Government of **Western Australia**
Development Assessment Panels

Metro Outer Joint Development Assessment Panel Agenda

Meeting Date and Time: Wednesday, 8 September 2021; 2pm
Meeting Number: MOJDAP/121
Meeting Venue: via Zoom

To connect to the meeting via your computer - https://zoom.us/j/93198289115

To connect to the meeting via teleconference dial the following phone number – 08 7150 1149
Insert Meeting ID followed by the hash (#) key when prompted - 931 9828 9115

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

1 Table of Contents

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 Chris Leigh (City of Joondalup)
Ms Ashleigh Bryce (City of Joondalup)

Minute Secretary

Ms Adele McMahon (DAP Secretariat)

Applicants and Submitters

Ms Renata Patroni
Mr Andrew Jones
Ms Jacqueline Ferreira
Ms Alicia Watts
Mr Carlo Famiano (CF Town Planning & Development)
Mr Alessandro Stagno (Apex Planning)
Mr Sam Morrell (Keiki Early Learning)
Ms Orielle Pearce (SPH Architecture and Interiors)

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.

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

The Presiding Member notes an addendum to the agenda was published to include details of a DAP request for further information and responsible authority response in relation to Item 8.1, received on 6 September 2021.

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

7.1 Ms Renata Patroni presenting in support of the recommendation but against the application at Item 8.1. The presentation will address the impact this child care centre would have on the residents of Kallaroo and Mullaloo. I will be discussing the noise impact it will have to surrounding residents.

7.2 Mr Andrew Jones presenting in support of the recommendation but against the application at Item 8.1. The presentation will address the impact on the amenity of 106 Mullaloo Drive and the waist impact on surrounding properties.

7.3 Ms Jacqueline Ferreira presenting in support of the recommendation but against the application at Item 8.1. The presentation will address the impact of the child care centre on the residents of Kallaroo and Mullaloo. I will be discussing the issues in regards to location and the impact of the southern neighbours amenities.

7.4 Ms Alicia Watts presenting in support of the recommendation but against the application at Item 8.1. The presentation will address the impact the proposed development will have on local traffic and parking.

7.5 Mr Carlo Famiano (CF Town Planning & Development) presenting in support of the recommendation but against the application at Item 8.1. The presentation will address support of the officer recommendation on behalf of the landowners of the adjoining southern property and a number of local residents within the immediate area.

7.6 Mr Sam Morrell (Keiki Early Learning) presenting against the recommendation for the application at Item 8.1. The presentation will address why the application should be approved and explain the community benefit.

7.7 Ms Orielle Pearce (SPH Architecture) presenting against the recommendation for the application at Item 8.1. The presentation will address why the application be approved and explain the architectural merit.

7.8 Mr Alessandro Stagno (Apex Planning) presenting against the recommendation for the application at Item 8.1. The presentation will address why the application be approved and explain the planning merit.

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 643 (20) Stanford Road and Lot 642 (104) Mullaloo Drive, Kallaroo

Development Description:	Child Care Premises
Applicant:	Apex Planning
Owner:	Mrs Lynette Elliott (Lot 643); Ms Wendy Pearce & Mr Anthony McNamara (Lot 642)
Responsible Authority:	City of Joondalup
DAP File No:	DAP/21/02000

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
DAP/21/01952 DR 096/2021	City of Rockingham	Lot 265 (40) Talisker Bend, Golden Bay	Mixed commercial development	14/05/2021

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

Government of **Western Australia**
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Direction for Further Services from the Responsible Authority

Regulation 13(1) and DAP Standing Orders 2020 cl. 3.3

Guidelines

A DAP Member who wishes to request further services (e.g. technical information or alternate recommendations) from the Responsible Authority must complete this form and submit to daps@dplh.wa.gov.au.

The request will be considered by the Presiding Member and if approved, the Responsible Authority will be directed to provide a response to DAP Secretariat within the form.

It is important to note that **the completed form containing the query and response will published on the DAP website** as an addendum to the meeting agenda.

DAP Application Details

DAP Name	Metro Outer JDAP
DAP Application Number	DAP/21/02000
Responsible Authority	City of Joondalup
Property Location	Lot 642 (104) Mullaloo Drive & Lot 643 (20) Stanford Road, Kallaroo

Presiding Member Authorisation

Presiding Member Name	Mr Ian Birch
Signature	*Ian Birch*
Date	2 September 2021
Response Due	**6 September 2021; 3pm**

Nature of technical advice or information required*

1	**DAP query**	**Please provide Alternate recommendation for Approval**
	Response	Alternate Recommendation That the Metro Outer JDAP resolves to: Approve DAP Application reference DAP/21/02000 and accompanying plans (Attachment 2) 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*: **Conditions:** 1. Pursuant to clause 26 of the Metropolitan Region Scheme, this approval is deemed to be an approval under clause 24(1) of the Metropolitan Region Scheme.

* Any alternate recommendation sought does not infer a pre-determined position of the panel.
Any legal advice, commercially confidential or personal information will be exempt from publication.

		2. This decision constitutes planning approval only and is valid for a period of four (4) years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect. 3. This approval relates to the Child Care Premises and associated works only and development shall be in accordance with the approved plan(s), any other supporting information and conditions of approval. It does not relate to any other development on the lot. 4. The lots included shall be amalgamated prior to occupancy certification. 5. A maximum of 80 children and 16 staff on the premises at any one time. 6. The hours of operation for the centre shall be between 7:00am to 6.00pm Monday to Friday. Child Care Centre staff shall not arrive at the centre before 6:30am and be off site by 6:30pm. 7. A Noise and Operations Management Plan, addressing the impact of noise on surrounding properties is to be submitted to, and approved by the City prior to occupation of the development. The Noise and Operations Management Plan is to ensure that the Child Care Premises' operations meet the requirements of the *Environmental Protection (Noise) Regulations 1997*. The operation of the Child Care Premises shall then be carried out in accordance with the approved Noise and Operations Management Plan. 8. A Waste Management Plan indicating the method of rubbish collection is to be submitted prior to the commencement of development and approved by the City prior to the development first being occupied and thereafter implemented to the satisfaction of the City. 9. A Construction Management Plan shall be submitted to and approved by the City prior to the commencement of development. The management plan shall include details regarding mitigation measures to address impacts associated with construction works and shall be prepared to the specification and satisfaction of the City. The construction works shall be undertaken in accordance with the approved Construction Management Plan. 10. A full schedule of colours and materials for all exterior parts to the development (including any retaining walls) shall be submitted to and approved by the City prior to the commencement of development. Development shall be in accordance with the approved schedule and all external materials and finishes shall be maintained to a high standard, including being free of vandalism, to the satisfaction of the City. 11. Any proposed building plant and equipment, including air conditioning units, piping, ducting and water tanks shall be located so as to minimise any visual and noise impact on surrounding landowners, and screened from view from the street, and where

		practicable from adjoining buildings. Details shall be submitted to and approved by the City prior to the commencement of development. Development shall be in accordance with these approved details. 12. Detailed landscaping plans shall be submitted to the City for approval prior to the commencement of development. These landscaping plans are to indicate the proposed landscaping treatment(s) of the subject site and the adjoining road verge(s), and shall: a. Provide landscaping that discourages the parking of vehicles within the verge; b. Provide landscaping screening along the southern boundary, of a sufficient height and density to soften the impact of the building as viewed from the adjoining property; c. Provide details of the play equipment and shade structures within the outdoor play area, incorporating minimum concrete or brick paved areas; d. Provide all details relating to paving and treatment of verges; e. Be drawn at an appropriate scale of either 1:100, 1:200 or 1:500; f. Show spot levels and/or contours of the site; g. Be based on water sensitive urban design principles to the satisfaction of the City; h. Be based on Designing out Crime principles to the satisfaction of the City; i. Show all irrigation design details. 13. Landscaping and reticulation shall be established in accordance with the approved landscaping plans, Australian Standards and best trade practice prior to the development first being occupied and thereafter maintained to the satisfaction of the City. 14. The applicant shall remove the existing crossover to Mullaloo Drive, including any concrete apron, and reinstate any kerbing, footpath and/or other infrastructure to the satisfaction of the City. These works shall be completed prior to the development first being occupied. 15. The car parking bays, driveways and access points shown on the approved plans are to be designed, constructed, drained and marked in accordance with the Australian Standards (AS2890), prior to the occupation of the development. These bays are to be thereafter maintained to the satisfaction of the City. 16. Two (2) bicycle parking spaces shall be designed and installed in accordance with the Australian Standard for Off-street Car parking – Bicycles (AS2890.3-1993), prior to occupation of the development and thereafter maintained to the satisfaction of the City. 17. Except where signage is provided (as indicated on the approved plans), all street fencing shall be visually permeable (as defined by the Residential Design Codes) above 1.2 metres from natural ground level.

		18. No solid walls, fences or other structures higher than 0.75 metres shall be constructed within 1.5 metres of where the driveway meets the street boundary. 19. The signage shall: a. not be illuminated; b. not include fluorescent, reflective or retro reflective colours; c. be established and thereafter maintained of a high standard to the satisfaction of the City. 20. All stormwater shall be collected on-site and disposed of in a manner acceptable to the City. 21. All development shall be contained within the property boundaries. **Advice Notes:** 1. The City of Joondalup *Local Planning Scheme No. 3* defines 'Child Care Premises' as: *"premises where:* *a. an education and care service as defined in the Education and Care Services National Law (Western Australia) section 5(1), other than a family day care service as defined in that section, is provided; or* *b. a child care service as defined in the Child Services Act 2007 section 4 is provided."* 2. The City encourages the applicant/owner to incorporate materials and colours to the external surface of the development, including roofing, that have low reflective characteristics to minimise potential glare from the development impacting the amenity of the adjoining or nearby neighbours. 3. The Construction Management Plan shall be prepared using the City's Construction Management Plan template which can be provided upon request. 4. Unless set out in the conditions, any existing infrastructure/assets within the road reserve are to be retained and protected during construction of the development and are not to be removed or altered. Should any infrastructure or assets be damaged during the construction of the development, it is required to be reinstated to the satisfaction of the City. 5. The Residential Design Codes define visually permeable as: *In reference to a wall, gate, door or fence that the vertical surface has:* *a. continuous vertical or horizontal gaps of 50mm or greater width occupying not less than one third of the total surface area;*

		b. continuous vertical or horizontal gaps less than 50mm in width, occupying at least one half of the total surface area in aggregate; or *c. a surface offering equal or lesser obstruction to view.* *as viewed directly from the street.* 6. All lighting to the centre is to be designed to minimise light spillage onto the surrounding residential properties and be in accordance with the requirements of Australian Standard AS1158. 7. Bin store and wash down area to be provided with a hose cock and have a concrete floor graded to an industrial floor waste connected to sewer. 8. Laundry to be provided with a floor waste in accordance with the City's Local Laws. In addition to having mechanical ventilation it is recommended that laundry areas be provided with condensation dryers to minimise the likelihood of mould occurring. 9. Ventilation to toilets and any other room which contains a w/c must comply with the *Sewerage (Lighting, Ventilation and Construction) Regulations 1971.* 10. Development to be set up and run in compliance with the *Food Act 2008* and the *Australia New Zealand Food Standards Code*. Consideration should be given to having adequate number of sinks in the main kitchen including a dedicated food preparation sink. The applicant is encouraged to send detailed kitchen fit out plans to the City's Health Services for comment prior to lodging a certified building permit. For further information please contact Health & Environmental Services on 9400 4933. 11. There is an obligation to design and construct the development to meet compliance with the requirements of the *Environmental Protection Act 1986* and the *Environmental Protection (Noise) Regulations 1997.*

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Presentation Request Form

Regulation 40(3) and DAP Standing Orders 2020 cl. 3.5

Must be submitted at least 72 hours (3 ordinary days) before the meeting

Presentation Request Guidelines

Persons interested in presenting to a DAP must first consider whether their concern has been adequately addressed in the responsible authority report or other submissions. Your request will be determined by the Presiding Member based on individual merit and likely contribution to assist the DAP's consideration and determination of the application.

Presentations are not to exceed **5 minutes**. It is important to note that the presentation content will be **published on the DAP website** as part of the meeting agenda.

Please complete a separate form for each presenter and submit to daps@dplh.wa.gov.au

Presenter Details

Name	Renata Patroni
Company (if applicable)	Click or tap here to enter text.
Please identify if you have any special requirements:	**YES** ☐ **NO** ☒ If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	Metro Outer JDAP
Meeting Date	Wednesday 8th September 2021
DAP Application Number	DAP/21/02000
Property Location	Lot 643 (20) Stanford Rd and Lot 642 (104) Mullaloo Drive, Kallaroo
Agenda Item Number	No 121

Presentation Details

I have read the contents of the report contained in the Agenda and note that my presentation content will be published as part of the Agenda:	**YES** ☒
Is the presentation in support of or against the report recommendation)? *(contained within the Agenda)*	**SUPPORT** ☒ **AGAINST** ☐
Is the presentation in support of or against the proposed development?	**SUPPORT** ☐ **AGAINST** ☒
Will the presentation require power-point facilities?	**YES** ☒ **NO** ☐ **If yes, please attach**

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Development Assessment Panels

Presentation Content*

These details may be circulated to the local government and applicant if deemed necessary by the Presiding Member. Handouts or power points will not be accepted on the day.

Brief sentence summary for inclusion on the Agenda	*The presentation will address:* The impact this child care centre would have on the residents of Kallaroo and Mullaloo. I will be discussing the noise impact it will have to surrounding residents.

In accordance with Clause 3.5.2 of the *DAP Standing Orders*, your presentation request must also be accompanied with a written document detailing the content of your presentation.

Please attach detailed content of presentation or provide below:
I will be discussing the noise impact it will have to surrounding residents.

- The increase in noise will impact the residents significantly as the close neighbours consists of:
- Those working or studying from home
- Retired individuals
- Shift workers
- FIFO workers who require rest during their breaks
- Those who sleep in or are light sleepers
- Realistically carpark noise will begin when staff start to arrive at ~6am and stop after ~7pm

The noise from the plant equipment and car park will negatively impact residents:

- The vehicle access, car park and plant equipment are directly adjacent to the residential properties to the east and south which goes against Clause 5.4.2 of the LPP.
- Potential to impact on the amenity of the adjoining properties.
- Our concerns are supported by the Responsible Authority Report (RAR)

Air conditioning specifications and impact is largely unknown and may have a detrimental impact on adjoining neighbours:

- Air Conditioning Unit Exceeds the night time noise limit for 3 residents impacting on our sleep, outdoor entertainment area, relaxing time in the evening etc
- The ENA states that this will need to be reviewed by a qualified acoustical consultant during detailed design, when plant selections and locations become known.
- The air con is to be located in the car park. It seems like the report was done before the location of the air con was finalised therefore the noise could be worse than predicted due to the amplified effect of the three open sided undercroft carpark.
- The JDRP voiced concerns over the location of the air con which the applicant has not addressed.
- Increased noise from additional vehicles coming and going, car doors slamming, children being upset at drop off, front door of the centre opening and shutting over and over, children engaging in music/singing activities, crying, laughter, screams of joy etc which brings me to my next point…

Noise Recommendations from the Environmental Noise Assessment (ENA) seem Unrealistic & Impractical Recommendations

- The behaviour and 'style of play' of children should be monitored to prevent particularly loud activity e.g. loud banging/crashing of objects, 'group' shouts/yelling,
  - How are a few child care workers going to prevent 60 children between the ages of 2 and 5 year from playing loud activities. Not realistic and unfair on the children.
  -What about children who are fighting, having a tantrum or screaming out of joy?
- Crying children should be taken inside to be comforted
  -By the time the child cries it is too late. What if multiple children cry at the same time which often happens? Crying will be heard by the neighbours regardless. What about the children who cry in the car park?
- External doors and windows to be closed during indoor activity / play, and any music played within the internal activity areas to be 'light' music with no significant bass content and played at a relatively low level.
  -How will this be enforced when music and play is an important part of young children's development.
  What is going to happen during times of celebration (i.e Christmas time) when the child care centre has their end of year celebration with parents and kids.
- Favour soft finishes in the outdoor play area to minimise impact noise (e.g. soft grass, sand pit(s), rubber mats) over timber or plastic.
  -All the play equipment in the plans appear to be made out of timber which goes against the recommendations of the ENA.

Numerous Noises NOT discussed in the ENA which will impact residents negatively

- People talking, yelling or laughing in the car park
- Noise from the additional cars on the road (eg: car horns)
- Delivery & waste collection trucks which may have a reverse alarm coming after hrs
- Alarms going off on the weekend or evening
- The elevator or people taking the stairs
- Events and celebrations that the childcare centre hosts
- Cleaning staff coming to clean the building after hours

Thank You for your time.

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Please complete a separate form for each presenter and submit to daps@dplh.wa.gov.au

Presenter Details

Name	Andrew Jones
Company (if applicable)	Click or tap here to enter text.
Please identify if you have any special requirements:	**YES** ☐ **NO** ☒ If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	JDAP
Meeting Date	8/9/21
DAP Application Number	DAP/21/02000
Property Location	Lot 643 (20) STANFORD ROAD AND Lot 642 (104) MULLALOO DRIVE, KALLAROO
Agenda Item Number	7

Presentation Details

I have read the contents of the report contained in the Agenda and note that my presentation content will be published as part of the Agenda:	**YES** ☒
Is the presentation in support of or against the report recommendation)? *(contained within the Agenda)*	**SUPPORT** ☒ **AGAINST** ☐
Is the presentation in support of or against the proposed development?	**SUPPORT** ☐ **AGAINST** ☒
Will the presentation require power-point facilities?	**YES** ☒ **NO** ☒ **If yes, please attach**

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Presentation Content*

These details may be circulated to the local government and applicant if deemed necessary by the Presiding Member. Handouts or power points will not be accepted on the day.

Brief sentence summary for inclusion on the Agenda	*The presentation will address:* The impact on the amenity of 106 Mullaloo Drive and the waist impact on surrounding properties

In accordance with Clause 3.5.2 of the *DAP Standing Orders*, your presentation request must also be accompanied with a written document detailing the content of your presentation.

Please attach detailed content of presentation or provide below:

Please see attached details of the group presentation. I will be presenting in regards the impact on amenity at 106 Mullaloo Drive and broader waste related issues.

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Presentation Request Form

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Presenter Details

Name	Jacqueline Ferreira
Company (if applicable)	Click or tap here to enter text.
Please identify if you have any special requirements:	**YES ☐** **NO ☒** If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	Metro Outer JDAP
Meeting Date	8th September 2021
DAP Application Number	DAP/21/02000
Property Location	Lot 643 (20) Stanford Road and Lot 642 (104) Mullaloo Drive, Kallaroo
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Presentation Details

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Is the presentation in support of or against the report recommendation)? *(contained within the Agenda)*	**SUPPORT ☒** **AGAINST ☐**
Is the presentation in support of or against the proposed development?	**SUPPORT ☐** **AGAINST ☒**
Will the presentation require power-point facilities?	**YES ☒** **NO ☐** **If yes, please attach**

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Presentation Content*

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Brief sentence summary for inclusion on the Agenda	*The presentation will address:* The impact of the child care centre on the residents of Kallaroo and Mullaloo. I will be discussing the issues in regards to location and the impact of the southern neighbours amenities

In accordance with Clause 3.5.2 of the *DAP Standing Orders*, your presentation request must also be accompanied with a written document detailing the content of your presentation.

Please attach detailed content of presentation or provide below:

The presentation highlights the impact of the child care centre on the residents of Kallaroo and Mullaloo. I will be discussing the issues in regards to location and the impacts of the southern neighbours amenities

- Locations is not suitable :
    - The child care centre is not adjacent to non-residential amenities such as shopping centres, medical centres, schools, parks & community purpose buildings.
    - Closest non-residential use is a community purpose building (Rob Baddock Community Hall) which is approximately 250 metres to the west.
    - Stand-alone building with no other community purpose and/or commercial land uses
    - Closest commercial land use is the Mullaloo Local Shopping Centre which is approximately 500 metres to the north
    - Closest school (Mullaloo Heights Primary School) is approximately 600 metres to the north-east.
    - Both of these non-residential land uses are to the north of Mullaloo Drive in the adjoining suburb of Mullaloo and, given the distance and road network, are not considered to be co-located with the proposed child care premises.
    - The LPP (clause 5.1.1 a) strongly suggests that it should be adjacent to non-residential amenities
    - All of the recently approved child care centres have been next to or within non-residential amenities or along Marmion Avenue which is a main road
- 29.8 % overshadowing will impact our pool, solar panels and outdoor area
    - Overshadowing breaches R code
    - Should be less then 25%

  - Impacts of overshadowing to south adjoining neighbours:
  - Pool
  - Outdoor Area
  - Potentially our Solar Panels
  - Pool warmth will be impacted
  - Our pool is extensively used during the summer months
  - Outdoor area is used throughout the year
  - Will impact the light within the area
  - Air con noise and car park noises will cause undue impact on our residential amenity & enjoyment of our daily life.
  - Loss of privacy
  - The only sunlight that we get from outside (until late PM) comes from the patio area
  - With the overshadowing covering that whole area our dining area and kitchen will be much darker than it currently is
- The view from the south will look like a commercial property and does not match with the current landscape

Please be aware the attached presentation consists of 4 sections which will be presented by 4 individual residents.

- Noise Impact by Renata Patroni
- Direct and profound impact on the amenity of 106 Mullaloo Drive & Waste Impact on Residents by Andrew Jones
- Location Issues & Impact on Amenities to Southern Neighbour by Jacqueline Ferreira (My presentation)
- Traffic and Parking Impact on Residents by Alicia Watts

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Presentations are not to exceed **5 minutes**. It is important to note that the presentation content will be **published on the DAP website** as part of the meeting agenda.

Please complete a separate form for each presenter and submit to daps@dplh.wa.gov.au

Presenter Details

Name	Alicia Watts
Company (if applicable)	Click or tap here to enter text.
Please identify if you have any special requirements:	**YES ☐** **NO ☒** If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	Metro Outer JDAP
Meeting Date	8th September 2021
DAP Application Number	DAP/21/02000
Property Location	Lot 643 (20) Stanford Road and Lot 642 (104) Mullaloo Drive, Kallaroo
Agenda Item Number	No 121

Presentation Details

I have read the contents of the report contained in the Agenda and note that my presentation content will be published as part of the Agenda:	**YES ☒**
Is the presentation in support of or against the <u>report recommendation</u>)? *(contained within the Agenda)*	**SUPPORT ☒** **AGAINST ☐**
Is the presentation in support of or against the <u>proposed development</u>?	**SUPPORT ☐** **AGAINST ☒**
Will the presentation require power-point facilities?	**YES ☒** **NO ☐** **If yes, please attach**

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Presentation Content*

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Brief sentence summary for inclusion on the Agenda	*The presentation will address:* I will be discussing the impact the proposed development will have on local traffic and parking

In accordance with Clause 3.5.2 of the *DAP Standing Orders*, your presentation request must also be accompanied with a written document detailing the content of your presentation.

Please attach detailed content of presentation or provide below:

Please refer to attached PowerPoint presentation.

