning Policy</i> and will likely have an adverse impact on the amenity of the surround residential dwellings. • Childcare premises that operate outside of these hours should be located in commercial areas. • The proposed hours of operation are inconsistent with the WAPC's planning bulletin 72/2009 for Child Care Centres. | <p>Should the application be supported, the City recommends a condition that reduces the hours of operation to between 7.00am and 6.30pm during the week, and 8.00am to 1.00pm on Saturdays. This is discussed in detail in the assessment section below.</p> |

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| <p>Scale:</p> <ul style="list-style-type: none"> The scale of the operation is too large for a mostly residential area. The area is R20 coded. A building of this scale is inappropriate in a low-density area. | <p>The appropriateness of the land use and the building in a residential area is discussed in the assessment section below.</p> |
| <p>Waste:</p> <ul style="list-style-type: none"> Adjoining neighbours will be adversely impacted by the proximity of the bin store and the smell of the nappies close to their bedroom window. Waste collection will be noisy for adjoining residents. | <p>A Waste Management Plan (WMP) has been submitted (Attachment 9 refers) which outlines the process and method for storing and collecting waste in order to minimise impact on surrounding residents.</p> <p>This is considered appropriate as discussed in the assessment section below.</p> |
| <p>Design:</p> <ul style="list-style-type: none"> The design and physical size of the development is inconsistent with the surrounding residential development and it will look out of place. Increased building height will have an adverse impact on the amenity of adjoining properties by way of bulk and loss of natural light. Overshadowing will reduce natural sunlight access to the outdoor living areas to the adjoining dwelling to the south. It is considered that a flat roof design would help mitigate this issue. | <p>The proposal is considered to be of an appropriate scale for the site having regard to building height and setbacks.</p> <p>The Joondalup Design Reference Panel (JDRP) has reviewed the proposal and is generally supportive of the built form as discussed in the JDRP Comments section below.</p> <p>The proposal is considered to comply with the R-Codes (both deemed-to-comply and design principle provisions) in relation to overshadowing and setbacks as discussed in the assessment section below.</p> |
| <p>Landscaping:</p> <ul style="list-style-type: none"> The development proposes the removal of significant trees on site. | <p>A project arborist was engaged as part of the design process and the proposal includes the retention of the two existing verge trees and a substantial tree within the lot boundaries.</p> |
| <p>Privacy:</p> <ul style="list-style-type: none"> Upper storey windows will overlook into adjoining outdoor living areas resulting in a loss of privacy for adjoining residents. | <p>Since consultation, amended plans have been provided which demonstrate all upper floor windows meet visual privacy requirements by either achieving necessary sill heights or being adequately set back.</p> |
| <p>Demand:</p> <ul style="list-style-type: none"> Childcare demands for the area have already been met. | <p>The existence of other similar centres in the vicinity or ones that may arise in the future, the ability to attract staff and the ongoing financial viability of the</p> |

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| <ul style="list-style-type: none"> The demographic in this area is older and as such this service is not needed. Nearby family day cares have vacancies. | proposal are not valid planning matters that should be taken into account as part of decision-making. |
| <p>Property Value:</p> <ul style="list-style-type: none"> The proposal will likely result in the devaluation of the immediately adjoining properties. | The perceived impact on property values is not a valid planning consideration that should be taken into account as part of decision-making. |
| <p>Noise:</p> <ul style="list-style-type: none"> Noise impacts from the outdoor play areas will impact on neighbouring residential amenity and will affect night shift workers. | The predicted noise generated from the development is considered acceptable and has been assessed in the applicant's Environmental Acoustic Assessment (refer to Attachment 6). |

Design Reference Panel Advice

The proposal was referred to the Joondalup Design Reference Panel (JDRP) on 16 December 2020.

| JDRP comments | Summary of applicant's response |
|--|---|
| Proposal has good site planning, orientation and vehicle access. Overall an excellent submission. | Noted. |
| Noted that there is opportunity for an alternative, non-pitched roof design to be investigated. | Preference to retain pitched roof in keeping with the existing character of the area (as recommended in the City's <i>Child Care Premises LPP</i>). Noted. |
| Play space overall is intensively developed and presents well. Noted a gap in the landscaping plan adjacent to the bin store. Need to ensure sightlines are maintained. Good mixture of species, noting that some may produce fruit that may present as a choking hazard for children. | Retention of the existing lawn is proposed to avoid any sight-line issues from the driveway. The fruit trees are included as part of the educational experience for children. The operator has been made aware but raised no concerns along this line. If that situation changes, alternatives may be substituted (in consultation with the City) prior to implementation. |
| Potential safety issue in the ground floor play area where the levels step down with the edge of the basement. | This was specifically addressed between the architect and landscape architect during initial preparation. Some minor adjustments have been made. The operator is comfortable that the layout suitably addresses any child safety concerns. |
| Plans could do more to indicate how the adjacent buildings interact with the site. | The elevations have been adjusted to show the adjoining dwellings in both |

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| <p>This would particularly be useful for community consultation.</p> <p>Circulation within the undercroft garage was questioned if it required a turning bay.</p> | <p>directions for context. An additional drawing (DA08 in Attachment 3) has also been added to show a comparison of the existing dwellings against the proposed bulk and massing of the building proposed.</p> <p>The car park has been adjusted to include a turning bay as suggested.</p> |
| <p>Concern over whether there could be issues with vehicle congestion should parents be arriving at the same time.</p> | <p>As outlined in the OMP, structured activities do not typically commence until 9am and finish at 4:30pm, so as to allow for staggered pick-ups and drop-offs over at least a two hour period in the morning and afternoon.</p> |
| <p>No formalised pram parking space provided for the development.</p> | <p>A pram parking area has been accommodated underneath the entry canopy. The generous foyer size can also accommodate this when required.</p> |
| <p>Queried the pedestrian entrance and whether there could be an issue with cars parking on Tara Court as a result which could lead to complaints from residents.</p> | <p>Customers and staff will be advised during induction not to use Tara Court for this purpose. A clear view of Tara Court is available from reception (as well as other rooms and outdoor play areas) in part to allow monitoring by staff to minimise any adverse impact on neighbours. The OMP includes a complaint procedure for neighbours to bring any unnoticed activity to their attention.</p> |

Based on the additional information provided by the applicant, along with investigations undertaken by the City, it is considered whilst the majority of concerns raised by the JDRP have been satisfied, however, some issues raised, specifically access from Tara Court, are discussed further below.

Planning Assessment:

The proposal has been assessed against the relevant legislative requirements of the City's *Local Planning Scheme No. 3* (LPS3) and State and Local Planning Policies outlined in the Legislation and Policy Section of this report. The following matters have been identified as key considerations for the determination of this application.

Land Use

The subject site is zoned 'Residential' under the City's *Local Planning Scheme No. 3* (LPS3) and is coded R20.

The land use 'Child Care Premises' is a discretionary ("D") use in the 'Residential' zone under LPS3.

The relevant objective of the Residential zone under LPS3 is to provide for a range of non-residential uses, which are compatible with and complementary to residential development.

The *Child Care Premises Local Planning Policy* (LPP) sets out further locational requirements to assist with determining whether a child care premises proposal is compatible with and complementary to the surrounding development.

Location – Neighbouring uses

Clause 5.1.1 a) of the LPP states that it is preferable to locate child care premises next to non-residential uses such as shopping centres, medical centres/consulting rooms, school sites and community purpose buildings to minimise the impact such centres will have on the amenity of residential properties (particularly as a result of noise and/or increased traffic). In instances where a child care premises is proposed to be located next to residential properties, it must be demonstrated that the proposal will not have an undue impact on residential amenity.

The proposed child care premises is located within a predominately residential area, surrounded by a combination of residential and non-residential uses.

In terms of non-residential uses, Trappers Park is located directly opposite the proposed child care premises on the northern side of Trappers Drive. Woodvale Primary School is located approximately 70 metres to the north-east of the proposed child care premises, also on the northern side of Trappers Drive. It is also noted that the Woodvale Boulevard Shopping Centre is located approximately 595 metres to the south-east however, though this is not located in close enough proximity to be considered as co-located with the proposed child care premises.

In terms of residential uses, the site shares its north-western and southern boundary with residential properties (Lot 340 (No. 28) Trappers Drive and Lot 337 (No. 1) Tara Court).

As a result of the development abutting residential dwellings, an Environmental Acoustic Assessment (EAA) has been submitted by the applicant (refer to Attachment 6) to consider the potential noise impacts. The EAA demonstrates that although the proposal is adjoining residential properties, through design and management strategies, noise can be mitigated such that it will comply with the *Environmental Protection (Noise) Regulations 1997*. It is therefore considered that the proposal will have an acceptable impact on the amenity of surrounding properties in relation to noise.

Location – Road hierarchy

Clause 5.1.2 of the LPP states that child care premises should be located on local distributor roads in such a manner that they would not conflict with traffic control devices and would not encourage the use of nearby access roads (local roads) for turning movements.

The site is bound by roads on two sides, being Trappers Drive to the north-east (a local distributor road) and Tara Court to the south-east (a local road).

Whilst the site is located on a local distributor and vehicle access is taken from a local distributor road as suggested by the LPP, the entrance to the building and the primary

pedestrian access is taken from Tara Court which is designated as a local road (access road). It is considered that the orientation of the building in this way will encourage the use of Tara Court for vehicle turning movements and verge parking and is therefore contrary to the requirements of the LPP.

The potential impacts of this arrangement are discussed in further detail below under the 'traffic' sub-heading.

Traffic

A Traffic Statement (TS) has been provided as part of the application (Attachment 7 refers) which demonstrates that the additional traffic generated by the development can be adequately accommodated within the existing road network.

The TS classifies the proposal as 'moderate impact' (ie. between 10 and 100 vehicles during peak hour), with the vehicle trips forecast to and from the centre during the peak period (between 7am and 9am) being 85 vehicles.

The WAPC *Transport Impact Assessment Guidelines* outline that a detailed Transport Impact Assessment is required where a development has the potential to have a 'high impact of the existing transport network, which would equate to a traffic increase of more than 100 vehicle trips during the development's peak hour. As the proposed development is predicted to result in a maximum increase of 85 vehicles during the peak period between 7am and 9am, the development does not meet the threshold for requiring a more detailed Transport Impact Assessment.

The TS demonstrates that there will be a 42 second delay for vehicles turning right out of the car park during the peak morning period which results in a Level of Service E, out of an A (best) – F (worst) scale, in the relevant modelling guidelines.

The delay in exiting the car park may discourage the use of the underground parking area in favour of on street parking within Tara Court. While the OMP identifies management strategies to deter this, these are not considered practical given the supervisory nature of child care premises. The potential impact on Tara Court is highly relevant in this instance in that the City's LPP requires child care premises to be designed so they do not encourage the use of access roads for turning movements.

It is considered that the design of the building, with building entrance and pedestrian access facing Tara Court, coupled with delays for vehicles exiting the car park may encourage vehicles to park on the verge of Tara Court. This is contrary to the LPP and has potential to have a detrimental impact on the function and amenity of Tara Court.

Car Parking

| Provision | Requirement | Proposal | Assessment |
|-------------------------|----------------------------|-----------------|--|
| Child Care Premises LPP | 1 bay per employee | 12 bays | Parking meets the requirements of the LPP. |
| | 81 – 88 children – 11 bays | 11 bays | |
| | 23 bays total | 23 bays | |

The proposal provides 12 staff parking bays located in basement parking underneath the proposed child care premises - 10 tandem bays provided to the south-west side of the basement and two additional single bays provided to the north-west side of the basement. Eleven single customer parking bays are provided within the basement to the south-east and north-east sides, one of which is an accessible bay with an associated shared space. All customer parking bays meet the minimum width requirements for manoeuvrability. A turnaround bay has also been incorporated into the parking layout. The proposed staff parking bays 8, 9, 19, and 20 would function as reverse in only bays given their location relative to the car parking entry.

The City has reviewed the parking arrangement and support the layout, subject to the abovementioned staff bays being made to be reverse in only, which could be achieved by requiring them to be identified as such on the plans and then as part of construction.

Building Height

| Provision | Requirement | Proposal | Assessment |
|-------------------------|---------------------------------|-----------------|--|
| Child Care Premises LPP | Top of external wall – 6 metres | 6.55 metres | It is considered that the additional height will have minimal impact on the amenity of the adjoining properties, as discussed below. |

The LPP permits a maximum wall height of 6 metres for a pitched roof design. The application proposes a maximum wall height of 6.55 metres on the south-eastern elevation.

The additional wall height affects a small portion of the building, which is set back approximately 4.05m from the primary street boundary (Tara Court). The additional wall height applies to the wall of the building adjacent to the upstairs outdoor play area as viewed from Tara Court and comes about as a result of the drop in natural ground level directly below that portion of wall. As the natural ground level increases towards the south-western boundary, the impact as viewed from the street is minimised. It is also noted that the additional wall height is not visible from adjoining properties.

The proposal respects the natural fall across the site with the proposed finished floor level being generally consistent with that of the existing dwellings on site with mostly excavation and small levels of fill proposed along adjoining residential lot boundaries.

The design of the building is considered to be sensitive to the surrounding residential land uses through use of a pitched roof design and articulated facade which is reflective of the typical built form of a two-storey dwelling. As such building height is considered acceptable.

Building Setbacks

| Provision | Requirement | Proposal | Assessment |
|------------------|--------------------|-----------------|-------------------|
|------------------|--------------------|-----------------|-------------------|

| | | | |
|--|---|--|---|
| Child Care Premises LPP; and SPP7.3 – Residential Design Codes Volume 1 | Clause 5.4.1 Building Setbacks | | The setbacks to the primary street, south-western boundary and north-western boundary are considered to have minimal impact on the street or adjoining properties and are therefore supported. Refer to comments below. |
| | Primary Street (Tara Court): 6.0m | Building: 2.99m; Awning: 1.55m; Staircase: 2.90m | |
| | Secondary Street (Trappers Drive): 1.5m | Building: 15.39m | |
| | South-western boundary: 4.8m | 3.0m | |
| | North-western boundary: 1.0m | 3.05m | |

Pedestrian access is proposed from Tara Court, and therefore Tara Court is considered to be the primary street. The LPP requires a minimum primary street setback of six metres, however the development proposes setbacks which are less than this 6-metre requirement as follows:

- building (2.99m)
- awning (1.55m)
- staircase (2.90m)

The design of the primary street façade is well articulated, and the staircase and awning have an open style design which minimises the impact of bulk as viewed from the street. The building presents as if Trappers Drive is the primary street given the 15.39 metre secondary street setback and vehicle access taken from Trappers Drive. The minimum building setback is from the corner of the stairwell only, with the majority of the building setback at least 4 metres.

The reduced setbacks of the building to the south-western lot boundary are considered to be minimised given the adjoining lot sits approximately 2.92 metres above the proposed finished floor level of the development. As such, bulk impacts are reduced given the building height as viewed from the neighbouring dwelling is significantly reduced. In addition to this, the dwelling façade is articulated along the south-western boundary for the ground and first floors, also contributing to a reduction in perceived bulk.

Noise

| Provision | Requirement | Proposal | Assessment |
|-------------------------|---|--|---|
| Child Care Premises LPP | Clause 5.4.2 – Noise Attenuation: vehicle accessways and car parking areas to be located away from noise- | Car park and vehicular access located underground. | The EAA demonstrates that the proposal meets the <i>Environmental Protection (Noise) Regulations 1997</i> . |

| | | | |
|--|--|--|--|
| | sensitive land uses (such as residences) | | |
|--|--|--|--|

Concerns were raised during consultation regarding increased noise as a result of the child care premises. The applicant submitted an Environmental Acoustic Assessment (EAA) and Operations Management Plan (OMP) as part of the application (refer to Attachments 6 and 8), demonstrating that the development can meet the requirements of the *Environmental Protection (Noise) Regulations 1997*. The EEA and OMP include the following noise mitigation measures which are required to ensure that the centre operates within this limit:

- Outdoor play area only used after 7am;
- The closing of external doors and windows during indoor activity and play;
- Play behaviour to be monitored to reduce loud activity;
- Soft finishes to minimise noise impact;
- No amplified music outside.
- Music inside to be restricted in volume and contain no significant bass content;
- Mechanical plant equipment to be placed on the eastern corner of the site under the external fire stairs;
- Acoustic assessment to be undertaken for the mechanical services inclusive of the car park exhaust system.

In accordance with clause 5.4.2 of the City’s LPP, noise generating activities such as outdoor play areas, vehicle accessways, car parking area and any plant equipment are to be located away from noise-sensitive land uses (such as residences). It is noted that the play areas, car parking and mechanical plant is generally located away from residential properties and/or suitably screened to provide noise attenuation.

The EAA provided finds that noise impacts are able to be mitigated given the screening walls in place and play restrictions proposed. The findings of the EAA have been supported by the City. Staggered pick up/drop off times will further reduce the impacts of the vehicle noise as this will reduce vehicle movements prior to 7.00am, particularly if the modifications to operating hours suggested by the City are included, and will spread them out over a greater time period.

Noise generated from the outdoor play spaces is considered to be adequately screened by sound barriers proposed and the restriction of outdoor play to only occur after 7.00am and to ensure the proposal will comply with the *Environmental Protection (Noise) Regulations 1997*.

It is considered that noise associated with the play areas, the starting and moving of vehicles, access to the parking and the noise generated from plant equipment is able to comply with the assigned noise levels and as such the layout of the proposal and management measures are supported.

Landscaping

| Provision | Requirement | Proposal | Assessment |
|-------------------------|---|--|--|
| Child Care Premises LPP | Clause 5.5 – the landscaped area shall include a minimum strip of | 1.5m wide landscaping strip provided to all street boundaries. | Parking meets the requirements of the LPP. |

| | | | |
|--|---|---|--|
| | 1.5 metres wide adjacent to all street boundaries | | |
| | 8% of lot area to be landscaped | 19.05% when excluding play areas. 53.4% when play spaces included. | |

The development proposal satisfies the landscaping requirements of the LPP which requires a minimum of 8% of the total site area provided as landscaping and for a 1.5 metre landscaping strip to be provided to all street boundaries.

Given the above, it is considered that the proposed landscaping plan achieves the objectives of the LPP.

Hours of Operation

| Provision | Requirement | Proposal | Assessment |
|-------------------------|---|---|---|
| Child Care Premises LPP | Monday to Friday: 7.00am to 6.00pm Saturday 8.00am to 1.00pm | Monday to Friday 6.30am to 6.30pm Saturday 8.00am to 5.00pm for occasional open days or for marketing purposes. | It is considered that the proposed operating hours are mostly acceptable as per the comments below. |

The LPP permits opening hours between 7.00am and 6.00pm weekdays and 8.00am and 1.00pm Saturdays. The application proposes opening hours of 6.30am to 6.30pm weekdays, with occasional openings occurring on a Saturday between 8.00am and 5.00pm solely for the purposes of community open days and/or marketing purposes. The earlier opening time is proposed to allow for earlier drop off of children with children restricted from playing outside before 7.00am.

Concerns were raised through the consultation period regarding the extended opening and closing times of 6.30am and 6.30pm and the potential for this to have an impact on the amenity of neighbouring properties regarding noise associated with parents and children arriving at the site. The City considers staff arriving before 7.00am is reasonable as there is a lesser likelihood of noise disturbances occurring, however consider that the operation of the child care, and drop off by parents, is not appropriate in this residential context before 7.00am. In addition, the extended use on weekends within the residential area is also not considered appropriate.

For this reason, it is recommended that should the application be approved, a condition of approval is applied to restrict the opening time to 7.00am on weekdays and from 8.00am to 1.00pm on Saturdays, in accordance with the provisions of the LPP.

Being able to operate the centre until 6.30pm, 30 minutes after the operating time stated in the City's policy is considered to have minimal impact on the amenity of the surrounding area and is supported.

Waste

The applicant provided a Waste Management Plan as part of the application (refer to Attachment 9). Waste collection is proposed to be undertaken on-site via private collection and will include the trucks using the car park entrance to collect refuse and manoeuvre by utilising the empty bays to ensure trucks are entering and exiting in forward gear. Bin collection is proposed to be restricted to after 7.00am and before 7.00pm and is proposed to occur outside of peak drop-off and pick up times so that only staff cars will be parked at the time of collection, allowing for the waste vehicle to adequately manoeuvre.

A bin storage area is located to the north-western boundary and proposes a nil setback boundary wall to the adjoining residential lot. The bin store is screened from view of the street and adjoining properties and includes water supply and drainage to sewer with washdown facilities.

The City has reviewed the method of waste storage and collection proposed and is generally satisfied. Should the application be approved it is recommended that a condition of approval is applied requiring the implementation of the Waste Management Plan to the satisfaction of the City.

Signage

| Provision | Requirement | Proposal | Assessment |
|---------------------|---|--|---|
| Signs Policy | <u>Verandah Sign</u> | | It is considered that the proposed signage meets the intent of the policy and is supported, as discussed below. |
| | Not permitted in residential zones | 1.09m x 1.09m sign affixed to the awning facing Tara Court. | |
| | <u>Hoarding Sign</u> | | |
| | Maximum height: 1m | 1m height | |
| | Maximum width: 2m | 2m width | |
| | Maximum height of posts where sign is attached: 1.2m | 0.55m | |
| | Not be illuminated | (Non-illuminated) | |
| | Not to be used for any purpose other than a builders, property disposal, estate or display home sign. | Used for the permanent display of the childcare centre branding. | |

Given the development occurs over two lots, the size of the signage is considered to be proportionate to the building. Each sign impacts on a different elevation of the building and as such will have minimal impact as viewed from the street. All signage is proposed to be non-illuminated and will integrate with the proposed colours of the building.

It is considered that the proposed size of the signage will not have a detrimental impact on the amenity of the streetscape or neighbouring properties and meets the objectives of the *Signs Policy*.

Conclusion:

Whilst satisfying a number of requirements, the proposed development is not considered to adequately address all the relevant provisions under the City's *Local Planning Scheme No. 3*, the *Child Care Premises Local Planning Policy* and the Clause 67 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

The location of the site in conjunction with the proposed pedestrian access is considered to result in an undue impact on residential amenity for dwellings in Tara Court. The design of the building is considered to encourage the use of Tara Court for turning movements and street/verge parking and as a result will adversely impact the amenity of the adjoining and surrounding residential areas.

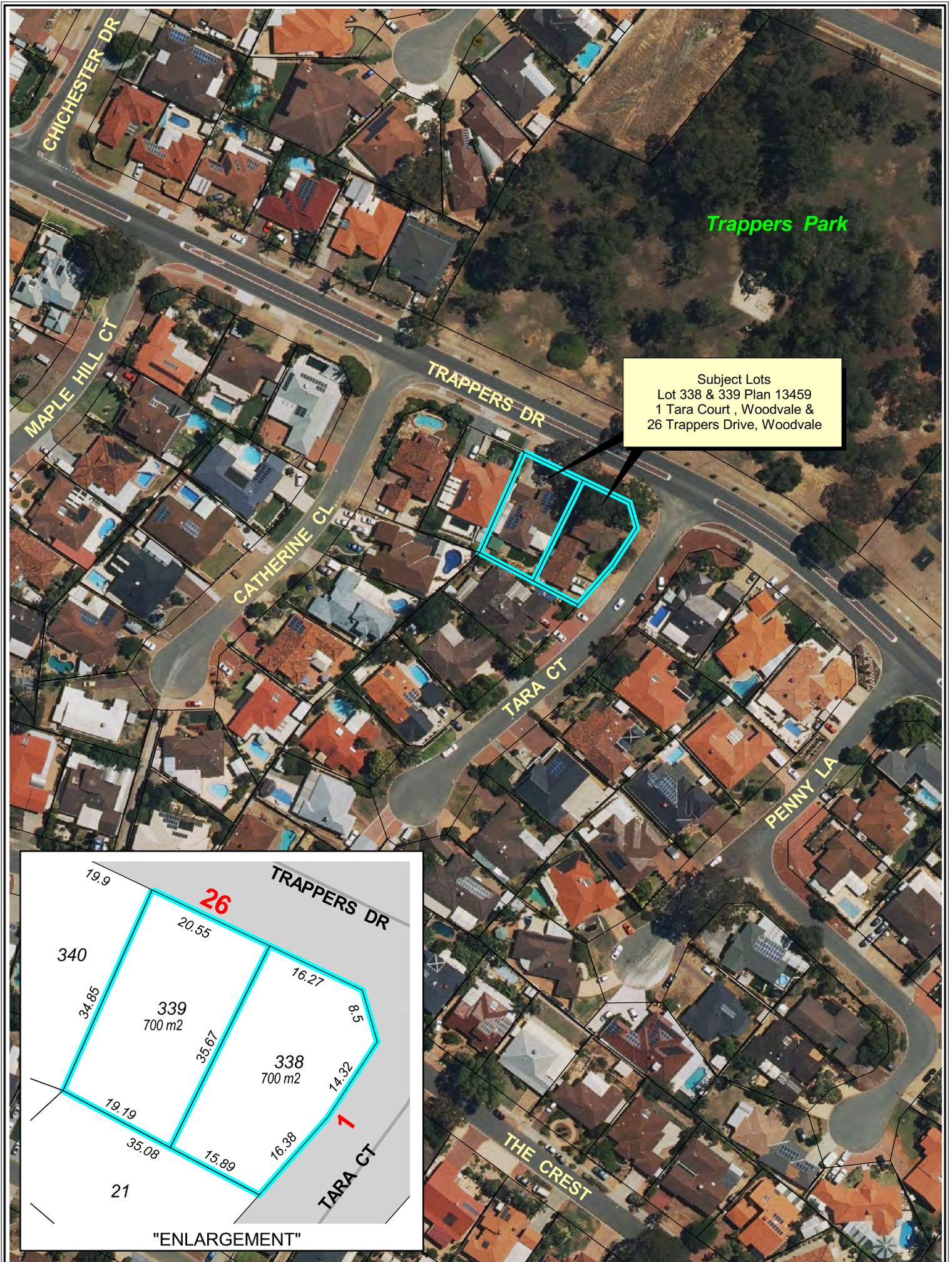
It is therefore recommended that the application is refused.

Alternatives

In accordance with clause 17(4) of the Regulations, the JDAP may determine an application by either approving the application (with or without conditions) or refusing the application.

Should the JDAP resolve to approve the application, this determination needs to be made based on valid planning considerations as outlined under clause 67 of the *Planning and Development (Local Planning Schemes) Regulations 2015* and as set out in the *Development Assessment Panel Practice Notes: Making Good Planning Decisions*.

If the applicant is aggrieved by the decision or any aspect of the decision, the applicant has a right of review in accordance with the *State Administrative Tribunal Act 2004* and the *Planning and Development Act 2005*.



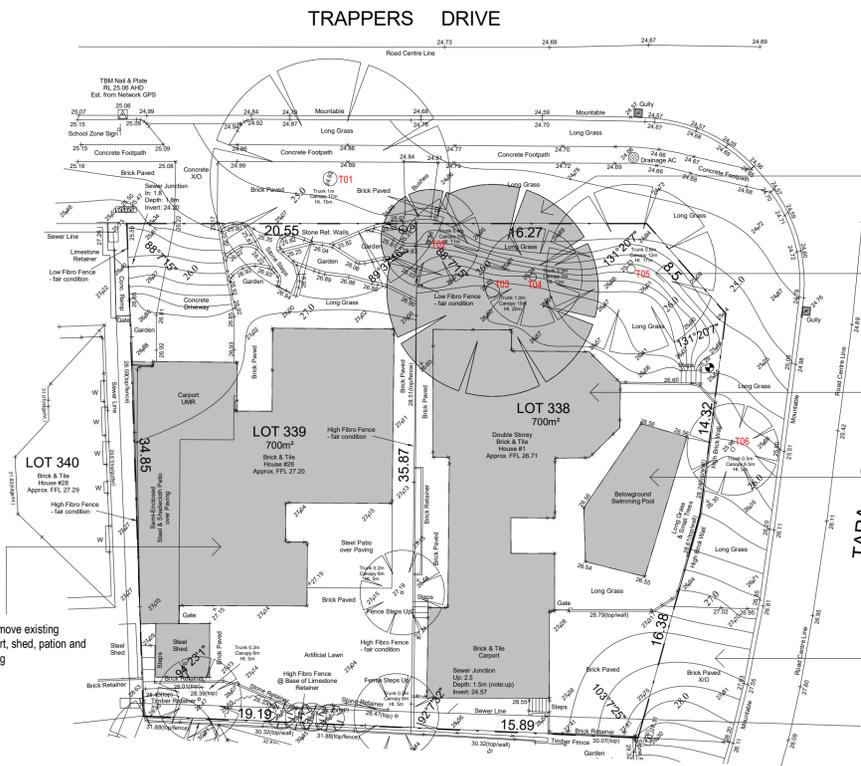
Trappers Park

Subject Lots
 Lot 338 & 339 Plan 13459
 1 Tara Court, Woodvale &
 26 Trappers Drive, Woodvale





1 AERIAL KEY PLAN not to scale



1 EXISTING CONDITIONS / DEMOLITION PLAN

DESIGN RESPONSE

- PROPOSAL CONSISTS OF A TWO STOREY CHILDCARE CENTRE PLUS BASEMENT CARPARK. THE PROPOSED CENTRE AT CAPACITY WILL HOST 82 CHILDREN AND THE ACCOMPANYING 12 STAFF.
- THE BUILDING DESIGN IS SYMPATHETIC WITH THE NEIGHBOURHOOD CHARACTER AND IMMEDIATE SURROUNDS. WITH RESIDENTIAL CHARACTER OVER A COMMERCIAL THEME. PITCHED ROOFS OVER A TASTEFUL BLEND OF MATERIALS, ARTICULATED FORMS AND SUBDUED COLOUR TONES CREATES SENSITIVE DEVELOPMENT IN THE RESIDENTIAL SETTING.
- WINDOW PLACEMENT (TO WESTERN AND SOUTHERN SIDES IN PARTICULAR) CONSCIOUS OF THE THREE ADJOINING RESIDENCES AND AVOID POSSIBLE OVERLOOKING BY BOTH LOCATION AND SILL HEIGHTS AT 1700mm.
- BALUSTRADING TO THE FIRST FLOOR PLAYDECK AREA ENCOURAGES AN ACTIVE FACADE WITH GLASS BALUSTRADE TO TRAPPERS DRIVE AND TARA COURT AND SOLID SCREENING THE WESTERN SIDE.
- OVERSHADOWING DIAGRAMS PROVIDED ILLUSTRATES ACCEPTABLE LEVEL OF OVERSHADOWING TO THE SOUTHERN RESIDENCE. ADJOINING NEIGHBOURS AMENITIES ARE RESPECTED.
- PARKING REQUIREMENTS ARE SATISFIED - REFER TO STATISTICS DETAILED BELOW.
- PROPOSED CARPARK LOCATED TO A BASEMENT LEVEL UTILISES THE SITE'S TOPOGRAPHY AND ALLOWS SAFE VEHICLE ACCESS & EGRESS FROM TRAPPERS DRIVE ALLOWING FOR A PURELY PEDESTRIAN ACCESS/ENTRANCE TO TARA COURT. THE EXISTING VEHICLE CROSSING TO TRAPPERS DRIVE TO BE UTILISED (WITH MODIFICATION) WHILST THE UNUSED EXISTING VEHICLE CROSSINGS TO TARA COURT TO BE REMOVED AND NATURE STRIP TO BE RE-INSTATED. BICYCLE PARKING AREA PROVIDED FACILITATING FOR FOUR BICYCLES ON SITE.
- DEEP LANDSCAPE BEDS ARE PROVIDED TO MOST OF THE SITE PERIMETER AND THE OUTDOOR PLAY SPACES HAVE BEEN LOCATED TO ENSURE THE RETENTION & PROTECTION OF EXISTING SIGNIFICANT CANOPY TREES

AREA ANALYSIS

TOTAL SITE AREA 1400m²
 SITE COVERAGE 855m² (61%)