Impact on Kallaroo and Mullaloo Residents

DA21/0499 / DAP/21/02000 - Application for a New Child Care Premises at 20 Stanford Road and 104 Mullaloo Drive, Kallaroo

Noise Impact on Residents – Increased Noise

Presented by Renata Patroni

Noise Generating Activities next to residents

The noise from the plant equipment and car park will negatively impact residents

- The vehicular access, car park and plant equipment are directly adjacent to the residential properties to the east and south which goes against Clause 5.4.2 of the LPP.
  - Potential to impact on the amenity of the adjoining properties.
  - Supported by the Responsible Authority Report (RAR)

- The increase in noise will impact the residents significantly as the close neighbours consists of:
  - Those working or studying from home
  - Retired individuals
  - Shift workers
  - FIFO workers who require rest during their breaks
  - Those who sleep in or are light sleepers
    - Realistically carpark noise will began when staff start to arrive at ~6am and stop after ~7pm

Air Conditioning Unit Noise Issue

Air conditioning specifications and impact is largely unknown and may have a detrimental impact on adjoining neighbours

- Air Conditioning Unit Exceeds the night time noise limit for 3 residents impacting on residents :
  - Sleep
  - Outdoor entertainment area
  - Relaxing time in the evening
- The ENA states that this will need to be reviewed by a qualified acoustical consultant during detailed design, when plant selections and locations become known.
- The air con is to be located in the car park. It seems like the report was done before the location of the air con was finalised therefore the noise could be worse than modelled due to the amplification affect of the three open sided undercroft carpark
- The JDRP voiced concerns over the location of the air con which the applicant has not addressed

Table 5-2 Assessment of Mechanical Plant Noise Levels, dB L_{A10}

Receiver	Night Assigned Noise Level*	Predicted Level	Adjusted Level	Exceedance*
1. 18 Stanford Road	37	36	41	+4
1. 18 Stanford Road Front	37	28	33	Complies
2. 1 Alycon Place	37	31	36	Complies
3. 19 Stanford Place	37	34	39	+2
4. 100 Mullaloo Drive	37	31	36	Complies
5. 87 Mullaloo Drive	37	28	33	Complies
6. 89 Mullaloo Drive	37	29	34	Complies
7. 91 Mullaloo Drive	37	30	35	Complies
8. 93 Mullaloo Drive	37	31	36	Complies
9. 95 Mullaloo Drive	37	25	30	Complies
10. 106 Mullaloo Drive front	37	28	33	Complies
10. 106 Mullaloo Drive Rear	37	34	39	+2
11. 108 Mullaloo Drive	37	32	37	Complies

Joondalup Design Reference Panel (JDRP)

JDRP comments	Summary of applicant's response
Concerns regarding vehicular access from Stanford Road, the driveway cuts into the verge creating a retaining wall. Notes that if the verge level is not modified this will raise the undercroft car parking area and will further impact the southern adjoining property.	Retaining is not proposed within the Stanford Road verge. The DA drawings have been updated to provide more detail regarding the Stanford Road driveway and crossover, demonstrating any alterations to levels will be within the 150mm threshold allowable under the City's Crossover Guidelines.
Concerns regarding the eastern elevation impact on the streetscape – primary setback variation and proposed fill means it will be visible along Mullaloo Drive.	The eastern elevation is considered to be less impactful, noting the building is significantly set back from the boundary with open-style verandahs forming most of the interface.
Suggests artist impression for the southern and eastern elevations – which are the least aesthetically pleasing elevations, but will have the greatest impact on the adjoining properties.	Any perceived bulk is broken up / moderated through open-style verandahs, varied building treatments and stepped setbacks, and greenery comprised of bamboo, trees and shrubs. The suitability of the approach is evident on the plans and 3D images.
Notes adjoining southern properties garage slightly encroaching. Notes that the accessible bay does not comply due to the location of the columns.	Noted. No further comments necessary. The ACROD bay has been altered to achieve compliance.
Notes that no bike racks are provided.	Two bike racks have been provided.
Concerns regarding the air-conditioning unit, noise and visual amenity if it needs to be moved to the roof.	Units do not need to be moved to the roof.

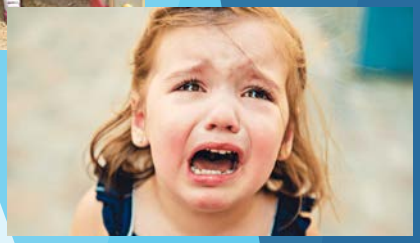
Concerns regarding the air-conditioning unit, noise and visual amenity if it needs to be moved to the roof.	Units do not need to be moved to the roof.

Not Addressed

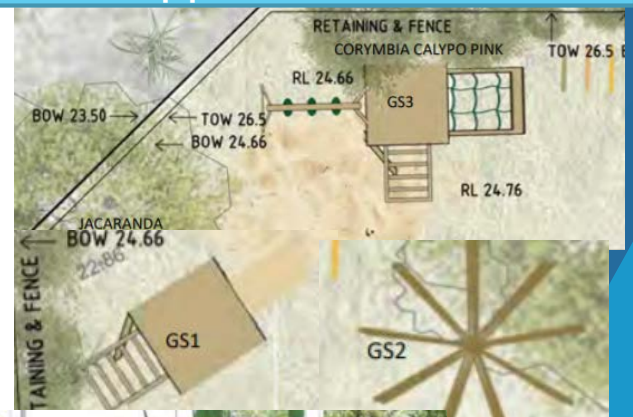
Noise Recommendations from the Environmental Noise Assessment (ENA)

Unrealistic & Impractical Recommendations

- The behaviour and 'style of play' of children should be monitored to prevent particularly loud activity e.g. loud banging/crashing of objects, 'group' shouts/yelling,
  - **How are a few child care workers going to prevent 60 children between the ages of 2 and 5 year from playing loud activities. Not realistic and unfair on the children.**
  - **What about children who are fighting, having a tantrum or screaming out of joy?**
- Crying children should be taken inside to be comforted,
  - **By the time the child cries it is too late. What if multiple children cry at the same time which often happens? Crying will be heard by the neighbours regardless**
  - **What about the children who cry in the car park?**
  - **Controlling and moving a child who is having a tantrum is very difficult**
- External doors and windows to be closed during indoor activity / play, and any music played within the internal activity areas to be 'light' music with no significant bass content and played at a relatively low level.
  - **How will this be enforced when music and play is an important part of young children's development.**
  - **What is going to happen during times of celebration (i.e Christmas time) when the child care centre has their end of year celebration with parents and kids.**
- Favour soft finishes in the outdoor play area to minimise impact noise (e.g. soft grass, sand pit(s), rubber mats) over timber or plastic
  - **All the play equipment in the plans appear to be made out of timber which goes against the recommendations of the ENA**



Play Equipment from the Plans appears to be timber



Additional Noises

Numerous Noises NOT discussed in the ENA which will impact residents negatively

- People talking or laughing in the car park
- Parents yelling in the car park and children crying, laughing or screaming
- Noise from the additional cars on the road (car horns)
- Delivery trucks & waste collection trucks which may have a reverse alarm
  - Especially if occurring outside of operating hours
- Alarms if they were activated on the weekend or evening
- The elevator or people taking the stairs
- Events and celebrations that the child care centre hosts
- Cleaning staff coming to clean the building
  - When will this occur?

Direct and profound impact on the amenity of 106 Mullaloo Drive & Waste Impact on Residents

Presented by Andrew Jones

Bedroom & Outside Amenities Impact

Large scale of building will impact sunlight to our home and outdoor area

- The building is large and ‘Bulky’ and unsuited and inappropriate for this residential area.
- The proposed building is in close proximity to two of our main bedrooms (noise, light)
- Timing – the centre proposes to open from 6.30, this is outside policy which refers to 7.00am.
- Light to the bedrooms will be restricted in the afternoon
- The facility will impact the amenity of our outside decking area. Sunlight will be restricted to the west casting a shadow on the amenity of our outdoor areas and pool.

Waste and Noise Impact in a defined Residential Area

Waste and noise will have undue impact

- Noise associated with approx. 96 people interacting within a few metres of the boundary for approx. 12 hrs a day
- The noise of air conditioning units, which appear to be placed on the eastern side of the building and adjacent to our boundary, including two bedrooms.
- The sum of the noise impost will impact daily life regarding. My wife and two sons all work from home for all or part of the week (Monday to Friday) during the proposed opening hours
- Smell and waste – the smell caused from the accumulative waste (nappies, food etc) from potentially 80 Birth to 3- to 4-year-old children.
- Potential for vermin given waste issues
- Waste management plan doesn't specify how often the bins will be cleaned and the process used to clean the bins.
  - It is important for the bins to be cleaned regularly with disinfectant to manage undesirable smells and the sanitary of the area.

Confusion on Waste Collection times

When exactly will the Waste be collected

- The Waste Management Plan states the following :
  - Servicing will be conducted **outside of normal operating hours** to allow the waste collection vehicle to utilise the empty carpark for manoeuvring and mitigate impacts on local traffic movements during peak traffic hours
  - Vehicles should **not service** the site before 7.00am or after 7.00pm Monday to Saturday, or before 9.00am or after 7.00pm on Sundays and Public Holiday.
- If the rubbish bins are to be collected twice a week, when will the rubbish be collected during the week?
- Unrealistic to expect that the contractors will ALWAYS exit in a forward motion and not reverse, especially if unable to turn and go forward or out of habit reverse
- Does recycling get collected together with rubbish?
  - If not a total of 4 trips will be made a week to the site

Location Issues & Impact on Amenities to Southern Neighbour

Presented by Jacqueline Ferreira

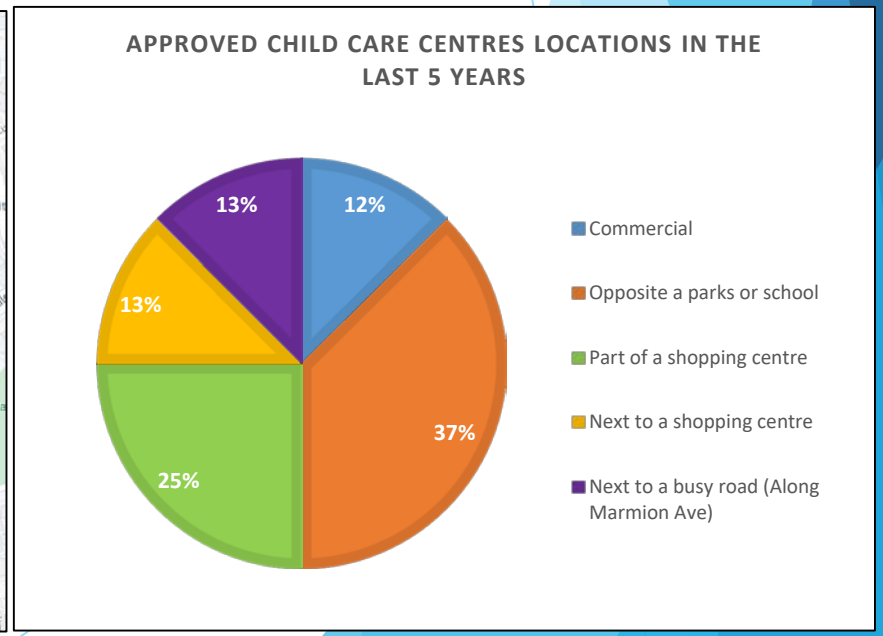
Location, Location, Location

The location is not suitable for a Child Care Centre

- The child care centre is not adjacent to non-residential amenities such as shopping centres, medical centres, schools, parks & community purpose buildings.
  - Closest non-residential use is a community purpose building (Rob Baddock Community Hall) which is approximately 250 metres to the west.
    - Stand-alone building with no other community purpose and/or commercial land uses
  - Closest commercial land use is the Mullaloo Local Shopping Centre which is approximately 500 metres to the north
  - Closest school (Mullaloo Heights Primary School) is approximately 600 metres to the north-east.
    - Both of these non-residential land uses are to the north of Mullaloo Drive in the adjoining suburb of Mullaloo and, given the distance and road network, are not considered to be co-located with the proposed child care premises.
- The LPP (clause 5.1.1 a) strongly suggests that it should be adjacent to non-residential amenities
- All of the recently approved child care centres have been next to or within non-residential amenities or along Marmion Avenue which is a main road

Location of the Proposed Child care centre to non–residential amenities

Location of child care centre
Location of Mullaloo Local Shopping centre



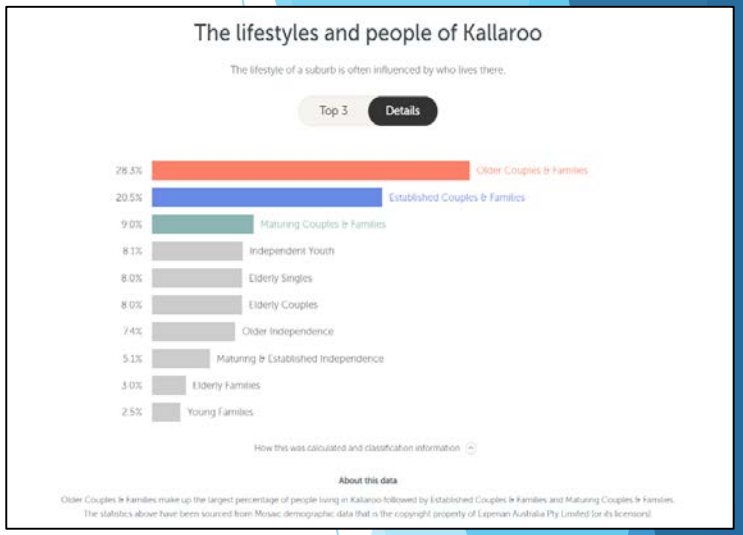
More of a demand for houses than child care centres

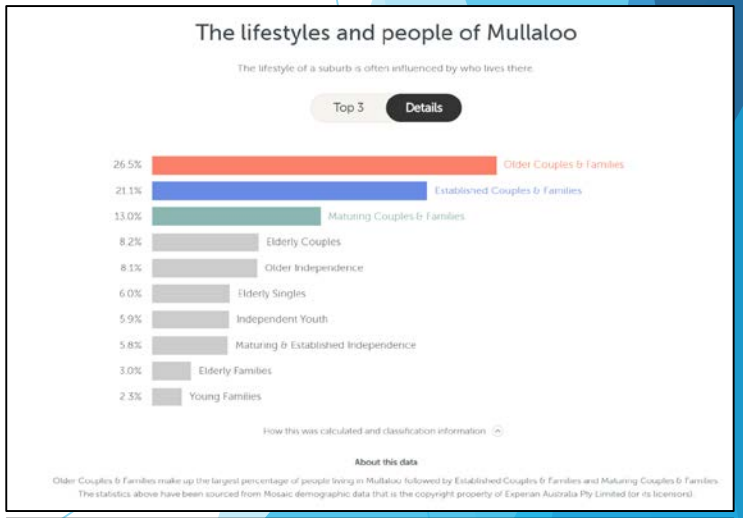
Multiple childcare centres in the area

- The residential tenancy vacancy rate is below 1% in Kallaroo, meaning there's two less family homes available in the area.
  - Realestate.com shows that over 86% of the demographic in Kallaroo and Mullaloo consist of mature and/or older couples and families and older residences.
- Sufficient child care centres and vacancies within the area. Negative impact on current child care centres.
  - Currently have 80* child care services located within the 6025 and 6027 postcode areas
    - 64 (80%) child cares showing to have vacancies
    - Currently a shortage of staff for child care centres – Impacting the quality of child care centres
  - ~4 Child care centres have recently been approved within 5km
    - The distance between the Mullaloo proposed child care centre and Kallaroo proposed child care centre is 1 km which is a 3 min drive. The Kallaroo child care centre Kid's College is 1.6km from the proposed Kallaroo child care. Therefore, within 2 km there will be 3 childcare centres.
  - The Western Australian planning commission planning bulletin 72/2009 Child Care Centres discusses the oversupply in some areas may result in increased vacancy levels that may affect the viability and quality of the services provided
  - Potentially a demand when studies were conducted but multiple child care centres have recently being built to service the area.
    - The study would not have taken into consideration those child cares which are currently being built or recently built

* Includes all types of child care services including home child care services and after hour day care services

Demographic of Mullaloo and Kallaroo

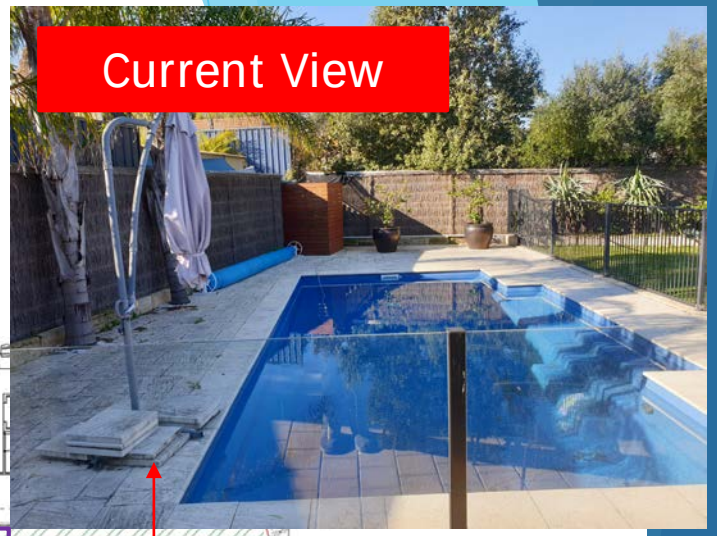


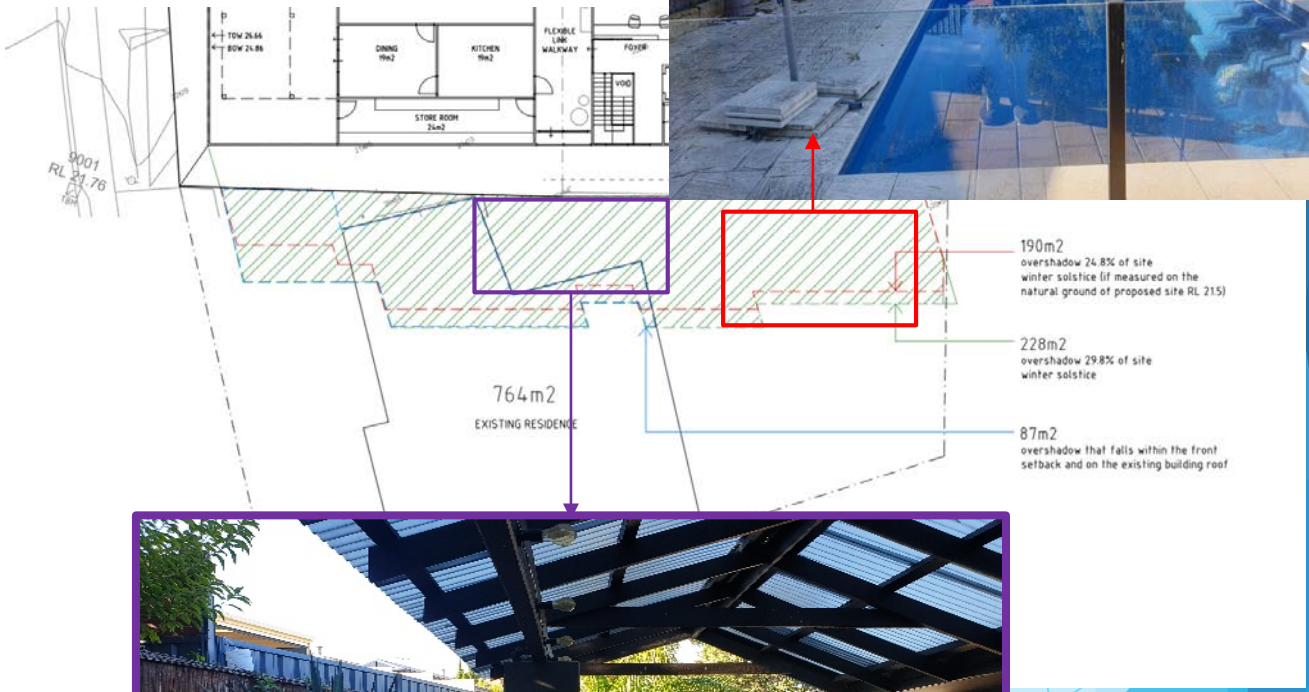


Impact on Outdoor Area

29.8 % overshadowing will impact our pool, solar panels and outdoor area

- Overshadowing breaches R code
  - Should be less then 25%
- Impacts of overshadowing to south adjoining neighbours:
  - Pool
  - Outdoor Area
  - Potentially our Solar Panels
- Pool warmth will be impacted
  - Our pool is extensively used during the summer months
- Outdoor area is used throughout the year
  - Will impact the light within the area
  - Air con noise and car park noises will cause undue impact on our residential amenity & enjoyment of our daily life.
- Loss of privacy

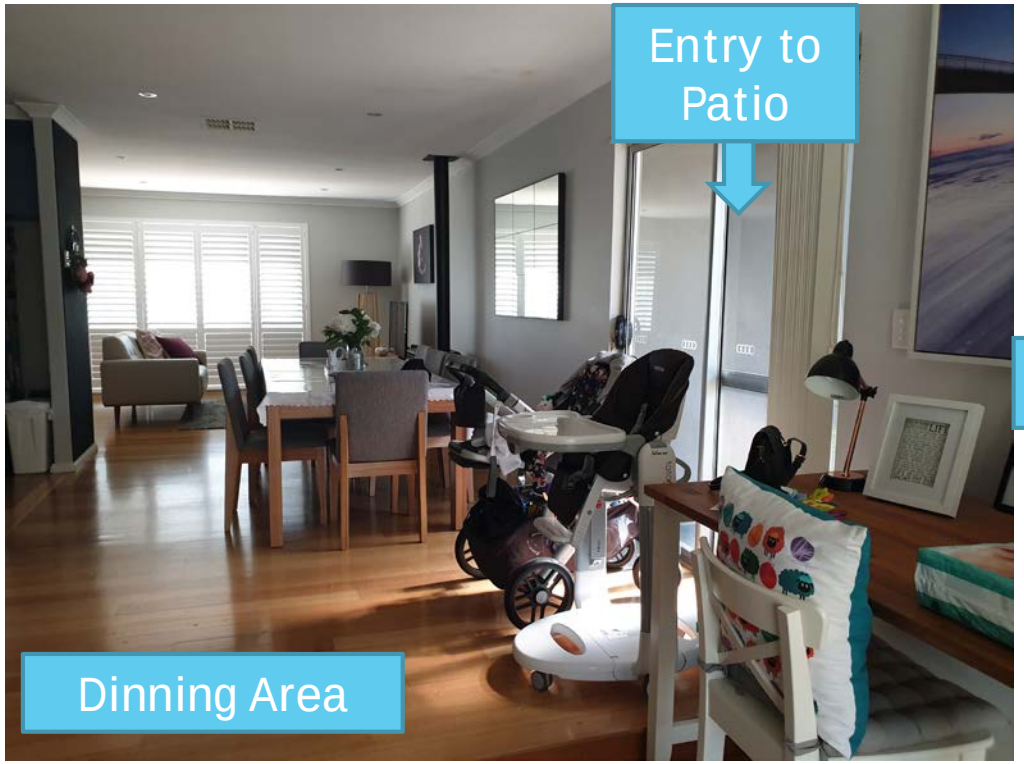


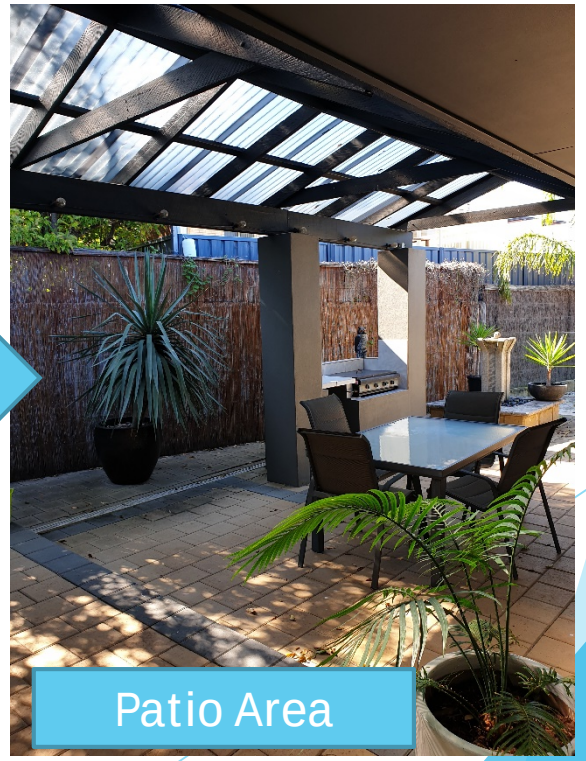


Impact on light in our Home

The natural lighting in our home will be adversely impacted

- The only sunlight that we get from outside (until late PM) comes from the patio area
- With the overshadowing covering that whole area our dining area and kitchen will be much darker than it currently is





Visually Unappealing

The view from the south will look like a commercial property and does not match with the current landscape

- Current Views




- Bulky views of a commercial style building and loss of privacy
  - This below drawing will be the above fence line view


Traffic and Parking Impact on Residents

Presented by Alicia Watts

Access Issues and Increased Traffic

Main entry on Stanford Road is not compliant and dangerous

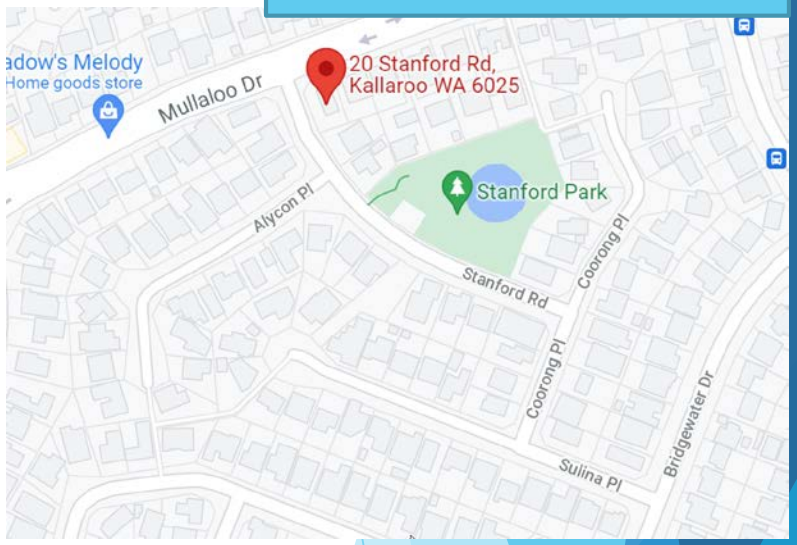
- Main Entry driveway on an Access Road (Stanford Rd)
  - RAR states that the Applicants Justification for having the main entry on an access road does **not** represent an exceptional circumstance
  - Does not comply with the LPP Clause 5.2.2 c
- This will impact the residents via the following :
  - The traffic increase of parents who are tired, busy, distracted and stressed increases the risk of an accident happening
    - Mullaloo Drive to Stanford Road going west is downward-sloping
    - The 3m setback will cause visibility issues for cars turning into Stanford from Mullaloo and visa versa
    - Cars going faster than 50km/h on Mullaloo drive
    - The sun glaring on Mullaloo drive makes it difficult to see going down Mullaloo drive
  - Cars will be doing U-turns along Alycon Place or Coorong Place. This is dangerous and will impact the residents in the cul-de-sac.
  - The excessive amount of traffic entering and exiting the site onto Stanford Road, will cause a safety issue and frustration for residents attempting to leave their homes, as majority residents reverse out of their garages onto Stanford Road
  - As Stanford Road is a quiet access road residents like to allow their children to play at the front of their properties. The increase in vehicle movements will cause safety concerns and increased stress and anxiety for parents.
  - Increased concern for those who use the footpath especially during peak hours
  - Stanford is not a very wide road

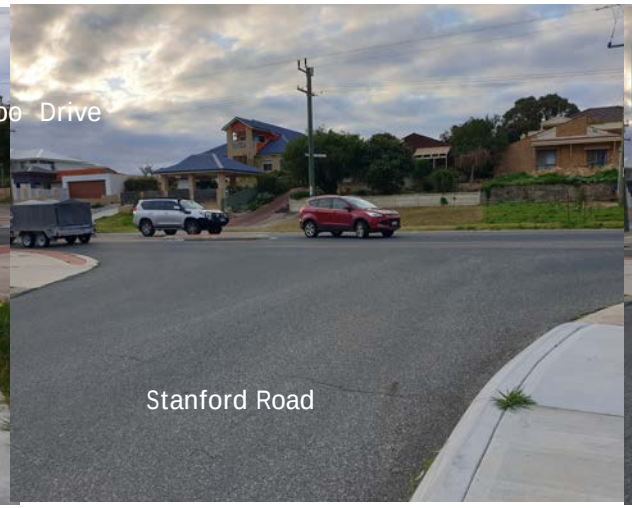
Mullaloo Drive to Stanford Road Intersection

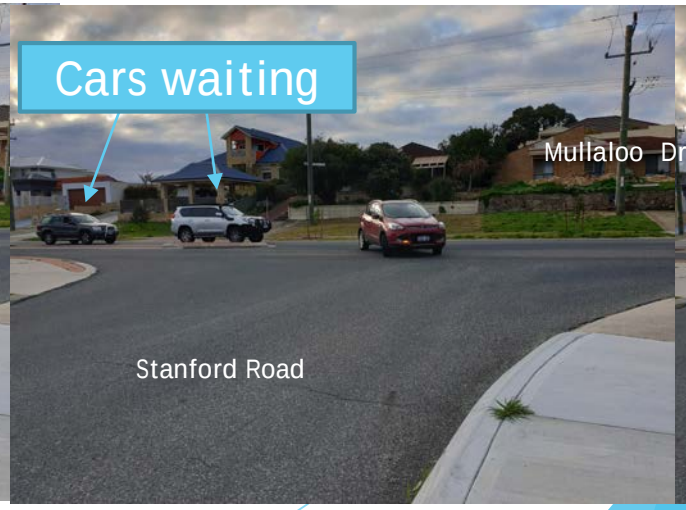
The intersection from Mullaloo Drive to Stanford Road can get busy during Peak hours and can be a dangerous intersection

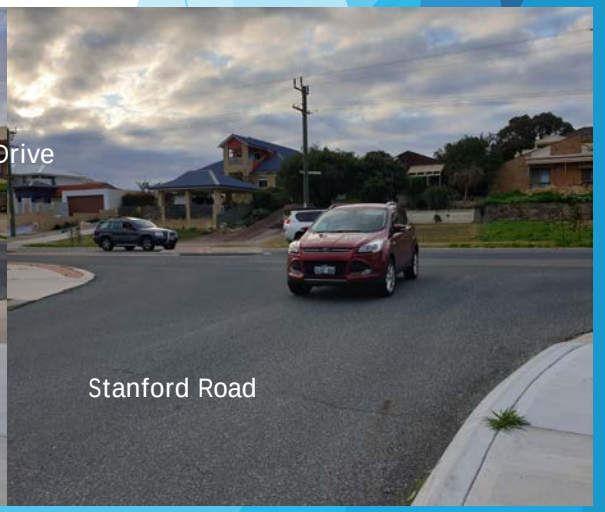
- All vehicular access will be via Stanford Rd with majority of vehicular access to the premises using the Mullaloo Dr & Stanford Road Intersection.
  - This intersection is known to be busy during peak times as it services multiple cars from different roads NOT just Stanford Road
- The below image is a typical example of how busy the crossover can get with majority of residents having witnessed either near misses or experience drivers becoming impatient with not being able to overtake.
- The 3m setback will have visual impacts
- This intersection is not suitable during peak hours for the large increase in traffic to support a childcare centre
  - Round about to Mullaloo drive on Marmion Avenue has increased traffic on Mullaloo Drive making it very busy

Stanford Road services multiple Cul-De-Sac's









Parking Concerns

It is unrealistic to assume that parking on the verge or in residents driveways will not occur

- Availability of parking within the undercroft is not clearly visible from the street
  - Car park doesn't have a 'turnaround' bay therefore if full, visitors will have to reverse out which is dangerous and concerning for those who use the footpath.
    - Will have a detrimental impact on the function and amenity on Stanford Road
    - Non compliant to LPP Clause 5.1.2
    - Concerns regarding safety around the car park was not appropriately addressed in the JDRP
  - Supported in the RAR and does not satisfy LPP Clause 5.2.2
- Parking on the verge or in residents drive ways is inevitable
  - It is human nature to park in the easiest place which will most likely be on the verge especially if there is uncertainty on available car parks, parents in a rush or those who have bigger cars
  - Increased frustration for residents
  - Safety concerns for neighbourhood children playing outside
  - What happens when the Child care centre has events?

Government of **Western Australia**
Development Assessment Panels

Presentation Request Form

Regulation 40(3) and DAP Standing Orders 2020 cl. 3.5

Must be submitted at least 72 hours (3 ordinary days) before the meeting

Presentation Request Guidelines

Persons interested in presenting to a DAP must first consider whether their concern has been adequately addressed in the responsible authority report or other submissions. Your request will be determined by the Presiding Member based on individual merit and likely contribution to assist the DAP's consideration and determination of the application.

Presentations are not to exceed **5 minutes**. It is important to note that the presentation content will be **published on the DAP website** as part of the meeting agenda.

Please complete a separate form for each presenter and submit to daps@dplh.wa.gov.au

Presenter Details

Name	Mr Carlo Famiano
Company (if applicable)	CF Town Planning & Development
Please identify if you have any special requirements:	**YES ☐** **NO ☒** If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	Metro Outer Joint Development Assessment Panel
Meeting Date	8 September 2021
DAP Application Number	DAP/21/02000Click or tap here to enter text.
Property Location	Lot 643 (No.20) Stanford Road & Lot 642 (No.104) Mullaloo Drive, Kallaroo
Agenda Item Number	Item 8.1

Presentation Details

I have read the contents of the report contained in the Agenda and note that my presentation content will be published as part of the Agenda:	**YES ☒**
Is the presentation in support of or against the report recommendation)? *(contained within the Agenda)*	**SUPPORT ☒** **AGAINST ☐**
Is the presentation in support of or against the proposed development?	**SUPPORT ☐** **AGAINST ☒**
Will the presentation require power-point facilities?	**YES ☐** **NO ☒** **If yes, please attach**

Government of **Western Australia**
Development Assessment Panels

Presentation Content*

These details may be circulated to the local government and applicant if deemed necessary by the Presiding Member. Handouts or power points will not be accepted on the day.

Brief sentence summary for inclusion on the Agenda	*The presentation will address:* See Annexure A attached

In accordance with Clause 3.5.2 of the *DAP Standing Orders*, your presentation request must also be accompanied with a written document detailing the content of your presentation.

Please attach detailed content of presentation or provide below:

Click or tap here to enter text.

We act on behalf of the landowners of the adjoining southern property at Lot 644 (No.18) Stanford Road, Kallaroo (adjoining southern lot) and a number of local residents within the immediate area that are opposed to the application seeking the Joint Development Assessment's (JDAP's) approval for the construction of a new child care premises on Lot 643 (No.20) Stanford Road and Lot 642 (No.104) Mullaloo Drive, Kallaroo ('subject land').

The proposed child care premises on the subject land is considered to be excessive, fails to reflect the existing built form within the immediate area, does not have due regard for the existing developments on the adjoining properties, will have an adverse impact on the amenity of the existing residential dwellings within the immediate area and fails to adequately address the planning framework. Furthermore, the proposed development on the subject land is remote from any existing non-residential development/use within this part of the Kallaroo locality and is therefore considered to be an inappropriate location for the child care premises.

In light of the concerns raised by the local residents, the City of Joondalup's recommendation to the JDAP to refuse the application is supported and is consistent with a number of recommendations/decision made by the City for other application of a similar nature within the residential setting.

Further to the City's position, we request that the JDAP have due regard for the following concerns:

CITY OF JOONDALUP LOCAL PLANNING SCHEME No.3

The subject land is classified 'Residential' zone under the City of Joondalup's current operative Local Planning Scheme No.3 (LPS No.3) with a density coding of R20.

Under the terms of the City's LPS No,3, the use of land classified 'Residential' zone for 'child care premises' purposes is identified as a discretionary ("D") use meaning that the use is not permitted unless the local government has exercised its discretion by granting development approval.

The stated objectives for the 'Residential ' zone prescribed within the City's LPS No.3 is as follows:

- *To provide for a range of housing and a choice of residential densities to meet the needs of the community.*
- *To facilitate and encourage high quality design, built form and streetscapes throughout residential areas.*
- *To provide for a range of non-residential uses, which are compatible with and complementary to residential development.*

It is contended that the proposed development on the subject land does not meet the objectives of the zone for the following reasons:

i) It does not provide for housing choice within the area;

ii) It does not have due regard for the existing residential and built form character of the area in terms of bulk, scale and appearance;

iii) It will have an adverse impact on the amenity of the existing residential developments on the surrounding lots and will not be compatible within a low density residential environment along this part of Mullaloo Drive and Stanford Road;

iv) It will result in the establishment of a commercial type development within a low density residential environment, which will result in increased traffic movements, the construction of a substantial building that is out of character with the existing established built form of the area and result in an increase level of noise that is not typical and/or expected within a residential area. Given this, the

proposal will not be compatible in terms of land use and activities within the established residential setting; and

v) It fails to meet the developments standards prescribed within relevant planning framework.

In light of the above, the applications fails to address the zone objectives prescribed within the City's LPS No.3 and should therefore be refused.

CITY OF JOONDALUP 'CHILD CARE PREMISES LOCAL PLANNING POLICY

When reviewing the City of Joondalup's Local Planning Policy entitled 'Child Care Premises Local Planning Policy', it is concluded that the following aspects of the proposed child care premises on the subject land does not meet the Policy for the following reasons:

1. The proposed development does not satisfy the objectives of the City's Policy in that the application does not ensure that the new child care premises on the subject land does not have an adverse impact on the amenity of surrounding area, in particular the adjoining residential properties. A review of the proposal in relation to the adjoining properties (in particular when observing the existing dwelling on adjoining No.18 Stanford Road), it is concluded that the child care premises will have an adverse impact on the existing dwelling on the adjoining properties in terms of noise, traffic movements, overshadowing and the scale of the building. The impact on No.18 Standford Road will be further discussed within this submission.
2. The proposed development does not satisfy the locational criteria of the Policy in that the proposed child care premises is not located abutting and/or adjacent a non-commercial development/use. A review of the area has identified that the area surrounding the subject land is low density residential development, with the closest non-residential development/use being the Mullaloo Shopping Centre (on Dampier Avenue) approximately 440 metres north of the subject land or the public open space reserve along Mullaloo Drive being approximately 240 metres from the subject land (see Figure 1).
3. Given the above and given the issues outlined within this submission, the application has failed to demonstrate how it will not have an undue impact on the existing residential developments within the area, in particular the excessive impact being imposed on adjoining No.18 Stanford Road in terms of bulk, scale, noise, odours, traffic movements and overshadowing (which will have an impact on major openings and outdoor living areas associated with the existing dwelling that property). As such, the proposed child care premises will have a detrimental impact on the amenity of the existing dwellings on the adjoining properties and does not adequately address Clause 5.1.1(b) of the City's Policy.
4. It is recommended that the applicant consider establishing the proposed child care premises abutting or adjacent the Mullaloo Shopping Centre to service any demand within the immediate locality and to be more in keeping with the locational criteria prescribed within the City's Policy.
5. The application does not comply with the City's Policy in terms of Clauses 5.3 (building height), Clause 5.4 (building setbacks) and Clause 5.4.2 (noise attenuation). In regard to noise, the development does not provide adequate sound attenuation to limit the impact on the outdoor living areas and major opening for the existing dwelling on adjoining No.18 Stanford Road. The proposed building height, reduced street setbacks and bulk of the overall development is out of character with the surrounding developments and will be imposing on the local streetscape.
6. The proposed development does not comply with the hours of operation limited/prescribed within the City's Policy as it proposes a start time on 6.30am during weekdays (in lieu of 7am allowable start). This will compound the adverse impact in terms of noise and amenity of the existing residential properties, in particular adjoining No.18 Stanford Road. This ono-compliant aspect of the Policy requirements will result in reduced enjoyment and amenity for the adjoining owners and will impact the amenity of the adjoining properties. Furthermore, it is considered that the proposed variation to the start time of the child care premises is inappropriate with a low density residential environment and that there are no clear reasons for the early start time (i.e. the subject land is not located on a high frequency public transport route and/or not located within an activity centre). It is contended that the proposed child care premises should be located within a commercial precinct

in order to comprise operating times outside of those times prescribed within the City's Policy to reduce any adverse impacts on the amenity of the adjoining properties.

7. The proposed development does not comply with Clause 5.2 of the City's Policy in terms of Parking and vehicular access for the following reasons:

   i) The proposed child care premises will comprise vehicular access from Stanford Road, which is classified as an 'access road' and not from a higher order road. The Policy states that access should be from a 'district distributor A road'. Only in exceptional circumstances, vehicle access should be from a 'district distributor B road' or an 'access road'. The application does not demonstrate any exceptional reasons for access from Stanford Road. In reviewing the proposed development it is viewed that the proposed access from Stanford Road will have an adverse impact on an existing quiet residential road, further eroding the amenity of the area; and

   ii) The car parking area is not clearly visible from the street. This will result in vehicle congestion in circumstances wherein the car parking area is full and vehicles enter the area and will be unable to exit, resulting in vehicles reversing out of the car parking area. In addition, the concealment of the car parking area will invite parents/patrons to the child care premises to parking within the adjoining road reserves to drop/pick-up children. It is recommended that the car parking area needs to be re-designed to provide greater awareness for the uses and avoid congestion and/or conflict.

Figure 1 – The subject land does not abut or is adjacent a non-commercial development/use.

In light of the above, it is demonstrated that the proposed development on the subject land for child care premises purposes does not comply with the City of Joondalup's 'Child Care Premises Local Planning Policy' and the application does not demonstrate adequate reasons to vary the prescribed provisions/objectives of the Policy. In addition, the proposal will result in potential negative impacts on the adjoining properties and the local streetscape in terms of built form, noise and traffic. As such, the proposed child care premises on the subject land should not be supported by the JDAP.

ADJOINING NO.18 STANFORD ROAD, KALLAROO

No.18 Stanford Road is located along the southern boundary of the subject land and comprises a single storey dwelling. In addition, the dwelling comprises an outdoor living area (including a swimming pool) along the northern side of the property which enjoys good access to the northern winter sun (see Figures 2 & 3). The proposed development on the subject will have an adverse impact on the adjoining southern property for the following reasons:

i) The extent of shadow cast by the development over the adjoining southern property will impact the outdoor living area and swimming pool area (see Figure 3). It is noted that the shadow cast by the proposed development does not meet the 'deemed to comply requirements' of Element 5.4.2 C2.1 ('Solar access for adjoining site') of the R-Codes in that the shadow will extend over 29.8% of the adjoining property in lieu of 25%. In reviewing the variation, the proposal does not satisfy the 'design principles criteria' of Element 5.4.2 of the R-Codes as it will has an adverse impact on the key habitable spaces associated with the existing dwelling on the adjoining property. It this instance, the variation cannot be granted;

ii) The additional traffic along Stanford Road will impact the daily use of the road and may result in parents using the driveway at No.18 Stanford Road to park (for drop off/pick up) or for turning purposes. The lack of visual exposure of the car parking area may also result in parents parking within the verge areas long Stanford Road;

iii) The proposed development will increase noise generation within the area due to air conditioning units, the external playground area and vehicles movements etc. This will impact the amenity of the existing dwelling on adjoining No.18 Stanford Road;

iv) The size of the proposed building will have a visual impact on the adjoining southern property in terms of bulk and scale; and

v) The proposed development will result in stress and anxiety for the occupants of adjoining No.18 Stanford Road, as the proposed development have an adverse impact on the amenity and enjoyment of that property.

Figure 2 – No.18 Stanford Road, Kallaroo. The dwelling currently enjoys good solar access which will be impact upon by the proposed development

Figure 3 – the outdoor living area for the existing dwelling on adjoining No.18 Standford Street will be adversely impact upon by the proposed development on the subject land.

STREETSCAPE & BUILT FORM

Concerns are raised in regard to the overall bulk and scale of the proposed development on the land and that the appearance of the development is out of character with the existing built form on the surrounding properties.

The existing Mullaloo Drive and Stanford Road streetscapes is characterised predominantly by single storey dwellings, with large landscaped setback areas. Only a small number of two (2) storey dwellings are present within the immediate area surrounding the subject land. Figure 4 illustrates the existing low density residential development and the existing built form along the adjoining streets. This will be interrupted by the build and scale of the proposed development.

In considering the proposal in the context of the existing character of the area, it is clear that the application represents development at a bulk and scale much greater than the character of the established surrounding residential area. As such, it is contended that the proposed development on the subject land will be out of character within the street and does not reflect the existing residential character along Mullaloo Drive and/or Stanford Road.

It should be noted that the City of Joondalup and the JDAP have consistently refused various development applications (in particular multiple dwelling type developments and other child care premises) within residential areas based on the design being inconsistent with the prevailing built form and character of the streetscape. These considerations are prescribed within the City of Joondalup's 'Child Care Premises Local Planning Policy' and the objectives of the 'Residential' zone prescribed within the City's Local Planning Scheme No.3.

In light of the above issues, the same approach should be adopted in this instance. As such, it is concluded that the application should be refused at it does not have due regard to the existing established built form character within the immediate area.

Figure 4 – The existing built form along Mullaloo Drive and Stanford Road. The area is characterised by single dwellings of predominantly single storey in nature and large front setbacks.

PLANNING & DEVELOPMENT (LOCAL PLANNING SCHEME) REGUALTION 2015

Clause 67 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Regulations) sets out the matters to be considered by the relevant authority when determining an application for development approval. In reviewing the application against the Regulations, it is concluded that the proposal fails to meet the following maters:

i) Clause 67(a)(g) as the development does not comply with a number of development standards prescribed within the City's Local Planning Scheme No.3 and relevant Local Panning Policies (i.e. building height, setbacks, vehicular access arrangement, hours of operation, compatibility of the proposed use within the area etc); and

ii) Clause 67(m)(n) as the development is not compatible in terms of built form and character with its setting and relationship to other development/land within the locality;

In light of the above and as outlined within this submission, the proposal does not adequately address the Regulations and should therefore not be approved by the JDAP.

CONCLUSION

Having due regard for the above information, the City of Joondalup's recommendation and the number of objections from the local community, it is concluded that the proposed development of the subject land for child care premises purposes cannot be supported for the following reasons

- It is considered to be over-development of the land.
- It is inconsistent with the objectives of the 'Residential' zone prescribed within the City's LPS No.3;
- It is inconsistent with the existing built form within the immediate locality in terms of bulk, scale and appearance;
- It will have an adverse impact on the amenity of the adjoining/surrounding residential properties due to the bulk of the development, noise generated by the use and additional traffic movements;
- It will have a detrimental impact on the local streetscape in terms of bulk and scale, with the development being out of character within the current low density residential setting;
- It does not address the development standards prescribed within the relevant planning framework and does not adequately substantiate any variations to the developments standards.
- It will introduce an intense commercial type activity within a low density residential environment.

In light of the concerns raised within this submission, we hereby request that the Metro Outer JDAP that the development application for the construction of a new child care premises on the subject land be **REFUSED**.

Carlo Famiano
CF Town Planning & Development

Government of Western Australia
Development Assessment Panels

Presentation Request Form

Regulation 40(3) and DAP Standing Orders 2020 cl. 3.5

Must be submitted at least 72 hours (3 ordinary days) before the meeting

Presentation Request Guidelines

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Please complete a separate form for each presenter and submit to daps@dplh.wa.gov.au

Presenter Details

Name	Sam Morrell
Company (if applicable)	Keiki Early Learning
Please identify if you have any special requirements:	**YES** ☐ **NO** ☒ If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	Metro Outer JDAP
Meeting Date	8th September 2021
DAP Application Number	DAP/21/02000
Property Location	Lot 643 (20) Stanford Road & Lot 642 (104) Mullaloo Drive, Kallaroo
Agenda Item Number	8.1

Presentation Details

I have read the contents of the report contained in the Agenda and note that my presentation content will be published as part of the Agenda:	**YES** ☒
Is the presentation in support of or against the report recommendation)? *(contained within the Agenda)*	**SUPPORT** ☐ **AGAINST** ☒
Is the presentation in support of or against the proposed development?	**SUPPORT** ☒ **AGAINST** ☐
Will the presentation require power-point facilities?	**YES** ☒ **NO** ☐ **If yes, please attach**

Government of **Western Australia**
Development Assessment Panels

Presentation Content*

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Brief sentence summary for inclusion on the Agenda	*The presentation will address:* Request the application be approved and explain the community benefit

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Please attach detailed content of presentation or provide below:

Refer to attached submission and powerpoint slides.