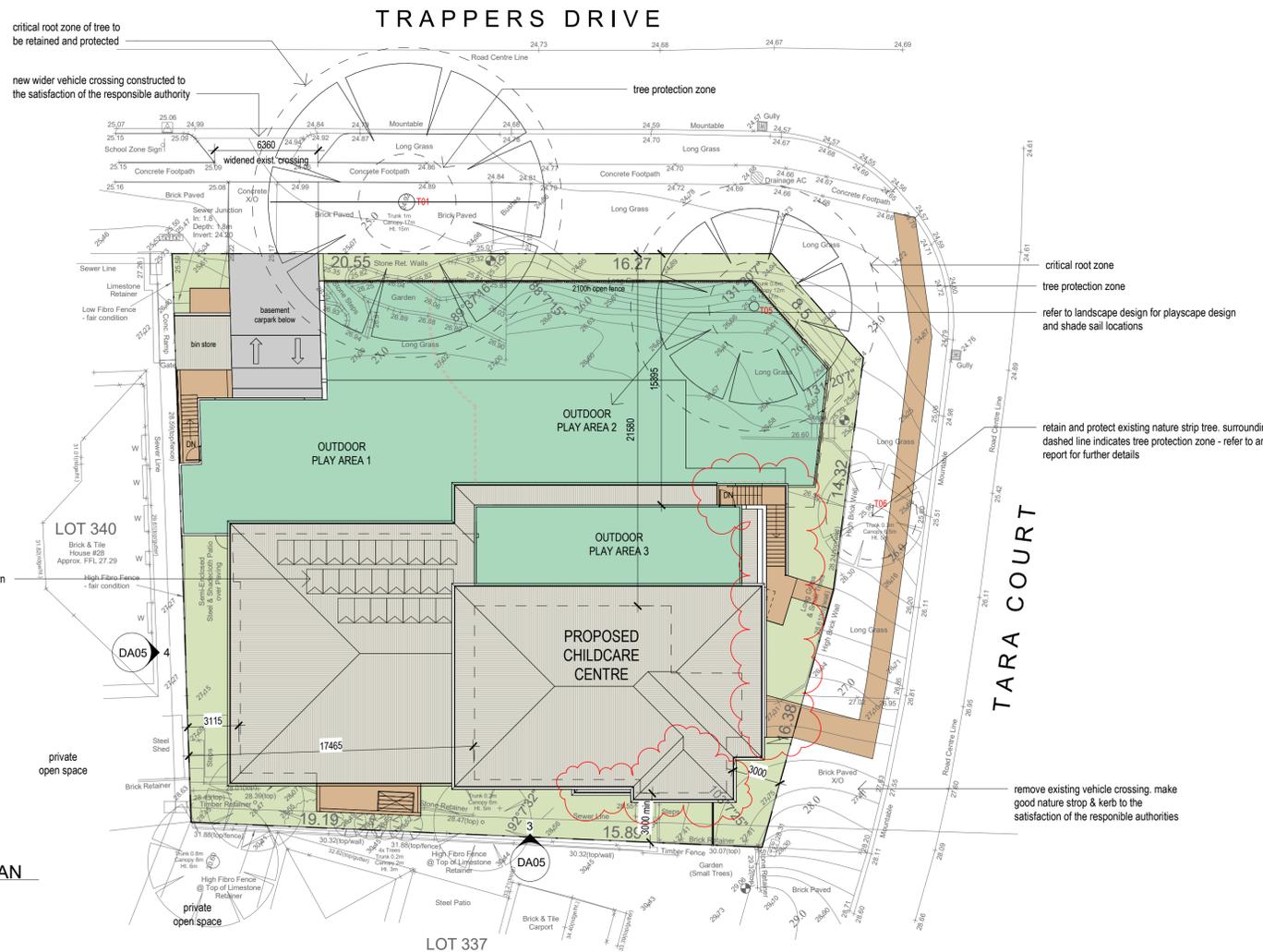
FLOOR AREAS
 BASEMENT FLOOR AREA 695m²
 GROUND FLOOR AREA 519m²
 FIRST FLOOR AREA 161m²
 FIRST FLOOR PLAYScape 119m²
 TOTAL FLOOR AREA 1494m²

NET LETTABLE AREA (NLA)
 BASEMENT 643m²
 GROUND FLOOR 494m²
 FIRST FLOOR 148m²
 TOTAL NLA 1285m²

UNENCUMBERED OUTDOOR PLAY AREA
 PLAY AREA 1 190.9m²
 PLAY AREA 2 288.5m²
 PLAY AREA 3 114.9m²
 TOTAL OUTDOOR PLAY AREA 594.3m²
 (total outdoor play area required 574m²)

PARKING REQUIREMENTS - 1 BAY per employee
 + 11 BAY per 81-88 children
 1 bicycle park per 8 employee
 23 BAYS PROVIDED (incl one accessible)
 3 BICYCLE PARKS PROVIDED (two for staff + 1 for visitors)

NOTE Site analysis information obtained from plan prepared by Vision Surveys Consulting - Feature Survey Plan 13459



2 SITE PLAN

LEGEND

- UNENCUMBERED PLAYScape
- LANDSCAPING
- BUILDING AREA
- CARPARK
- PAVING or similar
- EXISTING TREE to be retained & protected
- tree protection zone

GENERAL NOTES

DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT. PREPARATION OF SHOP DRAWINGS OR MANUFACTURING FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALING.

VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.

ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA. BUILDING ACT 1975 AS AMENDED. STANDARD BUILDING BY-LAWS AND RELEVANT AUSTRALIAN STANDARDS.

| ISSUE | DESCRIPTION | DATE |
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| 1 | DEVELOPMENT APPLICATION REVISION | 08/02/2021 |
| 0 | DEVELOPMENT APPLICATION SET | 09/12/2020 |

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CLIENT:
CK Property Group

PROJECT:
Proposed Childcare Centre (82 places)

LOCATION:
Cnr Tara Court & Trappers Drive,
Woodvale WA

DRAWING TITLE:
SITE PLAN

SCALE: As indicated @A1 DATE: OCT 2020
 DRAWN: CW PRINTED: 11/02/2021 10:05:12 AM
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DA01₁

D/A ISSUE

TRAPPERS DRIVE

LEGEND

- UNENCUMBERED PLAYSPACE
- LANDSCAPING
- BUILDING AREA
- CARPARK
- PAVING or similar



1 GROUND FLOOR PLAN

| GENERAL NOTES | | |
|---|----------------------------------|------------|
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LOCATION:
Cnr Tara Court & Trappers Drive,
Woodvale WA

DRAWING TITLE:
GROUND FLOOR PLAN

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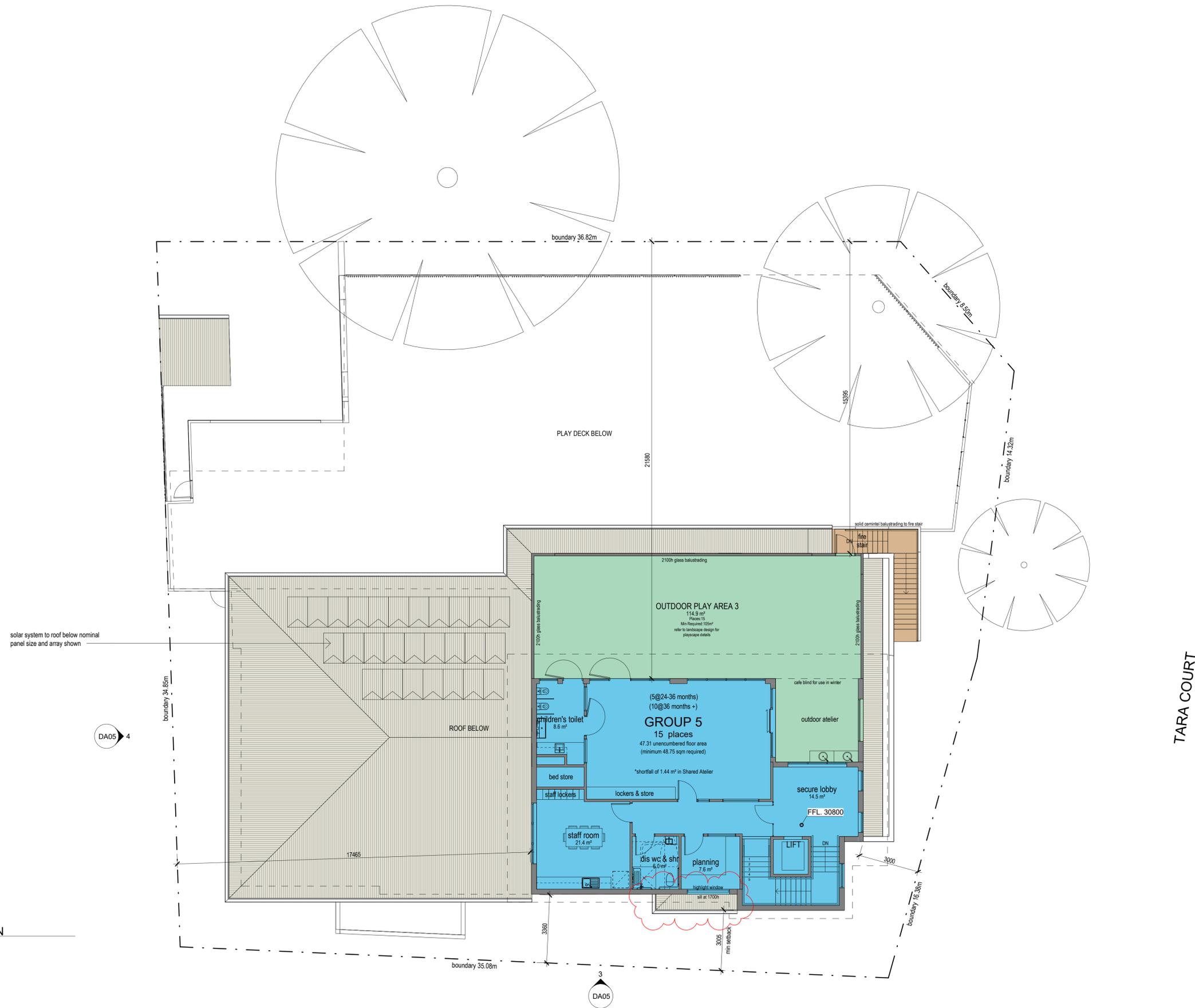
DA03₁

D/A ISSUE

TRAPPERS DRIVE

LEGEND

- UNENCUMBERED PLAYSPACE
- LANDSCAPING
- BUILDING AREA
- CARPARK
- PAVING or similar



① FIRST FLOOR PLAN

| GENERAL NOTES | | |
|---|----------------------------------|------------|
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FIRST FLOOR PLAN

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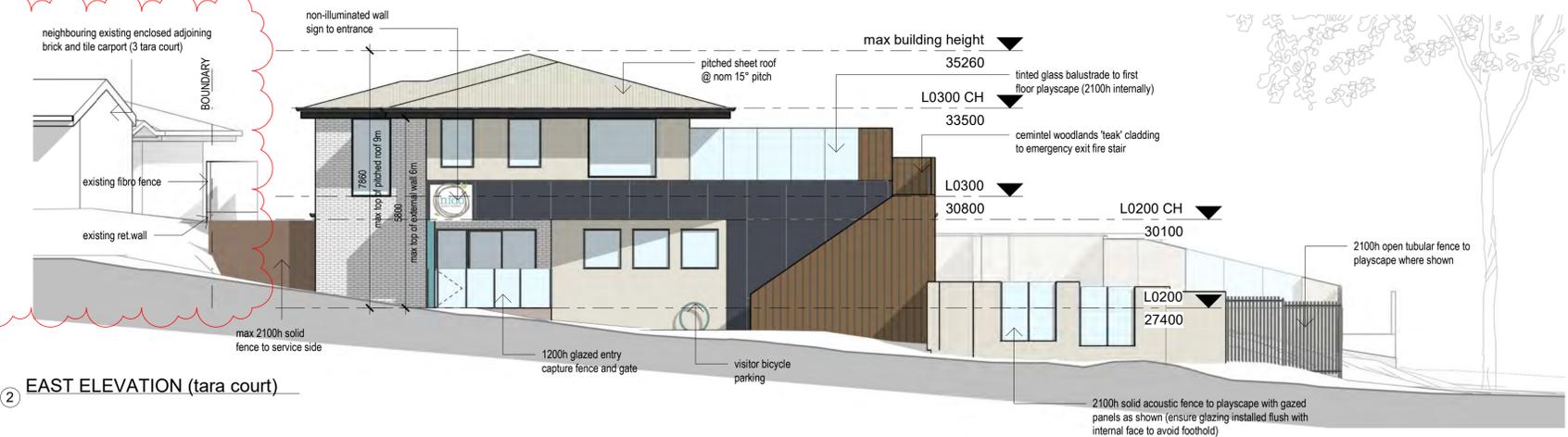
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MATERIAL/COLOUR SCHEDULE

| | |
|--|--|
| lightweight walls & express joint sheeting | dulux 'white duck quarter' |
| entry feature express joint sheeting | dulux 'licking' |
| glass | transparent glass (tint applied to glass balustrading) |
| sheet roofing | colorbond 'surfmist' |
| fascia, gutter & rainwater accessories | colorbond 'monument' |
| window & door frames | colorbond 'monument' |
| face brickwork | austral san selmo 'smoked grey cashmere' (or similar) |
| fire stair cementil cladding | territory woodlands 'teak' |
| entrance post | dulux 'water cooler' |

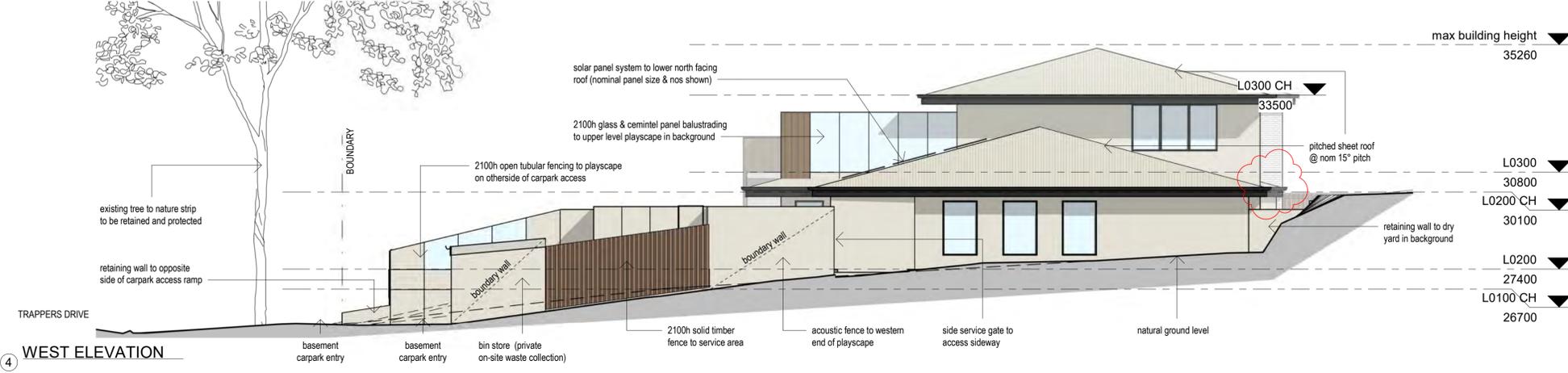
1 NORTH ELEVATION (trappers drive)



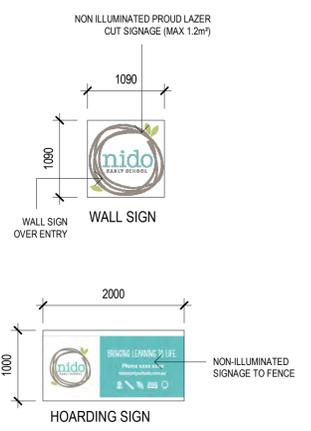
2 EAST ELEVATION (tara court)



3 SOUTH ELEVATION



4 WEST ELEVATION



5 Signage Details

GENERAL NOTES

DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT. PREPARATION OF SHOP DRAWINGS OR MANUFACTURING FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALING.

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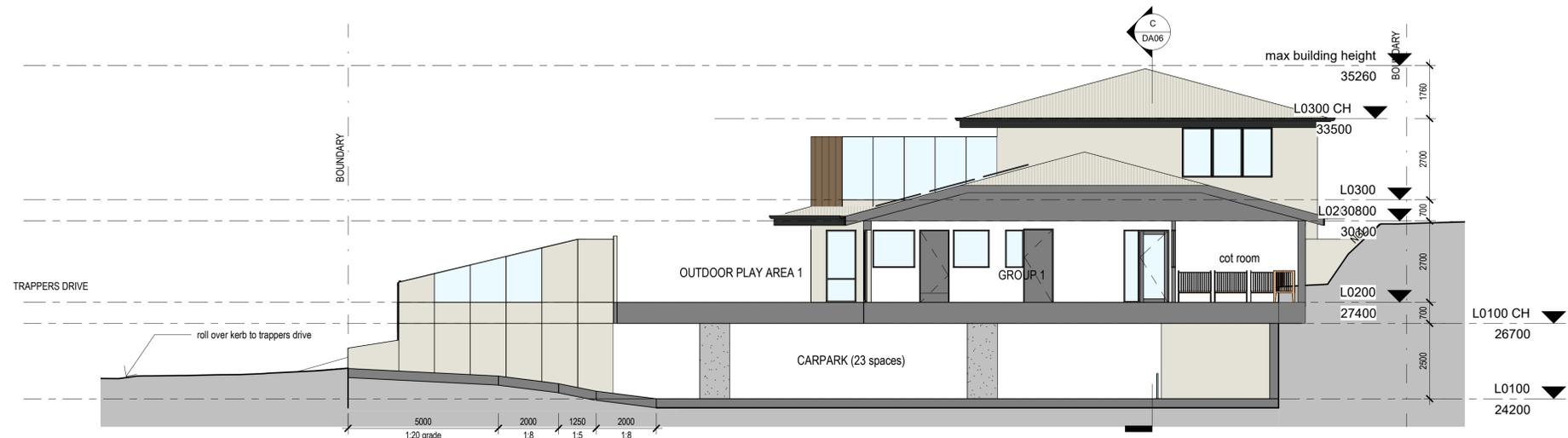
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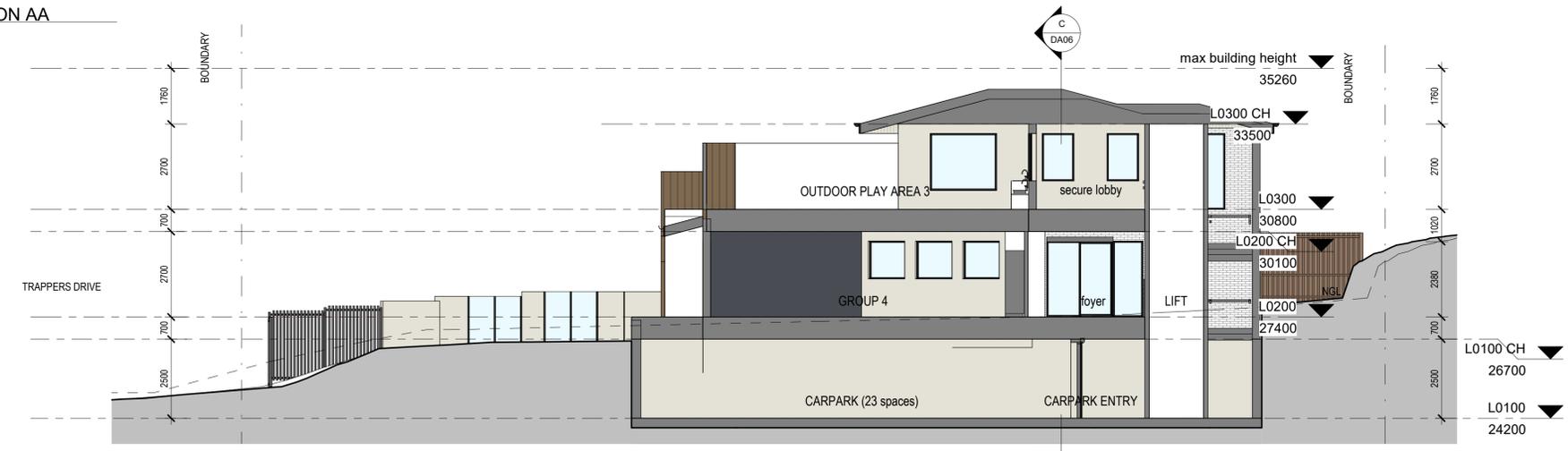
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A SECTION AA



B SECTION BB



C SECTION CC

| GENERAL NOTES | | |
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PROJECT:
Proposed Childcare Centre (82 places)

LOCATION:
Cnr Tara Court & Trappers Drive,
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INDICATIVE SECTIONS

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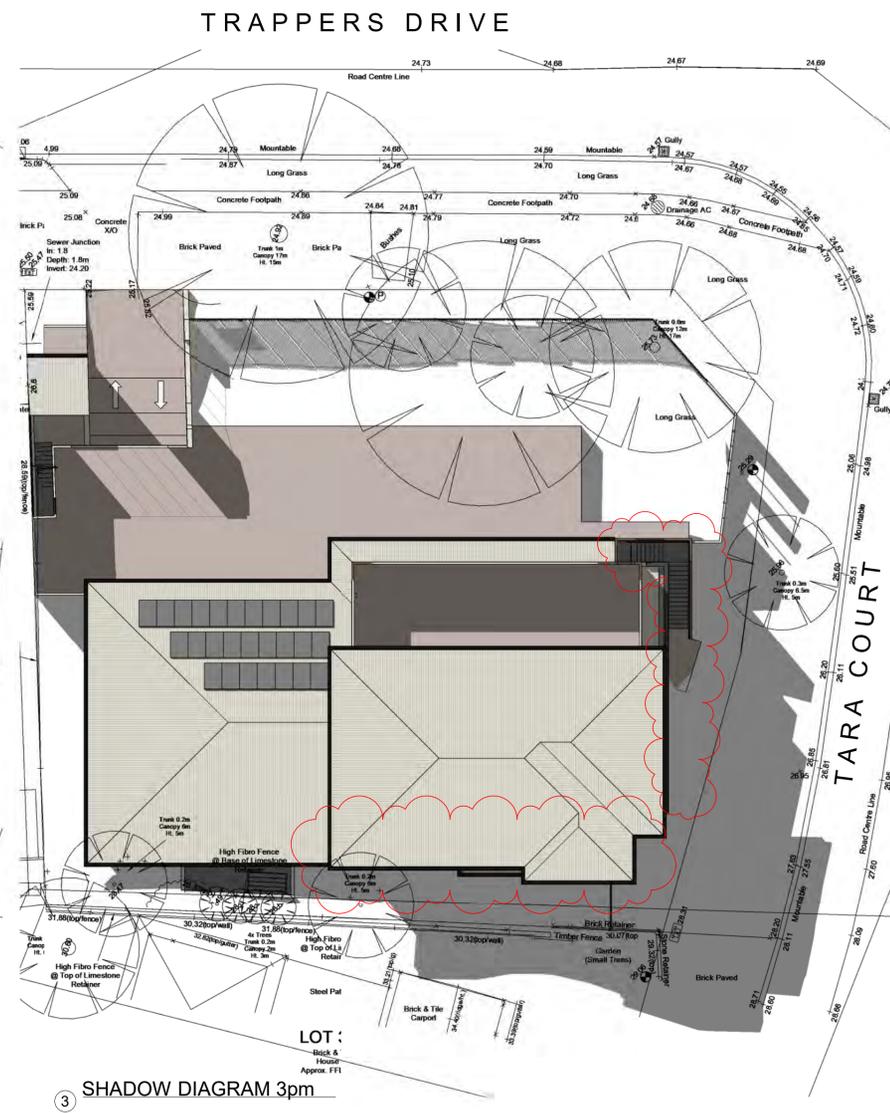
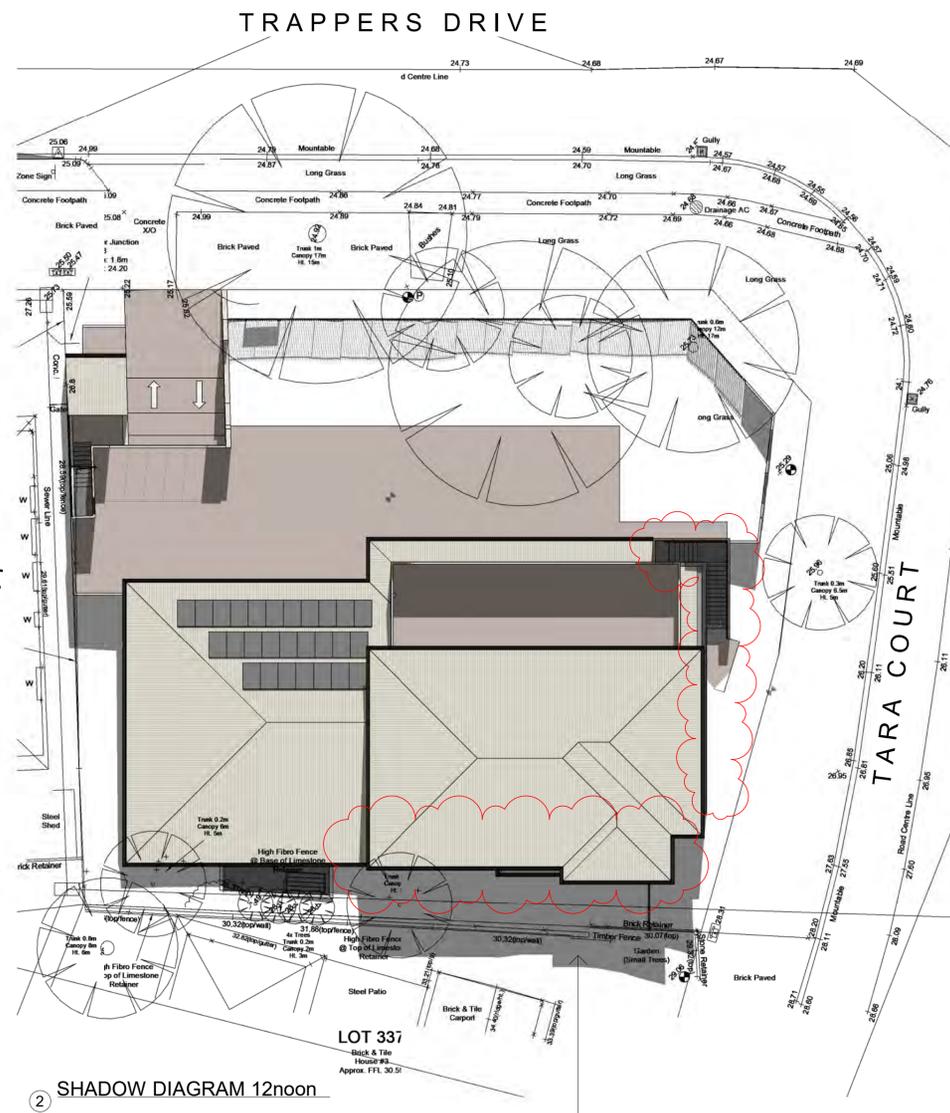
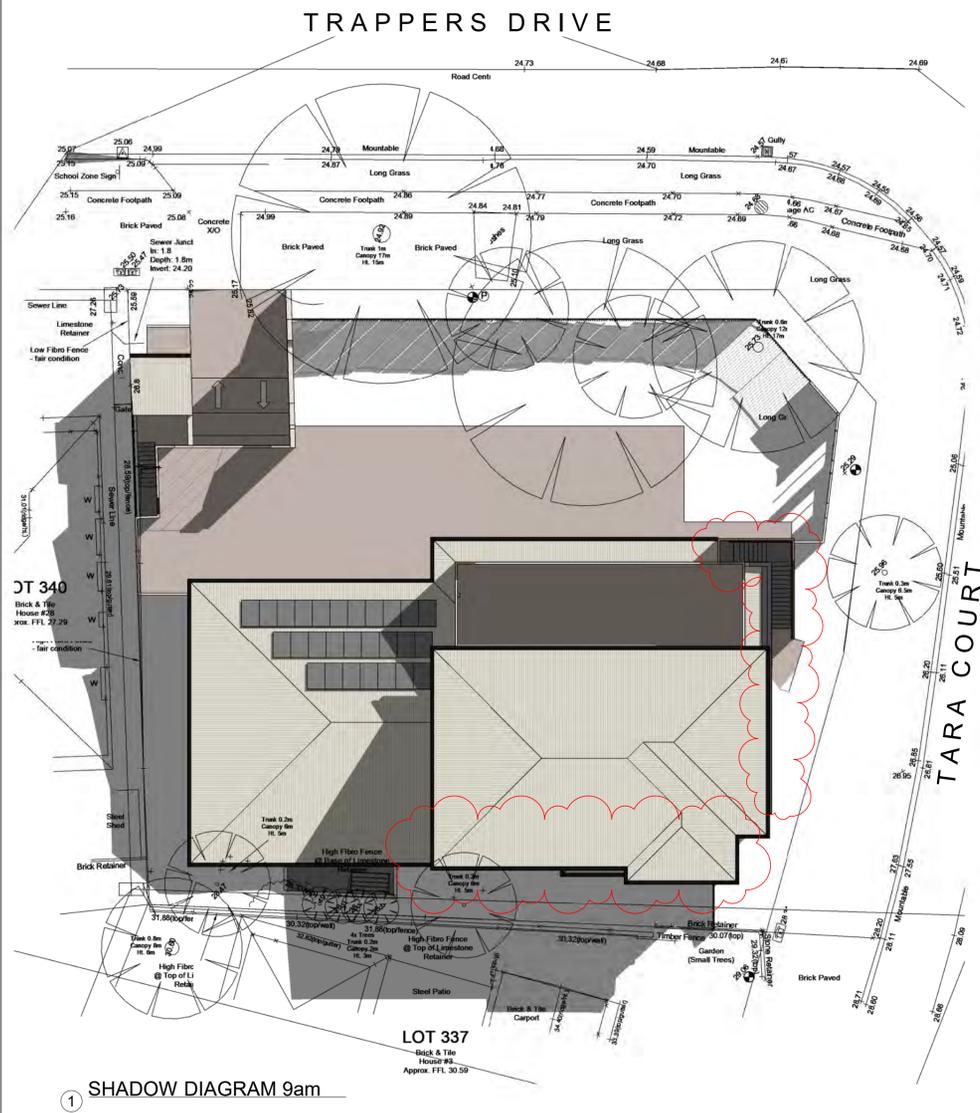
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extent of overshadowing from the proposed development at noon is 6.8% of the adjoining site (lot 337 tara court)

GENERAL NOTES

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LOCATION:
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DRAWING TITLE:
SHADOW DIAGRAMS (June Soltice)

SCALE: 1:200 @A1

DATE: OCT 2020

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PROPOSED CHILDCARE CENTRE CORNER OF TARA COURT & TRAPPERS DRIVE, WOODVALE, WA



DRAWING REGISTER PLANNING

| SHEET NUMBER | SHEET NAME | ISSUE | DESCRIPTION | DATE |
|--------------|---------------------------------|-------|----------------------------------|------------|
| DA01 | SITE PLAN | 1 | DEVELOPMENT APPLICATION REVISION | 08/02/2021 |
| DA02 | BASEMENT FLOOR PLAN | 1 | DEVELOPMENT APPLICATION REVISION | 08/02/2021 |
| DA03 | GROUND FLOOR PLAN | 1 | DEVELOPMENT APPLICATION REVISION | 08/02/2021 |
| DA04 | FIRST FLOOR PLAN | 1 | DEVELOPMENT APPLICATION REVISION | 08/02/2021 |
| DA05 | ELEVATIONS | 1 | DEVELOPMENT APPLICATION REVISION | 08/02/2021 |
| DA06 | INDICATIVE SECTIONS | 1 | DEVELOPMENT APPLICATION REVISION | 08/02/2021 |
| DA07 | SHADOW DIAGRAMS (June Solstice) | 1 | DEVELOPMENT APPLICATION REVISION | 08/02/2021 |
| DA08 | COMPARATIVE PLANS | 1 | DEVELOPMENT APPLICATION REVISION | 08/02/2021 |