KEIKI
EARLY LEARNING

2 September 2021

Development Assessment Panels
140 William Street
Perth WA 6000

PROPOSED CHILD CARE PREMISES (KEIKI EARLY LEARNING)
PRESENTATION REQUEST– AGENDA ITEM 8.1 – MOJDAP/121
LOT 642 (104) MULLALOO DRIVE & LOT 643 (20) STANFORD ROAD, KALLAROO

Dear Presiding Member and Metro Outer JDAP members,

Keiki Early Learning is the proponent of the planning application which will be considered at the upcoming MOJDAP/121.

This letter supports a presentation request for the upcoming DAP meeting, in which I will deliver a joint PowerPoint presentation with Apex Planning and SPH Architecture.

I intend to explain our vision for this project and what we intend to achieve with the Kallaroo centre.

We hope the Panel recognises the clear community benefit from this project and decides to grant approval.

Who is Keiki?

Keiki Early Learning is a small group of high quality, family owned and operated childcare centres that has been in operation since 2003.

We are highly localised to Perth's northern coastal suburbs, with 5 long daycare services and 3 Outside School Hours Care services located from Hamersley to Yanchep. This allows myself as the owner to remain heavily involved in the day to day running of each individual location, something that I am passionate about.

We employ over 160 experienced staff local to the areas in which we operate, and currently partner with around 960 satisfied families with children in our care.

Our Head Office team located in Edgewater provides support to each service in specialised areas such as Quality Management & Auditing, Operations Management, Human Resources, Marketing, Finance and Administration.

Building communities

We are passionate about building strong links with the communities in which we operate. Examples include:

- Long term sponsorships of children's sport clubs such as Quinns Football Club, ECU Joondalup Soccer Club, Quinns Rocks Cricket Club, Westside BMX, and Quinns Mindarie Surf Lifesaving Club.
- Support and fundraising for local, national and international charities important to our families

- Fundraising and community drop off collection points for various recycling programs such as Terracycle and Containers for Change
- Regular free informational sessions open to families and the local community such as Toilet Training, Nutrition, Protective Behaviours and Sleep/Settling
- Regular free supported playgroups within communities where there is a need for greater community connections within young families
- Relationships with support services who visit some of our locations regularly, such as Therapy Focus and Ability WA, or those located onsite such as the Hamersley Child Health Centre, to better support the children in our care.
- Members of community groups and networks such as The Fathering Project, Wanneroo and Surrounds Early Years network and WA Leaders – North Metro, to help inform our families of community services, information and events in their area.
- Partnerships with local education services such as North Metro TAFE, ECU, local high schools and other training providers to support and develop the next generation of trainee educators and teachers.
- Strong relationships with local primary schools to help support pre-kindy children in their successful transition into formal schooling and connect families with schools.

Our core aim at a new service is to build a strong sense of belonging for all families and children. We build communities, not childcare centres.

Why Keiki Kallaroo

We have chosen this site for our service due to the high demand experienced in our nearest location in Edgewater, first opened in January 2020.

Despite the setbacks of COVID, we have a strong waitlist with many families opting to wait longer than to settle for nearby services with places available. This is testament to the strong reputation and delivery of high-quality care within our organisation.

We also know there is a demand for high quality childcare within the immediate area, as most existing centres have limited places currently available. In areas with a higher socio-economic demographic, the demand for high quality care will only become more prominent with the removal of the government's Child Care Subsidy cap in July 2022. This will allow more mid-high income families to be able to access additional hours of care without large out of pocket expenses.

We hope that by opening a service in Kallaroo, we can support more parents in the local area to be able to return to work, confident that their child or children are receiving the best care and early education possible.

The Vision for Keiki Kallaroo

Our vision is for Keiki Kallaroo to become a support hub for young families, a home away from home for children and an active participant in the Kallaroo community.

The service will provide employment for approximately 16 staff, who will receive staff benefits such as wellbeing support, paid training and professional development opportunities provided by Keiki Early Learning.

This will also include 1-2 trainee educator positions, fully supported by experienced educators, an Early Childhood Teacher and our dedicated HR team. Along with 18 years of experience, we have an ethos of continual improvement to ensure we are always delivering the very best practice in early education and care.

The Reggio-Emilia inspired service at Keiki Kallaroo will provide endless opportunities for child-led, open-ended learning through play supported by passionate, qualified educators.

Children's surroundings will be carefully considered and selected, from ensuring mature trees and veggie gardens are included in outdoor spaces, to embedding aboriginal perspectives, and hand-picking a range of unique pre-loved and upcycled furniture to create a warm and home-like aesthetic.

Every child will have direct free-flow access to safe and beautiful natural outdoor spaces and sustainability will be a key focus within environments, learning experiences, play and daily practice.

Keiki Kallaroo will create employment and training opportunities in the Kallaroo area, support services for families, and high-quality natural environments for children to play, learn and grow.

We hope to become a strong part of the Kallaroo community for many years to come.

I look forward to presenting to the Panel on the 8th September.

Yours faithfully,

Samantha Morrell

Owner, Keiki Early Learning

Government of **Western Australia**
Development Assessment Panels

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Regulation 40(3) and DAP Standing Orders 2020 cl. 3.5

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Presenter Details

Name	Orielle Pearce
Company (if applicable)	SPH Architecture
Please identify if you have any special requirements:	**YES** ☐ **NO** ☒ If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

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Is the presentation in support of or against the proposed development?	**SUPPORT** ☒ **AGAINST** ☐
Will the presentation require power-point facilities?	**YES** ☒ **NO** ☐ **If yes, please attach**

Government of **Western Australia**
Development Assessment Panels

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Presenter Details

Name	Alessandro Stagno
Company (if applicable)	Apex Planning
Please identify if you have any special requirements:	**YES** ☐ **NO** ☒ If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

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Refer to attached submission and powerpoint slides.

Submission to DAP

From:	Alessandro Stagno	**Date:**	6 September 2021
Subject:	Agenda item 8.1 – MOJDAP/121 – proposed early learning centre Lot 642 (104) Mullaloo Drive & Lot 643 (20) Stanford Road, Kallaroo (**development site**)		

Apex Planning is the applicant of the early learning centre proposed at the development site. A joint presentation is requested to be made in support of the proposal, to be delivered by:

Sam Morrell – Keiki Early Learning (owner/operator)

Orielle Pearce – SPH Architects (project architectural design expert)

Alessandro Stagno – Apex Planning (statutory planning consultant)

This written submission relates to the town planning and architectural aspects of the presentation. A separate written submission has been prepared by Sam Morrell which addresses site selection and the project vision.

In short we disagree with the officer recommendation, which principally relates to the following key issues:

i. Vehicle access to Stanford Road and associated "amenity impacts"

ii. Overall architectural response and perceived local streetscape impacts

iii. The interface of the development with adjoining properties

The RAR does not sufficiently consider the range of statutory planning matters specific to this proposal. This development is appropriate for the site and **warrants approval** based on its responsive/appropriate architectural design; the fact it will not create unacceptable impacts to the neighbouring properties; and that it will generate positive community outcomes. The following submission explains and justifies our position.

1 ACCESS TO STANFORD ROAD

The proposed access to Stanford Road is a reasonable and acceptable feature of the proposed development for the following reasons:

- The access to Stanford Road facilitates a superior and responsive design outcome, in which the streetscape response is comprised of architecturally designed buildings and engaging outdoor play areas rather than a car park.
- The development site is at the corner of Mullaloo Drive and Stanford Road. Refer to **Appendix 1** of this submission for Figure 4 of the supporting Transport Impact Statement (**TIS**) which indicates the vast majority of traffic using this centre will originate from Mullaloo Drive, using the northern 30 metres of Stanford Road. The likelihood of amenity impact is clearly minimal given the increased use of Stanford Road is concentrated to a small portion closest to Mullaloo Drive.
- Page 5 of the RAR confirms *"the City has reviewed the submitted TIS and considers the findings on the matters assessed to be acceptable"*, making reference to Figure 4 of the TIS. This important point should be differentiated from statements on Page 18 of the RAR regarding a view put forward in public submissions that content of the TIS is "*misleading*". Section 3.11 of the DAPs *Making Good Planning Decisions* provides guidance on consideration of community concerns.

2 LOCAL STREETSCAPE RESPONSE

The centre's architectural response will contribute positively to the local streetscape, as evident from the 3D images and DA drawings provided at Attachments 2, 3 and 4 of the RAR.

The approach taken is responsive to the characteristics of the development site and efficiently addresses its 3.5m slope through a split-level format with two interconnected single-storey / pitch-roof buildings at street level and a bunkered car park at the lower level.

The car park is consequently concealed from the streetscape, a logical/appropriate approach for a childcare facility in a residential context. The assessment in the RAR takes issue with *"the development being very visible from Mullaloo Drive"* (pp 18) and instead indicates the car park should be visible from the street (pp 17) which would be a perverse design outcome.

The built form approach employs domestic materials and soft colour tones complementing the coastal character of Kallaroo, with distinct residential elements to respond to the local streetscape. It is evident the built form approach is designed sensitively and will integrate with its surroundings. This will be explained in detail by Orielle Pearce at the MOJDAP meeting.

In reference to **Appendix 2** of this submission, the street setback assessment presented in the RAR does not clarify the following important matters:

- Only the eastern building protrudes into the 6m Mullaloo Drive setback area, whilst the remainder of the development **complies** (refer to Diagram 1).
- The minor setback variation is consistent with an established setback pattern along Mullaloo Drive, where existing dwellings are set back 2m-2.5m (refer to Diagram 2).
- The eastern building presents to Mullaloo Drive with distinct and engaging façade treatments (refer to Diagram 3). These include:
    - Floor to ceiling windows for half of the front façade with the other half comprised of soft timber cladding, framed by a verandah.
    - An open verandah at the eastern side of the building connected to the outdoor play area which contains play equipment, boundary trees and other landscaping.

In reference to **Appendix 3** of this submission, the streetscape response includes a street fence 1.6m high from the finished level of the outdoor play area. The street fence is broken up with vertical infill permeable sections matching the vertical treatments on the main buildings.

The solid sections of the fence are treated with rendered brickwork, and a masonry blockwork feature element is provided at the corner which will be handcrafted by a stonemason. These materials and treatments are synonymous with existing street fences in the immediate locality.

Substantial verge landscaping is proposed along the street edge, which will screen a low height retaining wall beneath the street fence. The RAR fails to acknowledge that the street fence along Stanford Road is completely permeable, counteracting the retaining beneath it in unison with carefully selected verge landscaping.

Page 18 of the RAR outlines the "*street surveillance and visual amenity impact of having a high solid fence along the Mullaloo Drive elevation*". However, it fails to recognise most of the Mullaloo Drive streetscape contains development on elevated sites (photos at **Appendix 4**). This establishes a local amenity of many street fences/walls being higher than street level.

The streetscape and street edge response of this development is appropriate, consistent with the local amenity, and incorporates sensitive built form / landscaping treatments.

3 INTERFACE WITH ADJOINING PROPERTIES

The proposed development provides an appropriate interface with the neighbouring eastern and southern properties.

A proper built form assessment demonstrates the approach taken is clearly appropriate and will not create unacceptable impacts to the adjoining properties, as outlined below. Refer to **Appendix 5** for 3D images and a number of diagrams.

With regard to the eastern adjoining property:

- The childcare building is substantially separated from the shared boundary and **compliant** setbacks are achieved from the open verandah and Storeroom / Staff WC at the southern end of the site.
- A variety of trees and landscaping treatments are provided along the shared boundary which will screen the development from the neighbouring property.

With regard to the southern adjoining property:

- The external wall heights essentially **comply** with the prescribed 6 metre requirement. There is a marginal difference of 8 centimetres for a small portion of the wall – however when an average is taken, it is below the 6m. Refer to **Appendix 5**.
- The southern building setbacks are **responsive and appropriate**. Based on the RAR assessment, a setback of 2.8m is required to the southern boundary. As depicted in **Appendix 5**:
    - A 4m setback is achieved adjacent the neighbour's outdoor pool area, which **exceeds** the prescribed 2.8m requirement.
    - A 2.75m setback is achieved adjacent the neighbour's covered patio area, which is **marginally compliant** with a difference of 5 centimetres.
    - Lesser 2.25m-2.4m setbacks are achieved adjacent the neighbour's landscaped driveway and garage. As these areas are clearly not habitable, the reduced setback will have no detrimental impact on residential amenity.
- The southern built form interface visible from the habitable areas of the adjoining property provides **significant visual relief** through recessed building setbacks, highlight windows, and boundary tree planting. This extent of treatment exceeds what would usually be provided for residential development.
- As indicated on the overshadowing plan which forms part of the DA drawings, 87sqm of the total 228sqm overshadow area falls on the roof of the adjoining dwelling and its front driveway (creating **no discernible impact** to these areas).

With respect to the acoustic assessment (Attachment 6 of the RAR), core recommendations for compliance involve acoustically compliant fencing (shown on the plans); the restricted use of six staff bays to 7am onwards (shown on plans); and AC condenser units to be run at reduced capacity prior to 7am. The requirements are commonplace and entirely reasonable.

Various secondary "best practice" suggestions were also made, which are not specific recommendations for compliance to be achieved (an important differentiation). The suggestions are simply operational practices which would further reduce acoustic impact (and which are acceptable to the proponent).

The City's senior health officer considered the acoustic assessment with the applicant and agreed on suitable approval conditions for the recommendations to be enforced.

4 CONCLUSION

In summary, the preceding submission demonstrates the proposed early learning centre is entirely appropriate for the site and warrants **approval**.

The centre will provide an important service for the local community, is designed to a high architectural standard, and will not create unacceptable impacts to the adjoining properties or surrounding area.

On this basis, it is respectfully requested the Metro Outer JDAP resolves to **approve** the proposed development, with suitable conditions.

I look forward to presenting in support of this proposal with Sam Morrell (Keiki Early Learning) and Orielle Pearce (SPH Architecture) on Wednesday 8th September, and we would be pleased to respond to any questions from the Panel.

ALESSANDRO STAGNO
APEX PLANNING

APPENDIX 1

TRAFFIC FLOW DIAGRAM – TRANSPORT IMPACT STATEMENT

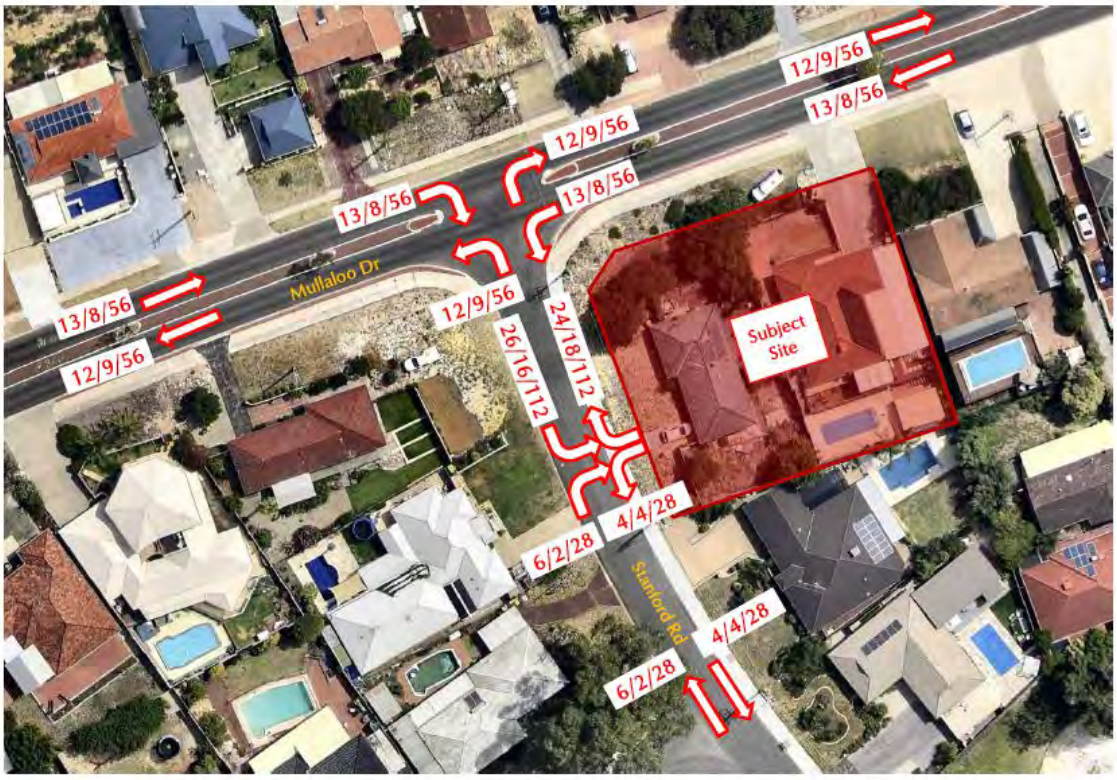


Figure 4: Estimated traffic movements for the proposed CCC
AM peak/ PM peak /total daily trips

APPENDIX 2

STREET SETBACK DIAGRAMS

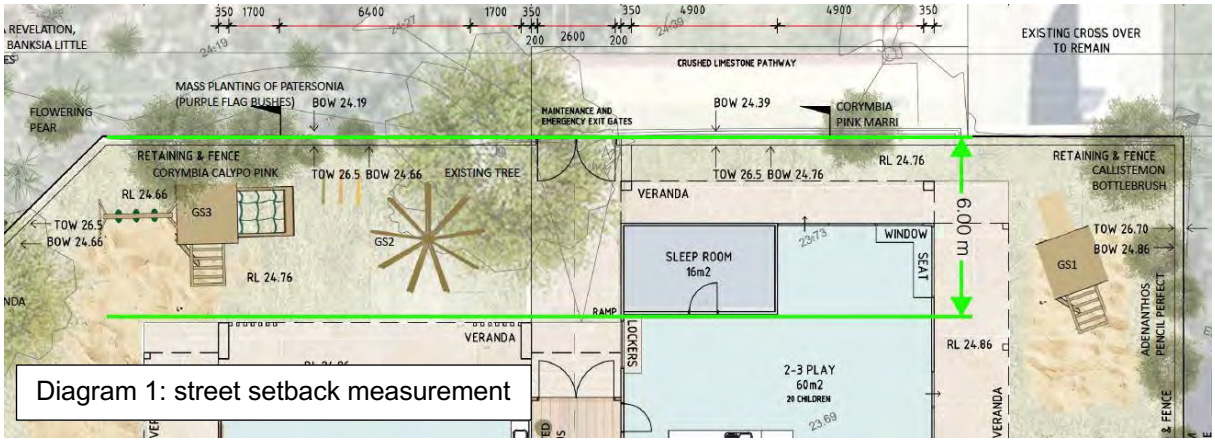


Diagram 1: street setback measurement

Diagram 2: established setback pattern

Diagram 3: streetscape response

APPENDIX 3

STREET EDGE (FENCING) RESPONSE

Mullaloo Drive street edge response

Stanford Road street edge response

APPENDIX 4

LOCAL FENCING EXAMPLES

98 Mullaloo Drive, 60m west of site

79 & 81 Mullaloo Drive, 80m west of site

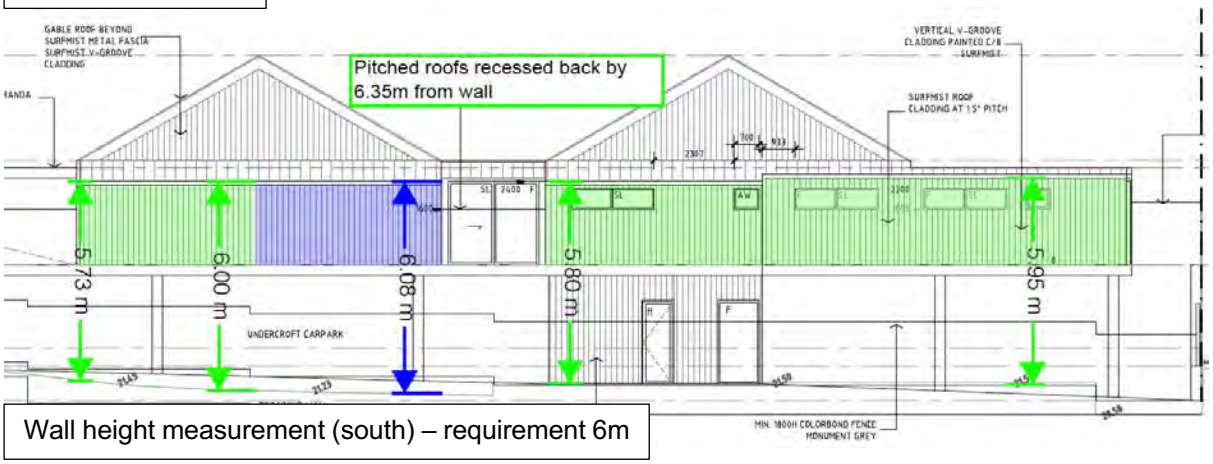
100 Mullaloo Drive, adjacent to site (Stanford Road elevation)

APPENDIX 5

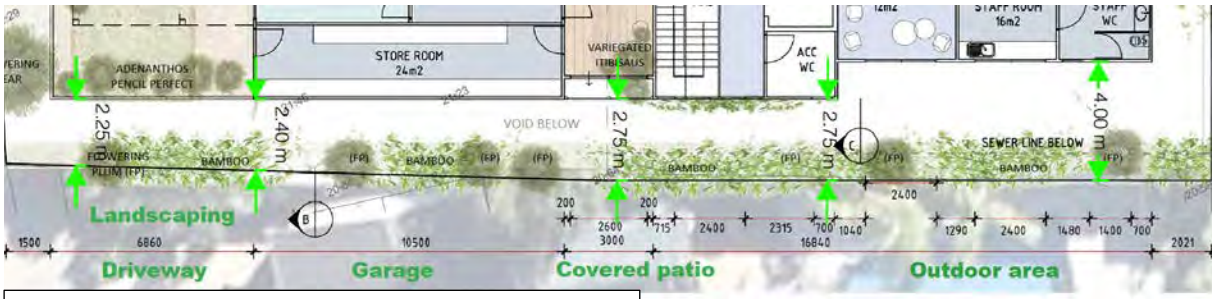
INTERFACE WITH ADJOINING PROPERTIES

Eastern interface

Southern interface



Wall height measurement (south) – requirement 6m



Setback measurement (south) – requirement 2.8m

KEIKI
EARLY LEARNING

Keiki Early Learning

Lot 642 (104) Mullaloo Drive & Lot 643 (20) Stanford Road,

Kallaroo

KEIKI
EARLY LEARNING

Who is Keiki?

Who is Keiki?

A small group of high quality, family owned and operated childcare services in Perth's Northern suburbs.

Who is Keiki?

Our Team

Experienced, passionate, long standing qualified educators supported by a dedicated senior management team.