GENERAL NOTES

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LOCATION:
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DRAWING TITLE:
COVER SHEET

SCALE: DATE: OCT 2020

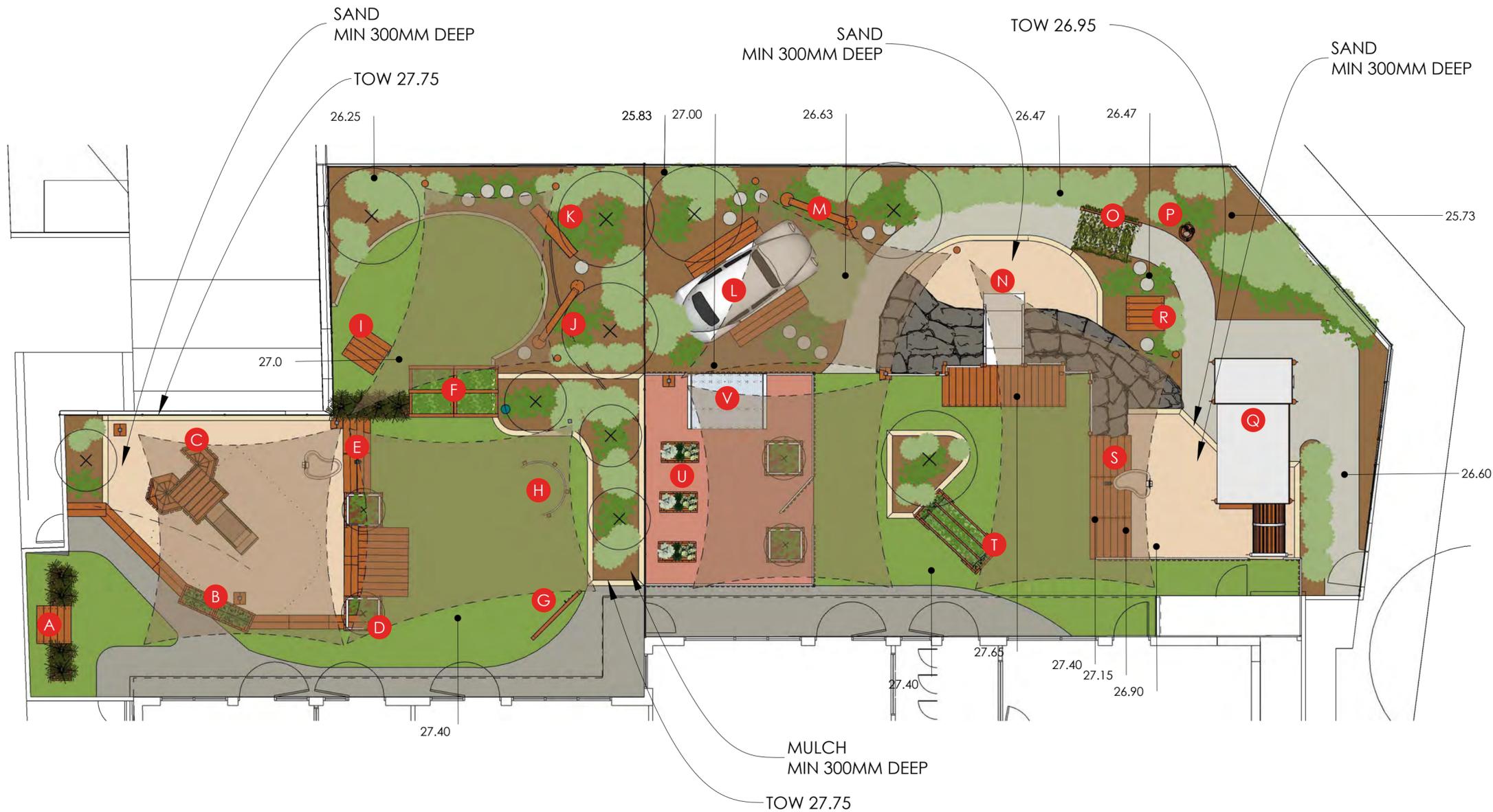
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DA00₁

D/A ISSUE



LEGEND

- A** HIDEY HOLE (L016200)
- B** TIMBER PLANTER (L010901)
- C** MINI FALCON (L015903)
- D** TIMBER PLANTER - LARGE (L010800)
- E** ORGANIC WATER PLAY TROUGH (L004902) WITH WATER FOUNTAIN (L006202)
- F** LATTICE TUNNEL (L000806)
- G** ACTIVITY PANEL - KNOBS & WINDOWS (L007009)
- H** PULL UP BAR
- I** HIDEY TUNNEL (L016201)
- J** BALANCE SLEEPER (L005207)
- K** LOG BENCH (L002200)
- L** CAR CUBBY (L028101)
- M** BALANCE SLEEPER (L005207)
- N** CONCRETE SLIDE (L000201)
- O** ARBOUR TUNNEL WITH MISTS (L000807)
- P** FAIRY GARDEN (L008001)
- Q** BALDIVIS TOWER
- R** HIDEY TUNNEL (L016201)
- S** ORGANIC WATER PLAY TROUGH (L004902) WITH WATER FOUNTAIN (L006202)
- T** PLANTER ARCHWAY
- U** TIMBER PLANTER - VEGGIES (L010900)
- V** POTTING SHED (L032900)

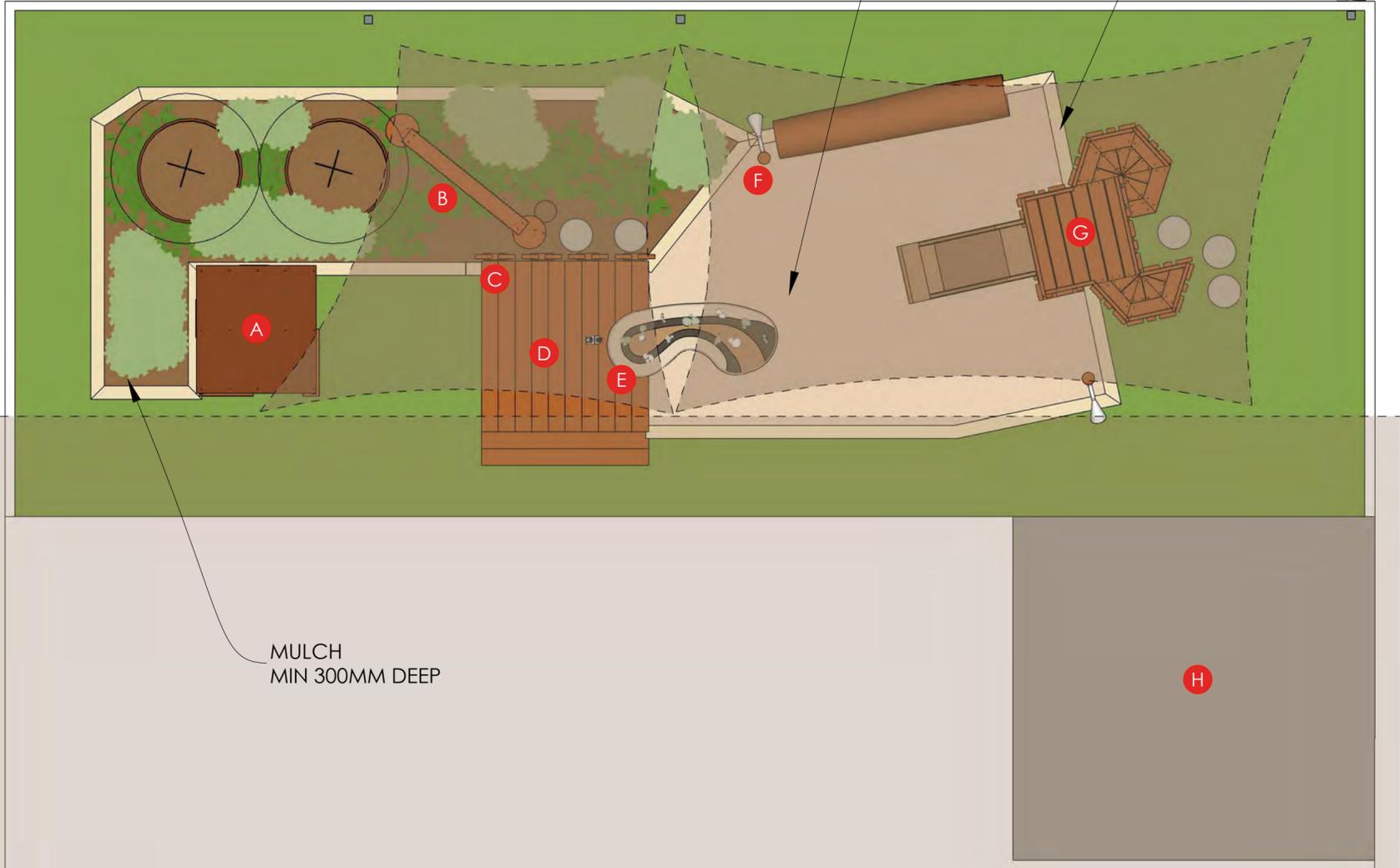


- | | |
|------------------|----------------|
| ARTIFICIAL TURF | TIMBER STEPPER |
| SAND | LOG |
| MULCH | CONCRETE KERB |
| CONCRETE | BLOCK EDGE |
| PEDIPAVE | EXISTING TREE |
| SHADE SAIL | PROPOSED TREE |
| PAVING | PLANTS |
| ROCK BOULDERS | FALL ZONE |
| CONCRETE STEPPER | FENCE |



SAND
MIN 300MM DEEP

TOW +0.35



MULCH
MIN 300MM DEEP

LEGEND

- A** MINI CUBBY (L019100)
- B** BALANCE SLEEPER (L005207)
- C** ACTIVITY PANEL -PEE-A-BOO WINDOW (L007006)
- D** TIMBER PLATFORM
- E** WATER CREEK 1 PIECE (L003005) WITH FOUNTAIN (L006202)
- F** TALKING TUBE (L001500)
- G** MINI FLACON (L015903)
- H** OUTDOOR ATELIER

- ARTIFICIAL TURF
- SAND
- MULCH
- SHADE SAIL
- PEDIPAVE
- CONCRETE STEPPER
- BUSH POLES
- LOG
- BLOCK EDGE
- PROPOSED TREE
- PLANTS
- FALL ZONE



Scale Approx 1:50@A2



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NIDO WOODVALE WA

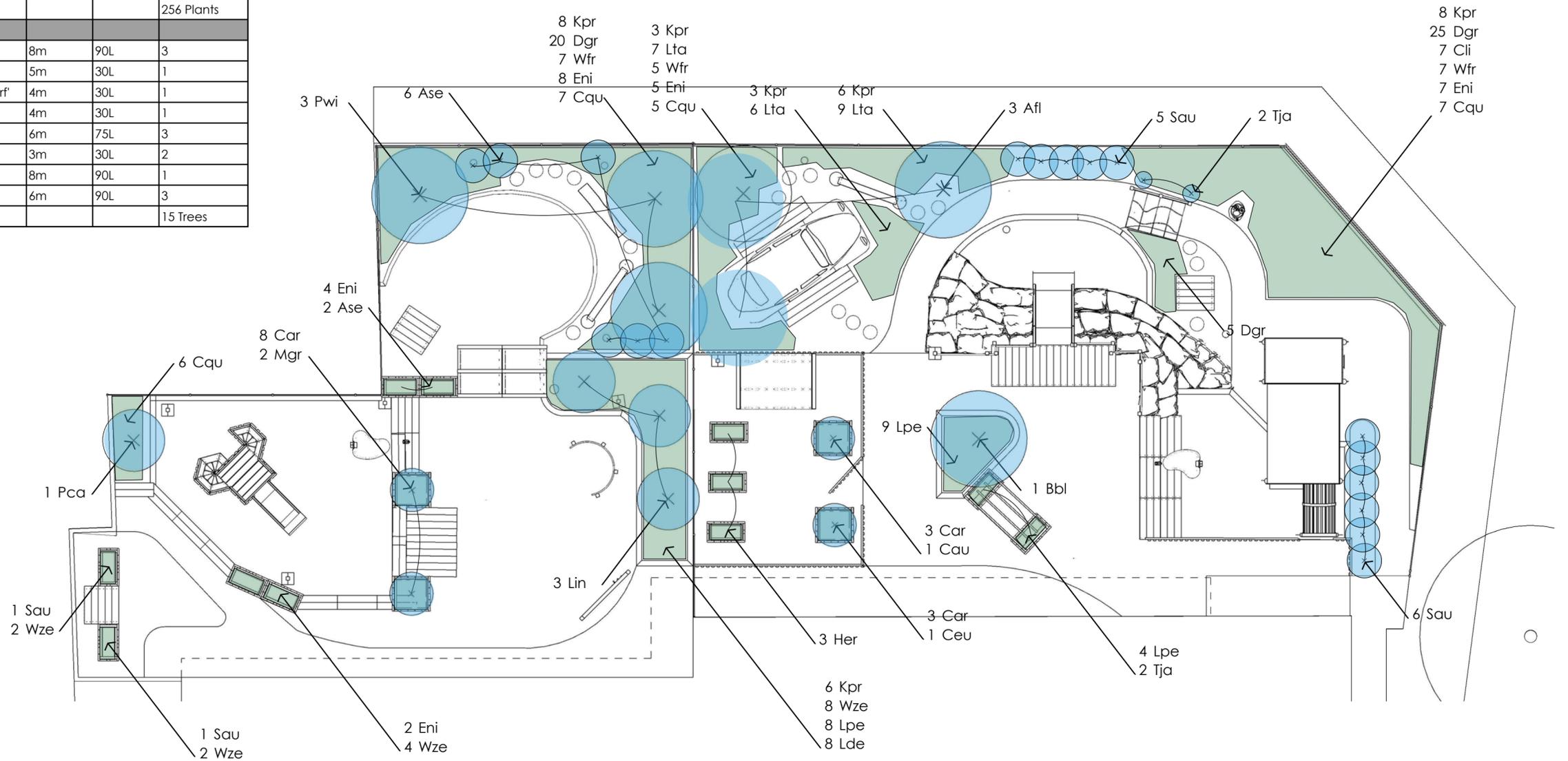
Cnr Tara Court & Trappers Drive, Woodvale WA

LS102 NATURE PLAY SPACE CONCEPT - AREA 2

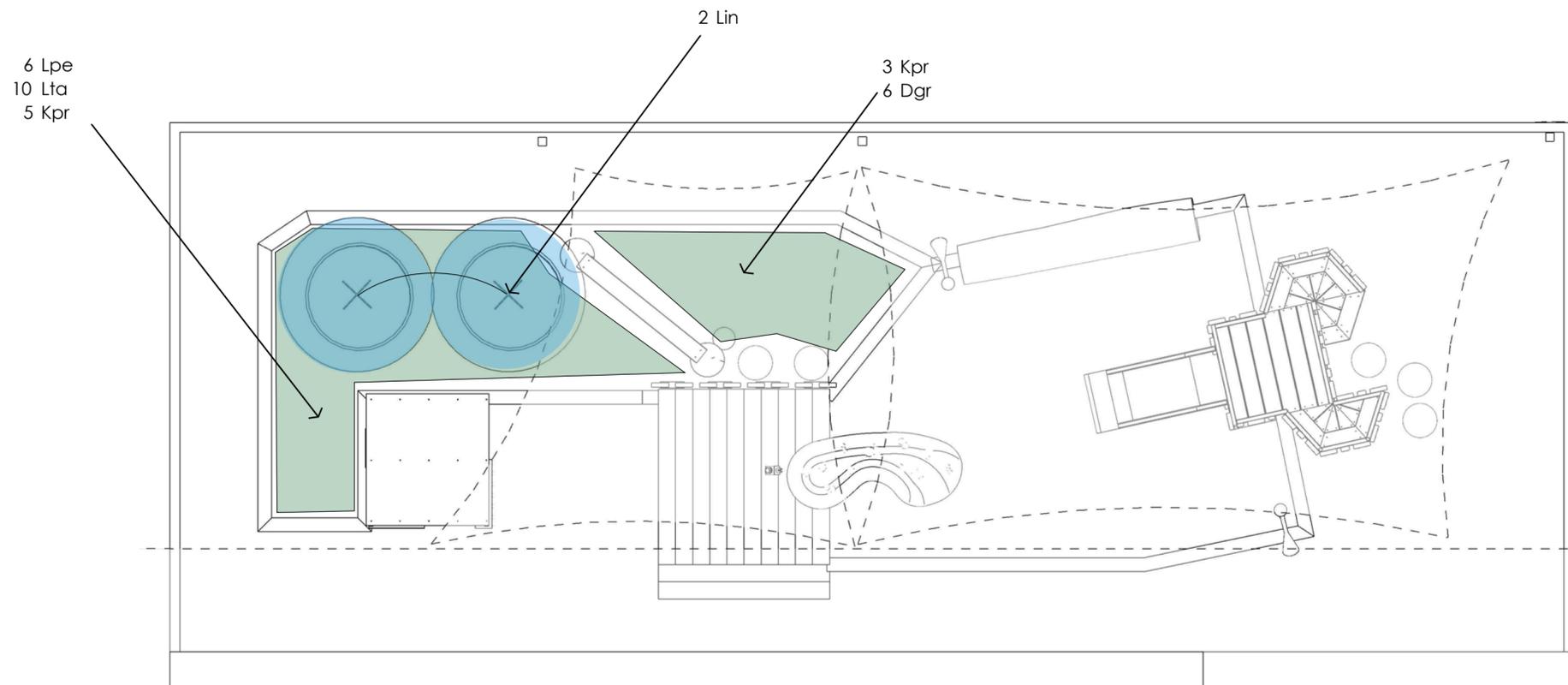


Job No: 4167
Rev: D
Date: NOV 2020
Design: AL

| CODE | SPECIES | HEIGHT | POT SIZE | QTY |
|---------------|---|---------|---------------------|------------|
| PLANTS | | | | |
| Ase | Adenanthos sericeus 'Pencil' | 2m | 5L | 8 |
| Car | Carpobrotus 'Aussie Rambler' | 0.2m | 140mm | 14 |
| Cli | Callistemon 'Little John' | 1m | 5L | 7 |
| Cqu | Calothamnus quadrifidus 'Pencil' | 2m | 140mm | 25 |
| Dgr | Dietes grandiflora | 0.5m | 5L | 55 |
| Eni | Eremophila nivea | 2m | 200m | 26 |
| Her | Assorted herbs | - | - | 3 |
| Kpr | Kennedia prostrata | 0.2m | 140mm | 34 |
| Lde | Lavandula dentata | 1m | 140mm | 8 |
| Lpe | Limonium perezii | 1m | 140mm | 21 |
| Lta | Lomandra 'Tanika' | 0.5m | 5L | 22 |
| Sau | Syzygium australe 'Pinnacle' | 3m | 5L | 13 |
| Tja | Trachelospermum jaminoides | climber | 140mm | 4 |
| Wze | Westringia fruticosa 'Zena' | 1m | 140mm | 16 |
| | | | | 256 Plants |
| TREES | | | | |
| Afl | Agonis flexuosa | 8m | 90L | 3 |
| Bbl | Bauhinia blakeana 'Hong Kong Orchid' | 5m | 30L | 1 |
| Cau | Citrus aurantium 'Washington Navel Dwarf' | 4m | 30L | 1 |
| Ceu | Citrus limon 'Eureka' | 4m | 30L | 1 |
| Lin | Lagerstroemia indica x fauriei 'Natchez' | 6m | 75L | 3 |
| Mgr | Magnolia grandiflora 'Sweet 'n' Neat' | 3m | 30L | 2 |
| Pca | Pyrus calleryana 'Capital' | 8m | 90L | 1 |
| Pwi | Pyrus calleryana 'Winter Glow' | 6m | 90L </td <td>3</td> | 3 |
| | | | | 15 Trees |



| CODE | SPECIES | HEIGHT | POT SIZE | QTY |
|---------------|--|--------|----------|-----------|
| PLANTS | | | | |
| Dgr | Dietes grandiflora | 0.5m | 5L | 6 |
| Kpr | Kennedia prostrata | 0.2m | 140mm | 8 |
| Lpe | Limonium perezii | 1m | 140mm | 6 |
| Lta | Lomandra 'Tanika' | 0.5m | 5L | 10 |
| | | | | 30 Plants |
| TREES | | | | |
| Lin | Lagerstroemia indica x fauriei 'Natchez' | 6m | 75L | 3 |
| | | | | 3 Trees |



Scale Approx 1:50@A2



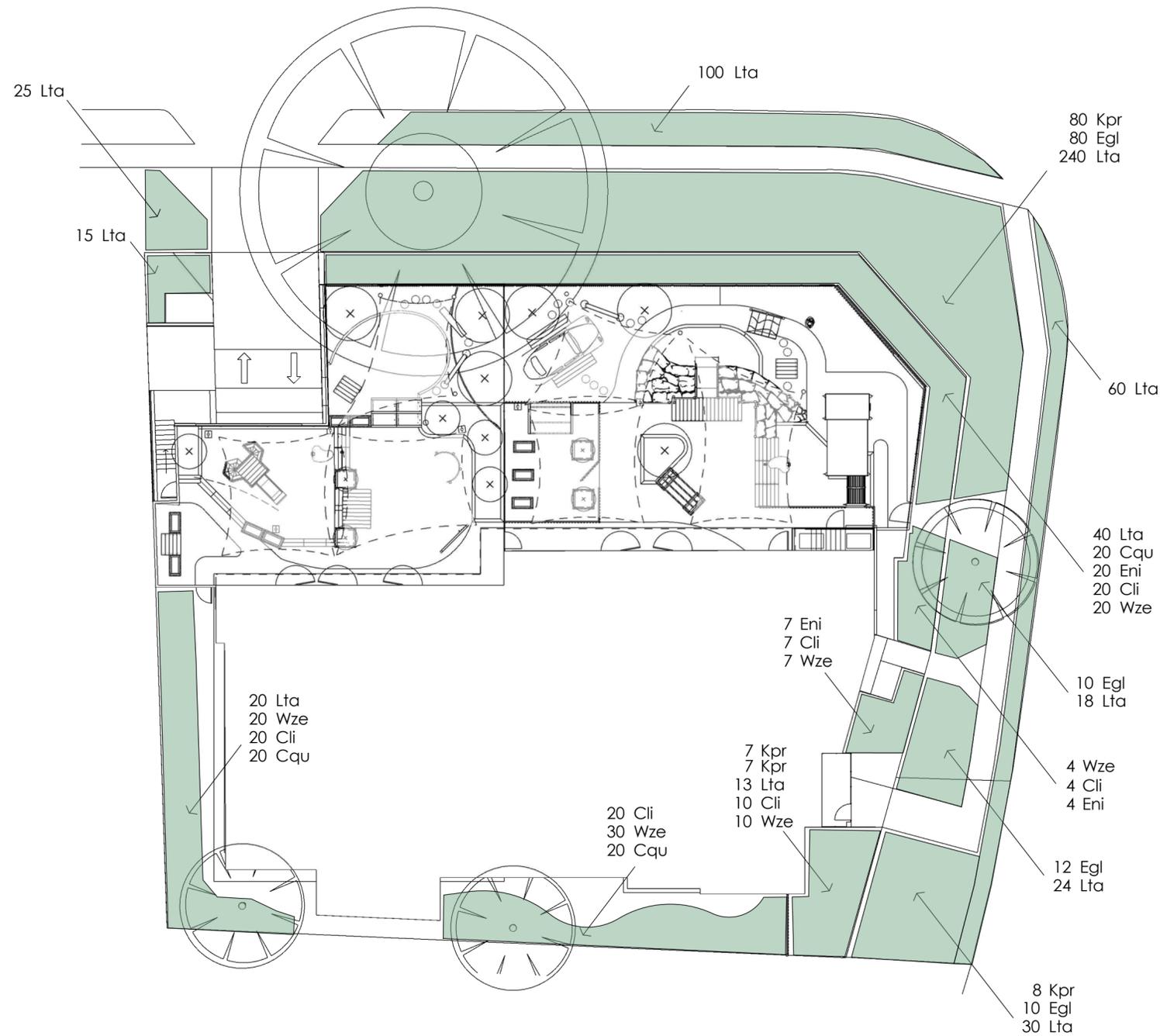
8 Burchell Way
 Kewdale WA 6105
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 play@natureplaysolutions.com.au

NIDO WOODVALE WA

Cnr Tara Court & Trappers Drive, Woodvale WA
 LP104 PLANTING PLAN - AREA 2



Job No: 4167
 Rev: D
 Date: NOV 2020
 Design: AL



| CODE | SPECIES | HEIGHT | POT SIZE | QTY |
|---------------|----------------------------------|--------|----------|------------|
| PLANTS | | | | |
| Cli | Callistemon 'Little John' | 1m | 5L | 81 |
| Cqu | Calothamnus quadrifidus 'Pencil' | 2m | 140mm | 60 |
| Eni | Eremophila nivea | 2m | 200m | 31 |
| Kpr | Kennedia prostrata | 0.2m | 140mm | 102 |
| Lta | Lomandra 'Tanika' | 0.5m | 5L | 585 |
| Wze | Westringia fruticosa 'Zena' | 1m | 140mm | 91 |
| | | | | 950 Plants |



8 Burchell Way
 Kewdale WA 6105
 (08) 9361 1355
 play@natureplaysolutions.com.au

NIDO WOODVALE WA

Cnr Tara Court & Trappers Drive, Woodvale WA
 LP105 PLANTING PLAN - VERGE

Scale Approx 1:200 @ A2
 0 5 10 20m



Job No: 4167
 Rev: D
 Date: NOV 2020
 Design: AL

3.4 SPP 7.0 – Design Statement

Context and Character

The proposal design deliberately seeks to complement the existing suburban character of the area via:

- Using the natural contour of the land to create a basement style car park, with the main outdoor play area bridging over the top at a level that allows for retention of select mature vegetation within the front setback and the adjoining Trappers Drive verge;
- Stepping the building back into the site to mimic the height and scale that would apply to double-storey residential redevelopment;
- Limiting vehicular access to a new consolidated crossover from Trappers Drive, and the use of high-quality open style fencing along the outdoor play spaces with extensive landscaping that complement the established character of the area; &
- Using of a range of complimentary light building materials commonly used on new houses in the locality, punctuated by splashes of colour that create an attractive feature and reinforce peoples intuitive understanding of the building's intended use.

Landscape Quality

A landscaped edge is proposed to both surrounding streets, that in combination with the retention of existing vegetation within the Trappers Drive and Tara Court road reservations, ensures an attractive landscaped setting will be achieved.

Extensive landscaping is also included internal to the site, including elements within both outdoor play areas. Soft landscaping is then complemented by quality paving materials for the hard-landscaped areas (e.g. pedestrian footpaths).

Built Form and Scale

The scale of the building is deliberately consistent (in terms of both height and plot ratio) with what could be applied to redevelopment of the site for residential purposes. The stepped nature of the building down the contour, and its primary positioning towards the rear of the site means it will naturally act as an acoustic shield protecting neighbouring properties from the primary noise sources of the outdoor play areas and customer car park.

Functionality and Build Quality

Designed by Insite Architects on behalf of a well-established operator, the layout of the development benefits from a thorough understanding of customer and operator needs, based on their extensive experience in designing and operating childcare centres nationally, and across the Perth Metropolitan Area.

Integral to that thinking is the creation of flexible learning spaces that allow for adaption over the building life cycle. The building design therefore maximises functional space including efficient shared use areas, services and amenities wherever possible.

As outlined in the Materials Palette included in the drawings, a mix of hardy building materials and finishes is then proposed (suitable for kids) complimented by extensive soft and hard landscaping throughout.

Sustainability

The natural orientation of the block, and positioning of the outdoor play areas along the north-eastern sides of the building, and the extensive use of openings on all sides ensures optimal natural cross ventilation and passive solar opportunities.

In addition, the building works with the natural fall of the land to reduce cut and fill and minimise the amount of retaining or need to import excessive fill on-site. To minimise future running costs of the development a 10kw solar panel array system is also included on the roof.



Figure 5: Outdoor Play Area #1 & #2 Concept (extrats)

Amenity

The building has been sensitively designed and arranged to minimise amenity impacts on surrounding land use, whilst still ensuring an attractive presentation when viewed from both street frontages.

Internally the design ensures light filled airy and open learning spaces for children, each with a well resolved and detail designed outdoor learning area directly adjoining.

The tree canopy retained, supplemented by the landscaping proposed will continue to shade hard surfaces of the site and new building helping to reduce the surrounding urban heat island effect.

Legibility

Despite being located on the secondary elevation, the primary building entrance mid-way along the Tara Court frontage is clearly visible and readily identifiable, with a number of building elements (such as the covered entry portico, and glazed entry fencing) acting as visual cues to assist wayfinding.

A new footpath is proposed to provide a direct connection between the building entrance and the existing footpath running along the southern side of Trappers Drive. A similar path is located within the basement, providing a protected space for customers (and children) to walk directly from the visitor parking bays on the southern side of the central aisle.

Bicycle parking is also provided with staff facilities located in the basement, and additional short-term facilities for customers located in a flat area (at the landing of the fire escape stairs) as close to the building entrance as can practically be achieved, in accordance with the requirements of the City's Childcare Premises LPP.

Safety

Safety and security are critical considerations for this type of facility. All access to the site (in particular the internal building and outdoor play spaces) is strictly controlled. DDA compliance has also been considered and all aspects provided.

Importantly, the design is also devoid of any hidden enclosures, and with large openings to habitable rooms and outdoor areas that optimise two-way passive surveillance of surrounding edges and streets (including the use glass panels/windows within solid boundary fencing or the balustrade of the upper floor outdoor play area and/or activity rooms that overlook both Trappers Drive and Tara Court), whilst the use of open style fencing internally ensures both an attractive interface and restriction of access to key areas.

Community

The proposal has significant community benefit in that it specifically seeks to address a known shortage in local childcare provision in an attractive and sensitive manner.

Aesthetics

The proposal provides a thoroughly resolved design that is aesthetically pleasing, well-articulated and sensitive to the existing neighbourhood. It incorporates a high-quality palette of colours to achieve an attractive and inviting outcome, including a mix of materials that articulate / break-up the façades and create visual interest in the streetscape.

Input has been sought from expert consultants at the preliminary design stage and subsequently tested to ensure that the resulting outcome satisfies all operational filled spaces for early learning and outdoor play areas full of exciting areas to explore that will ensure the centre's capacity is realised and enjoyed by all.

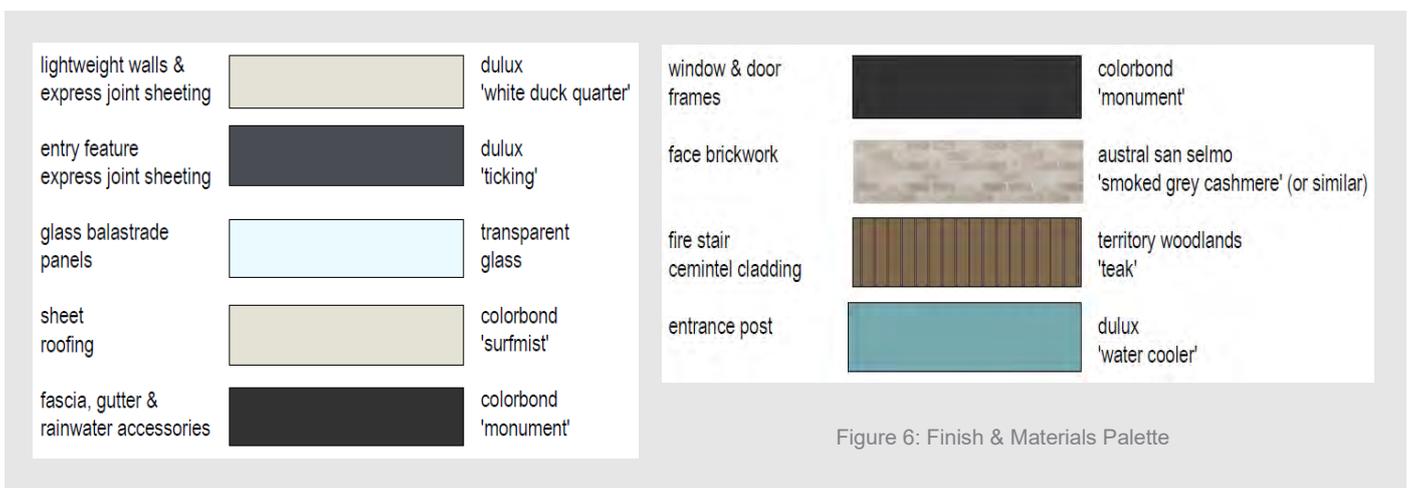


Figure 6: Finish & Materials Palette

Woodvale Child Care Premises

Design Statement & Explanatory Report



CK GROUP



Prepared for CK Group
Prepared by Taylor Burrell Barnett
November 2020



1.0 Executive Summary

1.1 Introduction

This report outlines CK Groups' proposed development of a 82 place Child Care Premises at Lots 338 (#1) Tara Court and 339 (#26) Trappers Drive, Woodvale.