5 year staff high tea 2020

KEIKI

EARLY LEARNING

Building a Community

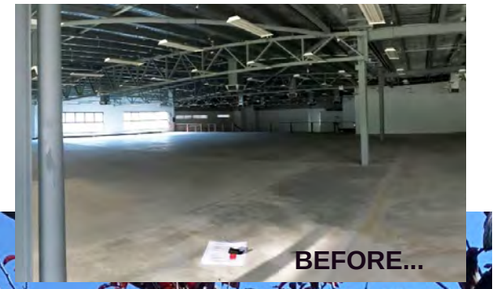
Building a Community

Building a Community

Community partnerships help provide better outcomes for children

Building a Community

KEIKI SEE OPPORTUNITY TO CREATE BEAUTIFUL SPACES FOR THE COMMUNITY



AFTER

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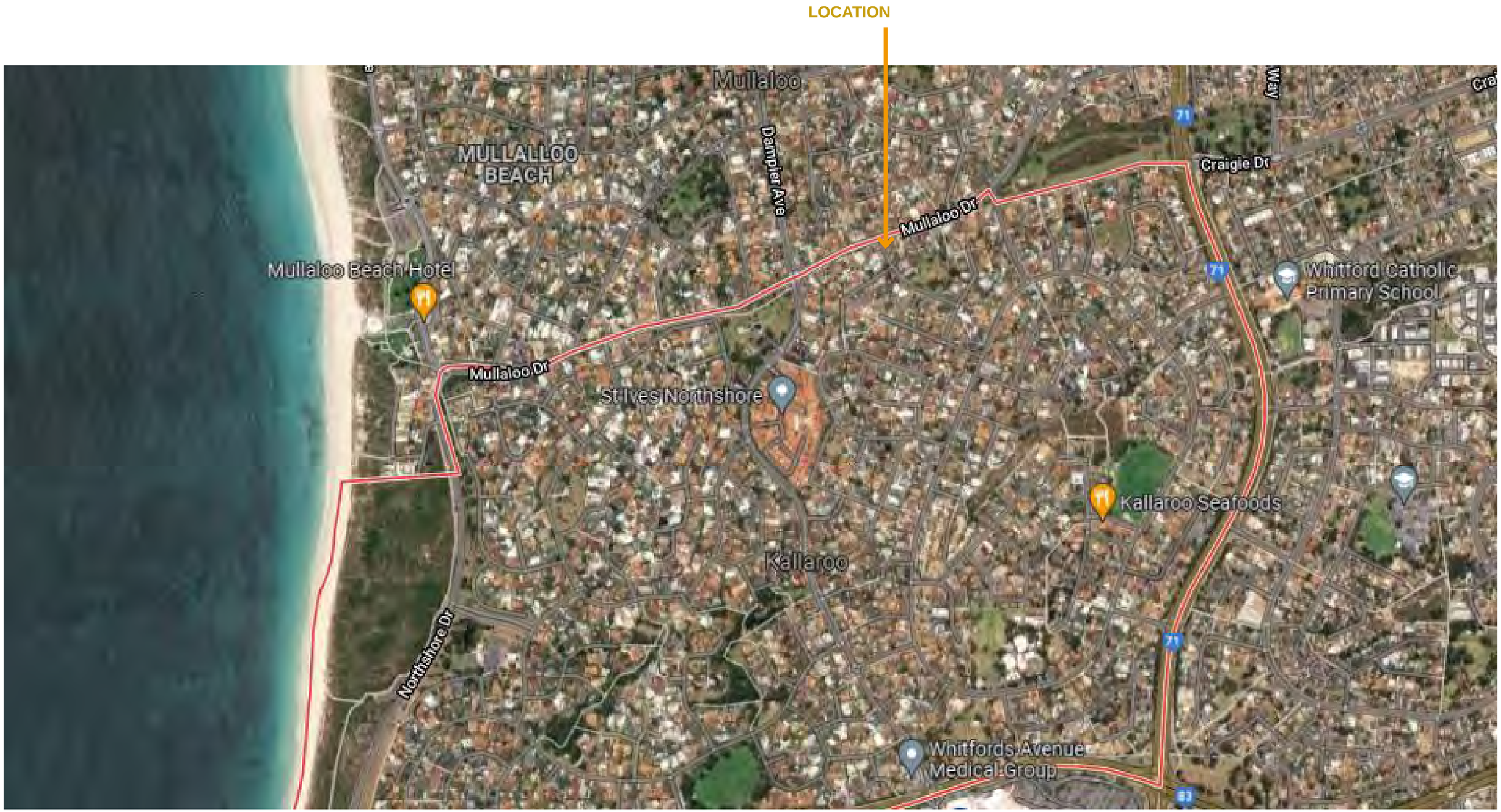
Why Keiki Kallaroo?

Why Keiki Kallaroo?



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Vision for Keiki Kallaroo


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LEGEND
22.43 DENOTES EXISTING RL
RL 24.86 DENOTES PROPOSED RL
TOW DENOTES PROPOSED TOP OF WALL
BOW DENOTES PROPOSED BOTTOM OF WALL
SUMMARY
SITE AREA: 1413.76m2 (AMALGAMATED SITE)
BUILDING AREAS
LOWER FLOOR: 25m2
UPPER FLOOR: 639m2
TOTAL: 664m2
TOTAL %: 46%
PLAY AREAS:
INDOOR PLAY: 291m2
OUTDOOR PLAY: 590m2
OUTDOOR PLAY %: 42%
TOTAL CHILDREN: 80
TOTAL STAFF: 16
TOTAL CARBAYS: 26
STANFORD ROAD
Surveyed Overhead Power Line
MIX OF DIANELLA REVELATION, KANGAROO PAW, BANKSIA LITTLE KALBARRI CANDLES
MIX OF WESTRINGIA, GREVILLEA AND ACACIA
FLOWERING PEAR
EXISTING CROSS OVER TO REMAIN
CRUSHED LIMESTONE PATHWAY
MASS PLANTING OF PATERSONIA (PURPLE FLAG BUSHES)
MAINTENANCE AND EMERGENCY EXIT GATES
CORYMBIA PINK MARRI
RETAINING & FENCE
CORYMBIA CALYPO PINK
EXISTING TREE
VERANDA
SLEEP ROOM 16m2
WINDOW
SEAT
RAMP
LOCKERS
2-3 PLAY 60m2 20 CHILDREN
3 - 5 PLAY 60m2 20 CHILDREN
0 - 2 PLAY 60m2 20 CHILDREN
VARIEGATED ITIBISAUS
ART DISPLAY
FFL 24.90
TOILETS / NAPPY 17M2
SENSORY / ART 16m2
STR 9m2
STR 3m2
LDRY 8m2
WC/ NAPPY 18M2
BOTTLE 10m2
SENSORY / ART 16m2
LIBRARY
FEATURE JOINERY
LINE OF CARPARK CONCRETE ROOF
SHADE LANDSCAPE STRUCUTRE
PASSION FRUIT VINES
643
642
641
DINING 19m2
KITCHEN 19m2
STORE ROOM 24m2
FLEXIBLE LINK WALKWAY
RECPT.
RESOURCE COMMS 12M2
FOYER
VOID
LIFT
ACC WC
WAIT/MEETING 12m2
STAFF ROOM 16m2
STAFF WC
STORE 5m2
VOID BELOW
BAMBOO
SYZYGIUM ORANGE TWIST
SYZYGIUM PINNACLE
EUCALYPTUS SMOOTH BARK WANDOO
ADENANTHOS PENCIL PERFECT
EUCALYPT
JACARANDA
EUCALYPTUS GUNGUNNA
MIX OF DIANELLA REVELATION AND BANKSIA DWARF
MASS PLANTING OF PATERSONIA
WEST ARINGIA
CORYMBIA
FLOWERING PLUM (FP)
SEWER LINE BELOW
TBM
9001 RL 21.76
9002 RL 24.62
Eave RL 26.10
Top of Window RL 26.08
Ridge Line RL 28.09
N
0 2 4 8 12 Metres
SCALE 1 : 200

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Architectural Response

Design Response - Concept

“ Two pitched roof forms

connected by a flexible linking corridor

surrounded by verandas

in a textural, garden sanctuary.”

Design Response - Design Principles

- Close connection to nature
- Light filled, airy playrooms which open directly to verandas and gardens
- Passive cooling and fresh air circulation within the interior space
- Playrooms filled with natural light, reducing the reliance on artificial lighting
- Create a warm, inviting environment which gives children the opportunity to learn, create and explore

Design Response - Site

- **Work with the natural topography, to create a single level floor plan with an under-croft car park**

- **Opportunity for a dynamic and interesting built form**

- **The under-croft car park is bunkered into the hill**

- **Allows the architectural form and surrounding gardens to take advantage of the north facing aspect**

Design Response - Site

- **Creating articulation through Verandas and stepping in the facade**
- **high level windows and screening used to respect privacy**
- **extensive landscaping to create a green buffer surrounding the built form**

Design Response - Materiality

- Materials are familiar and complement the coastal suburb of Kallaroo

- Vertical white cladding, limestone features, warm timbers tones and black ascent details in the screening and window frames

- Planting of tall trees throughout the spaces will provide a lush backdrop within the community

- Considered landscaping, which extends to the verge, enhances the site and enriches the building facade

Project Inspiration












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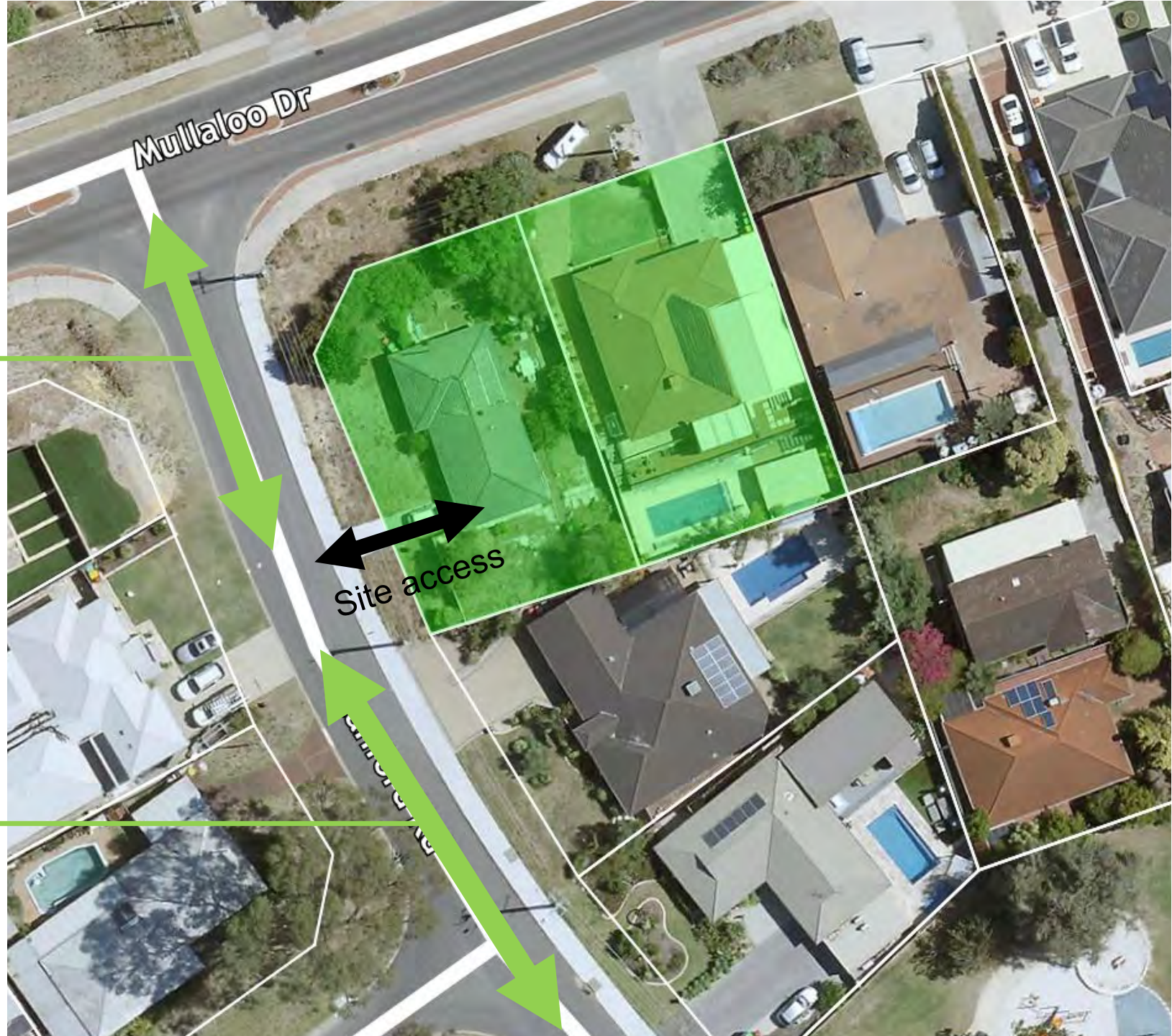
Apex Planning Response

Stanford Road Access

80% of vehicles (estimated)
- AM peak up to 50 movements
- PM peak up to 34 movements
- Total 224 per day

20% of vehicles (estimated)
- AM peak up to 10 movements
- PM peak up to 6 movements
- Total 56 per day



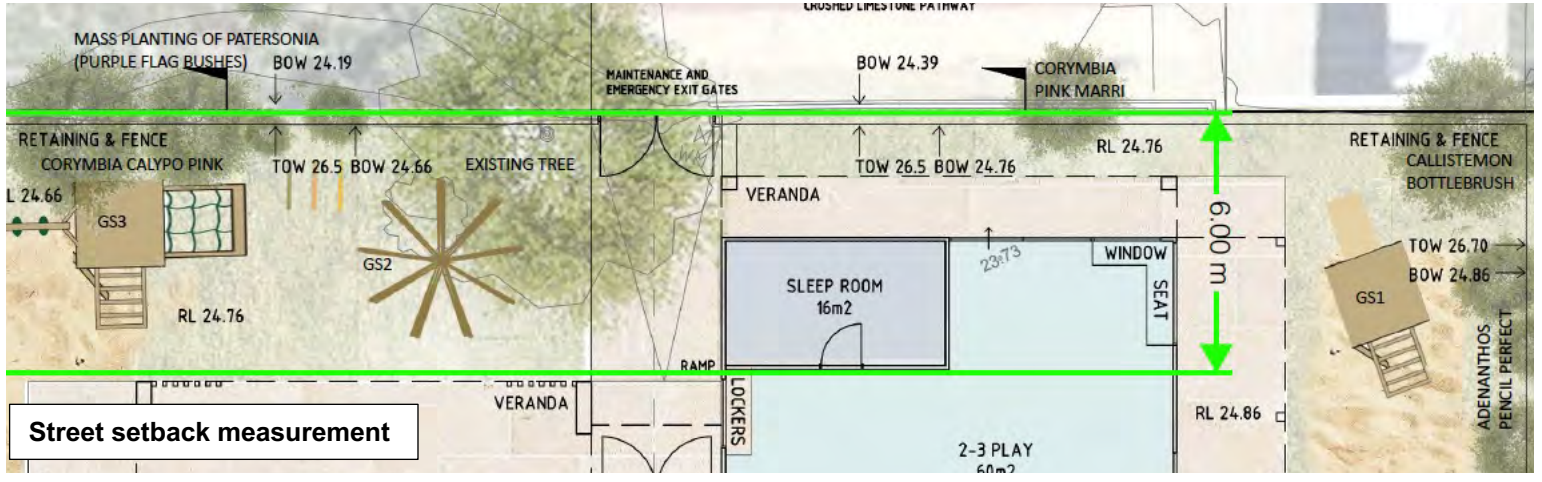
Streetscape Response - Layout

- Split level format responds to 3.5m slope
- Concealed car park protects visual amenity
- Attractive buildings and outdoor areas face the street

Streetscape Response - Setback

Streetscape response

Streetscape response



Street setback measurement

Established setback pattern

Streetscape Response – Fencing and verge

Mullaloo Drive

Stanford Road

Streetscape Response – Fencing and verge (local examples)

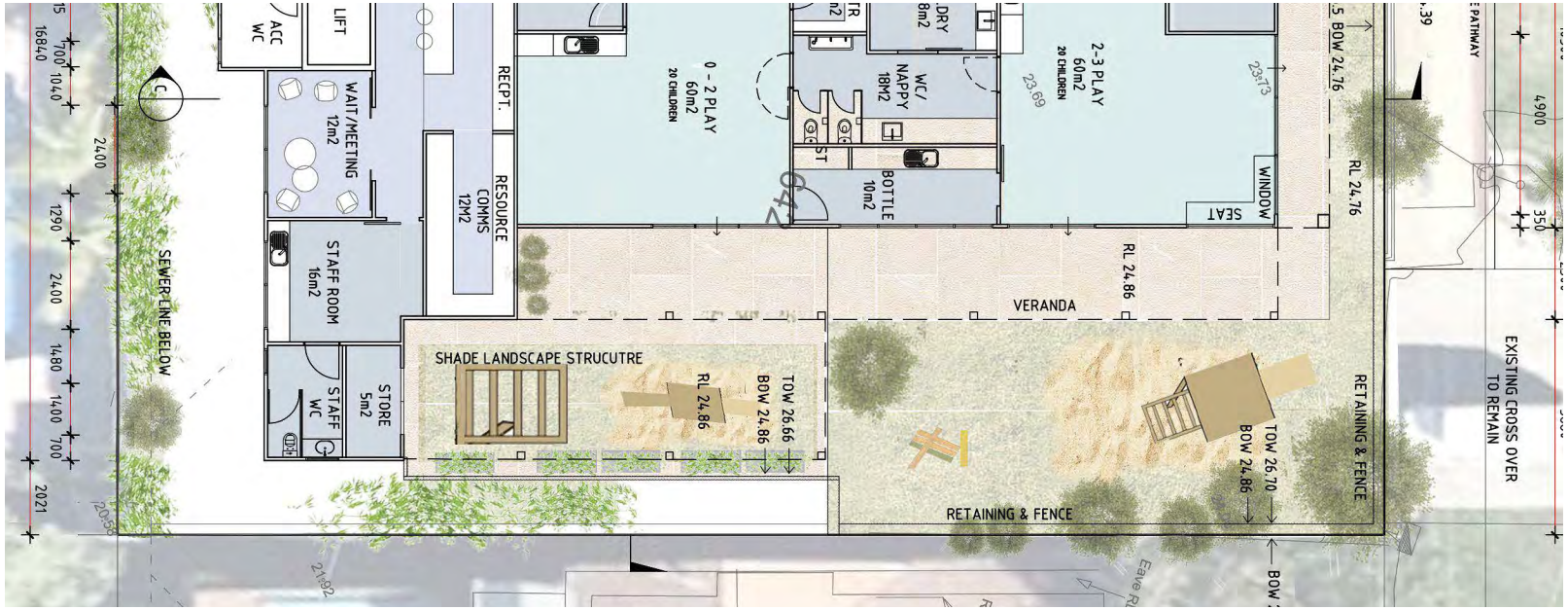
79 & 81 Mullaloo Drive, 80m west of site

100 Mullaloo Drive, adjacent to site (Stanford Road elevation)

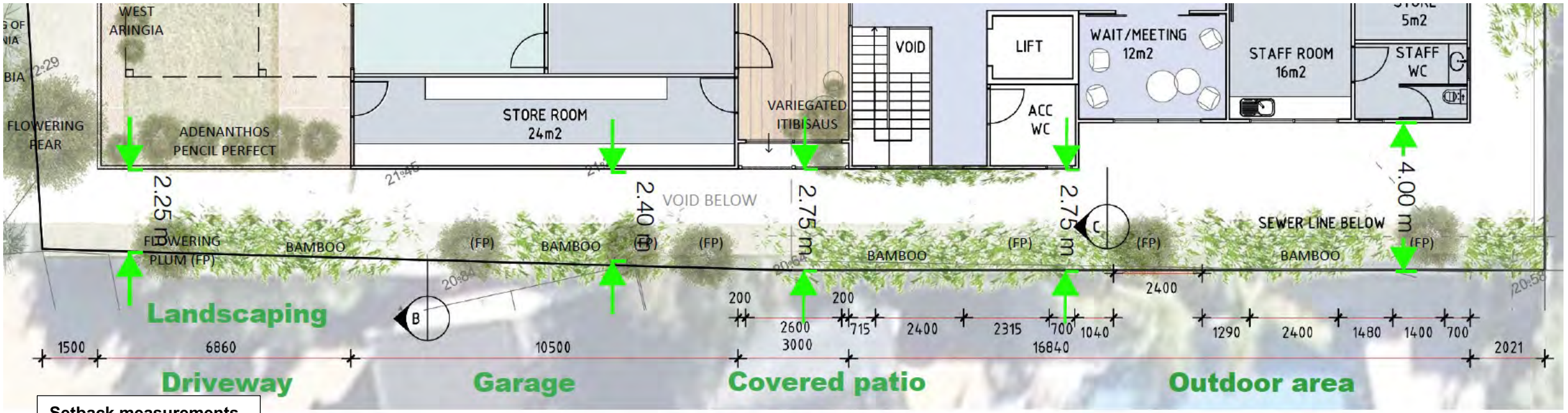
98 Mullaloo Drive, 60m west of site

Interface with Adjoining Property (East)

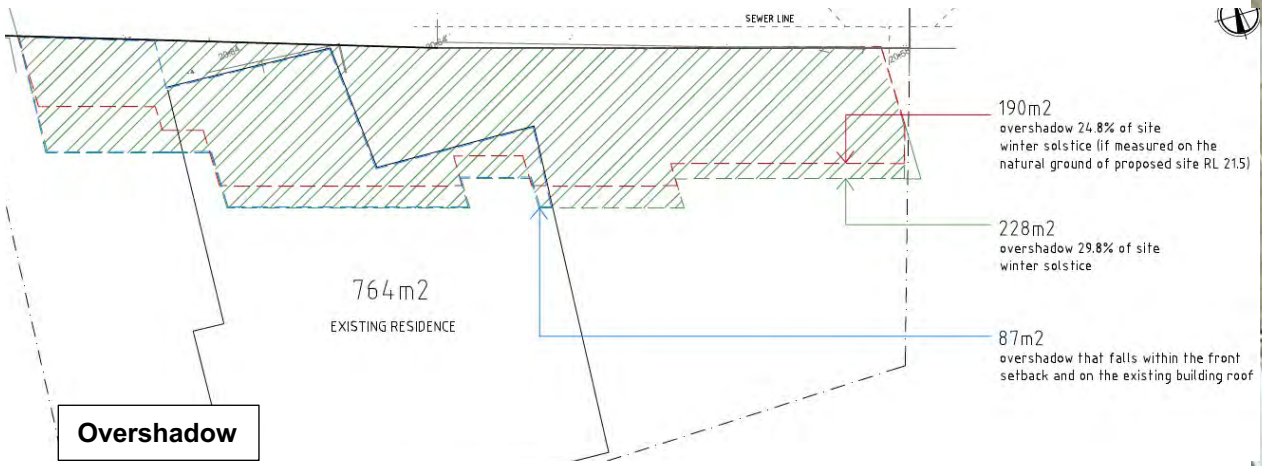
- Substantial building separation from boundary
- Compliant setbacks
- Open verandah with various trees/landscaping treatments
- Acoustically compliant fencing



Interface with Adjoining Property (South)



Setback measurements

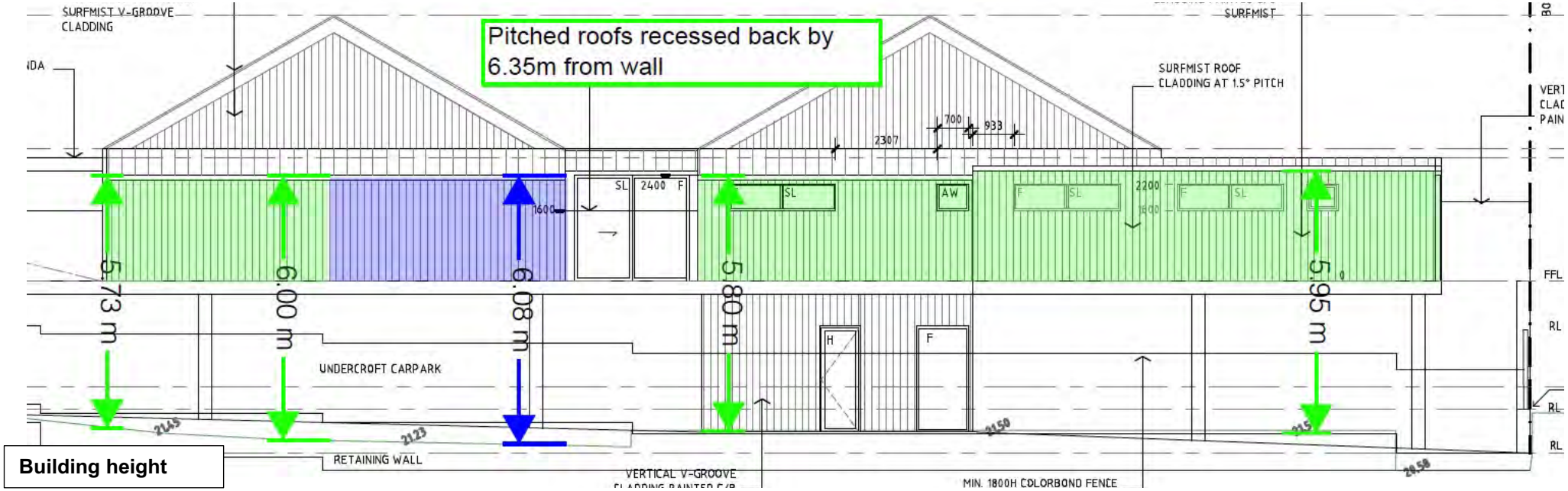


Overshadow

Aerial image

Interface with Adjoining Property (South)

Southern interface



Building height

Why is approval warranted?

- High quality architectural design and streetscape response
- Minimal impact to road network, including Stanford Road
- Manageable and acceptable impacts to neighbours
- Local facility for the community with positive community outcomes
- Significant merit for approval

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Thank you!

Lot 643 (20) STANFORD ROAD AND Lot 642 (104) MULLALOO DRIVE, KALLAROO – CHILD CARE PREMISES

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Outer JDAP	
Local Government Area:	City of Joondalup	
Applicant:	Apex Planning	
Owner:	Mrs Lynette Elliott (Lot 643); Ms Wendy Pearce & Mr Anthony McNamara (Lot 642).	
Value of Development:	$2.12 million ☐ Mandatory (Regulation 5) ☒ Opt In (Regulation 6)	
Responsible Authority:	City of Joondalup	
Authorising Officer:	Dale Page Director Planning and Community Development	
LG Reference:	DA21/0499	
DAP File No:	DAP/21/02000	
Application Received Date:	11 May 2021	
Report Due Date:	27 August 2021	
Application Statutory Process Timeframe:	90 Days with an additional 28 days agreed	
Attachment(s):	1. Location plan 2. Development plans and elevations 3. Building perspectives 4. Landscaping plan 5. Applicant's design statement and explanatory report 6. Environmental Noise Assessment 7. Transport Impact Statement 8. Waste Management Plan 9. Applicant response to submissions 10. Environmentally sustainable design checklist	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	☐ Yes ☒ N/A	Complete Responsible Authority Recommendation section
	☐ No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

That the Metro Outer JDAP resolves to:

1. **Refuse** DAP Application reference DAP/21/02000 and accompanying plans (Attachment 2) 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 Planning Policy* as:

    a. the proposed development is not located adjacent to non-residential uses;
    b. the access for the proposed development is not located from a Local Distributor Road and in such a manner that discourages the use of nearby Access Roads, in this instance being Stanford Road, for turning movements; and
    c. there do not appear to be any exceptional circumstances which would warrant the use of the Access Road, in this instance being Stanford Road, for vehicle access.

2. The proposed development does not satisfy the matters to be considered under clause 67(g), Schedule 2, Part 9 of the *Planning and Development (Local Planning Schemes) Regulations 2015.* Specifically, the development does not comply with the City's *Child Care Premises Local Planning Policy* as the proposed development is not located adjacent to non-residential uses and will have an undue impact on residential amenity.

3. The proposed development does not satisfy the matters to be considered under clause 67(m), Schedule 2, Part 9 of the *Planning and Development (Local Planning Schemes) Regulations 2015* as the scale of the development is not compatible with the adjoining residential land.

4. The proposed development does not satisfy the matters to be considered under clause 67(zc), Schedule 2, Part 9 of the *Planning and Development (Local Planning Schemes) Regulations 2015* as the proposed development does not adequately consider the advice of the Joondalup Design Reference Panel in relation to height, bulk, scale, orientation and appearance of the development.

Details: outline of development application

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:	Child Care Premises - Discretionary "D"
Lot Size:	Lot 643: 709.456m^2 Lot 642: 704.308m^2
Existing Land Use:	Single House
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☐ N/A ☒ Local Design Review Panel ☐ State Design Review Panel ☐ 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	Single (1) with undercroft parking
Proposed No. Dwellings	N/A

The proposed development consists of the following:

- Two pitched roofs, feature timber-look panelling and natural-look materials.
- Undercroft car parking accessed from Stanford Road, providing a total of 26 parking bays, split into 15 staff, 10 visitor and one ACROD bay.
- Outdoor play spaces fronting Mullaloo Drive and Stanford Road enclosed by an external boundary fence which contains some permeable sections.
- The child care premises caters for 80 children and 16 employees.
- Operating hours are between 6.30am and 6.30pm Monday to Friday.
- Three wall signs located on the external boundary fence fronting Mullaloo Drive and Stanford Road and another provided on the northern façade of the eastern building.
- Perimeter landscaping provided along the southern and western car parking boundaries.

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

Background:

The applicant seeks approval for a child care premises at Lot 643 (20) Stanford Road and 642 (104) Mullaloo Drive, Kallaroo (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.

Lot 643 and 642 contain single storey dwellings and are bound by Stanford Road to the west (of Lot 643), Mullaloo Drive to the north (of Lot 643 and 642) and residential lots to the adjoining lot boundaries (refer to Attachment 1). The immediate area is predominantly single storey residential properties in a curvilinear street network.

The site slopes downwards approximately 3.5 metres from the Mullaloo Drive verge to the southern boundary of the site. Small trees and vegetation exists along the Mullaloo Drive and Stanford Road frontages. The existing crossover to Mullaloo Drive is proposed to be retained for the purpose of parking for maintenance vehicles (for example landscaping) and the existing crossover to Stanford Road is proposed to be upgraded and utilised as the main vehicular access point to the site.

If the application is approved, the two lots would 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).
- *Advertisements Local Planning Policy.*
- *Planning Consultation Local Planning Policy.*

Consultation:

Public Consultation

The proposal was advertised for 14 days, commencing on 26 July 2021 and concluding on 9 August 2021. Consultation was undertaken in accordance with the City's *Planning Consultation Local Planning Policy* in the following manner:

- letters were sent directly to 66 surrounding landowners and occupiers;
- two signs were 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.

77 submissions were received, with 67 of these opposing the development, nine in support and one neutral. 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 9).

Issue Raised	**Officer comments**
Traffic There is inadequate road infrastructure to accommodate the increase in traffic volumes. The Traffic Impact Statement states there will be an extra 280 vehicles doing daily trips which increases the safety risk, particularly for children. Increase in flow through traffic along Coorong Place, Alycon Place and Sulina Place. Vehicle access point will cause congestion near the intersection. Right turn likely difficult during peak traffic times due to congestion along Stanford Road. Visitors may be forced to turn at the end of the Alycon Place or Coorong Place cul-de-sac's due to unsafe turning areas along Stanford Road – proposal does not comply with 5.1.2 of the LPP. The Traffic Impact Statement uses outdated statistics. The WA Main Roads traffic data count is over two years old (2018/2019). The 3 hour windows to drop off and pick up seem too wide and unrealistic. The drop off time will most likely be	The City notes that there will be an increase in traffic along Stanford Road. Whilst the majority of traffic will be to the northern end of the street, traffic cannot be restricted from travelling south along Stanford Road, therefore resulting in a possibility of increased traffic along the street as a whole. Access to the site from Stanford Road (access road) does not meet the LPP and is not considered appropriate. This is discussed further in the planning assessment section below. The TIS submitted with the application demonstrates that there is sufficient capacity for the Standford Road and Mullaloo Drive intersection to operate with acceptable delays. Within the AM peak, the development generates 12 left turn movements at the intersection of Mullaloo Drive and Stanford Road which equates one vehicle every five minutes. This is the same for the right turn out onto Mullaloo Drive. Within the PM peak, the development generates nine left turn movements at the intersection of Mullaloo Drive and Stanford Road which equates to a vehicle every six to seven minutes. This is the same for the right turn out onto Mullaloo Drive. The PM peak is

Issue Raised	Officer comments
from 7.00am-8:30am instead of 7.00am-10.00am as the report states. As calculated by the report, the intersection traffic flows during peak hours will increase by 10% as 80% of childcare traffic will turn into Stanford Road via Mullaloo Road. It is irrelevant that 40% of traffic will turn either from the left or right off Mullaloo Drive - it equals 80% of traffic turning into Stanford Road. WAPC TIA statement, "an intersection would generally be considered to be materially affected if flows on any leg increase by more than 10% or any individual movement by more than 20%". The note in Section 6.4 of the Traffic Impact Statement in reference to traffic flow, should not apply to Stanford Road. As stated in Austroads (Austroads Guide to Traffic Management, Part 3, Traffic Studies and Analysis (2009), the 100vph threshold equates to around 10 per cent of the mid-block capacity of an urban arterial lane. This is not applicable to a residential access road. The TIA has failed to assess the impact of the development on traffic for Stanford Road. The traffic assessment failed to assess accurately the impact to the intersection of Stanford Road and Mullaloo Drive as required by WAPC Transport Impact Assessment Guidelines (Vol 4 – Individual Developments, August 2016).	typically spread out as children are picked up during a wider window compared to the AM peak. In reviewing Figure 4 of the submitted Traffic Impact Statement for the development, the intersection appears to be quite balanced as all turns and movements are similar. As a result, it is anticipated that the child care premises should not impact the surrounding road network. The City has reviewed the submitted TIS and considers the findings on the matters assessed to be acceptable.
<u>Parking and access</u> Notes 3.5 of Planning Bulletin 72/2009 (PB 72/2009) – parking areas should be located in the front of the building or clearly visible and easily accessible. Empty car bays within the undercroft are not easily visible from the street. 10 visitor bays are not adequate for 80 children, especially during peak	The number of parking bays on site meet the requirements of the LPP. It is therefore considered that the parking is sufficient for the proposed numbers, providing for both visitors and staff to park on the site. The availability of parking within the undercroft is not clearly visible from the

Issue Raised	Officer comments
operation times. Applicant should be providing an oversupply to mitigate the safety issue that will arise if parents have to reverse out onto Stanford Road. Inadequate parking will result in customers parking along the street and verges which will reduce streetscape amenity and safety.	street which is contrary to the LPP. This is particularly problematic as the car parking area does not include a 'turnaround' bay which visitors could use to still leave the site in forward gear (as required by the LPP) in the event all bays are taken. This is discussed further in the planning assessment section below.
Access is from an access road, not a local distributor road as per the LPP. The LPP states that only under 'exceptional circumstances' may vehicle access be considered from an access road – applicants' justification is not considered an 'exceptional circumstance'.	Access to the site from Stanford Road (access road) does not meet the LPP and is not considered appropriate. This is discussed further in the planning assessment section below.
Stanford Park will become a place for casual parking which will impact the newly constructed path along Stanford Road. Application does not consider that drop offs/pickups can take up to 10 minutes, the parking available is insufficient for this type of drop off. It is unlikely that staff will commute via public transport or bicycle, therefore more parking will be required.	The parking bays have been assessed as per the LPP, which does not consider proximity to public transport.
Footpath along Stanford Road is the main pedestrian access to Stanford Park, which is used by many members of the community, a commercial building with high vehicular movements crossing this footpath is a hazard.	The development provides adequate vehicle sightlines to ensure there is a view of the footpath when entering and exiting the site.
<u>Land Use</u> Residentially dominated area. This use should only be considered in a commercial zone. Will set a precedent for more commercial land uses in this quiet residential area which will change the suburban feel. The proposed land use will have significant amenity impacts on adjoining residential properties,	Child Care Premises is a discretionary use in the Residential zone, and therefore can be considered, subject to the requirements of the LPP. The LPP includes a range of locational criteria to determine the appropriate siting of such uses. The proposal is not considered to meet a number of these locational criteria. This is discussed further in the assessment section below.

Issue Raised	Officer comments
therefore not meeting the objectives of the CCPLPP.	
<u>Hours of operation</u> There is no Operational Manual included with the application, so it is unclear if the requested hours are operational hours or opening hours. Operating hours 30 minutes in excess of both opening and closing times as specified in the LPP.	Notwithstanding that an operation manual has not been included, given the location of the child care premises in a residential area, the proposed hours of operation are not considered appropriate. This is discussed in the assessment section below.
<u>Service Vehicles</u> Waste collection after hours will cause further disturbance to the neighbourhood. Will waste collection be before 6am or after 7pm? What will happen if bays are not vacant as shown in TIS? Waste vehicle reversing out onto Stanford Road is a safety issue and will create a lot of beeping noises.	Waste services will be undertaken by a private operator and are required to comply with the *Environmental Protection (Noise) Regulations 1997*. Following consultation further details on waste management was submitted to demonstrate that waste can be managed. In the event the proposal is approved, the City would recommend a condition being included that requires a Waste Management Plan being prepared and approved prior to the child care premises commencing operation. Within this Waste Management Plan, it would be expected that waste collection time and method of collection are stated to ensure they are occurring at appropriate times of the day and can also be enforced in the event pick up times deviate from those stated in the Waste Management Plan.
<u>Design</u> The building is over height which significantly impacts the amenity (visual and shadow impact) of the adjoining properties. The primary street setback variation will impact the streetscape amenity along Mullaloo Drive. It is an unattractive commercial looking building in a residential area. It is not in keeping with the predominately single storey residential properties.	The design of the development is considered to have a detrimental impact on the area, particularly as viewed from the south and east. This is discussed further in the assessment section below.

Issue Raised	Officer comments
The proposal does not meet setback requirements to the south which further exacerbates the overlooking and overshadowing impact. The windows are 1.6 metres sill height which may be compliant, but the average Australian is 172cm. Most people will be able to see into the adjoining southern properties back yard and pool area. The schematic 3D image of the Stanford Road elevation is different to the elevation drawing – location of signage etc.	A sill height of 1.6 metres is considered appropriate to limit overlooking into adjoining properties, and is consistent with the privacy requirements for a residential development under the R-Codes. There is a slight difference between the elevations and the schematic drawings relating to the location of signage. The building elevations were used in the assessment of the proposal.
<u>Location</u> Large commercial child care development should not be permissible adjoining any residential properties. The site is not adjacent to non-residential uses therefore does not meet the location criteria in the LPP. The proposal does not meet the objectives of the LPP since its location has an adverse impact on the southern adjoining residential property by way of overshadowing, loss of privacy, increase in noise (commercial development adjoining a residential property's primary outdoor living area) and light pollution from the undercroft parking area. Notes Planning Bulletin 72/2009 – location is not appropriate due to the following: • The site is not strategically located as there is a new child care premises being constructed within 500 metres of this proposal on Koorana Road. • Site is not serviced by public transport. • Not appropriate from a safety point of view since its sole access is from an access road which is not permitted under the CCPLPP.	A child care premises is able to be considered in the Residential zone. The LPP includes a range of locational criteria to determine the appropriate siting of such uses. The proposal is not considered to meet a number of these locational criteria. This is discussed further in the assessment section below.

Issue Raised	Officer comments
• Site is not a sufficient size and dimension to accommodate a development of this scale without affecting the amenity of the surrounding residential properties – development does not meet primary street, lot boundary setbacks, building height and overshadowing requirements. Alternative unoccupied spaces exist in the local area that offer better alternatives to Stanford Road.	
<u>Demand</u> Already a child care premise on Bridgewater Drive and an approved child care premises within 500 metres of this proposal on Koorana Road. Surrounding child care centres are not at capacity. The realestate.com website shows that over 86% of the demographic in Kallaroo and Mullaloo consist of mature and/or older couples and families and older residences. Notes 3.8 of PB 72/2009 – applicant is required to prove the commercial need for the premise since it has an obvious impact on the amenity of adjoining residential properties. Applicant has not justified the social need for this development.	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 proposal are not valid planning matters that should be taken into account as part of decision-making. Notwithstanding the advice provided in the planning bulletin, there is no statutory requirement for an applicant to demonstrate the social need for child care facilities. The applicant has provided a planning report for the development, including justification on how the development does not impact on the amenity of the area. Having regard to the LPP, it is considered that the development does have an adverse impact on the amenity of the area and is not in an appropriate location. This is discussed further in the assessment section below.
<u>Noise, smell and pollution</u> Increased noise from undercroft parking, air conditioning, extractor fans, waste collection, increase traffic noise, daily operational noise and loud children. The noise levels may not exceed permitted noise levels, but further consideration and mitigation methods	The predicted noise generated from the development has been assessed in the applicant's Environmental Noise Assessment (refer to Attachment 6). Whilst the noise assessment demonstrates that acceptable noise levels can be met, the location of noise generating sources, including the car park and plant and equipment store does not meet the

Issue Raised	Officer comments
should be provided since this is a commercial development adjoining residential properties. Recommendations within the Environmental Noise Assessment are not realistic, and the language is not enforceable i.e., crying children 'should' be taken inside the building. Noise report shows that the noise of the air conditioning will exceed night time limits of noise. Reduced capacity programming prior to 7.00am is not sufficient, staff will arrive prior to 7.00am. This needs to be addressed at the planning stage not building.	locational criteria given it is adjacent residential properties. This is discussed further in the assessment section below.
Environmental Noise Assessment notes that the fencing enclosure requires no gaps and a surface mass of greater than 8Kg/m2. The current design has a mixture of solid brick wall and slatted fence, with Plexiglas with an unknown thickness or product only installed on the play areas.	The use of plexiglass is a treatment that is used to ensure noise standards can be met, whilst maintaining surveillance to the street. This has been used at similar centres within the City.
Impact of alarms if they were activated on the weekends or evenings. Fumes from vehicles in undercroft carpark will have an undue health impact.	The location of the undercroft adjacent residential properties is not considered to meet the locational criteria of the LPP. This is discussed further in the assessment section below.
The smell from nappies and waste products will impact direct neighbours and will attract rodents to the area. The undercroft car park is partially enclosed on all three sides with openings between the building and the fence. With common westerly winds the undercroft will create a wind funnelling effect, permeating odour across the boundary. Suggestion to locate the bin store near the lift well to act as a wind break.	In the event the proposal is approved, the City would recommend a condition being included that requires a Waste Management Plan being prepared and approved prior to the child care premises commencing operation. Within this Waste Management Plan it would be expected that management of odour will be addressed, given the proximity to residential properties.
<u>Miscellaneous</u> 11 Councillors and the Mayor of Joondalup all voted to change the wording of the policy to stop Childcare Premises being located adjoining or opposite a residential property. This	At its meeting on 20 April 2021 (CJ26-04/21 refers), Council received a 30-signature petition and requested a report on amendments to the LPP so no childcare operations are to be located adjoining or

Issue Raised	Officer comments
development is clearly unwanted and unwarranted.	opposite a residential property. The City has been progressing the necessary analysis and work required to present a revised policy to Council for consideration. It is currently intended that an amended policy will be made available for Council consideration and public comment when that work has been done.
Many concerns from the Joondalup Design Reference Panel (JDRP) have not been addressed – air conditioning location, amenity/bulk impact on eastern and southern adjoining properties.	The applicant has addressed some comments raised by the JDRP but, overall, the design is not considered appropriate. This is discussed further in the design review panel advice and assessment section of the report.
Application should not have been advertised because it lacks information. No waste management plan, noise management plan is unclear and unrealistic, TIS does not include data that is dated, rendering it irrelevant, no contingency plan for access to emergency vehicles in case of fire or muster point for evacuation.	There was considered sufficient information for consultation. The City is required to undertake consultation to meet statutory timeframes.
The *Child Care Services (Child Care) Regulations 2006* advises that a maximum of 16 staff is not sufficient for 80 children.	The applicant has stated that the child to staff ratio is appropriate. In the event the application is approved, a condition is recommended restricting the number of staff and children on-site in accordance with the planning application. In the event that the operator seeks to increase staff or children numbers, further approval would be required. It is also noted that if the development is approved the operator will be subject to the staffing ratios of separate legislation.
The presence of a commercial property in a residential area will increase the risk of crime.	Given the nature of the proposed use, and that the development is open to the street with casual and perceived surveillance, there is not considered to be an increase in crime as a result of the development.
The residential tenancy vacancy rate is already below 1% in Kallaroo, meaning there is two less family homes available in the area. Decreased property value.	The shortage in rental properties and impact on property values is not a valid planning consideration that should be taken into account as part of decision-making.

The comments received in support of the proposal were:

- Will attract young families into the area.
- Great opportunity for the local area to grow, bring in new construction, ongoing jobs and also provide an essential service which is in high demand.
- High number of new families moving into the area – mothers and fathers are often seen walking newborns and toddlers in strollers in the morning.
- Current wait times for child care centres are rather extensive.
- The demographic is changing, and the needs of the residents are changing, therefore the services provided within our area need to grow as well.
- The design of the building complements existing dwellings in the area.
- Functional looking building.

Design Review Panel Advice

The proposal was referred to the Joondalup Design Reference Panel (JDRP) on 16 June 2021. The following table summarises comments made by the JDRP and a summary of the applicant's response.

JDRP comments	**Summary of applicant's response**
Concerns regarding impact (bulk, scale, overshadowing) on the adjoining southern neighbour – limited opportunity for a landscaping buffer.	Reduction of back of house areas at south-eastern corner of the building, resulting in an increased southern setback of up to four metres. This change has created further articulation to both the southern and eastern adjoining properties through the stepping of this section of the building off both boundaries. Landscaping buffer along the southern and eastern boundaries has been created through the provision of flowering plum trees and bamboo hedging, which will provide an effective/attractive screen. The potential impacts to the southern adjoining property are limited to the eastern end of the shared boundary, near the pool and open outdoor area. Therefore, modifications to built form and enhancements to landscaping have been concentrated at this area.
Notes pedestrian entrance off Mullaloo Drive with stairs into the development, suggests this be level. Concerns regarding how the main lobby is going to work in relation to wayfinding and the pedestrian entrance off Mullaloo Drive.	The function of the Mullaloo Drive gate is clarified as only being available for the purpose of maintenance access and emergency exit. The gate will remain locked from the outside and is not intended to be utilised by parents or staff. The restricted use of this entry will be clarified at the time of child enrolment, and signage will be provided to clarify the restriction. Wayfinding is not a material issue for this proposal, noting it is simply a childcare facility. The main entry is accessed via the car park, and the lobby is accessed via the

JDRP comments	Summary of applicant's response
Notes that the legibility of seeing an entrance off Mullaloo Drive may trigger people to use this entrance in lieu of the basement entrance – this needs consideration.	car park. Parents will be advised how and where to access the centre at the time of enrolment. There will not be circumstances of random people getting lost, as this is not a facility used by patrons who don't have a reason to be there.
Concerns regarding safety around the car parking area.	The comments regarding car parking safety are subjective and do not offer any tangible detail clarifying the concerns. The car park is designed compliant with Australian Standards and the development provides a compliant number of parking bays.
A detailed landscaping plan is required – specifically in relation to landscaping on a slab, how will this work, is there enough shade?	The plans have been updated to depict a verandah extension west of the building, which will provide shade within the outdoor play area on slab. A detailed landscape plan will be provided at detailed design stage in accordance with the City's standard conditions of planning approval.
Notes that the development needs to consider its context and interface with the adjoining residential properties – not only in relation to compliance.	Interface with adjoining properties is addressed in detail in the DA report (refer to Attachment 5).
Notes the front fence and its permeability in relation to street surveillance and visual amenity.	A pertinent consideration is for the facility to ensure the outdoor play area maintains an appropriate level of safety and security; therefore, it is important for any level of passive surveillance to achieve a balance. The front fence facilitates passive street surveillance through the use of permeable vertical sections, both at Mullaloo Drive and Stanford Road. The permeable area occupies approximately 47% of the Mullaloo Drive fence, which will more than sufficiently facilitate mutual views. Visual amenity has been addressed through the following measures: • The use of varied finishes and treatments for the front fence, comprised of rendered brick, attractive permeable infill sections with piers, and a blockwork feature at the corner. • The incorporation of simple Keiki Early Learning lettering. • Significant landscape planting within the verge, comprised of groundcovers, shrubs and trees.