1.2 Pre-Lodgement Consultation

The project planner met and tested an initial concept for the site with officers at the City in September 2020. The feedback received through this initial consultation (and subsequent correspondence) has been taken into consideration in the development of the submitted plans, with relevant matters discussed throughout this report.

1.3 The Site

The site is located in the heart of the Woodvale suburb, midway along Trappers Drive, which acts as the major thoroughfare between Ocean Reef Road and Whitfords Avenue.

Trappers Park lies directly opposite the site, with Woodvale Primary School a short 100m walk to the east, and the Woodvale Boulevard Shopping Centre a further 350m beyond.

Also accessible via Trappers Drive, Chichester Park, North Woodvale Primary School and the Woodvale Shopping Centre all lie within 1.5km to the north.

The combined site is a corner location with existing crossovers to both roads, and a number of large mature trees running along the Trappers Drive lot frontage.

Encompassing approximately 1,400m², the site is benched down towards Trappers Drive, from a maximum height of about 28.5m AHD at the rear of the property, down to 25m AHD in the north east corner of the site.

Surrounding development is 1-2 storey low-density residential dwellings, similarly benched to take account of the undulating nature of the locality (refer **Figure 1** below).



Figure 1: Subject Site

2.0 Planning Framework

2.1 Statutory Planning Framework

2.1.1 Metropolitan Region Scheme

The site is zoned 'Urban' under the *Metropolitan Region Scheme* (MRS), as is the majority of the surrounding area (refer **Figure 2**).

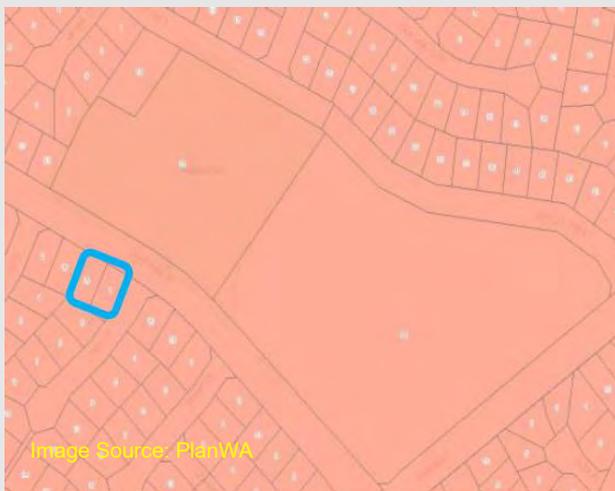
No change is required to facilitate this proposal.

2.1.2 City of Joondalup Local Planning Scheme No.3 (LPS3)

The land is zoned 'Residential' with an 'R20' density coding under the City of Joondalup *Local Planning Scheme No.3* (LPS3), within which a Child Care Premises is a 'D' use, meaning a use that is '*not permitted unless the local government has exercised its discretion by granting development approval*'.

Advertising in accordance with Clause 64(3) of the deemed provisions is at Council's discretion.

Surrounding land is similarly zoned, with Trappers Drive reserved as a Local Distributor road, and Trappers Park and Woodvale Primary School (opposite) reserved for local 'Public Open Space' and 'Public Purposes' respectively (refer **Figure 3**).



Region Scheme Zones and Reserves
Urban

Figure 2: MRS Zoning (extract)



Local Planning Scheme Zones
Residential
R-Code Boundary
Local distributor road
Local public open space
Public purpose

Figure 3: LPS3 Zoning (extract)

3.0 Development Proposal

3.1 Development Proposal

The application seeks approval to demolish two existing residences and associated infrastructure and replace them with the construction of an 82-place child care centre, inclusive of:

BASEMENT / GROUND FLOOR ADMINISTRATION

- 📄 Entry Foyer, Reception & Office; &
- 📄 Piazza, Kitchen, Laundry, Drying Yard & Staff WC;
- 📄 Car Park Entry, Stairwell & Lift Core; &
- 📄 23 x Bay Shared Car Park & Bin Store.

GROUND FLOOR ACTIVITY

- 📄 Activity Room 1 (12 x 0-24 months) & Cot Room;
- 📄 Shared Prep/Store & Children's Toilets;
- 📄 Activity Room 2 (15 x 24-36 months) & Cubby;
- 📄 Outdoor Play Space #1;
- 📄 Activity Room 3 (20 x 36+ months);
- 📄 Shared Atelier & Children's Toilets;
- 📄 Activity Room 4 (20 x 36+ months); &
- 📄 Outdoor Play Space #2.

FIRST FLOOR ADMINISTRATION

- 📄 Secure Lobby, Stairwell & Lift Core; &
- 📄 Planning, Staff Room & Full Access Toilets.

FIRST FLOOR ACTIVITY

- 📄 Activity Room 5 (15 x 36+ months)
- 📄 Children's Toilets; &
- 📄 Outdoor Play Space #3.

Included with the development plans are *Landscape Concepts* prepared by Nature Play Solutions Architects detailing the proposed Outdoor Play Areas, including additional planting within the proposed building setback areas and adjacent verges.

The cumulative result is a highly attractive facility that in addition to servicing its intended purpose, will positively contribute to the existing streetscape and general amenity of the area.



Figure 4: Development Plan (extracts)

3.2 Hours of Operation & Management Arrangements

The proposed hours of operation are 6:30am to 6:30pm weekdays, with staff accessing the site no earlier than 6:00am to set up the site for the day's activities. Staff may also be on-site for up to an hour at the end of each day for general cleaning activities. Occasional openings may occur between 8:00am and 5:00pm on Saturdays, purely for community open days and/or marketing purposes.

Further detail relating to the number of staff, the number and age of the children to be accommodated, further waste management details, the intended Operators of the centre and their approach to minimising impact on surrounding properties are all outlined in the Operations Management Plan included at **Appendix A**.

Site selection, the arrangement and design of the facility have also had regard for the guidance contained in both the WAPC Planning Bulletin 72/2009, and the Town's Child Care Premises Local Planning Policy, as summarised in **Section 4** of this report.

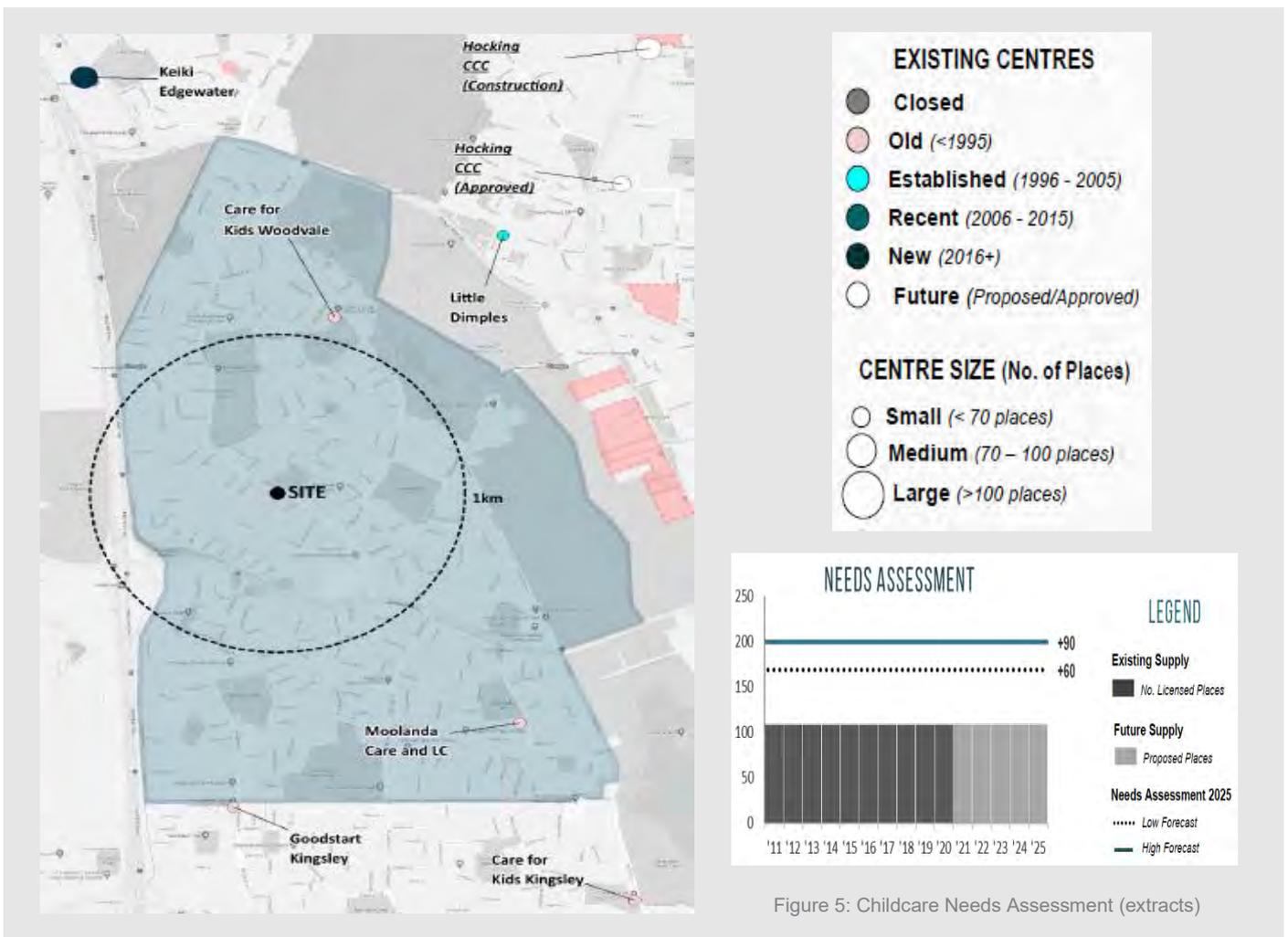
3.3 Market Demand

Attached as **Appendix B** as a detailed *Child Care Needs Assessment* prepared by Business Geographics used by CK Group to inform their child care investment decisions. In summary, the report suggests that despite an anticipated small decline in the population of children under 5 within Woodvale over the next 5 years:

- limited local availability (with the average occupancy rate of existing centres is currently 97.25%);

means the area is suffering from a supply restricted market verging on undersupply, where most parents would have difficulties finding care for their children, and net outflow of demand is occurring to external areas

In their view an additional childcare centre of this scale therefore represents an opportunity to address this need, improve local childcare convenience and amenity and improve local childcare self-containment, without negatively impacting the existing supply network.



3.4 SPP 7.0 – Design Statement

Context and Character

The proposal design deliberately seeks to complement the existing suburban character of the area via:

- Using the natural contour of the land to create a basement style car park, with the main outdoor play area bridging over the top at a level that allows for retention of select mature vegetation within the front setback and the adjoining Trappers Drive verge;
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- Using of a range of complimentary light building materials commonly used on new houses in the locality, punctuated by splashes of colour that create an attractive feature and reinforce peoples intuitive understanding of the building's intended use.

Landscape Quality

A landscaped edge is proposed to both surrounding streets, that in combination with the retention of existing vegetation within the Trappers Drive and Tara Court road reservations, ensures an attractive landscaped setting will be achieved.

Extensive landscaping is also included internal to the site, including elements within both outdoor play areas. Soft landscaping is then complemented by quality paving materials for the hard-landscaped areas (e.g. pedestrian footpaths).

Built Form and Scale

The scale of the building is deliberately consistent (in terms of both height and plot ratio) with what could be applied to redevelopment of the site for residential purposes. The stepped nature of the building down the contour, and its primary positioning towards the rear of the site means it will naturally act as an acoustic shield protecting neighbouring properties from the primary noise sources of the outdoor play areas and customer car park.

Functionality and Build Quality

Designed by Insite Architects on behalf of a well-established operator, the layout of the development benefits from a thorough understanding of customer and operator needs, based on their extensive experience in designing and operating childcare centres nationally, and across the Perth Metropolitan Area.

Integral to that thinking is the creation of flexible learning spaces that allow for adaption over the building life cycle. The building design therefore maximises functional space including efficient shared use areas, services and amenities wherever possible.

As outlined in the Materials Palette included in the drawings, a mix of hardy building materials and finishes is then proposed (suitable for kids) complimented by extensive soft and hard landscaping throughout.

Sustainability

The natural orientation of the block, and positioning of the outdoor play areas along the north-eastern sides of the building, and the extensive use of openings on all sides ensures optimal natural cross ventilation and passive solar opportunities.

In addition, the building works with the natural fall of the land to reduce cut and fill and minimise the amount of retaining or need to import excessive fill on-site. To minimise future running costs of the development a 10kw solar panel array system is also included on the roof.



Figure 5: Outdoor Play Area #1 & #2 Concept (extrats)

Amenity

The building has been sensitively designed and arranged to minimise amenity impacts on surrounding land use, whilst still ensuring an attractive presentation when viewed from both street frontages.

Internally the design ensures light filled airy and open learning spaces for children, each with a well resolved and detail designed outdoor learning area directly adjoining.

The tree canopy retained, supplemented by the landscaping proposed will continue to shade hard surfaces of the site and new building helping to reduce the surrounding urban heat island effect.

Legibility

Despite being located on the secondary elevation, the primary building entrance mid-way along the Tara Court frontage is clearly visible and readily identifiable, with a number of building elements (such as the covered entry portico, and glazed entry fencing) acting as visual cues to assist wayfinding.

A new footpath is proposed to provide a direct connection between the building entrance and the existing footpath running along the southern side of Trappers Drive. A similar path is located within the basement, providing a protected space for customers (and children) to walk directly from the visitor parking bays on the southern side of the central aisle.

Bicycle parking is also provided with staff facilities located in the basement, and additional short-term facilities for customers located in a flat area (at the landing of the fire escape stairs) as close to the building entrance as can practically be achieved, in accordance with the requirements of the City's Childcare Premises LPP.

Safety

Safety and security are critical considerations for this type of facility. All access to the site (in particular the internal building and outdoor play spaces) is strictly controlled. DDA compliance has also been considered and all aspects provided.

Importantly, the design is also devoid of any hidden enclosures, and with large openings to habitable rooms and outdoor areas that optimise two-way passive surveillance of surrounding edges and streets (including the use glass panels/windows within solid boundary fencing or the balustrade of the upper floor outdoor play area and/or activity rooms that overlook both Trappers Drive and Tara Court), whilst the use of open style fencing internally ensures both an attractive interface and restriction of access to key areas.

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Aesthetics

The proposal provides a thoroughly resolved design that is aesthetically pleasing, well-articulated and sensitive to the existing neighbourhood. It incorporates a high-quality palette of colours to achieve an attractive and inviting outcome, including a mix of materials that articulate / break-up the façades and create visual interest in the streetscape.

Input has been sought from expert consultants at the preliminary design stage and subsequently tested to ensure that the resulting outcome satisfies all operational filled spaces for early learning and outdoor play areas full of exciting areas to explore that will ensure the centre's capacity is realised and enjoyed by all.

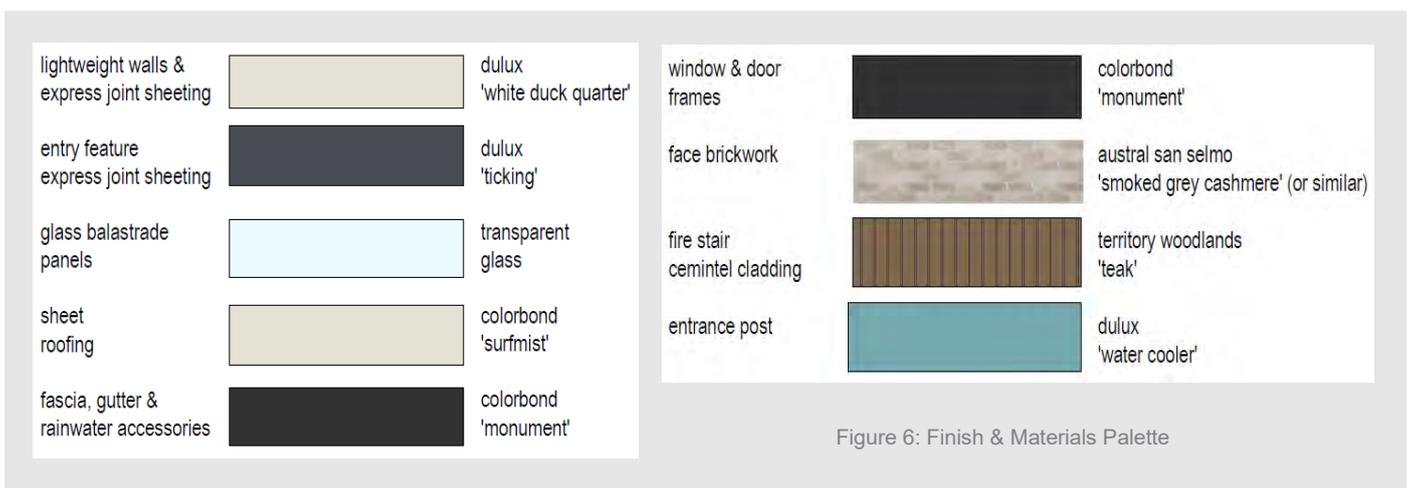


Figure 6: Finish & Materials Palette

3.5 Access & Parking

Vehicle access is proposed from Trappers Drive via a new consolidated crossover location sited as far away from Tara Court as possible to minimise any adverse impacts on the intersection.

23 car pays are provided in the form of 11 visitor bays (including 1 disabled) and 12 staff bays. Visitor bays are located at the eastern end of the car park, with as many bays as possible located on the southern side of the internal aisle closest to the car park entry foyer, to minimise the journey distance and maximise the safety of pedestrians (in particular to customers with small children), with the other bays (including all tandem bays) restricted to staff use.

Further detail on the suitability of the proposed access and parking arrangements appear in the Riley Consulting prepared *Traffic Statement* (refer **OMP Appendix B**).

The site also benefits from good proximity to public transportation (with dedicated stops servicing Bus Route 465 – connecting Whitfords Station with the Joondalup Strategic Metropolitan Centre – located some 80m to the northwest along Trappers Drive, and dedicated stops servicing a wide range of services located adjacent the Woodvale Boulevard Shopping Centre to the south), and cycle linkages (with the adjacent portion of Trappers Drive recognised as part of Perth Bicycle Network route NE2).

The submitted Traffic Statement demonstrates that the facility can operate in a safe manner that will not adversely disrupt the surrounding road network.

3.6 Acoustic Considerations

The Herring Storer Acoustics prepared *Environmental Acoustic Assessment* (refer **OMP Appendix D**), confirms that the arrangement of the development and edge treatments proposed, ensure compliance with the Environmental Noise Regulations as they relate to the impact of noise from children, car doors or mechanical services on surrounding residential properties.

3.7 Waste Management

An enclosed bin store, sized to accommodate at least four 660L bins, inclusive of a hose cock and drain, is located adjacent the car park entrance, conveniently arranged to accommodate private collection using an 8m long (or smaller) vehicle, that outside of peak operating hours will enter the car park, turn around and sit on the driveway adjacent the bin store for loading, before then also exiting in a forward gear.

Consistent with our collective experience with the operation of similar centres of this scale, general waste will be collected twice a week and recycling once per week.

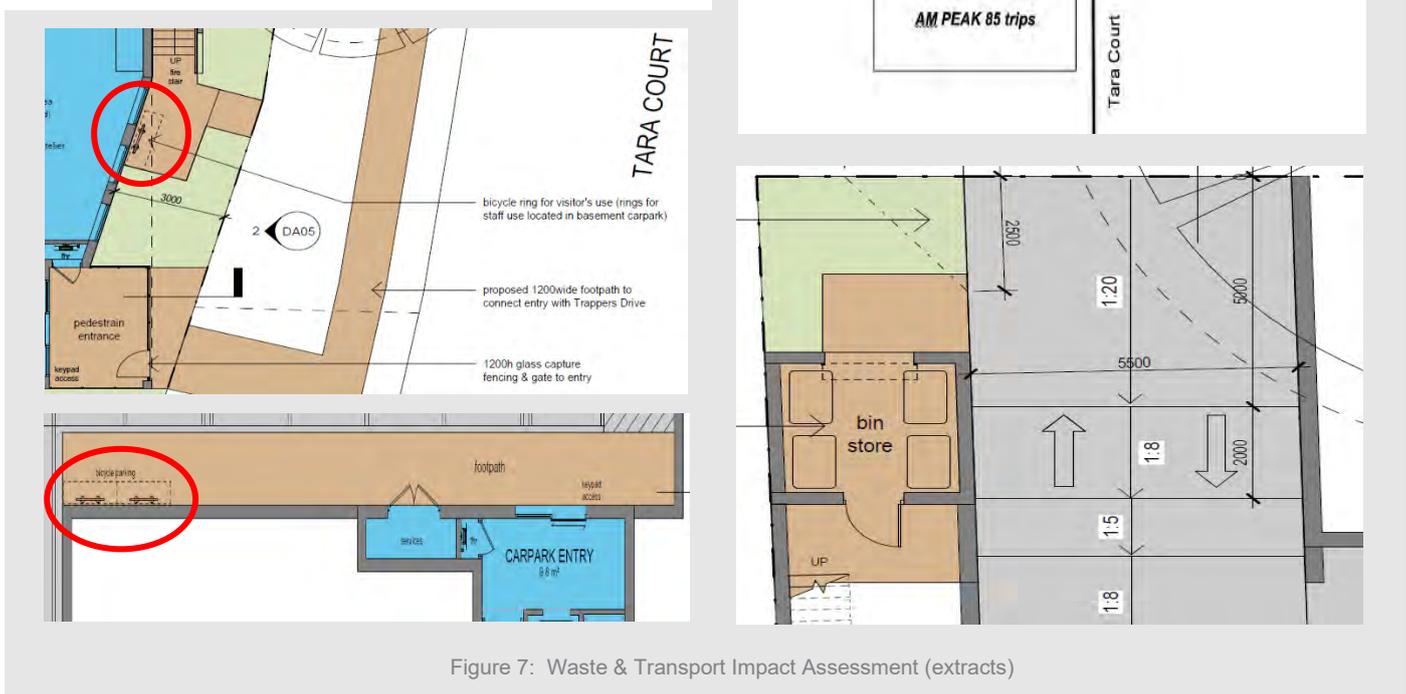


Figure 7: Waste & Transport Impact Assessment (extracts)

4.0 Planning Assessment

4.1 Compliance with LPS3

LAND USE

As discussed briefly in **Section 2.1.2** of this report, a 'Child Care Premises' is listed as a 'D' use in the Residential zone, meaning a use that is not permitted unless the local government has exercised its discretion by granting development approval.

We submit that the proposed use, sensitively arranged in accordance with the requirements of the City's Local Planning Scheme and associated Local Planning Policies (in particular the City's 'Child Care Premises LPP'), is entirely consistent with the LPS3 Residential Zone objective of providing a range of non-residential uses that are both compatible with and complementary to surrounding residential development.

4.2 Compliance with Joondalup Child Care Premises LPP

The means by which the requirements of the City's use-specific Child Care Premises LPP are met, are addressed in **Table 1** below:

Table 1: LPP Requirements

| # | Item | Proposed Compliance |
|----------|-------------------|---|
| LOCATION | Neighbouring Uses | <p>The site is located on a local distributor road, directly opposite Trappers Park and the playing fields of Woodvale Primary School.</p> <p>Woodvale Boulevard Shopping Centre is located a short distance along Trappers Drive to the south, with Chichester Park, North Woodvale Primary School and the Woodvale Shopping Centre all located a short distance along Trappers Drive to the north.</p> <p>By virtue of being located on a corner, the site has only two directly adjacent residential neighbour (on its western and southern sides), with the design carefully arranged (inclusive of boundary treatments that have subsequently been tested) to minimise any potential adverse impacts from a traffic and/or acoustic perspective.</p> |

| # | Item | Proposed Compliance |
|------------------|-------------------|--|
| | Road Hierarchy | <p>The site is readily accessible to future patrons being located adjacent and taking direct vehicular access from Trappers Drive, a local distributor road that acts as the major thoroughfare through the Woodvale suburb.</p> <p>The new crossover has been positioned as far westward as possible, to maximise its separation from the existing intersection, and ensure an appropriate setback to the large Red Box (<i>Eucalyptus polyanthemos</i>) tree within the adjoining verge.</p> <p>The existing Tara Court crossover is to be removed as one of a number of means of naturally discouraging customer use of that road.</p> <p>The submitted Traffic Statement (refer OMP Appendix B), confirms that the site can operate without causing any adverse impact from a traffic engineering/safety perspective.</p> |
| PARKING & ACCESS | Car Parking | <p>A 23-bay basement car park (including 11 visitor bays and 12 staff bays) is proposed, directly in accordance with that required for a centre of 82 children and up to 12 staff (at full occupancy).</p> <p>Visitor bays are principally located at the eastern end of the car park, closest to the car park foyer, to minimise the journey distance and maximise the safety of pedestrians. The balance of the bays are dedicated staff parking.</p> |
| | Location & Design | <p>The car park has been designed in the Type 2 configuration. A designated pick-up/drop-off area has not been included due to the requirement for all parents/carers to sign their children in and out at each visit, meaning all visitor bays effectively perform this function.</p> <p>The car park has been designed in accordance with the relevant Australian Standards with a footpath providing a direct connection between the customer car bays and the car park foyer, and a separate new path linking the existing Trappers Drive path with the primary building entrance fronting Tara Court.</p> |
| | Bicycle Parking | <p>Two bicycle parking bays are proposed in the form of single u-rails located within the basement car park (for long-term use by staff), plus an additional bay located near the Tara Court pedestrian entrance (for short-term use by customers), in excess of that required for a centre involving up to 12 staff (at full occupancy).</p> |

| # | Item | Proposed Compliance |
|-----------------|----------|--|
| BUILDING DESIGN | Height | <p>A two-storey building (with basement parking) is proposed, involving a pitched roof that mimics the surrounding residential character of the area. The design of the building steps down the natural contour of the site to give the impression of a two-storey dwelling that (much like the existing buildings and their retained front gardens), gently falls down the site towards Trappers Drive. Due to the natural slope of the site, some minor spot exceedances of the 6m maximum wall height are to be expected, but overall, the building generally sits within the 6-9m limitations (involving a pitched roof) as the limits slides down the site, as best seen on the eastern elevation provided. Of importance, the highest elements of the building have been deliberately pushed towards the Tara Court side (which the adjacent house at 3 Tara Court sits significantly above), to limit any perceived impact in terms of bulk or scale on surrounding landholdings. Acceptance of spot variations will not adversely impact neighbouring properties or the broader streetscape.</p> |
| | Setbacks | <p>The development is generally compliant in terms of the R20 setback requirements to surrounding properties, with a 15.4m front setback proposed from Trappers Drive (or 8m from the northern edge of the underground car park), and a setback of around 3m provided to all other edges. The only variations proposed are support structures associated with the driveway entry and adjacent bin store (which at its closest point is setback 2.5m from Trappers Drive), and the entry portico which projects on an angle into the 3m setback to Tara Court. A variation for the bin store is requested on the basis that this is the most practical position to locate the bin store, which has also been recessed down and is setback behind the alignment of both our proposed front fencing, and the front retaining wall of 28 Trappers Drive, meaning it will have little to no adverse impact on the existing streetscape. A variation for the portico is requested on the basis that it is essentially a minor projection that performs an important role in reinforcing people's understanding of the front entrance. Whilst it could be reduced, its current size is intended to maximise the functionality of the entrance space, in particular providing shelter to customers coming and going from the facility including space to accommodate occasional informal pram parking.</p> |

| # | Item | Proposed Compliance |
|---|--------------------|--|
| | Noise Attenuation | <p>The layout has had specific regard for noise attenuation, with outdoor play, car parking and plant/equipment areas all located in positions either removed or shielded (via acoustic fencing) from surrounding residential land use. An Environmental Acoustic Assessment prepared by Herring Storer Acoustics (refer OMP Appendix D), identifies necessary building standards and edge treatments, and confirms how the adoption of simple management arrangements will ensure the centre operates in a manner that will not unreasonably impact on surrounding land use. The submitted Operations Management Plan (refer Appendix B) acknowledges those arrangements and also includes complaints procedure for residents to raise (in the first instance) any issues with the Centre direct for resolution.</p> |
| | Landscaping | <p>Outdoor play areas at both levels have been located, orientated towards and include attractive fencing/balustrading along all external boundaries, using materials and landscaping that will keep the acoustic impact on nearby properties within the limitations of the State Environmental (Noise) Regulations. Also included in the proposal is a Landscape Concept, detailing the integrated soft landscaping proposed (well in excess of the 8% minimum required), proposed reticulation and maintenance of the adjoining verges, deliberately arranged in a manner that will discourage attempts at informal parking. Of note is the total designs' approach to retaining not just the two existing verge trees, but also the mature Swamp Mahogany (<i>Eucalyptus robusta</i>) located in the front setback area, within outdoor play area #2.</p> |
| | Hours of Operation | <p>Reflective of latest practice and operator needs, a slightly earlier opening time of 6:30am is proposed on weekdays, but with an earlier closing time of 6:30pm, whilst weekend activity will be limited to the occasional openings on Saturdays (sometime between 8:00am and 5:00pm), purely for community open days and/or marketing purposes. Despite the earlier mornings extending slightly within the night-time noise regulations period, the submitted Acoustic Report confirms that the development as proposed continues to comply with the relevant requirements (refer OMP Appendix D). This is made much easier by virtue of the proposed basement car park.</p> |

4.3 Compliance with Other Joondalup Local Planning Policies

The means by which the requirements of the City's other relevant LPP's are met, are addressed in **Table 2** below:

Table 2: Other LPP Compliance

| # | Requirement | Proposed Compliance |
|-----------------------------|-------------|--|
| NON-RESIDENTIAL DEVELOPMENT | Fencing | <p>Other than a short section of 1.8m sold fencing along Tara Court (where necessary to ensure compliance with the Noise Regulations, 2.1m tall 'open style' fencing is proposed along the entirety of both street frontages consistent with the deemed-to-comply requirements of the Residential Design Codes.</p> <p>A short section of solid wall, varying between 1.7-2.6m in height (as it falls down the natural contour) is proposed along the shared side of #28 Trappers Drive, to meet the noise shielding requirements of the Environmental Acoustic Assessment (refer OMP Appendix D).</p> <p>By virtue of the wall abutting an existing footpath that similarly falls down the contour towards the street, the adjoining dwelling is well setback from and will experience no unreasonable impact in terms of bulk or scale along this boundary. By virtue of the wall being located on the south-eastern side of the dwelling, any impact in terms of overshadowing will also be minimal.</p> <p>A short section of solid fencing is also proposed along the Tara Court elevation (varying between 1.8-2.2m due to the slope of the site), but this is recessed back from the building façade, and sits well below the dwelling on 3 Tara Court meaning the slight height exceedance will have no adverse impact on that dwelling or the prevailing streetscape.</p> <p>Of importance, the targeted retention of mature vegetation and proposed planting ensures a softened edge that should enhance the overall streetscape character of the area.</p> |



Figure 8: Retained Red Box & Swamp Mahogany Trees

| # | Requirement | Proposed Compliance |
|-----------------------------|--------------------------|--|
| NON-RESIDENTIAL DEVELOPMENT | Servicing | <p>Bins will be stored within the enclosed store located in the basement, where they will be completely screened from public view and have no impact in terms of odour or noise on adjoining land use.</p> <p>Private collection is envisaged using an 8m long (or smaller) vehicle, that can enter and exit the internal car park in a forward gear outside of peak operating hours.</p> <p>Consistent with the operation of similar centres of this scale, general waste will be collected twice a week and recycling once per week.</p> |
| NON-RESIDENTIAL DEVELOPMENT | Renewable Energy Systems | <p>To minimise future running costs of the development a 10kw solar panel array system is proposed on the roof of the building. A battery is not included given the centre principally operates during daylight hours.</p> |
| SIGNAGE | Sign Policy | <p>Reflective of its location and need, minimal signage is proposed as part of this application, purely advertising the name of the operator, their logo and/or the company motto and contact details.</p> <p>One non-illuminated 'Wall Sign' is proposed above the building entrance on the upper façade of the Tara Court frontage. Measuring 1.09m tall x 1.09m wide (1.19m² in total area) the sign conforms with the 1.2m² maximum allowed, and has been positioned in accordance with the LPP requirements.</p> <p>A 2m wide x 1m tall 'Hoarding Sign' is then proposed on the front fence near the vehicle crossover facing Trappers Drive, again within the LPP limitations that apply to this form of sign on Residential zoned land.</p> |

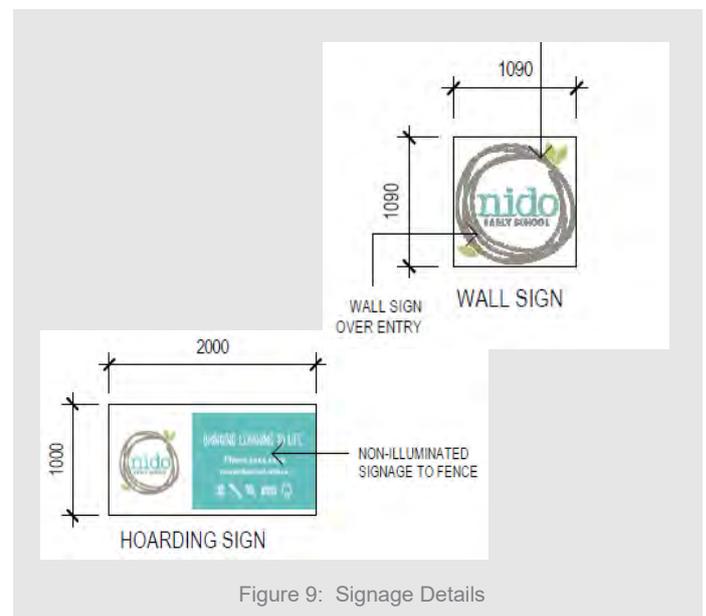


Figure 9: Signage Details

5.0 Conclusion

This application seeks approval to develop a highly accessible site, ideally suited for childcare purposes within immediate walking distance of public open space, commercial facilities and an existing primary school.