JDRP comments	Summary of applicant's response
Concerns regarding vehicular access from Stanford Road, the driveway cuts into the verge creating a retaining wall. Notes that if the verge level is not modified this will raise the undercroft car parking area and will further impact the southern adjoining property.	Retaining is not proposed within the Stanford Road verge. The DA drawings have been updated to provide more detail regarding the Stanford Road driveway and crossover, demonstrating any alterations to levels will be within the 150mm threshold allowable under the City's Crossover Guidelines.
Concerns regarding the eastern elevation impact on the streetscape – primary setback variation and proposed fill means it will be visible along Mullaloo Drive.	The eastern elevation is considered to be less impactful, noting the building is significantly set back from the boundary with open-style verandahs forming most of the interface.
Suggests artist impression for the southern and eastern elevations – which are the least aesthetically pleasing elevations, but will have the greatest impact on the adjoining properties.	Any perceived bulk is broken up / moderated through open-style verandahs, varied building treatments and stepped setbacks, and greenery comprised of bamboo, trees and shrubs. The suitability of the approach is evident on the plans and 3D images.
Notes adjoining southern properties garage slightly encroaching.	Noted. No further comments necessary.
Notes that the accessible bay does not comply due to the location of the columns.	The ACROD bay has been altered to achieve compliance.
Notes that no bike racks are provided.	Two bike racks have been provided.
Concerns regarding the air-conditioning unit, noise and visual amenity if it needs to be moved to the roof.	Units do not need to be moved to the roof.

Based on the additional information provided by the applicant, along with investigations undertaken by the City, it is considered that the comments and recommendations of the JDRP have not been adequately addressed.

Planning Assessment:

The proposal has been assessed against the relevant legislative requirements of the City's *Local Planning Scheme No. 3* 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 and location

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 surrounding development.

Provision	Requirement	Proposal	Assessment
Child Care Premises LPP	5.1.1 a) Preferably located adjacent non-residential uses such as shopping centres, medical centres or consulting rooms, schools, parks and community purpose buildings.	Proposal is located in a residential area and not adjacent non-residential uses.	The application is not in accordance with the locational requirements of the LPP.
	5.1.1 b) Where next to a residential property, the proposal must demonstrate there is no adverse impact on amenity.	It is considered that there is an amenity impact on the adjoining properties due to the scale of the development and location of access.	
	5.1.2 Should be located on Local Distributor Roads in a manner that does not conflict with traffic control devices and does not encourage use of nearby Access Roads for turning movements.	Mullaloo Drive is a Local Distributor Road and Stanford Drive is an Access Road. Vehicle access to the site is from Stanford Road, therefore the development relies on an Access Road.	

The proposed child care premises is located within a residential area. The site adjoins residential properties to the south and east and is directly opposite residential properties to the north and west. Aside from several local parks in the vicinity (none of which are immediately adjoining or adjacent), the closest non-residential use is a community purpose building (Rob Baddock Community Hall) which is approximately 250 metres to the west. This is a stand-alone building with no other community purpose and/or commercial land uses, so it is not considered enough of a community node to be co-located with the proposed child care premises. The closest commercial land use is the Mullaloo Local Shopping Centre which is approximately 500 metres to the north, and the closest school (Mullaloo Heights Primary School) is approximately 600 metres to the north-east. Both of these non-residential land uses are to the north of Mullaloo Drive in the adjoining suburb of Mullaloo and, given the distance and road network, are not considered to be co-located with the proposed child care premises.

As the site is not co-located with non-residential uses, it must not have an impact on the amenity of the area. In this regard it is considered that the development does have an impact on the amenity of the area. The design relies on discretion in relation to primary street setbacks and lot boundary setback requirements of the LPP and exceeds the deemed-to-comply requirements for overshadowing and site works under the R-Codes. These aspects are discussed further in the building design section below; however, this does suggest that the development will have an adverse impact on the

amenity of the streetscape and neighbouring residential properties. It also appears to be indicative that the scale of development is too great for the size of the site on which it is proposed.

To address noise impacts, an Environmental Noise Assessment (ENA) has been submitted by the applicant (refer to Attachment 6). The ENA demonstrates that although the proposal is next to residential properties, a series of design and management strategies can be employed so that noise can be mitigated in order comply with the *Environmental Protection (Noise) Regulations 1997*. The result of the ENA demonstrates that the development can comply with the noise levels, however a further Noise Management Plan would need to be prepared, approved and implemented in perpetuity as part of any approval to ensure noise levels remain within legislative requirements.

To address potential traffic impacts on amenity, a Transport Impact Statement (TIS) has been submitted by the applicant (refer to Attachment 7). The TIS is discussed in further detail below, however it is considered that the road network is capable of supporting the additional traffic generated by the development. Notwithstanding this, the access point being on a local access road (Stanford Road) and resulting location of the undercroft immediately adjacent to residential properties is not considered to address the policy and will result in an adverse amenity impact on the residential area.

As the site is located in a residential area and not within the vicinity of any non-residential uses (except for local parks), the development needs to blend with the residential character and minimise the impact of the commercial aspect of the use. The location of the vehicle access point, undercroft and overall scale of the centre, including building design elements and number of children, are not considered to achieve this. As a result, the development is not considered to meet the locational requirements of the LPP.

Parking and vehicle access

Provision	**Requirement**	**Proposal**	**Assessment**
Child Care Premises LPP	1 bay per employee – 16 bays 73-80 children – 10 bays 26 bays total	15 staff bays 1 ACROD bay 10 visitor bays 26 bays total	The development complies with the total number of parking bays in accordance with Clause 5.2.1 a), but as the car park location and vehicular access does not satisfy Clause 5.2.2 a) and b) it is not considered acceptable. This additionally impacts the use of Stanford Road – it is anticipated that the failure to meet Clause 5.2.2 a) and b) will bring about additional
	Car park location clearly visible from the street.	Car park location within recessed undercroft not clearly visible from the street.	
	Vehicular access not permitted from a local access road.	Vehicular access from Stanford Road (local access road).	

			use of Stanford Road for turning movements which impacts the amenity of the Access Road.

Clause 5.2.1 a) and 5.2.2 a) of the LPP require a total of 26 car parking bays to be provided on site, and that the car parking location must be clearly visible from the street to minimise the potential for verge parking. Clause 5.2.2 b) of the LPP requires vehicular access to be taken from a local distributor and, only under exceptional circumstances, can vehicular access be considered from an access road. Clause 5.1.2 of the LPP additionally notes that, given the usual generation of traffic brought on by childcare premises, they should not encourage the use of nearby Access Roads for turning movements.

Parking for the development is provided in an undercroft car park accessed solely from Stanford Road. A pedestrian path is included along the southern boundary connecting the building entrance to the existing path along Stanford Road. The undercroft provides a total of 26 parking bays (15 staff, ten visitor and one ACROD), complying with the total number of bays required under the LPP.

The LPP notes that vehicular access into a child care premises should only be supported under exceptional circumstances. The applicant has provided the following justification regarding the use of Stanford Road for vehicular access into the site:

- The use of Mullaloo Drive for access would result in 'at grade' car parking occupying the entire Mullaloo Drive frontage and the corner of Stanford Road, which would be a poor and incongruent streetscape outcome.
- Access from Stanford Road allows a more site-responsive approach which results in the car park being significantly screened from view whilst architecturally treated buildings and outdoor play area form the streetscape response.
- Notes that the TIS demonstrates an insignificant amount of traffic generated by the proposal during the critical peak times of the road network, with 80% of traffic accessing the facility via Mullaloo Drive.

It is considered that the above-mentioned justification does not represent an exceptional circumstance as to why vehicle access from Stanford Road (ie. the access road) and, as per the applicant's justification above, screens the parking area such that it is less visible, when the City's LPP requires car parks to be clearly visible from the street.

As per the ENA, to meet the *Environmental Protection (Noise), Regulations 1997*, six staff bays towards the eastern side of the undercroft (labelled 'Day Staff' on the development plans) have restricted use times and cannot be used before 7.00am or after 7.00pm in order to mitigate the noise impact of car doors. This is not uncommon for commercial developments in proximity to residential properties.

As the parking is located within the undercroft, the parking is also not considered to be clearly visible from the street. The availability of bays cannot be determined until vehicles are entering the site, with the level difference, a portion of solid fencing and landscaping inhibiting visibility. Should vehicles enter the undercroft and no parking is available, vehicles will need to reverse out onto Stanford Road. This is contrary to LPP Clause 5.1.2 and will have a detrimental impact on the function and amenity on Stanford Road.

Traffic

A Transport Impact Statement (TIS) was provided as part of the application (Attachment 7 refers) which concludes that the additional traffic generated by the development can be adequately accommodated within the existing road network.

The TIS includes modelling of the predicted increase in traffic flow into and out of the centre during both the morning and afternoon peak hour periods, with the vehicle trips forecast to and from the centre during the morning peak hour (between 8.00am and 9.00am) being 60 vehicles.

The WAPC *Transport Impact Assessment Guidelines* state that a detailed Transport Impact Assessment (TIA) is required where a development has the potential to have a 'high impact on 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 60 vehicles during peak hour, the development does not meet the threshold for requiring a more detailed TIA.

The City's technical officers have reviewed the TIS and concur with the assessed trip generation rates and that the surrounding road network will continue to operate within capacity. However, as the development relies on vehicles using local access roads, primarily Standford Road, the development is considered to impact on the amenity of the residential area and therefore is not supported.

The TIS provides proportions of access via the following roads / directions:

- *40% to/from the east of Mullaloo Drive;*
- *40% to/from the west of Mullaloo Drive;*
- *20%* to/from the south of Stanford Road.

Submissions received during consultation are of the view that the trip generation proportions of the TIS are not an accurate proportion and is somewhat misleading as 100% of the vehicular access to the premises will be via Stanford Road. Vehicles turning off from Mullaloo Drive will need to use the crossover located on Stanford Road to access the premises and on-site parking. Additionally, all the roads connecting to Stanford Road (excepting Mullaloo Drive) are themselves Access Roads which could induce additional traffic and the potential for turning movement which conflicts with the LPP. The design relies on vehicle movements and access from a local access road which does not protect the amenity of the residential area, as discussed above.

Building Design

The LPP policy statement stipulates that the location, sitting and design of a child care premises is crucial in determining whether the development is compatible with, and avoids adverse impacts on the amenity of adjoining and surrounding areas.

Building setbacks and height

Provision	**Requirement**	**Proposal**	**Assessment**
Child Care Premises LPP – street setback	Minimum primary street setback of 6 metres.	Verandah: 1.5 metres. Building: 3 metres.	The application does not satisfy the requirements of Clause 5.3 a), 5.4.1 a) and b). The impact on the streetscape and adjoining
SPP7.3 – Residential Design Codes	Southern boundary: 2.8 metres.	2.25 metres.	

Volume 1 – lot setbacks	Eastern boundary: 2 metres.	2.05 metres.	properties has not been adequately addressed as per JDRP comments and is therefore not appropriate.
Child Care Premises LPP – building height	Top of external wall – 6 metres.	6.07 metres.	

Clause 5.4.1 a) and b) of the LPP requires a minimum primary street setback of six metres and lot boundary setback requirements are to be in accordance with the R-Codes.

The development requires discretion to the primary street setback providing a minimum primary street setback of 1.5 metres to the verandah with the remaining building setback a minimum of three metres. Additionally, the development is seeking discretion to the southern boundary providing a minimum setback of 2.05 metres in lieu of the required 2.8 metres under the deemed-to-comply requirements of the R-Codes. The eastern boundary is setback 2.01 metres which is marginally over the required two metre setback under the deemed-to-comply requirement of the R-Codes.

The development largely meets the building height requirements, with a small portion of the southern elevation being marginally over the six metre wall height.

Street setback

The JDRP noted the eastern elevation and its impact on the streetscape as a result of the proposed fill and setback. The proposed fill along this boundary raises the floor level, meaning the street setback will result in the development being very visible from Mullaloo Drive. Comments received during public consultation also raised concerns with the reduced street setback and the impact it will have on the amenity of the Mullaloo Drive streetscape. Public comments also noted that the commercial looking building is not in keeping with the predominately single storey residential properties in the locality.

In response to the matters raised by the JDRP, the applicant provided justification stating that the perceived bulk is moderated through open-style verandahs, varied building treatments, stepped setbacks and greenery comprised of bamboo, trees and shrubs; however, did not wish to make any structural changes to the building. In this regard, it is not considered that the proposal has adequately addressed the advice of the JDRP in relation to the amenity of the Mullaloo streetscape, and the compatibility of the development with its setting, and therefore should not be supported.

Eastern and southern elevations

Through the design review process, the JDRP raised a number of concerns with the eastern and southern elevations, notably:

- The impact of building bulk on the adjoining residential properties.
- The elevations are the least aesthetically pleasing and have the greatest amenity impact on the neighbouring properties.
- The development exceeds the acceptable amount of overshadowing permitted for residential properties.
- Since this is a commercial development in a residential area, greater consideration to ameliorate impact on neighbouring properties is required.

- A commercial development which is compliant with numerical requirements for a residential property can have an undue impact on surrounding residential properties.

In response to the feedback from the JDRP, the applicant amended the proposal to increase the setback for a 10.6 metre portion of the southern wall towards the south eastern corner an additional 1.3 metres, increasing the total setback of that portion of wall to four metres. The applicant has also included a greater amount of landscape treatments along the southern and eastern boundaries to reduce the visibility of the development and ameliorate the impact of building bulk.

While it is noted that a greater setback has ameliorated some impact to the southern boundary, the majority of the building is setback between 2.25 metres and 2.7 metres and sits above the fence line of the adjoining site. The development will also overshadow 29.8% of the adjoining property to the south (the R-Code deemed-to-comply is 25%), having a direct impact on the outdoor living area and pool area. Whilst some of the impact will be mitigated through landscaping along the boundary, it is considered that advice from the JDRP in relation to bulk, scale and appearance of the development as viewed from the adjoining residential properties has not been sufficiently addressed. This results in a commercial development that is not compatible with its setting, and therefore is not considered to meet the objectives of the LPP.

Retaining and fill

Retaining walls along the southern and eastern boundaries have a maximum height of 0.92 metres and 1.21 metres above natural ground level respectively. Fill is also proposed along the street frontage, to a maximum height of 0.71 metres on Mullaloo Drive and 1.76 metres along Stanford Road.

The extent of fill to the eastern boundary directly impacts a bedroom window on the adjoining site. The applicant has stated in the planning report (Attachment 5 refers) that the impact to the window on the eastern property is unavoidable as it would still be impacted at a compliant R-Code fill level of 0.5 metres. The extent of fill is largely a result of needing to achieve the ceiling height for the undercroft and to create level play spaces. The proposed fill is not considered to have an adverse impact on the adjoining property given the impacted window is a bedroom, however the level of fill contributes to the development having an adverse impact on the streetscape amenity of Mullaloo Drive. There are a number of properties on the southern side of Mullaloo Drive (to the east of the proposed development) which have a finished floor level well below the level of the verge. The proposed development will sit at a higher level than other properties which is not in keeping with this pattern and existing streetscape character. In conjunction with the building setbacks and design of the building as discussed above, the development is considered to have an adverse impact on the streetscape amenity of Mullaloo Drive.

The 1.76 metre fill along the Stanford Road boundary has been proposed to facilitate the undercroft parking. The extent of retaining and fill is not consistent with the character of Stanford Road that is typified by the single storey residential buildings that are not generally retained within the street setback, and the significant amount of retaining on this boundary is incongruent with the immediate neighbourhood streetscape.

Street fencing

The application proposes a maximum front fence height of 2.11 metres along Mullaloo Drive.

The JDRP raised concerns in relation to street surveillance and visual amenity impact of having a high solid fence along the Mullaloo Drive elevation. The applicant has provided justification stating that approximately 47% of the Mullaloo Drive fence is visually permeable therefore maintaining a level of passive surveillance. Furthermore, the front fence incorporates varied finishes and treatments to reduce the impact of the solid portion on Mullaloo Drive. The surrounding area is typified by open streetscapes and visually permeable fencing. Whilst some solid fencing is provided to secondary streets, it is considered that the extent of solid fencing proposed is not consistent with the general residential character and is therefore not supported.

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-sensitive land uses (such as residences)	Car park and vehicular access located adjacent to residential dwelling.	The ENA demonstrates that the proposal meets the *Environmental Protection (Noise) Regulations 1997.*

The applicant submitted an Environmental Noise Assessment (ENA) as part of the application (refer to Attachment 6), demonstrating that the development can meet the requirements of the *Environmental Protection (Noise) Regulations 1997.* The ENA includes the following noise mitigation measures which are required to ensure that the centre operates within this limit:

- Kitchen exhaust fans designed as inline type fans, installed with attenuators or diverted ducting, rather than externally mounted plant.
- When designing the development's air conditioning, an Acoustic Consultant and Mechanical Service Engineer shall be engaged to ensure the air conditioning, in combination with other plant, will be in compliance with Assigned Levels of the *Environmental Protection (Noise) Regulations 1997.*
- The proposed walls and gates at the child care premises are to be free of gaps and be of a material with a minimum surface mass of 8 kg/m^2.
- Daytime staff bays are to be restricted from use until after 7.00am and the car park bays are to be arranged to conform with the DA plan Drawing A02 Revision E.
- The following best practices implemented where practicable:
    - The behaviour and 'style of play' of children monitored to prevent particularly loud activity.
    - Soft finishes and toys in the outdoor play area to minimise impact noise.
    - Crying children should be taken inside.
    - No amplified music to be played outside. Music inside to be restricted in volume and contain no significant bass content.
    - External doors and windows to be closed during indoor activity.
    - The carpark ceiling (underside of slab) is to be lined with acoustically absorptive soffit lining to reduce reverberation.
    - The carpark floor:

- shall be constructed so that there are no significant gaps in construction or where these exist, are to be filled with non-hardening mastic.
- Shall have drainage grates that are plastic or metal with rubber gaskets and secured to avoid excess banging.
- Should have a brushed concrete finish to avoid tyre squeal. Where the concrete is to be sealed, a product such as Aquron 1000 by Markham (or equivalent) is to be used.

In accordance with Clause 5.4.2 of the LPP, noise generating activities such as outdoor play areas, vehicle accessways, car parking areas and any plant equipment are to be located away from noise-sensitive land uses (such as residences). It is noted that the play areas have been located away from residential properties, however the vehicular access, car park and plant equipment are directly adjacent to the residential properties to the east and south. Although the applicant has demonstrated that they will be able to comply with the *Environmental Protection (Noise) Regulations 1997*, as the development does not meet the requirements for the location of car parking and noise-generating services, there is the potential to impact on the amenity of the adjoining properties. The nature of the selected location means that procedural control on parking and on operation of mechanical plant equipment introduces the risk of noise disturbances.

Hours of Operation

Provision	Requirement	Proposal	Assessment
Child Care Premises LPP	Monday to Friday: 7.00am to 6.00pm	Monday to Friday 6.30am to 6.30pm	The application is not in accordance with the requirements of Clause 5.6 a). Should application be approved, a condition is recommended to restrict the hours of operation to be in accordance with the LPP.

Clause 5.6 of the LPP requires the hours of operation for child care premises within the 'Residential' zone to be between 7.00am to 6.00pm weekdays.

Clause 5.4.2 a) of the LPP (discussed further in the Noise section above) requires that all noise generating activities such as car parking areas are to be located away from noise-sensitive land uses (such as residences). The application proposes opening hours which exceed both the opening and closing hours by 30 minutes, and the car parking area directly adjoins the southern and eastern residential properties.

Concerns were raised through the consultation period regarding the operating hours impacting the amenity of neighbouring properties, particularly regarding noise associated with parents and children arriving/leaving the site. It was also noted that staff could arrive/depart the site 30 minutes before/after the operational hours, meaning there was potential for noise disturbances from 6.00am to 7.00pm Monday to Friday. Given that the proposed child care premises is in a residential area and the location of the car park adjoins residential properties, there is considered an amenity

impact on the area and it is not considered appropriate for the hours of operation to exceed the LPP.

Landscaping

Provision	Requirement	Proposal	Assessment
Child Care Premises LPP	8% (113m^2) of lot area to be landscaped.	336m^2 23.8%	The application satisfies the requirements of Clause 5.5 a) and b) of the LPP.
	The landscaped area shall include a minimum strip of 1.5 metres wide adjacent to all street boundaries	Stanford Road – 1.65m minimum Mullaloo Drive – 1.5m minimum	
	Verge areas are to be suitably landscaped and maintained to discourage patrons from parking on the verge. The verge is not permitted to be sealed as this would encourage its use for parking.	The existing crossover on Mullaloo Drive is proposed to be retained.	The application does not satisfy Clause 5.5 d) of the LPP.

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.

The JDRP noted that vehicular and pedestrian access into the site was unclear due to the retained crossover and pedestrian gate on Mullaloo Drive. Subsequently, the applicant has advised that the Mullaloo Drive gate is only available for the purpose of maintenance access and emergency exit and crossover has been retained for maintenance vehicle parking. This will be clarified to parents and visitors through signage and the orientation process for children. Notwithstanding, by retaining the crossover on Mullaloo Drive it has the potential to encourage visitor parking to use as an alternative parking area. This is contrary to Clause 5.5 a) that requires verge area to be landscaped and not include paved or sealed surfaces so as to discourage verge parking. Whilst it is important for safe parking for all users, being unable to provide a safe area for maintenance vehicles can also indicate that the proposal is not suitable for the site.

Signage

Provision	Requirement	Proposal	Assessment
Advertisements Local Planning Policy	Maximum of 1 wall sign.	4 wall signs proposed.	The application does not satisfy the requirements of Clause 5.2.1 of the City's

	1.2m^2 for a non-residential building.	All signage exceeds the 1.2m^2 size.	*Advertisements Local Planning Policy.*

Clause 5.2.1 of the City's *Advertisements Local Planning Policy* requires signage within the 'Residential' zone to be located within private land, advertise services related to the land use and not include any illumination / fluorescent materials. Furthermore, the development is restricted to one wall sign that is 1.2m^2 in size.

The application includes:

- Two signs integrated into the external boundary wall fronting Mullaloo Drive and Stanford Road.
- One sign integrated into a wall adjoining the entry to the car park
- One sign integrated into the northern façade of the eastern building.

The signs are spread across two frontages, are simplistic in nature and integrated with the building design. Given this, the signage is considered to be compatible with the residential area and is supported.

Conclusion:

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 child care premises in a residential area, with reliance on an access road (Stanford Road) for vehicle access, and the overall architectural response is not considered appropriate and will adversely impact the amenity of the adjoining and surrounding residential area.

It is therefore recommended that the application is refused.