The overall scale of the development is in-line with what the R20 coding of the land would otherwise allow, with key aspects of the design having been tailored in-line with pre-lodgement feedback, and sensitively arranged to minimise any impacts on the amenity of surrounding properties.

As outlined in this statement, the proposed development appropriately addresses the applicable planning framework, including:

- ☐ The City of Joondalup Local Planning Scheme No.3;
- ☐ Specific state and local planning policies applicable to this site and/or this form of development.

Furthermore, we submit that the proposal should be approved by the City on the following grounds:

- ☐ It addresses a known shortage in the local childcare provision market;
- ☐ Will deliver immediate investment in the area at a critical time in the local development industry;
- ☐ Maximising the development potential of existing zoned land, ideally suited for this purpose due to its excellent exposure and ease of accessibility; and
- ☐ The sensitive manner in which the development has been arranged and will be managed to minimise any impact on surrounding use.

We look forward to working with the City of Joondalup to achieve approval for the proposed development.



Figure 10: Trappers Drive/Tara Court Perspective

PROCEDURE & POLICIES TO MANAGE NOISE LEVELS

- Car parking associated with the centre will be managed and controlled in a manner that causes minimal disruption to neighbouring residents;
- Parking bays (other than staff parking) will be restricted to drop-off and pick-up purposes only. Parents will be discouraged from entering into conversations with other parents in the car parking area as this is deemed to be unsafe. This information will be specified in the information packs on enrolment and monitored on-site by staff and the Centre Manager.
- A 'Behaviour Policy' will be in place to outline the procedures for dealing with unfavourable behaviour from a child, including disruptive and excessive noise behaviours. This policy will outline the steps to be undertaken by staff in the instance that a child exceeds the acceptable level of noise and is determined to be partaking in disruptive behaviour.

RESPONSIBILITIES OF STAFF

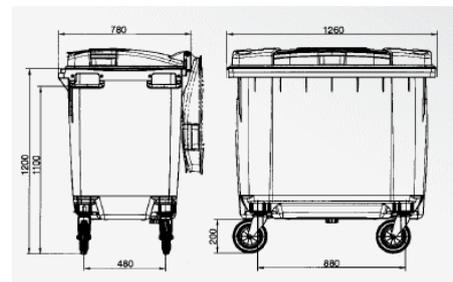
To help achieve the purpose of this OMP, staff will be responsible for the following:

- Participate in a formal induction at the beginning of employment in regards to behaviour and noise management strategies. The centre provides for all children to be in a safe and comforting environment, therefore positive behaviours and choices will be encouraged at all times.
- Children are energetic, and develop through exploring and playing. Sometimes this results in children hurting themselves and others and crying. Every attempt will be made to address the issues of crying however children's play is not to be discouraged.
- Noise is a natural by-product of play, however where excessive screaming and shouting occurs the staff will instruct the children to refrain from this behaviour or recommend an alternative activity for the children to undertake.
- A minimum of three (3) staff members will be caring for up to a maximum of thirty (30) children in each program (older group), meaning there will be consistent and careful monitoring of play area. Staff will be required to ensure that there are sufficient and engaging play activities for the children both during indoor and outdoor play.

WASTE MANAGEMENT

Staff will clean the centre at the conclusion of each day including the collection of all rubbish from interior bins for disposal via 660L bins, which will be stored within the externally accessible enclosure located adjacent the car park entrance, with flush paving providing direct access to the driveway. Adequate space is afforded for up to four (4) x 660 litre bins inclusive of a drain and wash down facilities in accordance with the relevant regulations.

Waste will then be removed from the site via private collection involving the use of an 8m long (or smaller) rear loading waste vehicle (outside of peak periods) twice a week for general waste, and once a week for recycling in accordance with the standard operation to its similar sized centres. Centre staff and/or the waste contractor are responsible for maintaining the cleanliness of the bin area and for the movement of bins to and from the bin store on collection days.



**PROPOSED CHILD CARE CENTRE
26 TRAPPERS DRIVE
WOODVALE**

ENVIRONMENTAL ACOUSTIC ASSESSMENT

NOVEMBER 2020

OUR REFERENCE: 26612-1-20319

DOCUMENT CONTROL PAGE

ENVIRONMENTAL ACOUSTIC ASSESSMENT
PROPOSED CHILD CARE CENTRE – WOODVALE

Job No: 20319

Document Reference : 26612-1-20319

FOR

CK GROUP

DOCUMENT INFORMATION

| | | | |
|------------------------|-----------------|--------------------|--------------|
| Author: | Tim Reynolds | Checked By: | George Watts |
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This report has been prepared in accordance with the scope of services and on the basis of information and documents provided to Herring Storer Acoustics by the client. To the extent that this report relies on data and measurements taken at or under the times and conditions specified within the report and any findings, conclusions or recommendations only apply to those circumstances and no greater reliance should be assumed. The client acknowledges and agrees that the reports or presentations are provided by Herring Storer Acoustics to assist the client to conduct its own independent assessment.

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APPENDICIES

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| A | PLAN |
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1. INTRODUCTION

Herring Storer Acoustics were commissioned to undertake an acoustic assessment of noise emissions associated with the proposed child care centre located at 26 Trappers Drive, Woodvale.

The report considers noise received at the neighbouring premises from the proposed development for compliance with the requirements of the *Environmental Protection (Noise) Regulations 1997*. This report considers noise emissions from :

- Children playing within the outside play areas of the child care centre; and
- Mechanical services.

It is noted that the car parking is located within a basement car park, with the entrance off Trappers Drive. Thus, the noise associated with cars that are normally assessed would be contained within the car park and, therefore, an assessment of noise associated with cars is not required for this development.

For information, a plan of the proposed development is attached in Appendix A.

2. SUMMARY

We understand that it is proposed that the proposed child care centre would operate between 6:30am and 6:30pm, Monday to Friday and cater for up to 82 children.

It is noted that although the proposed child care centre would open before 7 am (ie during the night period), the outdoor play area would not be used until after 7am. Thus, noise received at the neighbouring residences from the outdoor play area needs to comply with the assigned day period noise level. However, the mechanical services would need to comply with the assigned night period noise levels.

Noise received at the neighbouring premises from children playing in the outdoor areas would with the proposed / existing boundary fencing, comply with the requirements of the *Environmental Protection (Noise) Regulations 1997*, for the day period.

Additionally, noise from the mechanical services has also been assessed to comply with the relevant criteria. However, as this development would include a car park exhaust system, it is recommended that an acoustic assessment be undertaken of the mechanical services design, to ensure compliance with the requirements of the *Environmental Protection (Noise) regulations 1997*.

3. CRITERIA

The allowable noise level at the surrounding locales is prescribed by the *Environmental Protection (Noise) Regulations 1997*. Regulations 7 & 8 stipulate maximum allowable external noise levels. For highly sensitive area of a noise sensitive premises this is determined by the calculation of an influencing factor, which is then added to the base levels shown below in Table 3.1. The influencing factor is calculated for the usage of land within two circles, having radii of 100m and 450m from the premises of concern. For other areas within a noise sensitive premises, the assigned noise levels are fixed throughout the day, as listed in Table 3.1.

TABLE 3.1 - BASELINE ASSIGNED OUTDOOR NOISE LEVEL

| Premises Receiving Noise | Time of Day | Assigned Level (dB) | | |
|--|--|---------------------|-----------------|-------------------|
| | | L _{A10} | L _{A1} | L _{Amax} |
| Noise sensitive premises: highly sensitive area | 0700 - 1900 hours Monday to Saturday (Day) | 45 + IF | 55 + IF | 65 + IF |
| | 0900 - 1900 hours Sunday and Public Holidays (Sunday / Public Holiday Day) | 40 + IF | 50 + IF | 65 + IF |
| | 1900 - 2200 hours all days (Evening) | 40 + IF | 50 + IF | 55 + IF |
| | 2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays (Night) | 35 + IF | 45 + IF | 55 + IF |
| Noise sensitive premises : any area other than highly sensitive area | All hours | 60 | 75 | 80 |

Note: L_{A10} is the noise level exceeded for 10% of the time.
 L_{A1} is the noise level exceeded for 1% of the time.
 L_{Amax} is the maximum noise level.
 IF is the influencing factor.

Under the Regulations, a highly sensitive area means that area (if any) of noise sensitive premises comprising –

- (a) A building, or a part of a building, on the premises that is used for a noise sensitive purpose; and
- (b) Any other part of the premises within 15 m of that building or that part of the building.

It is a requirement that received noise be free of annoying characteristics (tonality, modulation and impulsiveness), defined below as per Regulation 9.

“impulsiveness” means a variation in the emission of a noise where the difference between L_{Apeak} and L_{Amax(Slow)} is more than 15 dB when determined for a single representative event;

“modulation” means a variation in the emission of noise that –

- (a) is more than 3 dB L_{AFast} or is more than 3 dB L_{AFast} in any one-third octave band;
- (b) is present for more at least 10% of the representative assessment period; and
- (c) is regular, cyclic and audible;

“tonality” means the presence in the noise emission of tonal characteristics where the difference between –

- (a) the A-weighted sound pressure level in any one-third octave band; and
- (b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands,

is greater than 3 dB when the sound pressure levels are determined as L_{Aeq,T} levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as L_{ASlow} levels.

Where the noise emission is not music, if the above characteristics exist and cannot be practicably removed, then any measured level is adjusted according to Table 3.2 below.

TABLE 3.2 - ADJUSTMENTS TO MEASURED LEVELS

| Where tonality is present | Where modulation is present | Where impulsiveness is present |
|----------------------------------|------------------------------------|---------------------------------------|
| +5 dB(A) | +5 dB(A) | +10 dB(A) |

Note: These adjustments are cumulative to a maximum of 15 dB.

For information, an aerial photo for the area is shown below as Figure 01.



FIGURE 01 – NEIGHBOURING LOTS

At the neighbouring residences, with Trappers Drive being a secondary road, the influencing factor has been determined to be +2 dB for the neighbouring residences. Thus, the assigned noise levels would be as listed in Table 3.3.

TABLE 3.3 - ASSIGNED OUTDOOR NOISE LEVEL

| Premises Receiving Noise | Time of Day | Assigned Level (dB) | | |
|--|--|---------------------|-----------------|-------------------|
| | | L _{A10} | L _{A1} | L _{Amax} |
| Noise sensitive premises : highly sensitive area | 0700 - 1900 hours Monday to Saturday (Day) | 47 | 57 | 67 |
| | 0900 - 1900 hours Sunday and Public Holidays (Sunday / Public Holiday Day) | 42 | 52 | 67 |
| | 1900 - 2200 hours all days (Evening) | 42 | 52 | 57 |
| | 2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays (Night) | 37 | 47 | 57 |

Note: L_{A10} is the noise level exceeded for 10% of the time.
 L_{A1} is the noise level exceeded for 1% of the time.
 L_{Amax} is the maximum noise level.

4. PROPOSAL

From information supplied, we understand that the child care centre normal hours of operations would be between 0630 and 1830 hours, Monday to Friday (closed on public holidays). It is understood that the proposed childcare centre will cater for a maximum of 82 children; with the following breakdown :

| | | |
|--------------|----------------|-----------|
| Group Room 1 | 0 – 24 months | 12 places |
| Group Room 2 | 24 – 36 months | 15 places |
| Group Room 3 | 36+ months | 20 places |
| Group Room 4 | 36+ months | 20 places |
| Group Room 5 | 24 – 36 months | 5 places |
| | 36+ months | 10 places |

It is noted that although the proposed child care centre would open before 7 am (ie during the night period), the outdoor play area would not be used until after 7am.

For reference, plans are attached in Appendix A.

5. MODELLING

To assess the noise received at the neighbouring premises, from the proposed development, noise modelling was undertaken using the noise modelling program SoundPlan.

Calculations were carried out using the DWER's weather conditions, which relate to worst case noise propagation, as stated in the Department of Environment Regulation "*Draft Guidance on Environmental Noise for Prescribed Premises*". These conditions include winds blowing from sources to the receiver(s).

Calculations were based on the sound power levels used in the calculations are listed in Table 5.1.

TABLE 5.1 – SOUND POWER LEVELS

| Item | Sound Power Level, dB(A) |
|----------------------------------|--|
| Children Playing | 83 (per 10 children) 85 (per 15 children) |
| Air conditioning condensing Unit | 2 @ 76 |
| Car park exhaust fan | 72 |

Notes :

- 1 Given the number and breakdown of children and from the information on the plans provided, acoustic modelling of outdoor play noise was made, based on 70 children playing outdoor play area at the one time. Thus, utilising the following groups of children sound power levels distributed as plane sources :

- Outdoor Play Area 1 - 1 group of 15 children;
- Outdoor Play Area 2 - 4 groups of 10 children; and
- Outdoor Play Area 3 - 1 group of 15 children.

- 2 Boundary fencing being as shown below on Figure 02.

- 3 With regards to the air conditioning, we understand that the air conditioning has not been designed at this stage of the development. However, from the plans provided, we understand that the condensing units would be located in the north eastern corner of the development, under the fire stair.
- 4 The noise level for the air conditioning has been based on the sound power levels used for previous assessment of child care centres. From other studies, we understand that the noise associated with the condensing units would be conservative.
- 5 With the basement car park, we believe that a mechanical ventilation (exhaust system) would be required. Thus, the car park exhaust fan has been located on the roof, above the Secure Lobby on the first floor. It has been assumed that the exhaust fan would be screened from the neighbouring residences.

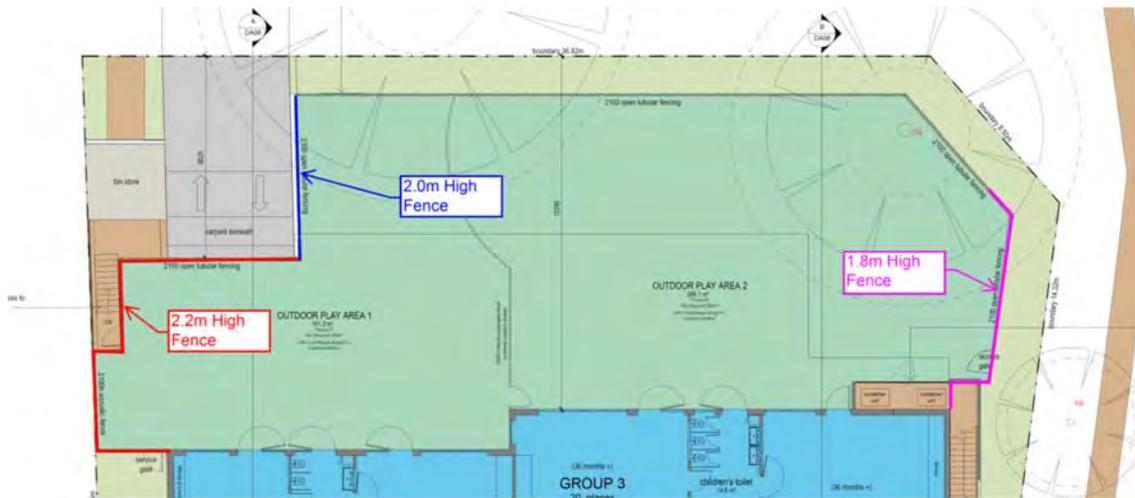


FIGURE 02 – BOUNDARY FENCING

6. ASSESSMENT

Modelling was undertaken for the noise received at the neighbouring premises, however, to simplify the assessment only the noise received at the worst case locations for each group of residences has been assessed.

The resultant noise levels at the neighbouring residence from children playing outdoors and the mechanical services are tabulated in Table 6.1.

From previous measurements, noise emissions from children playing does not contain any annoying characteristics. Noise emissions from the mechanical services could be tonal and a +5 dB(A) penalty would be applicable, as shown in Table 6.1. Noise emissions from both outdoor play and the mechanical services needs to comply with the assigned L_{A10} noise levels.

**TABLE 6.1 - ACOUSTIC MODELLING RESULTS FOR L_{A10} CRITERIA
 OUTDOOR PLAY AREAS AND MECHANICAL PLANT**

| Neighbouring Premises | Calculated Noise Level (dB(A)) | |
|-----------------------|--------------------------------|------------------|
| | Children Playing | Air Conditioning |
| South East | 47 | 32 (37) |
| South | 31 | 30 (35) |
| West | 36 | 25 (30) |
| North West | 45 | 32 (37) |

() Includes +5 dB(A) penalty for tonality

Tables 6.2 and 6.3 summarise the applicable Assigned Noise Levels, and assessable noise level emissions for each identified noise.

**TABLE 6.2 – ASSESSMENT OF L_{A10} NOISE LEVEL EMISSIONS
 OUTDOOR PLAY (DAY PERIOD)**

| Location | Assessable Noise Level, dB(A) | Applicable Assigned Noise Level (dB(A)) | Exceedance to Assigned Noise Level |
|------------|-------------------------------|---|------------------------------------|
| South East | 47 | 47 | Complies |
| South | 31 | 47 | Complies |
| West | 36 | 47 | Complies |
| North West | 45 | 47 | Complies |

**TABLE 6.3 – ASSESSMENT OF L_{A10} NIGHT PERIOD NOISE LEVEL EMISSIONS
 AIR CONDITIONING**

| Location | Assessable Noise Level, dB(A) | Applicable Assigned Noise Level (dB(A)) | Exceedance to Assigned Noise Level |
|------------|-------------------------------|---|------------------------------------|
| South East | 37 | 37 | Complies |
| South | 35 | 37 | Complies |
| West | 30 | 37 | Complies |
| North West | 37 | 37 | Complies |

7. CONCLUSION

The proposed child care centre would only operate between 6:30am and 6:30pm, Monday to Friday (excluding Public Holidays) and would cater for up to 82 children.

Noise received at the neighbouring residential premises from children playing in the outdoor play area would, with the proposed boundary fencing, comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* for the day period. It is understood that although the child care centre would open before 7am, the outdoor play area would not to be utilised until after 7am. Hence, compliance with the requirements of the *Environmental Protection (Noise) Regulations 1997* would be achieved with the proposed / existing boundary fencing.

Noise from the mechanical services has also been assessed to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* at all times, provided the mechanical services are screened from the neighbouring residences.

Thus, noise emissions from the proposed development, would be deemed to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* for the proposed hours of operation. However, as this development would include a car park exhaust system, it is recommended that an acoustic assessment be undertaken of the mechanical services design, to ensure compliance with the requirements of the *Environmental Protection (Noise) regulations 1997*.

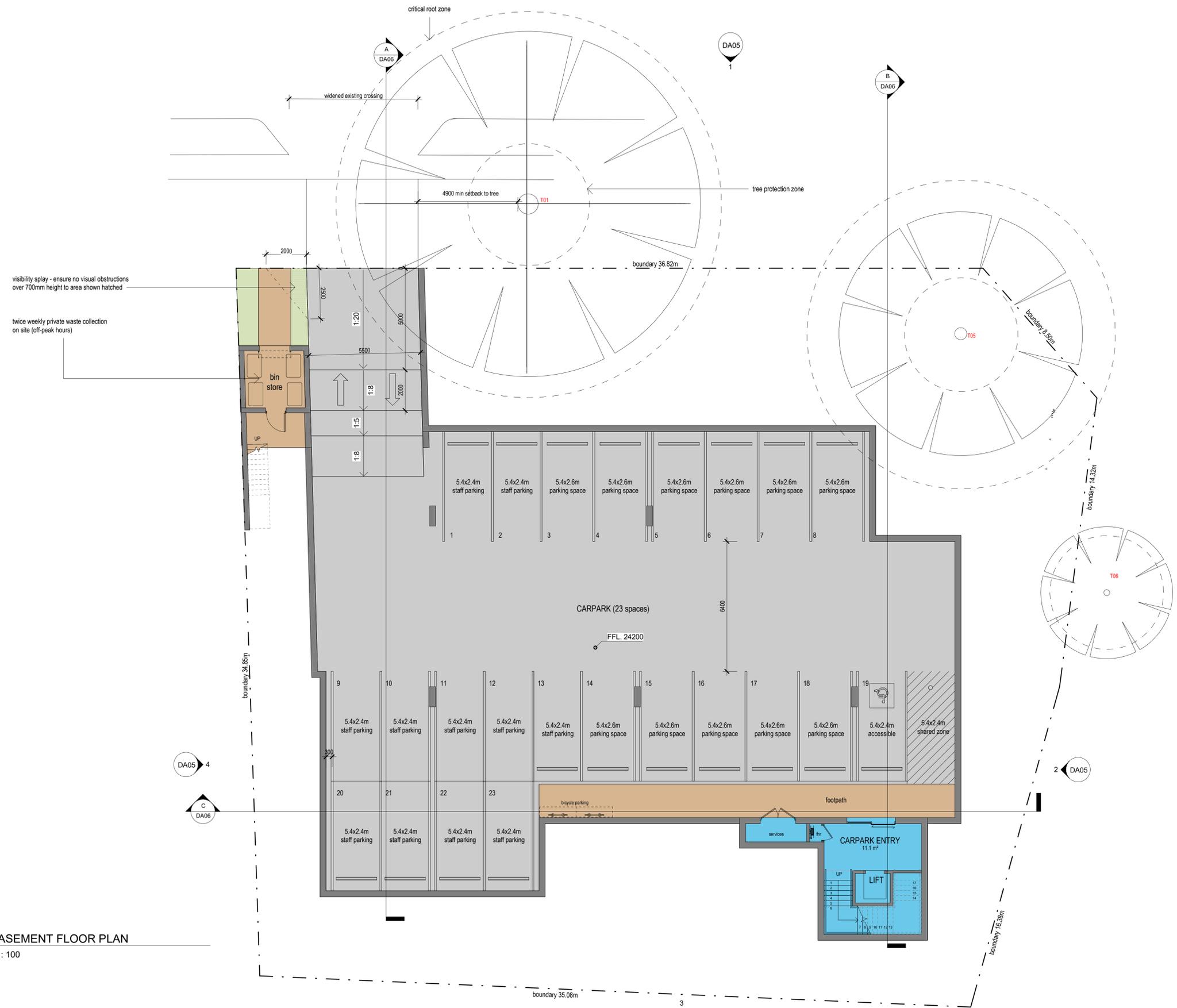
APPENDIX A

PLAN

TRAPPERS DRIVE

LEGEND

- UNENCUMBERED PLAYSPACE
- LANDSCAPING
- BUILDING AREA
- CARPARK
- PAVING or similar



© BASEMENT FLOOR PLAN
1 : 100

| GENERAL NOTES | | |
|---|---|------------|
| DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT. PREPARATION OF SHOP DRAWINGS OR MANUFACTURING FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALING. | | |
| VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT. | | |
| ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA. BUILDING ACT 1975 AS AMENDED. STANDARD BUILDING BY-LAWS AND RELEVANT AUSTRALIAN STANDARDS. | | |
| ISSUE | DESCRIPTION | DATE |
| 0 | PRELIMINARY DEVELOPMENT APPLICATION SET | 04/11/2020 |

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CLIENT:
CK Property Group

PROJECT:
Proposed Childcare Centre (82 places)

FILE: T1_PROJECTS\Child Care Centres\Coolton Group\Woodvale, Trappers Dve WA\05_Architectural Drawings\03_Planning Drawings\REVIT\WOODVALE_DA.rvt

LOCATION:
Cnr Tara Court & Trappers Drive,
Woodvale WA

DRAWING TITLE:
BASEMENT FLOOR PLAN

SCALE: 1 : 100@A1 DATE: OCT 2020

DRAWN: JT / CW PRINTED: 4/11/2020 11:23:49 AM

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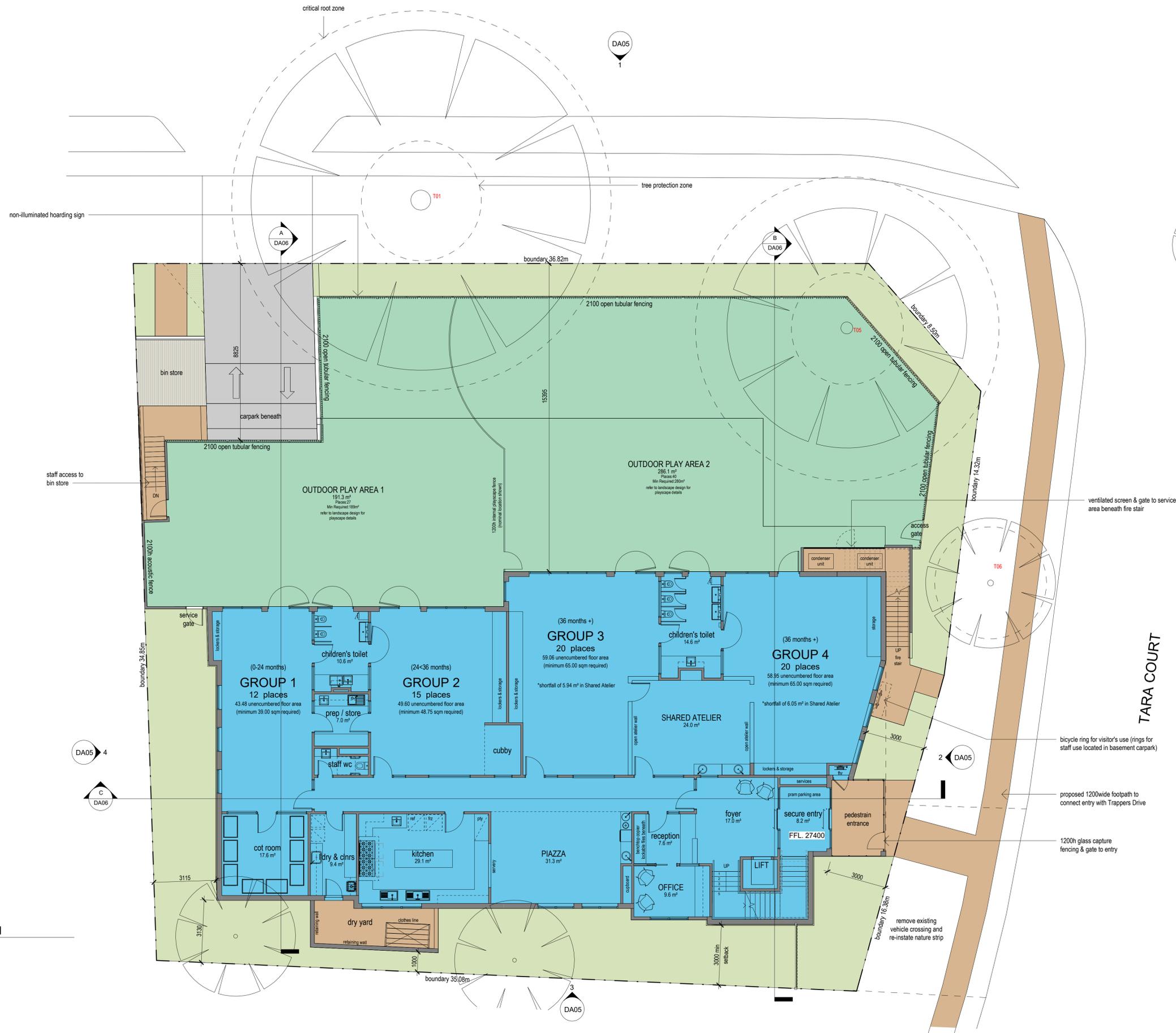
DA02₀

PRELIMINARY ISSUE
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TRAPPERS DRIVE

LEGEND

- UNENCUMBERED PLAYSPACE
- LANDSCAPING
- BUILDING AREA
- CARPARK
- PAVING or similar



1 GROUND FLOOR PLAN
1:100

| GENERAL NOTES | | |
|---|---|------------|
| DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT. PREPARATION OF SHOP DRAWINGS OR MANUFACTURING FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALING. | | |
| VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT. | | |
| ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA. BUILDING ACT 1975 AS AMENDED. STANDARD BUILDING BY-LAWS AND RELEVANT AUSTRALIAN STANDARDS. | | |
| ISSUE | DESCRIPTION | DATE |
| 0 | PRELIMINARY DEVELOPMENT APPLICATION SET | 04/11/2020 |

insite
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77 Upper Heidelberg Road Ivanhoe
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CLIENT:
CK Property Group

PROJECT:
Proposed Childcare Centre (82 places)

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LOCATION:
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Woodvale WA

DRAWING TITLE:
GROUND FLOOR PLAN

SCALE: 1:100@A1 DATE: OCT 2020

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DA03.0

PRELIMINARY ISSUE
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1 NORTH ELEVATION (trappers drive)
1 : 100

MATERIAL/COLOUR SCHEDULE

| | |
|--|---|
| lightweight walls & express joint sheeting | dulux 'white duck quarter' |
| entry feature express joint sheeting | dulux 'licking' |
| glass balustrade panels | transparent glass |
| sheet roofing | colorbond 'surfmist' |
| fascia, gutter & rainwater accessories | colorbond 'monument' |
| window & door frames | colorbond 'monument' |
| face brickwork | austral san selmo 'smoked grey cashmere' (or similar) |
| fire stair cementintel cladding | territory woodlands 'teak' |
| entrance post | dulux 'water cooler' |



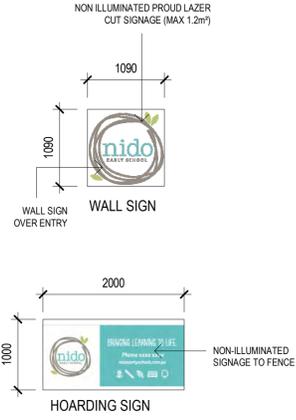
2 EAST ELEVATION (tara court)
1 : 100



3 SOUTH ELEVATION
1 : 100



4 WEST ELEVATION
1 : 100



5 Signage Details
1 : 50

GENERAL NOTES
DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT. PREPARATION OF SHOP DRAWINGS OR MANUFACTURING FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALING.
VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.
ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA, BUILDING ACT 1975 AS AMENDED, STANDARD BUILDING BY-LAWS AND RELEVANT AUSTRALIAN STANDARDS.

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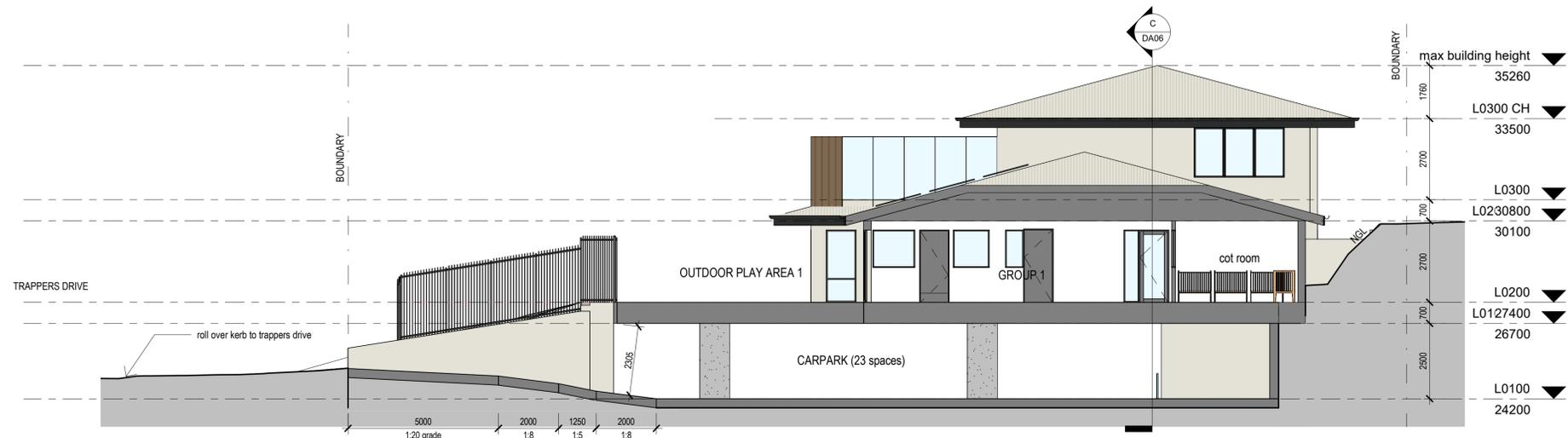


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PROJECT:
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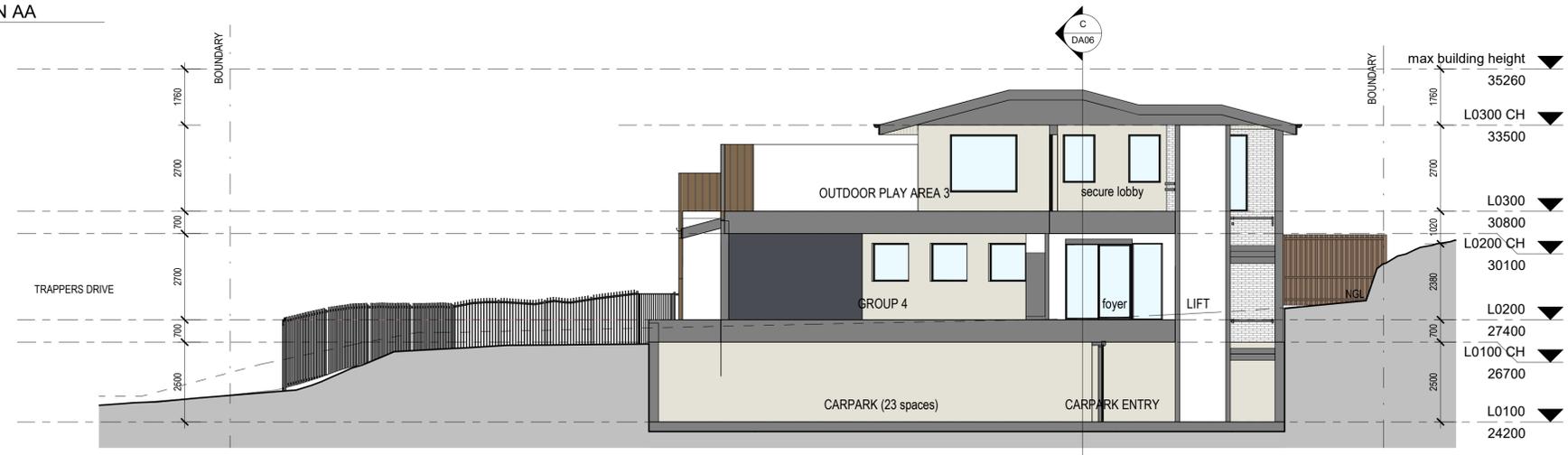
LOCATION:
Cnr Tara Court & Trappers Drive,
Woodvale WA
DRAWING TITLE:
ELEVATIONS

SCALE: As indicated@A1 **DATE:** OCT 2020
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SECTION AA
1 : 100



SECTION BB
1 : 100



SECTION CC
1 : 100

| GENERAL NOTES | | |
|--|---|------------|
| DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT. PREPARATION OF SHOP DRAWINGS OR MANUFACTURING FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALING. | | |
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Proposed Childcare Centre (82 places)

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LOCATION:
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DRAWING TITLE:
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DA06₀

PRELIMINARY ISSUE
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CK PROPERTY
PROPOSED CHILD CARE CENTRE
LOTS 338-339 TRAPPERS DRIVE, WOODVALE
TRAFFIC STATEMENT

January 2021



Riley Consulting (WA) Pty Ltd

PO BOX Z5578

Perth WA 6831

0413 607 779 Mobile

| | | | |
|-----------|----------------|-------------------------------|--------|
| Issued on | 4 January 2021 | Amendments | Date |
| Version | V2 | V2 Edits as requested by City | 4-1-21 |
| Reference | 1046D | | |

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1. EXECUTIVE SUMMARY

- 1.1. Riley Consulting has been commissioned by CK Property Group to consider the traffic and transport impacts of developing a child care facility on Lots 388 and 389 Trappers Drive, Woodvale. The key findings of the traffic review are:
- 1.2. The proposed child care centre is well located on a local distributor road to provide easy access for parents accessing Woodvale Boulevard shopping centre and the district level road network. Based on recognised trip generation sources is anticipated to generate about 352 vehicle movements per day with 85 peak hour movements.
- 1.3. The level of generated traffic is considered to have no material traffic impact under the *WAPC Transport Assessment Guidelines for Developments*.
- 1.4. The proposed development is expected to have no significant traffic impact to Tara Court.
- 1.5. Access is provided to the site from Trappers Drive and parking is located in a basement. Car parking is provided in accordance with the City of Joondalup's Child Care premises Local Planning Policy.
- 1.6. Assessment of the morning peak hour indicates that the proposed car park access will not impact traffic movements of Trappers Drive. However, the right turn out of the car park is shown to experience delays up to 42 seconds resulting in a Level of Service E. However, it can be expected that adjacent local intersection experience similar delays. There are no reasons to expect that the car park access would not operate in a safe and appropriate manner.

2. CHECKLIST

| Item | Comments/Proposals |
|--|---|
| Proposed development | |
| proposed land uses | Child care centre |
| existing land uses | Residential |
| context with surrounds | In residential precinct |
| Vehicular access and parking | |
| access arrangements | Direct to Trappers Drive |
| public, private, disabled parking set down / pick up | Disabled parking provided. Appropriate levels of parking considered to be provided. |
| Service vehicles | |
| access arrangements | On site |
| rubbish collection and emergency vehicle access | On site |
| Hours of operation (non-residential only) | Child care operates between 6:30am and 6:30pm, but will suit local needs |
| Traffic volumes | |
| daily or peak traffic volumes | 344 additional movements per day |
| type of vehicles (eg cars, trucks) | Predominantly cars |
| Traffic management on frontage streets | None required |
| Public transport access | |
| nearest bus stops/train stations | Within 200m |
| pedestrian/cycle links to bus stops/train station | N/A |
| Pedestrian access/facilities | |
| existing pedestrian facilities within the development (if any) | N/A |
| proposed pedestrian facilities within development | Acceptable |
| existing pedestrian facilities on surrounding roads | Acceptable |
| proposals to improve pedestrian access | New footpath to Tara Court |
| Cycle access/facilities | |
| existing cycle facilities within the development (if any) | N/A |
| proposed cycle facilities within development | Cycle racks provided and E.O.T facilities |
| existing cycle facilities on surrounding roads | Acceptable |
| proposals to improve cycle access | N/A |
| Site specific issues | None Identified |
| Safety issues | None identified |

3. THE LOCAL ROAD NETWORK

3.1. The subject site is located on Lots 338 and 339 Trappers Drive, Woodvale. The site comprises of two existing houses, one fronting Trappers Drive and one on the corner of Tara Court (No 1 Tara Court). The site is about 1km from Whitfords railway station and the Mitchell Freeway. Figure 1 shows the location of the subject site and Figure 2 shows an aerial image of the site.

3.2. Local roads significant to the proposed development are discussed below.

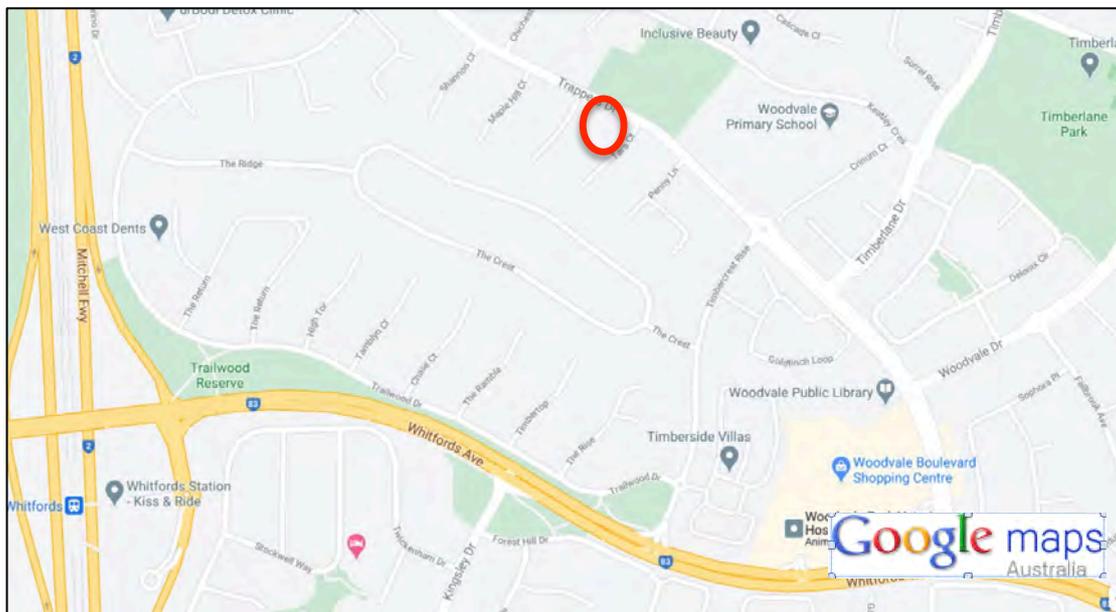


Figure 1 Subject Site Location



Figure 2 Aerial Imagery (Site area indicative)

Trappers Drive

- 3.3. Trappers Drive is classified as a local distributor road in the Main Roads Functional Road Hierarchy. It is constructed with a 10 metre carriageway with a painted median of 2 metres. A footpath is provided to both sides and connects the subject site the Woodvale Boulevard shopping centre to the south and the Woodvale Tavern and shops to the north.
- 3.4. Traffic data supplied by the City of Joondalup shows 8,805 vehicles per day to the north of Timbercrest Rise. The count is reflective of vehicles passing the subject site. Appendix A shows the available traffic data and Table 1 provide a summary.
- 3.5. Austroads indicates that Trapper Drive would have capacity to carry 1,000 vehicle per hour in each direction (Appendix B).

Table 1 Trappers Drive Traffic Flows

| | AM (8-9) | PM (4-5) | Daily |
|---------------|-----------------|-----------------|--------------|
| Northbound | 216 | 508 | 4,150 |
| Southbound | 436 | 342 | 4,655 |
| Totals | 652 | 850 | 8,805 |

Tara Court

- 3.6. Tara Court is designated an access street in the Main Roads Functional Road Hierarchy. It is a cul de sac constructed with a single pavement of about 7.4 metres. It provides access to about 12 dwellings and can be expected to carry about 100 vehicles per day (vpd).
- 3.7. There are no footpaths provided, although with significantly low traffic demands walking on-street would not be considered particularly hazardous. A public access way at its southern end provides connectivity to The Crest and other public access ways allow access to Whitfords Avenue.
- 3.8. As a residential street, traffic demands should be limited to a threshold of 3.000vpd to maintain residential amenity.

4. EXISTING DEVELOPMENT

- 4.1. Two residential dwellings occupy the subject land. One has access to Trappers Drive and the corner dwelling is accessed from Tara Court.
- 4.2. Based on typical residential trip generation rates of 8 trips per day per dwelling, the existing land uses can be expected to generate 8 trips per day. During the peak periods 2 trips would be expected.

5. PROPOSED DEVELOPMENT

- 5.1. The proposed development is for a child care centre accommodating 82 children with 12 staff. Figure 3 shows the site plan.

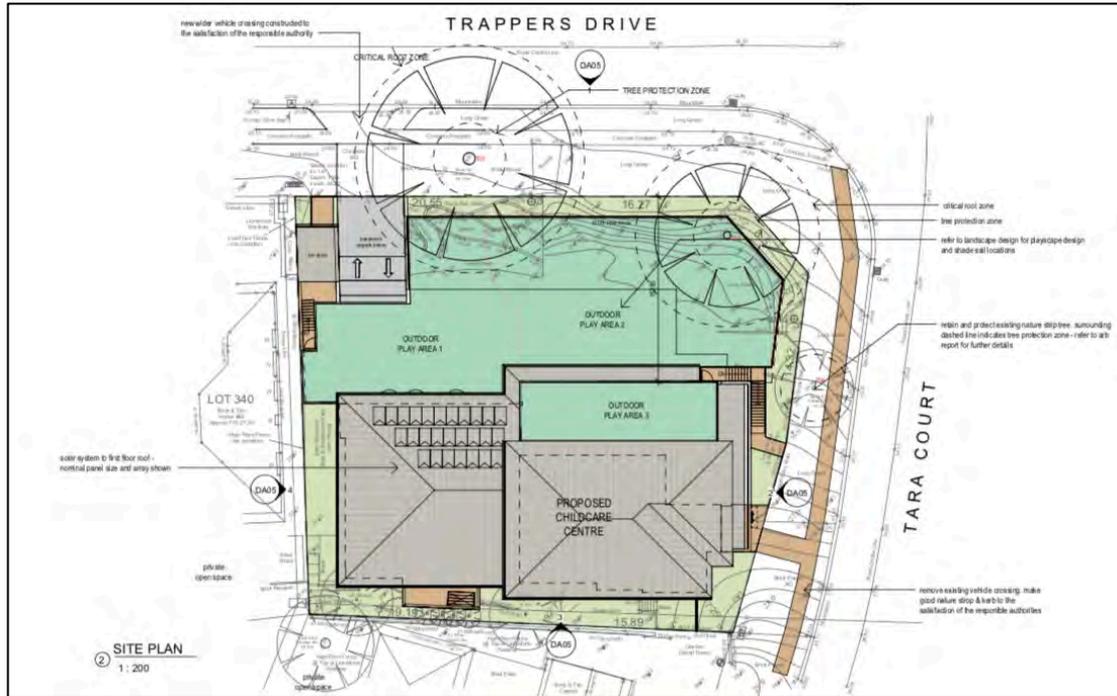


Figure 3 Proposed Child Care Centre Site Plan

6. DAILY TRAFFIC VOLUMES AND VEHICLE TYPES

- 6.1. Reference to the RTA *Guide to Traffic Generating Developments* (NSW) suggests the trip rates for child care centres shown in Table 2.
- 6.2. Note that the trip rates are the mean for the 2 hour peak period of centre activity.

Table 2 RTA Child Centre Trip Rates

| Centre Type | Peak vehicle trips | | |
|---------------------|--------------------|----------|-----------|
| | 7am – 9am | 2:30-4pm | 4pm – 6pm |
| Pre-school | 1.4 | 0.8 | - |
| Long day care | 0.8 | 0.3 | 0.7 |
| Before/after school | 0.5 | 0.2 | 0.7 |

- 6.3. The pre-school children would predominantly be those children under 3 years old and long day care would typically apply to children over 3. It is not expected that the centre would provide significant levels of before/after school care.
- 6.4. Reference to the architects plan indicates a total of 82 children accommodated of which 50 children are indicated to be older than 3 years.

- 6.5. Based on the RTA trip rates and the expected split of child care, the proposed centre could be expected to generate:
- | | |
|---|--------------|
| Peak between 7am - 9am (32@1.4 + 50@0.8) | 85 movements |
| Peak between 2:30 - 4pm (32@0.8 + 50@0.3) | 41 movements |
| Peak between 4pm – 6pm (32@0 + (50@0.7) | 35 movements |
- 6.6. The maximum daily traffic demand can be found from the number of staff and children. It is expected that up to 12 staff could be required on site and with 82 children, there would be a maximum attraction of 352 vehicle movements per day¹. However, the actual traffic generation is likely to be lower as the above assumes all children are driven individually.
- 6.7. Table 3 shows the forecast generated traffic.

Table 3 Traffic Generation

| Use | Daily | AM peak | Afternoon peak | PM peak |
|--------------|-------------|------------|----------------|------------|
| Existing | 8 | 2 | 1 | 2 |
| Child care | 352 | 85 | 41 | 35 |
| Total | +344 | +83 | +40 | +33 |

Distribution

- 6.8. Traffic attracted to the child care centre will be drawn from the surrounding residential area with many trips split between home and work. The majority of residential development is located to the north with work trips predominantly heading to the south.
- 6.9. Based on aerial mapping, it is anticipated that a higher level of attraction will come from the north noting the easy pass-by for traffic currently using Trappers Drive to access the local shopping centre, Whitfords Avenue and the Mitchel Freeway.
- 6.10. For the purpose of assessment 70% of traffic is attracted from the north and 30% from the south. During the morning peak 80% of traffic is assumed to drop off on the way to Whitfords Avenue. The reverse is likely during the evening peak.
- 6.11. The traffic movements are shown at Appendix C.

¹ Where there are 4 trips per child and 2 trips per staff.

7. VEHICLE ACCESS

- 7.1. No access to the proposed child care centre is taken from Tara Court. Only pedestrian access is provided to this residential street.
- 7.2. Access to the child care centre car park will be taken from a cross over to Trappers Drive, in close proximity to the existing residential cross over.
- 7.3. The cross over is located approximately 32 metres north west of the Tara Court intersection. The location of the cross over is in accordance with AS2890.1.
- 7.4. Visibility of at least 118 metres is achieved to the east and over 200 metres to the west. A car park access on a 50kph road requires a minimum of 69 metres visibility in each direction. It can be seen that greater than minimum distances are achieved.

8. TRAFFIC IMPACTS

- 8.1. Reference to the *WAPC Transport Assessment Guidelines for Developments* states that:

As a general guide, an increase in traffic of less than 10% of capacity would not normally be likely to have a material impact on any particular section of road, but increases over 10% may. All sections of road with an increase greater than 10% of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to 10% of capacity.

- 8.2. Table 3 considers the potential impact of the increase to forecast traffic demands as a result of the proposed child care centre.

Table 4 Traffic Impacts By Lane

| Street | Capacity* (at LOS D) | Development | % Capacity |
|----------------------|-------------------------|-------------|------------|
| Tara Court | N/A | 0 | N/A |
| Trappers Drive north | 1,000 | +13 | 1.3% |
| Northbound | 1,000 | +34 | 3.4% |
| Southbound | | | |
| Trappers Drive south | 1,000 | +8 | <1% |
| Northbound | 1,000 | +29 | 2.9% |
| Southbound | | | |

8.3. It can be seen from Table 3 that the forecast traffic increases to the surrounding road network are well below 10% of the affected road capacity and therefore, under WAPC guidelines, no material traffic impact is deemed to apply.

Peak Hour Impact

8.4. It can be seen from Table 1 that Trappers Drive is a busy road during the morning peak period with a significant demand heading south. The morning peak between 8am and 9am will also be a busy time for the child care drop-off, which are predominantly expected to arrive from the north.

8.5. Analysis of the child care centre access has been undertaken using Sidra to assess its operation during the morning peak hour. The movement summary is shown in Figure 4.

| MOVEMENT SUMMARY | | | | | | | | | | | | | | |
|---|------|-----------------|----------|-----------------|----------|-----------|-------------|------------------|-------------------|-------------|-----------|---------------------|------------------|-------------|
| ▽ Site: 101 [Trappers am (Site Folder: General)] | | | | | | | | | | | | | | |
| Woodvale Child Care Access to Trappers Drive AM Peak Site Category: (None) Give-Way (Two-Way) | | | | | | | | | | | | | | |
| Vehicle Movement Performance | | | | | | | | | | | | | | |
| Mov ID | Turn | INPUT VOLUMES | | DEMAND FLOWS | | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE | | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
| | | [Total veh/h] | [HV %] | [Total veh/h] | [HV %] | | | | [Veh. veh] | [Dist. m] | | | | |
| SouthEast: Trappers Drive south | | | | | | | | | | | | | | |
| 21 | L2 | 13 | 0.0 | 14 | 0.0 | 0.122 | 5.6 | LOS A | 0.0 | 0.0 | 0.00 | 0.53 | 0.00 | 37.8 |
| 22 | T1 | 216 | 3.0 | 227 | 3.0 | 0.122 | 4.2 | LOS A | 0.0 | 0.0 | 0.00 | 0.53 | 0.00 | 54.7 |
| Approach | | 229 | 2.8 | 241 | 2.8 | 0.122 | 4.3 | LOS A | 0.0 | 0.0 | 0.00 | 0.53 | 0.00 | 54.0 |
| NorthWest: Trappers Drive North | | | | | | | | | | | | | | |
| 28 | T1 | 503 | 3.0 | 529 | 3.0 | 0.304 | 4.2 | LOS A | 2.8 | 20.1 | 0.44 | 0.32 | 0.44 | 53.1 |
| 29 | R2 | 29 | 0.0 | 31 | 0.0 | 0.304 | 43.2 | LOS E | 2.8 | 20.1 | 0.44 | 0.32 | 0.44 | 36.2 |
| Approach | | 532 | 2.8 | 560 | 2.8 | 0.304 | 6.3 | LOS A | 2.8 | 20.1 | 0.44 | 0.32 | 0.44 | 52.3 |
| SouthWest: Site Access | | | | | | | | | | | | | | |
| 30 | L2 | 8 | 0.0 | 8 | 0.0 | 0.065 | 3.8 | LOS A | 0.2 | 1.5 | 0.50 | 0.71 | 0.50 | 46.4 |
| 32 | R2 | 24 | 0.0 | 25 | 0.0 | 0.065 | 9.1 | LOS A | 0.2 | 1.5 | 0.50 | 0.71 | 0.50 | 45.8 |
| Approach | | 32 | 0.0 | 34 | 0.0 | 0.065 | 7.8 | LOS A | 0.2 | 1.5 | 0.50 | 0.71 | 0.50 | 46.0 |
| All Vehicles | | 793 | 2.7 | 835 | 2.7 | 0.304 | 5.8 | NA | 2.8 | 20.1 | 0.32 | 0.40 | 0.32 | 52.6 |

Figure 4 Child Care Centre Access to Trappers Drive AM Peak

8.6. It can be seen from Figure 4 that the proposed access will have no impact to Trappers Drive. However, a lower Level of Service is noted for vehicles turning right from the site on to Trappers Drive. The level of delay is not unreasonable and is no doubt experienced at most

intersections on the south side of Trappers Drive during the morning peak.

9. TRAFFIC MANAGEMENT OF FRONTAGE STREETS

- 9.1. There is no requirement for traffic management to surrounding streets as a result of the proposed development.

10. PARKING REQUIREMENTS

- 10.1. The City of Joondalup's child care centre policy sets out a car parking requirement of 1 bay per employee plus 11 bays for 81 to 88 children.
- 10.2. In total with 12 staff, 23 parking bays are required to be provided on site.
- 10.3. Reference to the architects plan indicates that the basement car park has provision of 23 bays. The number of bays meets the City of Joondalup's parking policy.
- 10.4. The car park provides four tandem parking bays which will be used by staff. Bays provided for parent drop off and pick up are provided at a width of 2.6 metres.
- 10.5. Parking is to be provided in accordance with AS2890.1.

11. PARKING MANAGEMENT

- 11.1. No parking management is anticipated to be required.

12. PROVISION FOR SERVICE VEHICLES

- 12.1. The child care centre will predominantly attract private cars.
- 12.2. Services vehicle will collect waste from the child care centre on-site using the car park access outside of peak periods of parent activity. It is anticipated that 2 collections per week will be required.
- 12.3. A storage area is to be provided at the boundary of the child care centre (not accessible to children). All refuse collection would be located at this point and will have no conflict with children using the centre.
- 12.4. Other servicing, for delivery of goods or services to the site is occasional and will involve small commercial vehicles only. It will occur outside of peak-periods to reduce the potential for traffic conflict. Delivery vehicles can use the full access bay or vacant parent bays located in the basement,

13. HOURS OF OPERATION

- 13.1. The child care centre operating hours are limited to between the hours of 6:30 am and 6:30 pm Monday to Friday, and occasional opening on Saturdays (up to 4-times a year for half-a-day, purely for marketing purposes). However, the operating hours will reflect local community requirements

14. PUBLIC TRANSPORT ACCESS

- 14.1. Bus route 465 provides a service between Whitfords railway station and Joondalup town centre. It operates approximately every 20 minutes during peak times and then hourly throughout the day.
- 14.2. Bus stops are located in close proximity to the proposed child care centre offering easy access.
- 14.3. The proposed development of a child care centre is not expected to attract significant patronage from public transport. However some staff may utilise public transport.

15. PEDESTRIAN ACCESS

- 15.1. Trappers Drive is provided with a footpath to both sides to access the proposed child care centre.
- 15.2. Pedestrian access to the child care centre is shown to be taken from Tara Court and a footpath between the entrance and Trappers Drive will be provided.
- 15.3. Parents will use the basement car park and walk their children to and from the child care centre. Children will always be accompanied.

16. CYCLE ACCESS

- 16.1. No cycle lanes are provided on the adjacent road network. As a residential area a reasonable cycling environment is provided. It is noted that Trappers Drive forms part of the Perth Bicycle Network (route NE2) suggesting good on-road cycling conditions.
- 16.2. A cycle attraction to the proposed child care centre is not expected except by staff. However, with a parking requirement of 1 bay for each staff member, there is little encouragement to utilise other transport modes.

- 16.3. 2 Cycle racks are provided in the basement for staff cycles and a cycle rack is provided adjacent to the pedestrian entrance. Lockers and a universal toilet (inclusive of a shower) is provided for staff who choose to cycle to work.
- 16.4. Whilst public cycle parking is provided outside of the main entrance it is unlikely that parents would choose to bring children to the centre by bicycle.

17. SAFETY ISSUES

- 17.1. The traffic assessment has not identified any significant road safety issues as a result of the proposed development.

APPENDIX A Traffic Data

MetroCount Traffic Executive Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-45 -- English (ENA)

Datasets:

Site: [131_117291_002710] Trappers Dr - N of Timbercrest Rise
Attribute: [-31.795168 +115.792855]
Direction: 7 - North bound A>B, South bound B>A. Lane: 0
Survey Duration: 12:16 Tuesday, 15 May 2018 => 12:01 Tuesday, 22 May 2018,
Zone:
File: 131_117291_002710 0 2018-05-23 1223.EC0 (Plus)
Identifier: K2060PF2 MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm: Factory default axle (v5.07)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 12:17 Tuesday, 15 May 2018 => 12:01 Tuesday, 22 May 2018 (6.98946)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound), P = North, Lane = 1
Separation: Headway > 0 sec, Span 0 - 100 metre
Name: Default Profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile: Vehicles = 30953 / 59345 (52.16%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-45

Site: 131_117291_002710.0.1NS
Description: Trappers Dr - N of Timbercrest Rise
Filter time: 12:17 Tuesday, 15 May 2018 => 12:01 Tuesday, 22 May 2018
Scheme: Vehicle classification (AustRoads94)
Filter: CIs(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(1)

| Hour | Mon | Tue | Wed | Thu | Fri | Sat | Sun | Averages | | |
|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--|
| | | | | | | | | 1 - 5 | 1 - 7 | |
| 0000-0100 | 3.0 | 2.0 | 4.0 | 9.0 | 9.0 | 32.0 | 35.0 | 5.4 | 13.4 | |
| 0100-0200 | 2.0 | 4.0 | 3.0 | 0.0 | 6.0 | 20.0 | 23.0 | 3.0 | 8.3 | |
| 0200-0300 | 4.0 | 3.0 | 4.0 | 4.0 | 9.0 | 10.0 | 26.0 | 4.8 | 8.6 | |
| 0300-0400 | 4.0 | 8.0 | 7.0 | 11.0 | 7.0 | 10.0 | 7.0 | 7.4 | 7.7 | |
| 0400-0500 | 33.0 | 29.0 | 27.0 | 25.0 | 26.0 | 8.0 | 12.0 | 28.0 | 22.9 | |
| 0500-0600 | 110.0 | 113.0 | 124.0 | 110.0 | 92.0 | 20.0 | 10.0 | 109.8 | 82.7 | |
| 0600-0700 | 291.0 | 317.0 | 308.0 | 306.0 | 279.0 | 54.0 | 32.0 | 300.2 | 226.7 | |
| 0700-0800 | 466.0 | 486.0 | 502.0 | 497.0 | 566.0 | 147.0 | 87.0 | 503.4 | 393.0 | |
| 0800-0900 | 404.0 | 440.0 | 427.0 | 469.0 | 441.0 | 292.0 | 167.0 | 436.2 | 377.1 | |
| 0900-1000 | 250.0 | 282.0 | 244.0 | 263.0 | 291.0 | 377.0 | 266.0 | 266.0 | 281.9 | |
| 1000-1100 | 226.0 | 230.0 | 251.0 | 300.0 | 258.0 | 424.0 | 306.0 | 253.0 | 285.0 | |
| 1100-1200 | 241.0 | 209.0 | 274.0 | 347.0 | 253.0 | 411.0 | 334.0 | 264.8 | 295.6 | |
| 1200-1300 | 209.0 | 181.0 | 315.0 | 246.0 | 239.0 | 443.0 | 324.0 | 228.5 | 267.3 | |
| 1300-1400 | 238.0 | 450.0 | 225.0 | 194.0 | 242.0 | 330.0 | 279.0 | 269.8 | 279.7 | |
| 1400-1500 | 213.0 | 508.0 | 253.0 | 260.0 | 267.0 | 292.0 | 217.0 | 300.2 | 287.1 | |
| 1500-1600 | 312.0 | 577.0 | 328.0 | 322.0 | 379.0 | 257.0 | 204.0 | 383.6 | 339.9 | |
| 1600-1700 | 311.0 | 399.0 | 305.0 | 341.0 | 358.0 | 276.0 | 218.0 | 342.8 | 315.4 | |
| 1700-1800 | 270.0 | 337.0 | 356.0 | 354.0 | 370.0 | 281.0 | 213.0 | 337.4 | 311.6 | |
| 1800-1900 | 185.0 | 238.0 | 329.0 | 228.0 | 264.0 | 178.0 | 159.0 | 248.8 | 225.9 | |
| 1900-2000 | 124.0 | 119.0 | 160.0 | 139.0 | 162.0 | 133.0 | 92.0 | 140.8 | 132.7 | |
| 2000-2100 | 78.0 | 99.0 | 82.0 | 108.0 | 95.0 | 93.0 | 51.0 | 92.4 | 86.6 | |
| 2100-2200 | 51.0 | 63.0 | 65.0 | 73.0 | 82.0 | 95.0 | 37.0 | 66.8 | 66.6 | |
| 2200-2300 | 20.0 | 26.0 | 41.0 | 44.0 | 60.0 | 79.0 | 11.0 | 38.2 | 40.1 | |
| 2300-2400 | 8.0 | 9.0 | 14.0 | 24.0 | 64.0 | 70.0 | 7.0 | 23.8 | 28.0 | |
| Totals | | | | | | | | | | |
| 0700-1900 | 3325.0 | 4337.0 | 3809.0 | 3821.0 | 3928.0 | 3708.0 | 2774.0 | 3834.5 | 3659.4 | |
| 0600-2200 | 3869.0 | 4935.0 | 4424.0 | 4447.0 | 4546.0 | 4083.0 | 2986.0 | 4434.7 | 4172.0 | |
| 0600-0000 | 3897.0 | 4970.0 | 4479.0 | 4515.0 | 4670.0 | 4232.0 | 3004.0 | 4496.7 | 4240.1 | |
| 0000-0000 | 4053.0 | 5129.0 | 4648.0 | 4674.0 | 4819.0 | 4332.0 | 3117.0 | 4655.1 | 4383.7 | |
| AM Peak | 0700 | 0700 | 0700 | 0700 | 0700 | 1000 | 1100 | | | |
| | 466.0 | 486.0 | 502.0 | 497.0 | 566.0 | 424.0 | 334.0 | | | |
| PM Peak | 1500 | 1500 | 1700 | 1700 | 1500 | 1200 | 1200 | | | |
| | 312.0 | 577.0 | 356.0 | 354.0 | 379.0 | 443.0 | 324.0 | | | |

* - No data.

**MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)**

VirtWeeklyVehicle-44 -- English (ENA)

Datasets:

Site: [131_117291_002710] Trappers Dr - N of Timbercrest Rise
Attribute: [-31.795168 +115.792855]
Direction: 7 - North bound A>B, South bound B>A. Lane: 0
Survey Duration: 12:16 Tuesday, 15 May 2018 => 12:01 Tuesday, 22 May 2018,
Zone:
File: 131_117291_002710 0 2018-05-23 1223.EC0 (Plus)
Identifier: K2060PF2 MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm: Factory default axle (v5.07)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 12:17 Tuesday, 15 May 2018 => 12:01 Tuesday, 22 May 2018 (6.98946)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound), P = North, Lane = 0
Separation: Headway > 0 sec, Span 0 - 100 metre
Name: Default Profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile: Vehicles = 28371 / 59345 (47.81%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-44

Site: 131_117291_002710.0.1NS
Description: Trappers Dr - N of Timbercrest Rise
Filter time: 12:17 Tuesday, 15 May 2018 => 12:01 Tuesday, 22 May 2018
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0)

| Hour | Mon | Tue | Wed | Thu | Fri | Sat | Sun | Averages | |
|----------------|--------|--------|--------|--------|--------|--------|--------|----------|--------|
| | | | | | | | | 1 - 5 | 1 - 7 |
| 0000-0100 | 5.0 | 7.0 | 6.0 | 8.0 | 8.0 | 29.0 | 42.0 | 6.8 | 15.0 |
| 0100-0200 | 3.0 | 3.0 | 5.0 | 2.0 | 6.0 | 17.0 | 23.0 | 3.8 | 8.4 |
| 0200-0300 | 5.0 | 1.0 | 4.0 | 2.0 | 2.0 | 8.0 | 23.0 | 2.8 | 6.4 |
| 0300-0400 | 0.0 | 1.0 | 1.0 | 6.0 | 5.0 | 10.0 | 6.0 | 2.6 | 4.1 |
| 0400-0500 | 12.0 | 4.0 | 11.0 | 5.0 | 8.0 | 4.0 | 9.0 | 8.0 | 7.6 |
| 0500-0600 | 23.0 | 20.0 | 30.0 | 23.0 | 21.0 | 12.0 | 11.0 | 23.4 | 20.0 |
| 0600-0700 | 42.0 | 62.0 | 60.0 | 48.0 | 65.0 | 37.0 | 16.0 | 55.4 | 47.1 |
| 0700-0800 | 100.0 | 116.0 | 121.0 | 109.0 | 110.0 | 125.0 | 60.0 | 111.2 | 105.9 |
| 0800-0900 | 185.0 | 223.0 | 226.0 | 222.0 | 228.0 | 220.0 | 141.0 | 216.8 | 206.4 |
| 0900-1000 | 204.0 | 212.0 | 195.0 | 214.0 | 227.0 | 334.0 | 236.0 | 210.4 | 231.7 |
| 1000-1100 | 182.0 | 210.0 | 193.0 | 216.0 | 246.0 | 350.0 | 268.0 | 209.4 | 237.9 |
| 1100-1200 | 203.0 | 230.0 | 239.0 | 223.0 | 253.0 | 347.0 | 299.0 | 229.6 | 256.3 |
| 1200-1300 | 267.0 | 95.0 | 268.0 | 270.0 | 291.0 | 380.0 | 316.0 | 214.3 | 247.8 |
| 1300-1400 | 219.0 | 219.0 | 245.0 | 255.0 | 275.0 | 343.0 | 290.0 | 242.6 | 263.7 |
| 1400-1500 | 296.0 | 269.0 | 320.0 | 277.0 | 302.0 | 288.0 | 281.0 | 292.8 | 290.4 |
| 1500-1600 | 437.0 | 430.0 | 383.0 | 454.0 | 467.0 | 293.0 | 264.0 | 434.2 | 389.7 |
| 1600-1700 | 483.0 | 512.0 | 492.0 | 563.0 | 490.0 | 333.0 | 229.0 | 508.0 | 443.1 |
| 1700-1800 | 513.0 | 542.0 | 549.0 | 567.0 | 530.0 | 338.0 | 237.0 | 540.2 | 468.0 |
| 1800-1900 | 305.0 | 371.0 | 376.0 | 403.0 | 319.0 | 231.0 | 195.0 | 354.8 | 314.3 |
| 1900-2000 | 166.0 | 187.0 | 208.0 | 181.0 | 232.0 | 148.0 | 93.0 | 194.8 | 173.6 |
| 2000-2100 | 109.0 | 117.0 | 110.0 | 146.0 | 145.0 | 100.0 | 68.0 | 125.4 | 113.6 |
| 2100-2200 | 62.0 | 82.0 | 94.0 | 88.0 | 97.0 | 114.0 | 48.0 | 84.6 | 83.6 |
| 2200-2300 | 24.0 | 39.0 | 29.0 | 60.0 | 96.0 | 88.0 | 20.0 | 49.6 | 50.9 |
| 2300-2400 | 12.0 | 20.0 | 17.0 | 26.0 | 70.0 | 72.0 | 8.0 | 29.0 | 32.1 |
| Totals | | | | | | | | | |
| 0700-1900 | 3394.0 | 3429.0 | 3607.0 | 3773.0 | 3738.0 | 3582.0 | 2816.0 | 3564.3 | 3455.2 |
| 0600-2200 | 3773.0 | 3877.0 | 4079.0 | 4236.0 | 4277.0 | 3981.0 | 3041.0 | 4024.5 | 3873.0 |
| 0600-0000 | 3809.0 | 3936.0 | 4125.0 | 4322.0 | 4443.0 | 4141.0 | 3069.0 | 4103.1 | 3956.0 |
| 0000-0000 | 3857.0 | 3972.0 | 4182.0 | 4368.0 | 4493.0 | 4221.0 | 3183.0 | 4150.5 | 4017.6 |
| AM Peak | 0900 | 1100 | 1100 | 1100 | 1100 | 1000 | 1100 | | |
| | 204.0 | 230.0 | 239.0 | 223.0 | 253.0 | 350.0 | 299.0 | | |
| PM Peak | 1700 | 1700 | 1700 | 1700 | 1700 | 1200 | 1200 | | |
| | 513.0 | 542.0 | 549.0 | 567.0 | 530.0 | 380.0 | 316.0 | | |

* - No data.

APPENDIX B ROAD CAPACITY

Reference to Austroads 2017 Guide to Traffic Management Part 3: Traffic Studies and Analysis states that

“If single-lane conditions without overtaking are retained over a significant length of the road, then as traffic volumes increase, a long unbroken line of vehicles (or a long bunch) develops and the speeds of all vehicles tend to that of the slowest vehicle, and stop-start conditions may develop. Once this occurs, the maximum flow rate of a single lane is reduced to that equivalent to a headway of about 2 seconds, i.e. to an ‘operational capacity’ of about 1800 pc/h. In general, this figure can be regarded as the capacity of a single lane without overtaking.

Austrroads then provides a table suggesting that the capacity is less as shown in Table 5.1, with a single lane having a derived capacity to carry 900pc/hr.

Table 5.1: Typical mid-block capacities for urban roads with interrupted flow

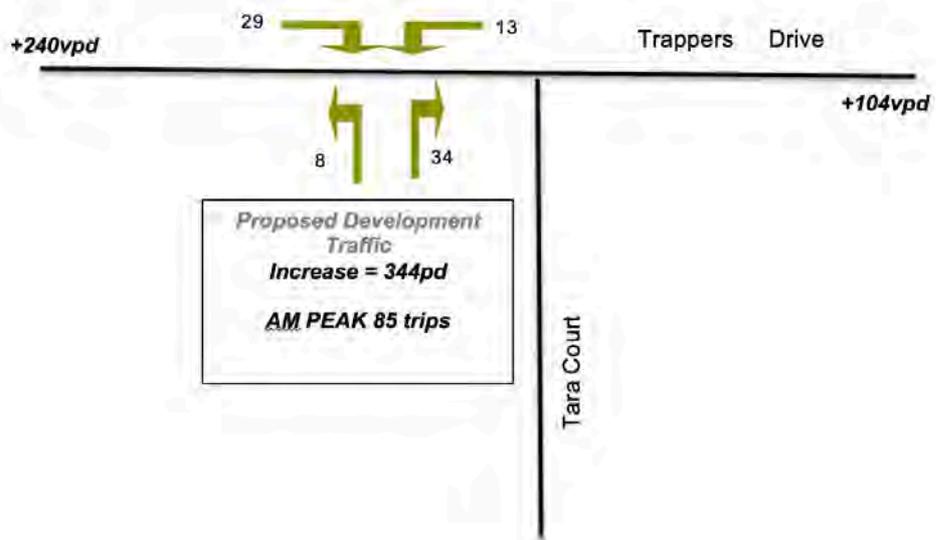
| Type of lane | One-way mid-block capacity (pc/h) |
|--|-----------------------------------|
| Median or inner lane | |
| Divided road | 1000 |
| Undivided road | 900 |
| Middle lane (of a 3 lane carriageway) | |
| Divided road | 900 |
| Undivided road | 1000 |
| Kerb lane | |
| Adjacent to parking lane | 900 |
| Occasional parked vehicles | 600 |
| Clearway conditions | 900 |

Source: Table 5.1 in Austroads (2013).

APPENDIX C TRAFFIC PLAN

TRAFFIC PLAN

DAILY TRAFFIC DEMAND AND AM PEAK (9am – 9am)



WOODVALE

CHILD CARE CENTRE

OPERATIONS MANAGEMENT PLAN



V2: JANUARY 2021

INTRODUCTION

PREAMBLE

This Operations Management Plan (OMP) is proposed to detail the operation of the proposed Child Care Centre in addition to seeking Approval for the proposed use from the City of Joondalup.

LOCATION

The site to which this OMP applies incorporates Lot 338 (#1) Tara Court & Lot 339 (#26) Trappers Drive, Woodvale.

CADASTRAL INFORMATION

The subject site is currently comprised of two separate land parcels, being:

| Lot No. | Volume | Folio | Plan | Area (m ²) | Owner |
|-------------|--------|-------|-------|------------------------|---|
| 338 | 1585 | 981 | 13459 | 700 | Rodney Bryan White <i>(under contract to CK Group)</i> |
| 339 | 1585 | 982 | | 700 | Russell & Demelza Jane Jackson <i>(under contract to CK Group)</i> |
| TOTAL AREA: | | | | 1,400 | |

NB. To be updated prior to commencement of operation, following amalgamation of the site into one lot following the issue of Development Approval.

PURPOSE & SCOPE

The purpose of this OMP is to assist in managing activities associated with the operation of the Child Care Centre that have the potential to affect the amenity of neighbouring residential premises. A copy of the proposed development layout is attached at **Appendix A**.

OPERATION DETAILS

HOURS OF OPERATION

The site will be operated in a manner as sensitive (as practicable) to adjoining residential occupants with operating hours limited to between the hours of 6:30 am and 6:30 pm Monday to Friday, and occasional opening on Saturdays (up to 4-times a year for half-a-day, purely for marketing purposes).

Staff may access the site from before 6:30am to set up the site for the day's activities, and may also be on-site for up to an hour after the close of business each day for general tidying and cleaning activities.

Structured activities don't typically commence until 9:00 am and finish at 4:30 pm, allowing staggered drop-off and pick-up of children to occur over at least a two-hour period in both the morning and afternoon.

STUDENT NUMBERS

The centre is proposed to accommodate up to 82 children, broken down into the following age categories (in accordance with the regulations for child care under the Child Care Services Act 2007):

| Activity Room No. | Age Group Places | | | Play/Activity Space (m ²) | |
|-------------------|------------------|-----------|-----------|--|--|
| | 0-24 months | 2-3 years | 3 years + | Indoor (3.25m ² min. / child) | Outdoor (7m ² min. / child) |
| 1 | 12 | | | 43.5 (39 Min. Required) | OPA #1 191.7 (189 Min. Required) |
| 2 | | 15 | | 49.6 (48.75 Min. Required) | |
| 3 | | | 20 | 53.5 + 12* = 65.5 (65 Min. Required) | OPA #2 285.7 (280 Min. Required) |
| 4 | | | 20 | 53.3 + 12* = 65.3 (65 Min. Required) | |
| 5 | | | 15 | 47.3 + 9.9* = 57.2 (48.75 Min. Required) | OPA #3 114.9 (105 Min. Required) |
| TOTALS | 12 | 15 | 55 | 281.1m² (266.5m ² Min. Required) | 592.3m² (574m ² Min. Required) |

**Portions of shared atelier room*

Outdoor play is both weather and program dependent. As a guiding principal, the operator intends to promote an indoor/outdoor experience that is operated based on the following parameters:

-  Outdoor play will typically run until 11:30am;
-  The majority of children will be brought inside from 11:30am to 2:00pm for rest time. The only children that may remain outside would be 3-5 year old children; &
-  Indoor/outdoor play then recommences from 2:00pm.

Children will not play outdoors in any extreme weather conditions, such as extreme heat or rain.

STAFF NUMBERS

Staffing will depend on the number of enrolments, with up to twelve (12) educators and administration staff employed at the centre during peak periods of demand (9:30 am and 4:00 pm weekdays).

PARKING & TRAFFIC MANAGEMENT

The aim of this section of the OMP is to ensure that access and egress to/from the site and parking occurs in an appropriate manner, and to ensure that appropriate arrangements are in place to coordinate vehicle parking between staff and parents and/or carers.

Operations on-site will be established and subsequently managed in accordance with the site-specific *Traffic Statement* prepared by *Riley Consulting* (dated November 2020), which (amongst other things) outlines necessary management arrangements and expected impacts on the surrounding traffic network (refer **Appendix B**).

ACCESS & EGRESS

Staff will advise parents and carers that 'drop-off' and 'pick-up' of children is to occur within the on-site designated bays only, so as to reduce any potential conflict with vehicular movements on the external road network. Large pick-up and drop-off windows are provided to both accommodate and encourage the staggering vehicle movements during peak periods.

Appropriate signage and line-marking will be provided to direct patrons to appropriate on-site car parking bays. Parents and carers are required to accompany their child (or children), when accessing the site from the car parking area.

All staff will be responsible for monitoring use of the on-site car parking areas in accordance with these traffic management provisions. Any unsafe behaviour or behaviour contrary to the requirements of this OMP will be reported to the Centre Manager (and City where necessary), for resolution.

The need for delivery of goods or services to the site is limited, will involve small commercial vehicles only, and occur outside peak-periods to reduce the potential for traffic conflict. When available, delivery vehicles are expected to use the full access or vacant customer bays located closest to the basement foyer, for brief periods only.

CAR PARKING

A total of 24 parking bays (inclusive of one full-access bay, a separately counted shared space and uncounted turning bay) have been provided to accommodate for the parking needs of both parents/carers and staff. Bays closest the vehicular entrance on the northern side, and all of the tandem arranged bays on the southern side of the central aisle are restricted to staff parking with the remaining 12 bays (including the shared space, all located closest to the building entrance) reserved for customer use.

Staff members will be advised of, and encouraged to take advantage of the site's proximity to public transportation and/or other alternative modes of transportation. To assist, employees shall be made aware of the bus routes servicing the area, and encouraged to plan their journey using the Transperth journey planner (<http://www.transperth.wa.gov.au/Journey-Planner>).

A copy of the current bus timetable for Bus Route #465 (which runs directly past the site) is attached at **Appendix C**.

BICYCLE PARKING

Dedicated bicycle parking is provided in the form of two single u-rails located within the basement car park for long-term use by staff, plus an additional bay located adjacent the Tara Court pedestrian entrance for short-term use by customers (refer **Figure 1**). The staff room includes lockers for staff use, with a universal wet room located adjacent the staff room for staff members who choose to shower.

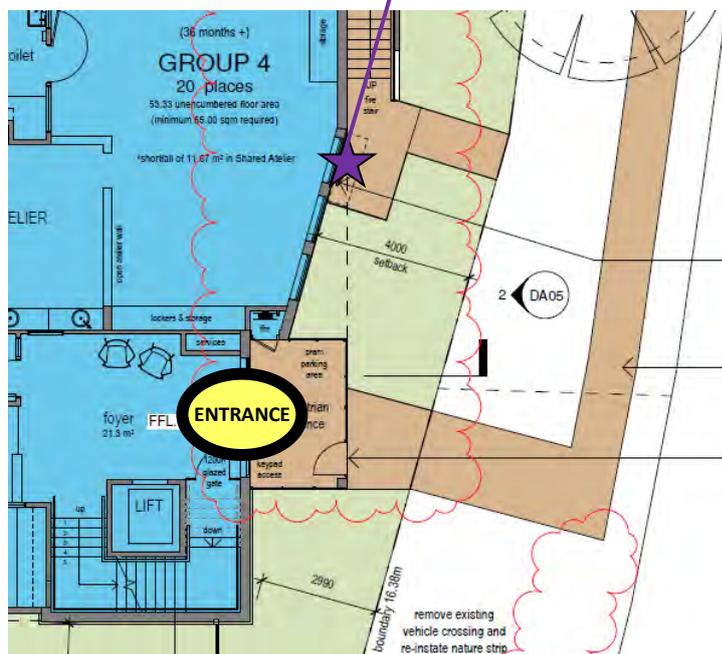
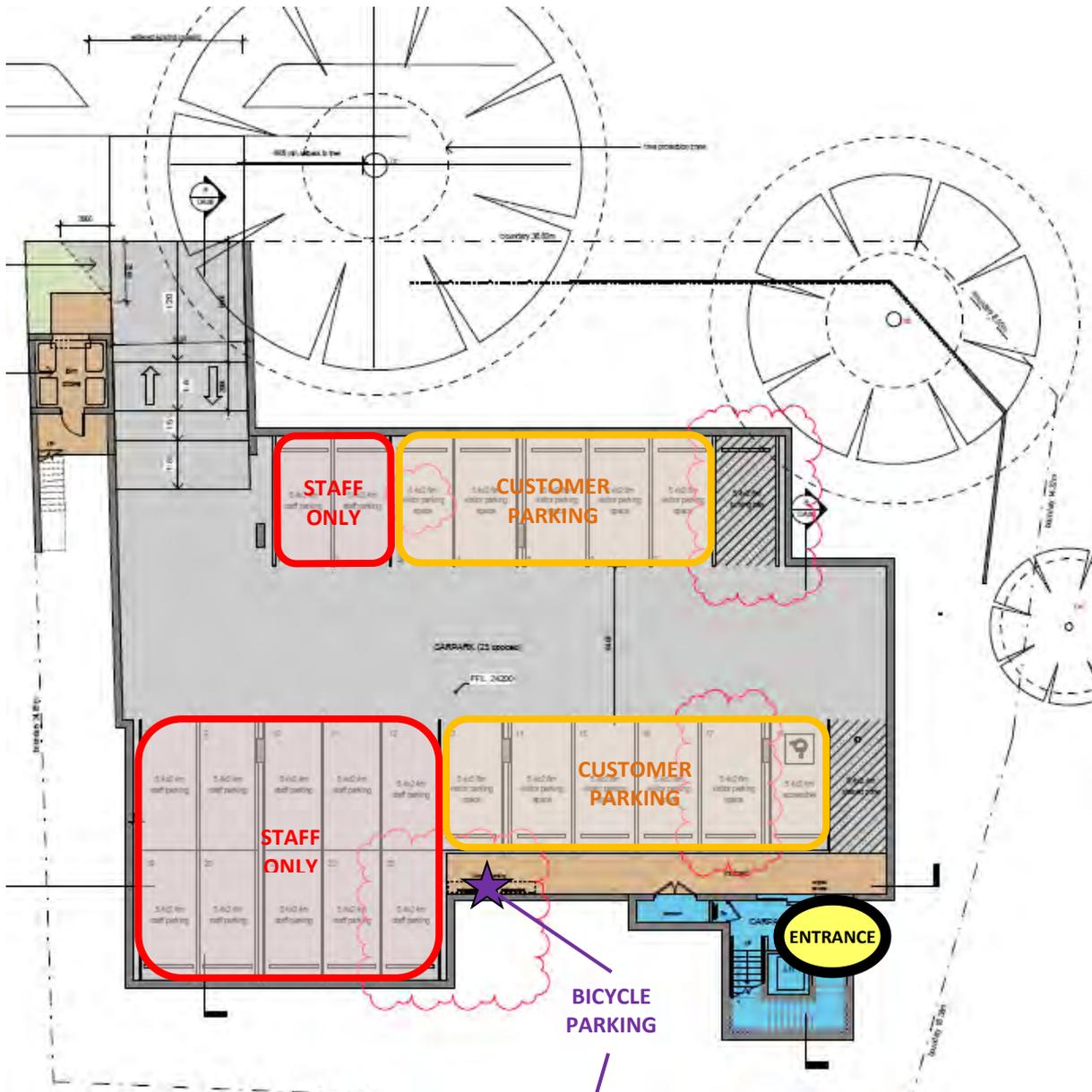


FIGURE 1: PARKING LAYOUT

NOISE MANAGEMENT

Any noise resulting from on-site activities are required to meet the requirements of the Environmental Protection (Noise) Regulations 1997. Operations on-site will be undertaken in such a manner as to comply with the above Regulations, as informed by the recommendations contained in the site-specific *Environmental Acoustic Assessment* prepared by *Herring Storer Acoustics* (dated November 2020), and any subsequent addendums.

Key operational aspects that inform the outcomes of the report (attached as **Appendix D**), include the following:

INDOOR PLAY

- Internal noise levels will not exceed those from outdoor play for each age group;
- External doors and windows will be closed during indoor activity/play; &
- Any music played within the internal activity areas will be 'light', with no significant bass content and played at a relatively low level.

OUTDOOR PLAY

- Children will be refrained from playing outside until at least 7am.
- The behaviour and 'style of play' of children will be monitored to prevent particularly loud activity (e.g. loud banging/crashing of objects, 'group' shouts/yelling);
- Soft finishes will be favoured to minimise impact noise (e.g. soft grass, sand pits, rubber mats) over timber or plastic;
- Preference for the use of soft balls and rubber wheeled toys;
- Crying children will be taken inside to be comforted;
- No amplified music being played outside; &
- 1.8-2.2m tall solid fencing and/or balustrading being constructed and maintained along the externality of the outdoor play areas, in accordance with the parameters contained in **Appendix D** to enhance acoustic shielding.

MECHANICAL PLANT

Mechanical Plant shall be positioned in the eastern corner of the site under the external fire stairs and must be installed and thereafter maintained to ensure it is of a suitable standard, so as to minimise any potential noise impacts on neighbouring properties.

Mechanical ventilation (exhaust system) from the car park is to be located on the roof, above the Secure Lobby on the first floor (or similar), with the exhaust fan screened from neighbouring residences.

MONITORING & MANAGEMENT

The contact details of the Centre Manager will be provided to the landowners of neighbouring properties. This provides residents with a point of contact, should an issue relating to the matters contained within this OMP arise. If complaints are received, the Centre Manager will take the appropriate action(s) to rectify the complaint.

The Centre Manager, staff, parents and children will all be required to comply with this OMP. Parents of children attending this centre will be provided with the information outlined in this OMP and be advised of the need to comply with the specified requirements.

PROCEDURE & POLICIES TO MANAGE NOISE LEVELS

- Car parking associated with the centre will be managed and controlled in a manner that causes minimal disruption to neighbouring residents;
- Parking bays (other than staff parking) will be restricted to drop-off and pick-up purposes only. Parents will be discouraged from entering into conversations with other parents in the car parking area as this is deemed to be unsafe. This information will be specified in the information packs on enrolment and monitored on-site by staff and the Centre Manager.
- A 'Behaviour Policy' will be in place to outline the procedures for dealing with unfavourable behaviour from a child, including disruptive and excessive noise behaviours. This policy will outline the steps to be undertaken by staff in the instance that a child exceeds the acceptable level of noise and is determined to be partaking in disruptive behaviour.

RESPONSIBILITIES OF STAFF

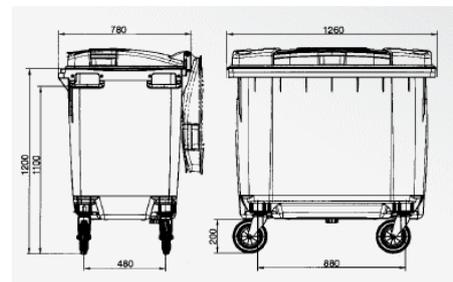
To help achieve the purpose of this OMP, staff will be responsible for the following:

- Participate in a formal induction at the beginning of employment in regards to behaviour and noise management strategies. The centre provides for all children to be in a safe and comforting environment, therefore positive behaviours and choices will be encouraged at all times.
- Children are energetic, and develop through exploring and playing. Sometimes this results in children hurting themselves and others and crying. Every attempt will be made to address the issues of crying however children's play is not to be discouraged.
- Noise is a natural by-product of play, however where excessive screaming and shouting occurs the staff will instruct the children to refrain from this behaviour or recommend an alternative activity for the children to undertake.
- A minimum of three (3) staff members will be caring for up to a maximum of thirty (30) children in each program (older group), meaning there will be consistent and careful monitoring of play area. Staff will be required to ensure that there are sufficient and engaging play activities for the children both during indoor and outdoor play.

WASTE MANAGEMENT

Staff will clean the centre at the conclusion of each day including the collection of all rubbish from interior bins for disposal via 660L bins, which will be stored within the externally accessible enclosure located adjacent the car park entrance, with flush paving providing direct access to the driveway. Adequate space is afforded for up to four (4) x 660 litre bins inclusive of a drain and wash down facilities in accordance with the relevant regulations.

Waste will then be removed from the site via private collection involving the use of an 8m long (or smaller) rear loading waste vehicle (outside of peak periods) twice a week for general waste, and once a week for recycling in accordance with the standard operation to its similar sized centres. Centre staff and/or the waste contractor are responsible for maintaining the cleanliness of the bin area and for the movement of bins to and from the bin store on collection days.



LIGHTING

Lighting on-site shall be provided in accordance with the relevant Australian Standard.

CONTACT DETAILS & COMPLAINTS PROCEDURE

Any complaints relating to the operation of the business should be directed in the first instance to the Centre Manager. They can do so by calling the business on:

 **TBC prior to commencement of operation, when a landline has been connected to the site.**

An answering machine or service shall allow for a message to be left in the event that the call is not immediately answered. The Centre Manager will call the resident back as soon as practical (within 2 working days of receipt).

FUTURE CHANGES & MODIFICATIONS

This OMP will be reviewed periodically by the operator. Variation to the Development Plans and Conditions of Approval listed in **Appendix E (to be inserted upon approval)** shall require the written consent of the City of Joondalup (unless otherwise exempt under relevant Planning & Building Regulations).

WASTE MANAGEMENT PLAN

Child Day Care Facility



**26 Trappers Drive,
WOODVALE**

FEBRUARY 2021



**DALLYWATER
CONSULTING**

Prepared by Dallywater Consulting
For CK Property Group

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1 EXECUTIVE SUMMARY

CK Group is applying to the City of Joondalup (the “City”) to develop a property known as 26 Trappers Drive, Woodvale. The development is a child day care facility sized for 82 children.

As part of the Development Approval process, the proponent is required to submit a Waste Management Plan (WMP) for the development to the City. CK Group employed the services of waste specialists Dallywater Consulting to investigate the City’s requirements in this regard and to develop this WMP.

Based on the City’s waste management requirements, it is proposed that the following initiatives will be implemented for the waste servicing at the facility:

- Use of 660 litre receptacles for waste and recycling;
- Weekly collection of the waste and recycling material.

These initiatives will result in the following requirements for receptacles;

- one 660 litre waste bin serviced weekly; and
- one 660 litre recycling bin serviced weekly.

If generation rates are found to exceed the estimated volumes, the service could be increased to twice-weekly for one or both streams to accommodate any extra material.

Review

The above-mentioned waste servicing arrangements will be reviewed as a matter of course on an ongoing basis to ensure that the most efficient arrangements to manage the waste and recycling material generated by all aspects of the facility are in place and are maintained.

DEFINITIONS

240: A 240 litre waste or recycling receptacle.

660: A 660 litre waste or recycling receptacle.

Mobile Garbage Bin (MGB): A wheeled receptacle used by domestic residences and commercial premises within a local government municipality to deposit waste materials for emptying by the local government or a collection contractor.

Mobile Recycling Bin (MRB): A wheeled receptacle used by domestic residences and commercial premises within a local government municipality to deposit recycling materials for emptying by the local government or a collection contractor.

Recycling: Any material accepted by the local government's recycling collection contract.

Waste: Any recyclable and non-recyclable discarded solid, semi-solid, liquid or contained gaseous materials not accepted by the local government's recycling collection contract.

Waste Minimisation: A process to minimise the amount of waste requiring disposal via hierarchical activities such as behaviour and product modification, waste avoidance, reduction, reuse and recycling.

Total Waste Stream: The combined waste, recyclables and compostables.

2 INTRODUCTION

2.1 The Development

CK Group is applying to the City of Joondalup (the “City”) to develop a property known as 26 Trappers Drive, Woodvale. The development is a child day care facility sized for 82 children.

As part of the Development Approval process, the proponent is required to submit a Waste Management Plan (WMP) for the development to the City. CK Group employed the services of waste specialists Dallywater Consulting to investigate the City’s requirements in this regard and to develop this WMP.

Figure 1: Location Plan



Source: Landgate Map Viewer Plus 2021

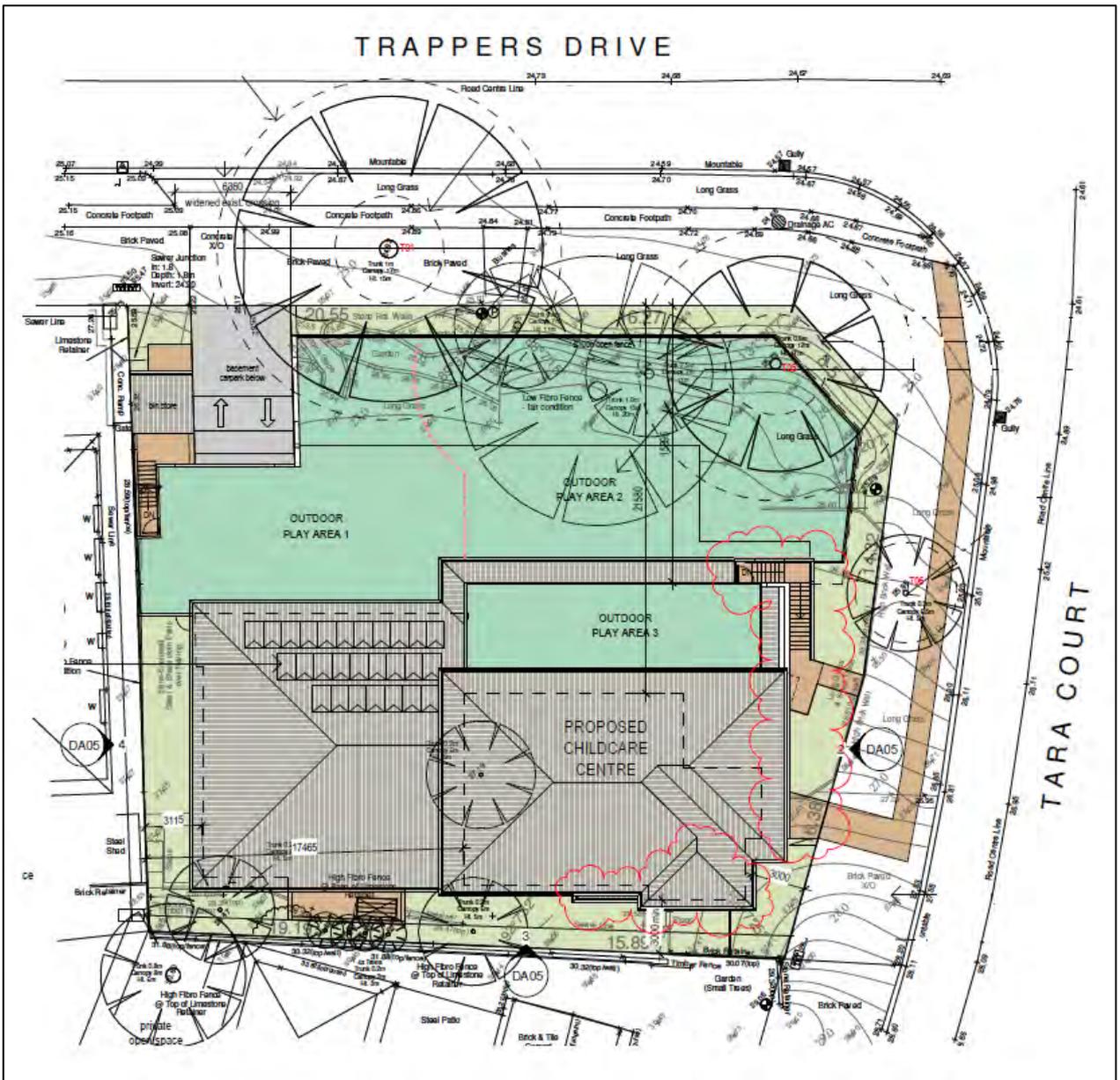
A site plan of the development is included on the following page.

2.2 Onsite Waste Management

The following provisions have been made for waste and recycling on the site:

- **Bin Store**
 - A bin store has been provided on the ground floor level at the front of the building, adjacent to the carpark entry.
 - Small bins will be provided for waste and recycling material throughout the facility, with all material being brought to the bin store as required.
 - Putrescible waste will be placed in composting bins or worm farms or will be placed in sealed plastic bags before being deposited into the waste bins.
- **Waste Collection**
 - The proponent intends to contract a private collector for the removal of the waste and recycling material from the building.

Figure 2: Site Plan



3 LOCAL GOVERNMENT WASTE MANAGEMENT REQUIREMENTS

3.1 Waste Management Guidelines

In the absence of a City guideline for the calculation of commercial waste generated by this type of development, the consultant has reverted to waste generation rates prescribed in Sustainability Victoria's *Waste Management and Recycling in Multi-unit Developments Better Practice Guide 2018* which allocates a generation rate for play areas within childcare premises. Waste generation rates for other uses within the development have been sourced from WALGA's *Commercial and Industrial Waste Management Plan Guidelines*.

3.2 Waste Generation

It is understood that the City's requirements for the provision of waste storage for this type of development are as follows:

- The collection services for this development can be provided by a commercial contractor under private arrangement which allows the use of a range of bin sizes including larger capacity receptacles (e.g. 660 litre); and
- Waste and recycling receptacles are to be provided in sufficient numbers to cater for the waste generation requirements detailed in the guidelines.

The waste generation rates for the various parts of the development are prescribed in the following table.

Table 1: Waste Generation Rates

| Relevant Floor Areas | Area (m ²) | Waste Generation Rate | Recycling Generation Rate |
|-----------------------------|------------------------|--|--|
| | | m ³ /100m ² /day | m ³ /100m ² /day |
| Ground Floor | | | |
| Internal Group Areas | | | |
| Area 1 | 43.48 | 0.05 | 0.05 |
| Area 2 | 49.6 | 0.05 | 0.05 |
| Area 3 | 53.46 | 0.05 | 0.05 |
| Area 4 | 53.33 | 0.05 | 0.05 |
| Share Atelier | 24.1 | 0.05 | 0.05 |
| Reception/Office | 17.2 | 0.01 | 0.01 |
| Foyer | 21.3 | 0.005 | 0.005 |
| Piazza | 31.3 | 0.005 | 0.005 |
| Kitchen | 29.1 | 0.1 | 0.1 |
| Cot room | 17.6 | 0.005 | 0.005 |
| Ablutions | 30.2 | 0.01 | 0.01 |
| Prep/Store | 5.4 | 0.005 | 0.005 |
| Laundry/Cleaners | 9.4 | 0.005 | 0.005 |
| 1st Floor | | | |
| Internal Group Areas | | | |
| Area 5 | 47.31 | 0.05 | 0.05 |
| Staff Room | 21.4 | 0.01 | 0.02 |
| Ablutions | 14.6 | 0.01 | 0.01 |
| Planning | 7.6 | 0.01 | 0.02 |
| Lobby | 14.5 | 0.005 | 0.005 |
| Atelier | 15 | 0.05 | 0.05 |

A generation rate of 50 litres of waste and 50 litres of recycling per 100m² of play area per day has been applied to the Activity play areas which set the parameters for the maximum number of children. It must be noted that this rate (derived from the Sustainability Victoria guidelines) has not been applied across the development, but rather more indicative rates (derived from the WALGA Guidelines and the waste consultant's own audit experience¹) based on the types of activities, have been used for areas such as the offices and toilets.

¹ Source: Various Dallywater Consulting commercial solid waste audit reports (2001-2021)

3.3 Bin Store Requirements

The City's requirements for bin stores are as follows:

- Should be adequate to house all bins with sufficient area to manoeuvre the bins to ensure that access is available at all times to part or empty waste and recycling bins.
- Be provided with a permanent water supply and drainage to sewer with washdown facilities.
- Conveniently located for cleaners and staff.
- Out of sight and well screened from public areas.
- Located an appropriate distance from waste sources to reduce potential amenity and OH&S impacts.
- Design is to be consistent with the development.
- Be easily accessible to allow for the removal of the receptacles

3.4 Bin Presentation

- 240, 360 and 660 litre bins can be used and the (private) operator of the collection vehicle can access the bins directly from the bin store;
- Bins are to be accessible from within the bin store with a level access (e.g. driveway) to the collection point; and
- Bins are to be returned to the store as soon they have been emptied.
- Deliveries and waste removal services for this development are to be restricted to after 7am and before 7pm.

3.5 Waste Capacity

Based on the above requirements, the weekly storage capacity required by the City for waste and recycling from the proposed development is detailed in the following table. Note that where applicable, figures have been rounded up.

Table 2: Estimated Weekly Volumes

| Relevant Floor Areas | Area (m2) | Waste Generation Rate | Recycling Generation Rate | Waste week | Recycling week |
|-----------------------------|-----------|-----------------------|---------------------------|-------------|----------------|
| | | m3/100m2/day | m3/100m2/day | (m3) | (m3) |
| Ground Floor | | | | | |
| Internal Group Areas | | | | | |
| Area 1 | 43.48 | 0.05 | 0.05 | 0.130 | 0.130 |
| Area 2 | 49.6 | 0.05 | 0.05 | 0.149 | 0.149 |
| Area 3 | 53.46 | 0.05 | 0.05 | 0.160 | 0.160 |
| Area 4 | 53.33 | 0.05 | 0.05 | 0.160 | 0.160 |
| Share Atelier | 24.1 | 0.05 | 0.05 | 0.072 | 0.072 |
| Reception/Office | 17.2 | 0.01 | 0.01 | 0.010 | 0.010 |
| Foyer | 21.3 | 0.005 | 0.005 | 0.006 | 0.006 |
| Piazza | 31.3 | 0.005 | 0.005 | 0.009 | 0.009 |
| Kitchen | 29.1 | 0.1 | 0.1 | 0.175 | 0.175 |
| Cot room | 17.6 | 0.005 | 0.005 | 0.005 | 0.005 |
| Ablutions | 30.2 | 0.01 | 0.01 | 0.018 | 0.018 |
| Prep/Store | 5.4 | 0.005 | 0.005 | 0.002 | 0.002 |
| Laundry/Cleaners | 9.4 | 0.005 | 0.005 | 0.003 | 0.003 |
| 1st Floor | | | | | |
| Internal Group Areas | | | | | |
| Area 5 | 47.31 | 0.05 | 0.05 | 0.142 | 0.142 |
| Staff Room | 21.4 | 0.01 | 0.02 | 0.013 | 0.026 |
| Ablutions | 14.6 | 0.01 | 0.01 | 0.009 | 0.009 |
| Planning | 7.6 | 0.01 | 0.02 | 0.005 | 0.009 |
| Lobby | 14.5 | 0.005 | 0.005 | 0.004 | 0.004 |
| Atelier | 15 | 0.05 | 0.05 | 0.045 | 0.045 |
| TOTAL GENERATION | | | | 1.12 | 1.14 |

3.6 Number of Bins

The proponent intends to contract a private commercial servicing arrangement and will use 660 litre bins. It is noted that the private arrangement can allow some flexibility with regards bin sizes. The rear-load vehicles are generally suited to also servicing smaller 140, 240 and 360 litre bins as well as the larger 660s and with the opportunity for increased servicing, these options or a combination there-of may also be considered.

Based on the generated volumes of materials, the number of 240 litre or 660 litre receptacles required to cater for the weekly waste and recycling volumes for this development are detailed in the following table.

Table 3: Required Bin Capacity

| RECEPTACLES | Waste | Recycling |
|-----------------------------------|----------|-----------|
| Childcare | | |
| Total Generation | 1.12m3 | 1.14m3 |
| Receptacles | | |
| No. of 240 litre receptacles/week | 4.66 (5) | 4.73 (5) |
| No. of 660 litre receptacles/week | 1.69 (2) | 1.72 (2) |

With the advent of food and organic waste collections in the future, there may be an opportunity to divert that material from the general waste bins through the use of dedicated FOGO bins and the bin store is of sufficient size to be able to accommodate this via private collections using a combination of bins.

3.7 Summary

Based on the above and on weekly waste and recycling collections, one waste and one recycling 660 will be required for weekly collection of the generated material. If generation rates are found to exceed the estimated volumes, the service can be increased to twice-weekly for one or both streams to accommodate the extra material.

4 BIN STORAGE AND MANAGEMENT

4.1 Bin Compound/Store

There is one bin store within the facility. It is located on the ground floor level adjacent to the front carpark entrance.

The location of the store is depicted in Figure 3 on the following page.

4.2 Bin Store Specifications

The store has been designed to meet the City's specifications and is of sufficient size to be able accommodate the 660 litre receptacles.

4.3 Amenity

The store has been designed so that it;

- is well ventilated;
- can be kept thoroughly clean and disinfected; and
- is consistent with the overall aesthetics of the development.

4.4 Bin Management

Facility Management staff or other nominated personnel/contractors will manage waste throughout the facility and as such, will be aware of the expectations regarding use of the bins and store.

Those staff will be responsible for ensuring the correct use of the bins and also that the bins are accessible (or presented) on collection days.

4.5 Bin Presentation and Collection

Collection of bins will be as per the following arrangements:

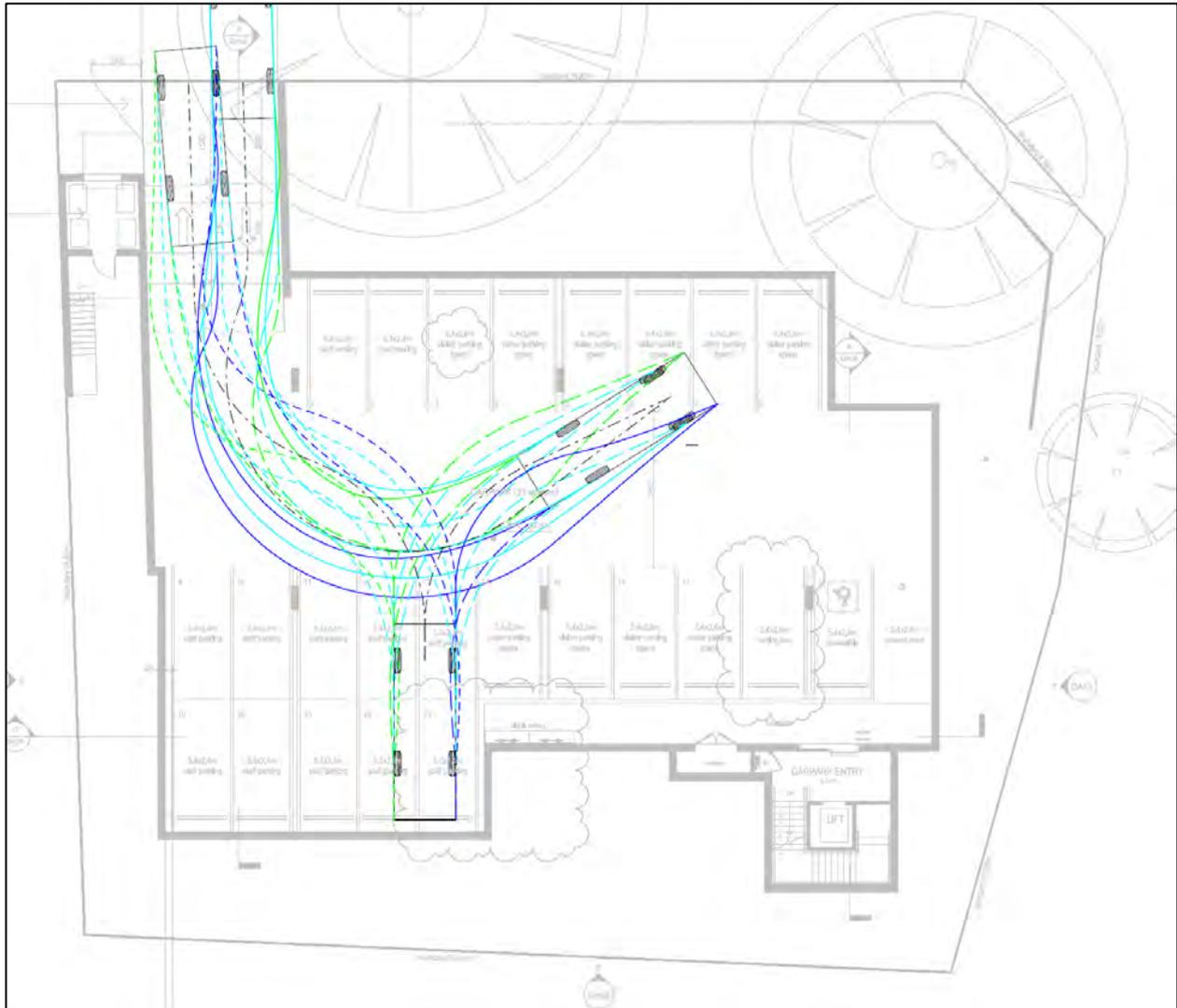
- Onsite waste collection will be undertaken by a private contractor using a maximum 8.0m long truck.
- The vehicle will enter the carpark, service the bins directly adjacent to the store and then turn around within the building and exit in forward gear back on to Trappers Drive.
- A swept path drawing for an 8m SRV truck has been included on the following pages². The drawing indicates that the vehicle would be able to manoeuvre through the site adequately (see Figure 4).
- Waste collection will occur 7am and before 7pm, outside the drop-off/pick-up times when only staff cars are parked.
- Unless otherwise negotiated, the bins will be retrieved from the bin store by the collection vehicle operators, emptied and then returned to the store.

4.6 Signage

Signage complying with the WALGA Guidelines will be installed to the bin store area.

² Source: Taylor Burrell Barnett (10/2/21)

Figure 4: Vehicle Swept Path Diagram – 8m SRV



5 WASTE MANAGEMENT RESPONSIBILITIES

5.1 Facility Owners/Management

The Facility Owner/Manager will have responsibility for ensuring that the waste management activities are appropriately conducted and staff meet their waste management responsibilities. All staff will be trained in all facets of waste management and minimisation activities within the Facility.

In the future, with the initial assistance of waste management experts, training of staff to implement Waste Minimisation Plans for the development may be explored. The plans could provide recommendations on, and include specific actions for;

- the segregation of specific recycling materials from the comingled stream; and
- implementation of waste reduction initiatives such as eWaste recycling, worm farms or composting etc.

The Facility Management will be responsible for the maintenance and regular cleaning of the bins and bin store.

5.2 Staff

Staff would be instructed via the Facility Management of the various waste requirements. This would include direction on the use of the bin store facilities and expectations of the Management with regards to any recycling or waste diversion.

Facility staff will also be responsible for ensuring that the required carbays are available for manoeuvring the collection vehicle within the carpark on collection days.

6 REFERENCES

- City of Melbourne: *Waste Generation Rates 2015*
- City of Joondalup: *Draft Guidelines for Waste Management Plan in New Developments 3* (under development)
- WALGA: *Commercial and Industrial Waste Management Plan Guidelines*

SUBMISSIONS AGAINST THE PROPOSAL – 86 objections

| Design element | Issue raised | Applicant response |
|-----------------------|--|---|
| Traffic Report | <ul style="list-style-type: none"> • A peer review of the traffic report was undertaken by Transcore on behalf of an adjoining neighbour and the following issues identified: <ul style="list-style-type: none"> ○ A turnaround bay is required at the end of the aisle of the car parking area. ○ Lack of vehicle sightlines due to vegetation will compromise safety. ○ The waste collection truck will need to park on a slope to collect the bins which is a safety hazard. • Comments from adjoining residents: <ul style="list-style-type: none"> ○ Delay time for right turns onto Trappers Drive from Tara Court will be longer than what is stated in the traffic report. | <p>A turnaround bay has been added to the updated plans to address this concern.</p> <p>We disagree with the sightline assessment. As per the existing situation (and as can be seen in the picture below), the verge tree being retained is mature and has no understorey that would obscure views. The landscape plans submitted demonstrate how the vegetation further south will be adjusted to ensure adequate traffic sightline issues will be available to vehicles exiting the site.</p>  <p>Waste is not proposed to be collected in either of the manners suggested. The turning diagram provided demonstrates how the truck will enter the site, turnaround and sit on the driveway to allow collection on-site before exiting in a forward gear.</p> <p>Riley Consulting advise that as the development does not access Tara Court (and staff/customers will be actively discouraged from using this road), any existing delays for traffic leaving Tara Court would be unlikely to change.</p> |

| | | |
|-----------------------|--|---|
| <p>Traffic</p> | <ul style="list-style-type: none"> • Trappers drive is already very busy with cars and pedestrians. The increased traffic as a result of the development will congest the road further. • Traffic issues will have a flow on affect to Tara Court. Cars will use Tara Court as a turnaround. • Tara Court/Trappers Drive intersection is a blind corner and increased traffic to this intersection will result in congestion and safety issues. • Measures stipulated in the OMP for mitigating traffic impacts involve staff monitoring parents. This will be ineffective as the staff will be watching the children. | <p>The Traffic Report prepared by Riley Consulting does not identify any critical issues or impacts of the facility on the existing road network.</p> <p>The report has been prepared in accordance with WAPC guidelines. Aside from minor comments that have been addressed in the updated report provided, it is our understanding that the City's Engineers are satisfied with its suitability.</p> |
| <p>Parking</p> | <ul style="list-style-type: none"> • Vehicle parking provided is considered insufficient for peak demand periods and will result in queuing on Trappers Drive and parking on adjacent verges and within nearby cul-de-sacs. • Vehicles emerging from the under-croft parking will potentially conflict will children using the footpath. • Pedestrian access from Tara Court will result in parents parking the adjacent verges in the cul-de-sac for convenience. • Parking will likely occur on Trappers Drive on the verge and parents and children will be forced to run across the already busy road. | <p>The Traffic Report prepared by Riley Consulting investigated potential safety issues associated with the development and did not raise any concerns. Nor has the City's engineers upon review.</p> <p>Adjacent verges are proposed to be planted out in accordance with the City's LPP to discourage informal parking on the verge.</p> <p>Customers and staff will be advised during induction not to use Tara Court for this purpose. A clear view of Tara Court is available form reception (as well as other rooms and outdoor play areas) in part to allow monitoring by staff to minimise any adverse impact on neighbours. The submitted Operations Management Plan (OMP) includes a complaint procedure for neighbours to bring any unnoticed activity to their attention.</p> |

| | | |
|----------------------------------|--|--|
| <p>Land Use</p> | <ul style="list-style-type: none"> • A childcare premise should not be located adjacent to residential land uses. • Should be co-located with other commercial land uses or the library. | <p>The proposed use is discretionary in the Residential Zone.</p> <p>As outlined in the initial DA Report, the site meets a number of the locational criteria in the City's Childcare Local Planning Policy (opposite a park, near a school, on a corner so only 2 direct neighbours, and accessed via a Local Distributor), and has been specifically designed and arranged to minimise any impact on adjoining or surrounding land use.</p> |
| <p>Hours of Operation</p> | <ul style="list-style-type: none"> • The proposed hours of operation are outside of those prescribed in the Child Care Premises Local Planning Policy and will likely have an adverse impact on the amenity of the surround residential dwellings. • Childcare premises that operate outside of these hours should be located in commercial areas. • The proposed hours of operation are inconsistent with the WAPC's planning bulletin 72/2009 for Child Care Centres. | <p>The proposed hours of operation are reflective of broader operator practice and necessary for the facility to operate effectively.</p> <p>Despite the variation to the City's LPP, of importance, the submitted Environmental Acoustic Assessment confirms that the design inclusive of the proposed edge treatments ensure compliance with the Environmental Protection Noise Regulations at all times.</p> <p>Notwithstanding the above, the number of staff and children accessing the site prior to 7am will be minimal. Noise from cars will be contained within the under-croft carpark. As outlined in the submitted OMP children will not be allowed to play outside until 7am.</p> |
| <p>Safety</p> | <ul style="list-style-type: none"> • Increase in traffic will pose as a safety risk to children walking to school and crossing the road. • Trappers Drive is already very busy, and the development will exacerbate safety issues by increasing vehicle and pedestrian traffic. • The proposed vehicle access will have minimal sight lines given the bend in the street and vegetation in the verge, giving cars minimal time to react on a busy road. | <p>Refer to our previous comments regarding vehicle sightlines and safety issues.</p> |

| | | |
|--|---|---|
| <p>Scale</p> | <ul style="list-style-type: none"> • The scale of the operation is too large for a mostly residential area. • The area is R20 coded. A development of this scale is inappropriate in a low-density area. | <p>The overall bulk and scale of the building is very similar to the existing situation, albeit that the bulk of the building has been pushed further away from Trappers Drive, principally to improve the acoustic protection of adjoining dwellings.</p> <p>As demonstrated in the initial DA Report submitted, the scale of the building readily complies with the potential for residential development across the site at the R20 coding.</p> <p>Additional drawings have been provided to assist understanding of the proposal's relationship to adjoining buildings and suitability of the bulk and scale proposed. Please note that improve visibility of the proposed building, our model does not show all of the trees being retained.</p> |
| <p>Service Vehicles and Waste</p> | <ul style="list-style-type: none"> • Adjoining neighbours will be adversely impacted by the proximity of the bin store and the smell of the nappies close to their bedroom window. • Waste collection will be noisy for adjoining residents. | <p>The bin store was positioned at the front of the property response to initial City staff feedback to allow for ease of access.</p> <p>Of importance, the bin store sits well forward and below the level of the adjoining residence, with two fences, a footpath and the neighbours raised front garden in between.</p> <p>In addition, the bin store is enclosed and will be serviced multiple times a week to ensure no adverse impact on neighbours.</p> <p>Collection will occur between 7am and 7pm in accordance with the State Environmental Health (Noise) regulations.</p> |
| <p>Design</p> | <ul style="list-style-type: none"> • The design and physical size of the development is inconsistent with the surrounding residential development and it will look out of place. • A single storey design would be more appropriate for the area. • The design of the building is not sympathetic to the surrounding residences and will | <p>Refer to our previous comments regarding bulk and scale.</p> <p>The building is setback a minimum of 3m from all adjoining lot boundaries and incorporates a number of building elements (such as a pitched roof), to blend in as practicable with surrounding development. The quality of the building and extensive landscaping proposed in our view will enhance the local streetscape.</p> |

| | | |
|--------------------|--|--|
| | <p>impose a significant building bulk on adjoining properties.</p> <ul style="list-style-type: none"> • Increased building height will have an adverse impact on the amenity of adjoining properties by way of bulk and loss of natural light. • Overshadowing will reduce natural sunlight access to the outdoor living areas to the adjoining dwelling to the south. It is considered that a flat roof design would help mitigate this issue. • The pitched roof is considered to be ugly and should be finished in non-reflective colours if approved. | <p>The natural orientation of the lot, and the way the building falls down the natural contour of the land towards Trappers Drive means the proposal will not have an unreasonable adverse impact on adjoining property's access to light and air, as demonstrated on the plans (as measured in accordance with the requirements of the Residential Design Codes).</p> <p>The roof pitch is deliberately low (15%). The material schedule lists the roof sheeting as 'surfmist' colorbond (a non-reflective surface).</p> |
| Location | <ul style="list-style-type: none"> • The location opposite the school will exacerbate traffic and pedestrian conflict issues already existing on Trappers Drive. | <p>Refer to previous comments regarding impacts on the surrounding road network.</p> |
| Landscaping | <ul style="list-style-type: none"> • A Statement of Environmental Effects has not been provided and the development proposes the removal of significant trees on site. • Trees at the front of 1 Tara Court are significant and old and provide great amenity to the area. They should not be removed. | <p>A key influence on the design was the inputs of the Project Arborist (Arbor Logic) regarding preservation of not just the two existing verge trees, but also the mature Swamp Mahogany (Eucalyptus robusta) located in the front setback area within Outdoor Play Area #2.</p> <p>Whilst it proved impractical to keep the other trees, the landscape plans provided demonstrate an extensive amount of landscaping will be provided (well in excess of the 8% minimum requirement), arranged in a manner that will ensure a highly attractive streetscape is achieved.</p> |
| Privacy | <ul style="list-style-type: none"> • Upper storey windows will overlook into adjoining outdoor living areas resulting in a loss of privacy for adjoining residents. | <p>Its not clear which windows are being mentioned, but on the latest plans the upper floor planning room has been pushed further in, and the windows have been adjusted to high level to further protect the privacy of the house to the south.</p> |

| | | |
|-----------------------|--|---|
| | | The windows facing NW are substantively setback (17.5m) from the adjoining boundary. |
| Demand | <ul style="list-style-type: none"> • Childcare demands for the area have already been met. • The demographic in this area is older and as such this service is not needed. • Nearby family day cares have vacancies. | The Childcare Needs Assessment submitted with the initial application confirms the need for another centre of this size and in this location. The level of investment involved would not have been expended if a willing operator was not already secured for the site. |
| Property Value | <ul style="list-style-type: none"> • The proposal will likely result in the devaluation of the immediately adjoining properties. | It is a well-tested legal principle that this is not a valid planning consideration. |
| Noise | <ul style="list-style-type: none"> • Noise impacts from the outdoor play areas will impact on neighbouring residential amenity and will affect night shift workers. • Underground car parks are noisy, and the proposal will create additional disturbance for surrounding residents. • Noise assessment does not consider vehicle noise from car park. | <p>The Environmental Acoustic Report submitted confirms that the centre (including the proposed edge treatments on the upper floor) will operate in compliance with the relevant State regulations.</p> <p>The major opening to the car park is located to the front of the site where any noise will escape in a direction away from adjoining residences.</p> |
| Miscellaneous | <ul style="list-style-type: none"> • Exhaust fumes from vehicles in the underground car park will adversely impact neighbouring properties. Extractor vents should be moved as far away from residential properties as possible. • Traffic counts done pre-covid. This will likely have changed now given less people take public transport and more drive. | <p>Noted. This will be addressed in further detail as part of the Building Permit process.</p> <p>The City's Engineers have raised no concern with the timing of the traffic counts or basis of the methodology used (which is typical of most applications).</p> |

SUBMISSIONS IN FAVOUR OF THE PROPOSAL – 5 support

| Design element | Comments | Applicant response |
|-----------------------|---|------------------------------------|
| | <ul style="list-style-type: none">• The proposal is sympathetic to the environment of the local area and has a well-planned entry and exit for vehicles. An asset to the area providing for young working families in the locality.• More childcares needed in Woodvale as all current providers are fully booked.• Parents have to look to other suburbs to find a place for their child as Woodvale is underserved. | Greatly appreciated and supported. |

Environmentally Sustainable Design – Checklist

Under the City's planning policy, *Environmentally Sustainable Design in the City of Joondalup*, the City encourages the integration of environmentally sustainable design principles into the construction of all new residential, commercial and mixed-use buildings and redevelopments (excluding single and grouped dwellings, internal fit outs and minor extensions) in the City of Joondalup.

Environmentally sustainable design is an approach that considers each building project from a 'whole-of-life' perspective, from the initial planning to eventual decommissioning. There are five fundamental principles of environmentally sustainable design, including: siting and structure design efficiency; energy efficiency; water efficiency; materials efficiency; and indoor air quality enhancement.

For detailed information on each of the items below, please refer to the *Your Home Technical Manual* at: www.yourhome.gov.au, and *Energy Smart Homes* at: www.clean.energy.wa.gov.au.

This checklist must be submitted with the planning application for all new residential, commercial and mixed-use buildings and redevelopments (excluding single and grouped dwellings, internal fit outs and minor extensions) in the City of Joondalup.

The City will seek to prioritise the assessment of your planning application and the associated building application if you can demonstrate that the development has been designed and assessed against a national recognised rating tool.

Please tick the boxes below that are applicable to your development.

Siting and structure design efficiency

Environmentally sustainable design seeks to affect siting and structure design efficiency through site selection, and passive solar design.

Does your development retain:

- existing vegetation; and/or
- natural landforms and topography

Does your development include:

- northerly orientation of daytime living/working areas with large windows, and minimal windows to the east and west
- passive shading of glass
- sufficient thermal mass in building materials for storing heat
- insulation and draught sealing
- floor plan zoning based on water and heating needs and the supply of hot water; and/or
- advanced glazing solutions

If you have not incorporated or do not intend to incorporate any of the principles of environmentally sustainable design into your development, can you tell us why:

Is there anything else you wish to tell us about how you will be incorporating the principles of environmentally sustainable design into your development:

When you have checked off your checklist, sign below to verify you have included all the information necessary to determine your application.

Thank you for completing this checklist to ensure your application is processed as quickly as possible.

Applicant's Full Name: David Reynolds Contact Number: 0401 236 936

Applicant's Signature:  Date Submitted: 3/12/20

Accepting Officer's Signature: _____

Checklist Issued: March 2011