Alternatives

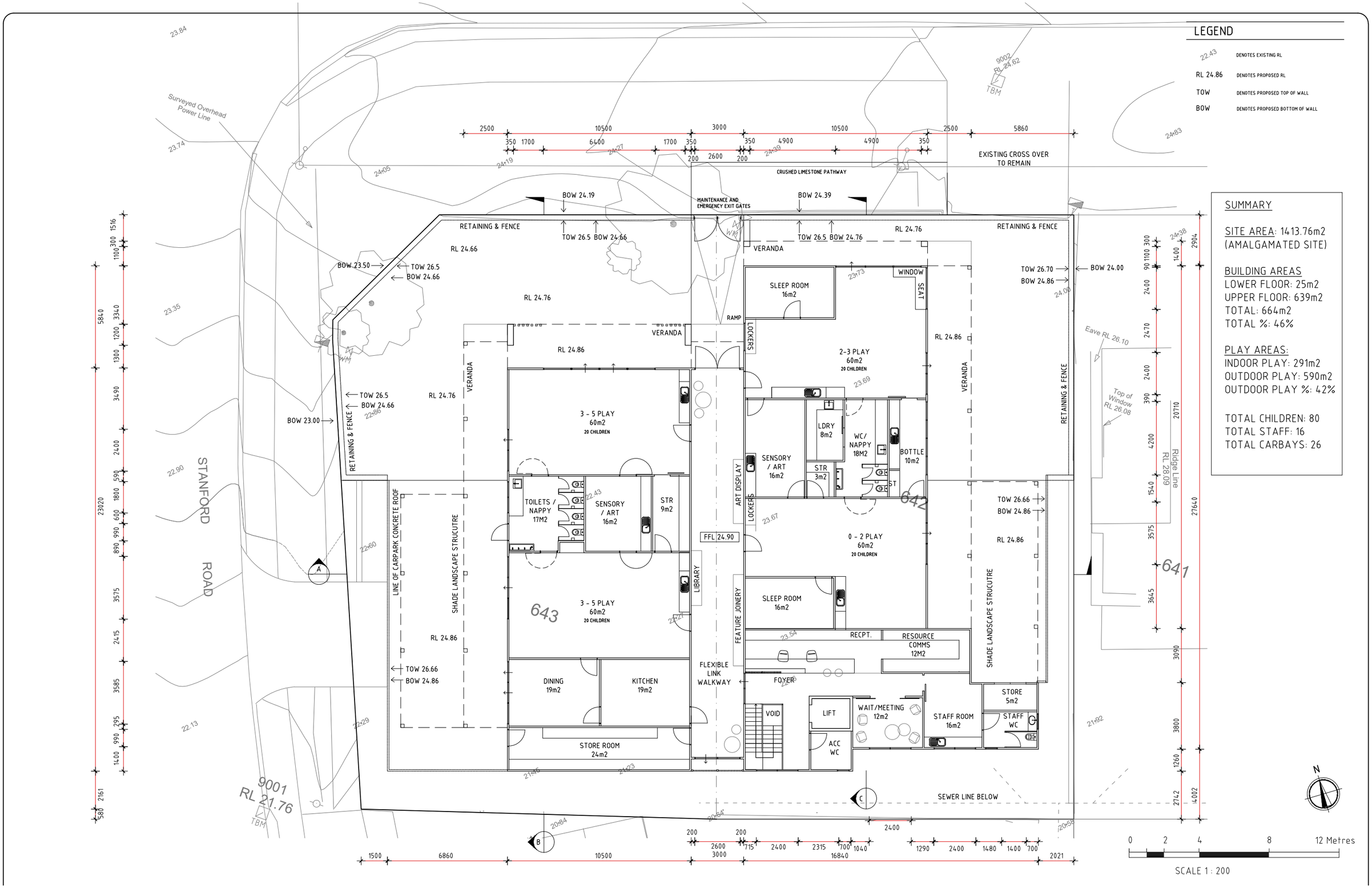
In accordance with clause 17(4) of the Regulations, the JDAP may determine an application by either approving the application (with or without conditions) or refusing the application.

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*.

However, as outlined in the Planning Assessment and Officer's Comment sections above, the City considers that the development does not meet the relevant provisions and/or objectives of the applicable planning framework and it is therefore recommended that the application be refused.

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.*

lot642-643_104-mullaloo_20-stanford-08062021



LOT 643 (20) STANFORD ROAD
LOT 642 (104) MULLALOO DRIVE
KALLAROO

sph architecture + interiors
T: 08 9284 1888
E: mail@sph.net.au
Studio: 143 Cambridge Street West Leederville WA 6007
ABN: 88123 655 176 ABWA: 2115

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UPPER FLOOR PLAN

SCALE AT A3:	CAD FILE No:	DATE:	DRN:	CKD:
1:200		MAY	OP	OP

PROJECT No:	DRAWING No:	REVISION:
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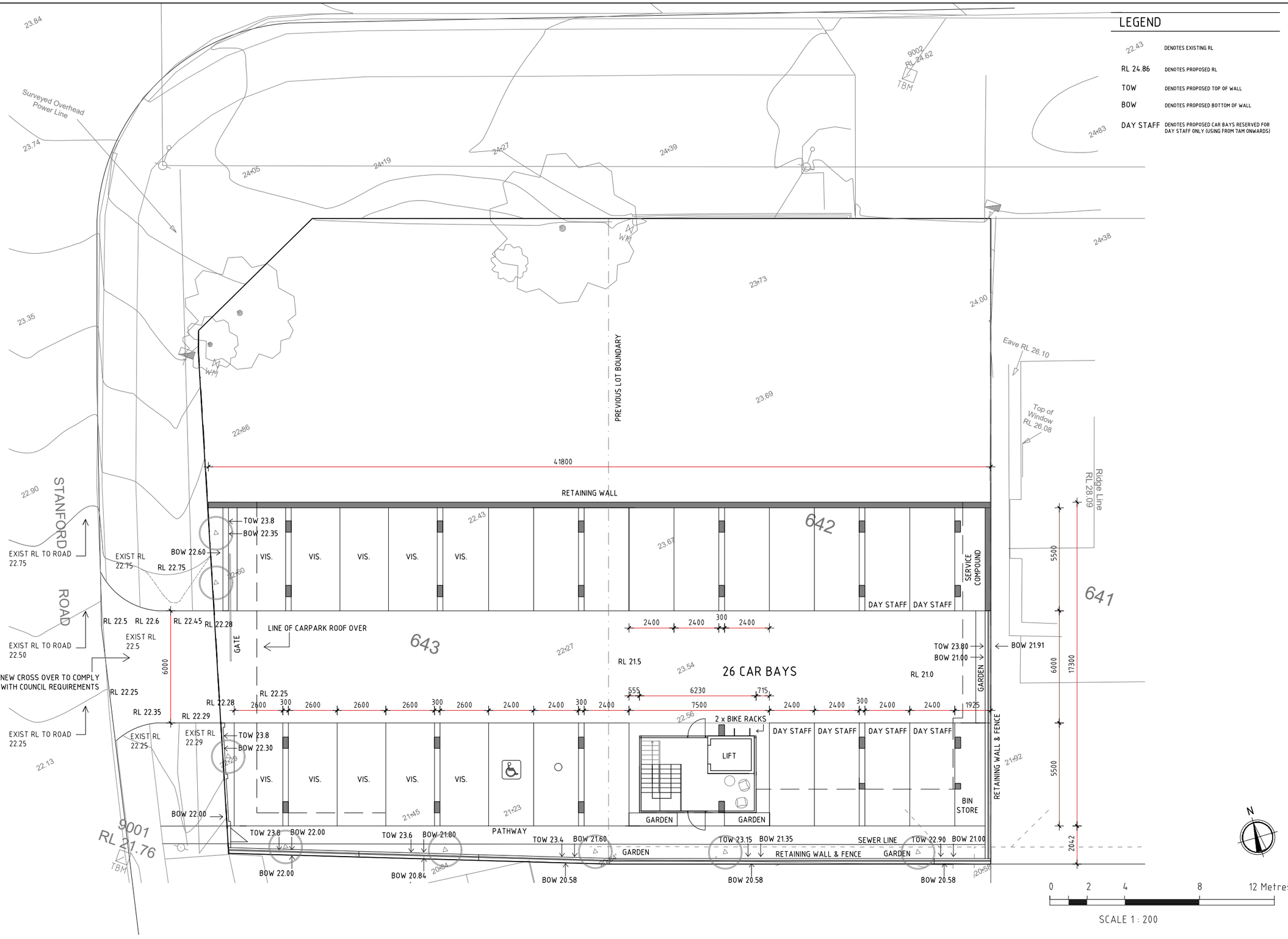

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LOT 642 (104) MULLALOO DRIVE
KALLAROO

sph architecture + interiors
T: 08 9284 1888
E: mail@sph.net.au
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West Leederville WA 6007
ABN: 88123 655 176 ABWA: 2115

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LOWER FLOOR PLAN

SCALE AT A3:	CAD FILE No:	DATE:	DRN:	CKD:
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PROJECT No:	DRAWING No:	REVISION:
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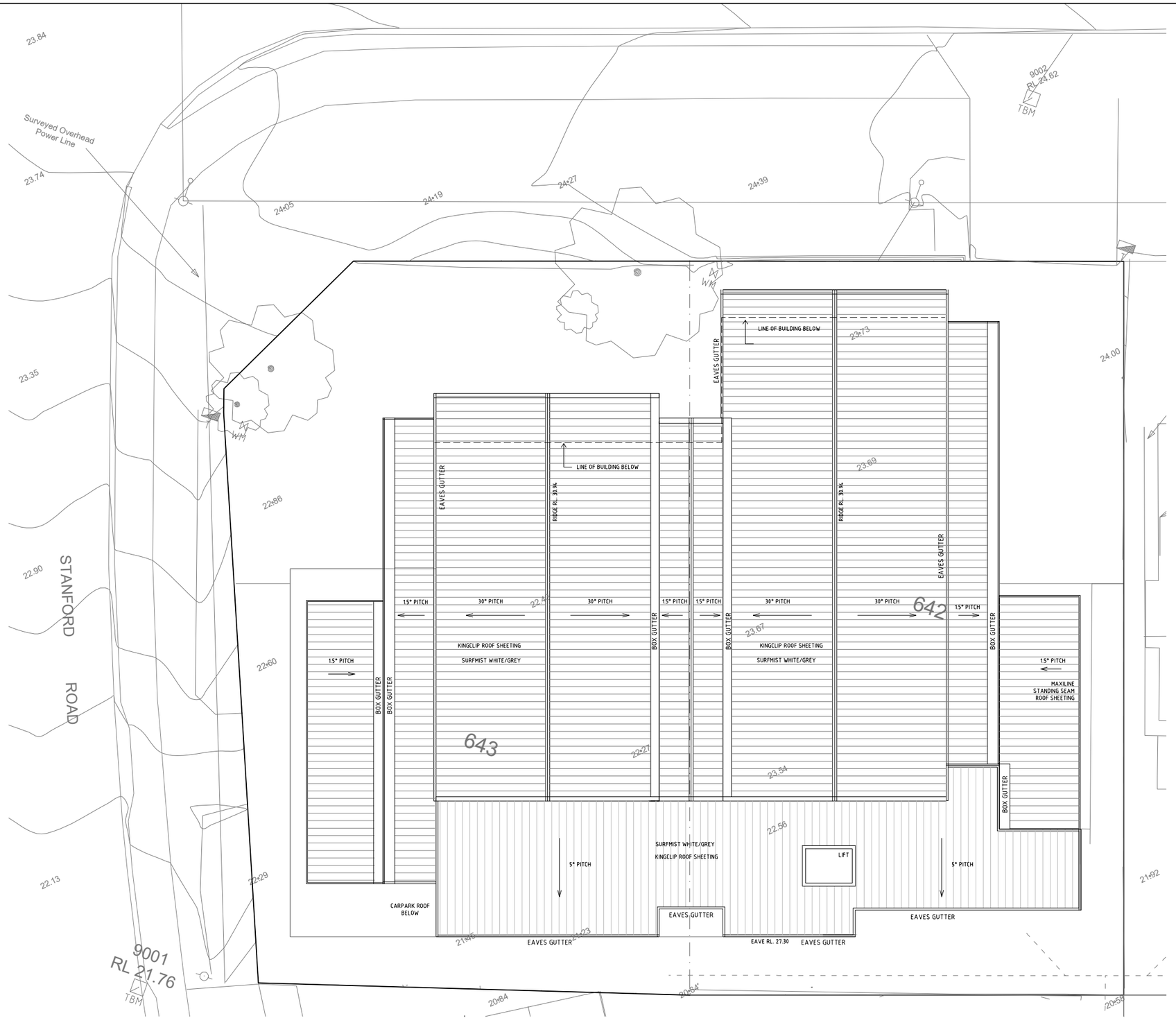

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LOT 642 (104) MULLALOO DRIVE
KALLAROO

sph architecture + interiors
T: 08 9284 1888
E: mail@sph.net.au
Studio: 143 Cambridge Street
West Leederville WA 6007
ABN: 88123 655 176 ABWA: 2115

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ROOF PLAN

SCALE AT A3:	CAD FILE No:	DATE:	DRN:	CKD:
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PROJECT No:	DRAWING No:	REVISION:
418039	A03	D

LEGEND

22.43 DENOTES EXISTING RL

RL 24.86 DENOTES PROPOSED RL

NORTH ELEVATION
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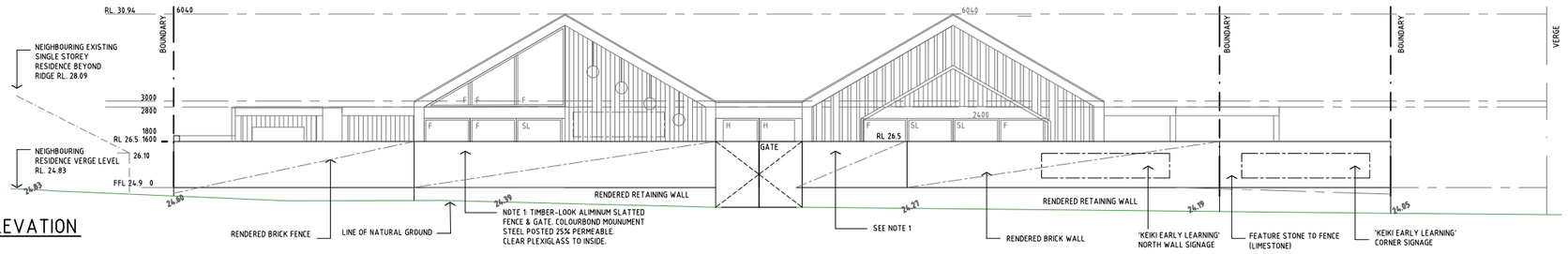

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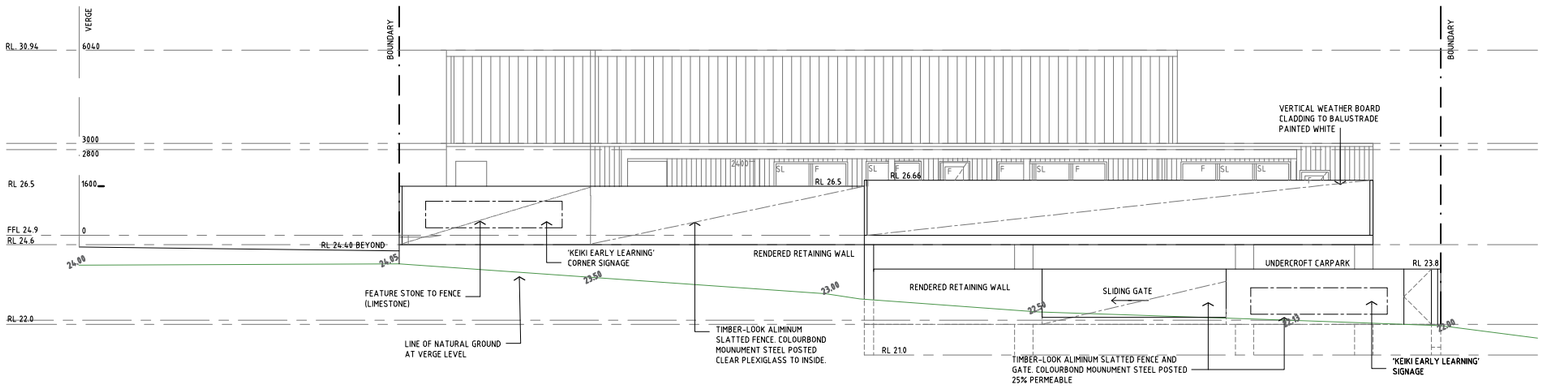
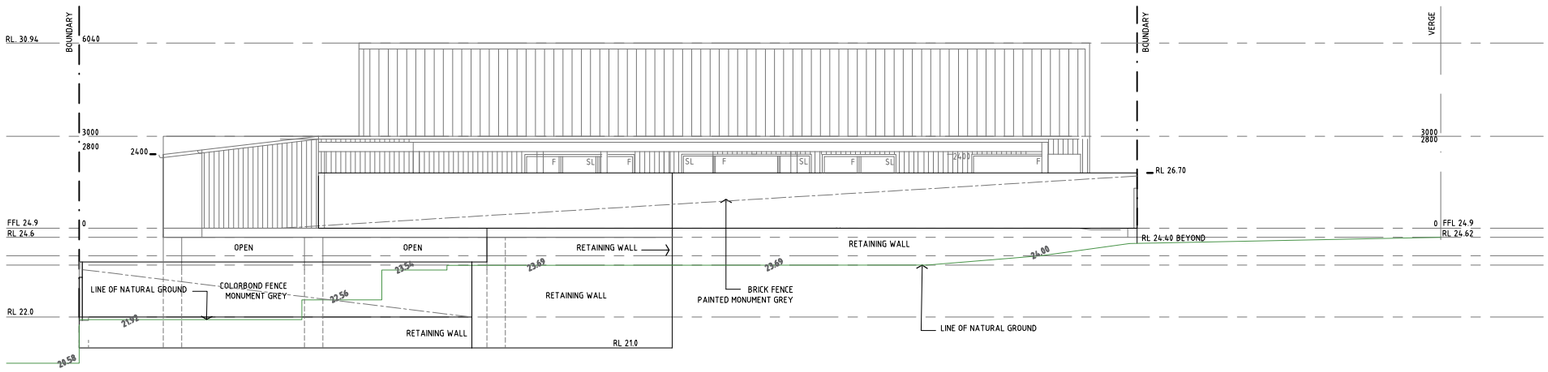
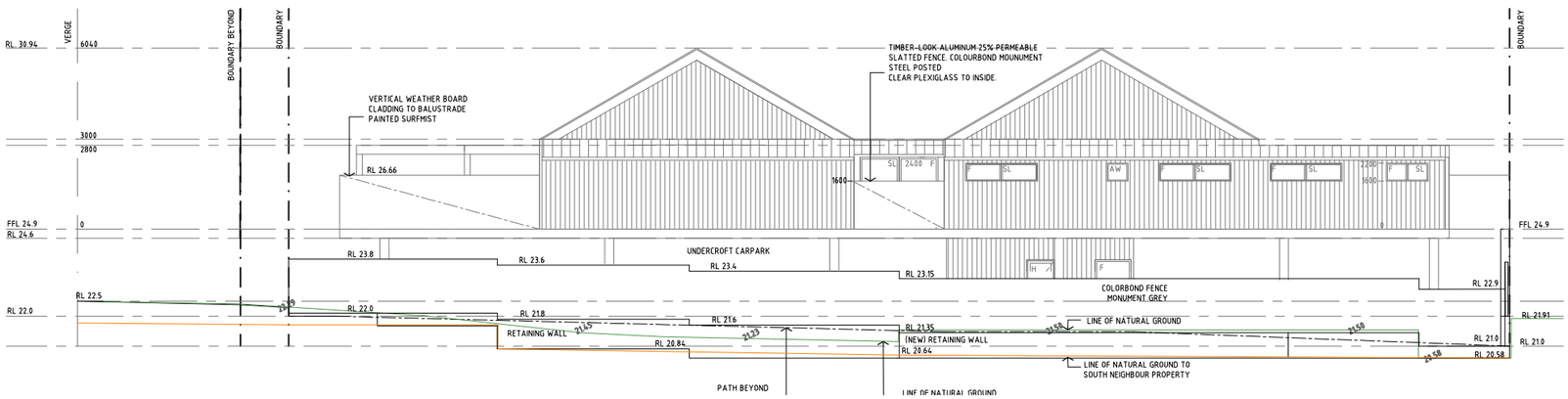
SCALE 1:200



EAST ELEVATION
SCALE 1:200



SOUTH ELEVATION
SCALE 1:200



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KALLAROO

sph architecture + interiors
T: 08 9284 1888
E: mail@sph.net.au
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West Leederville WA 6007
ABN: 88123 655 176 ABWA: 2115

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FENCE ELEVATIONS

SCALE AT A3:	CAD FILE No:	DATE:	DRN:	CKD:
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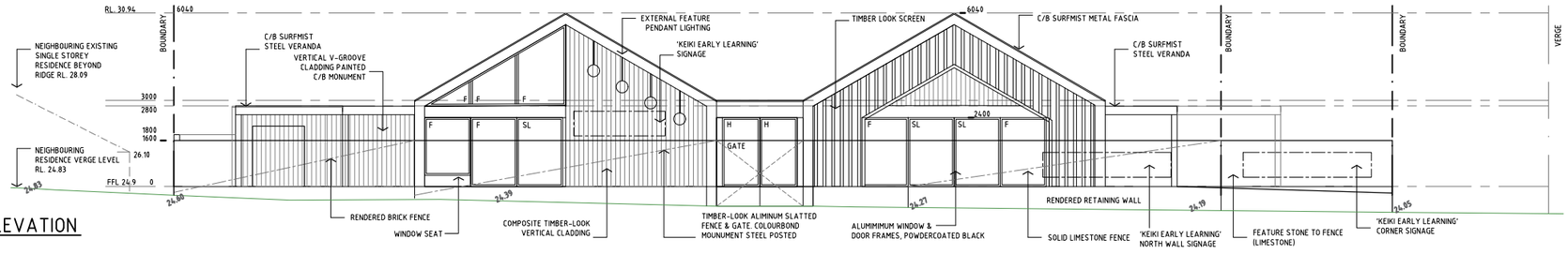

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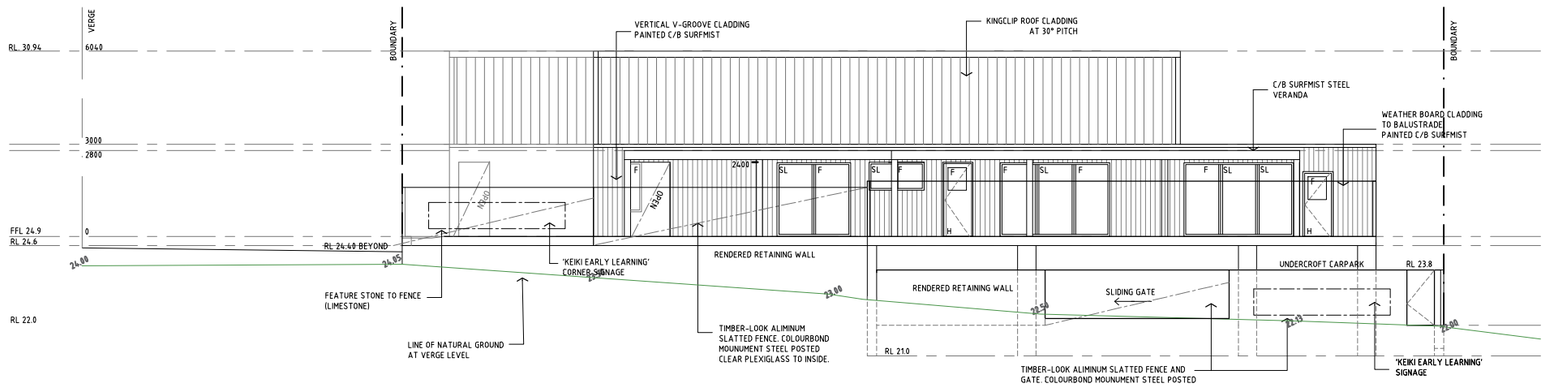

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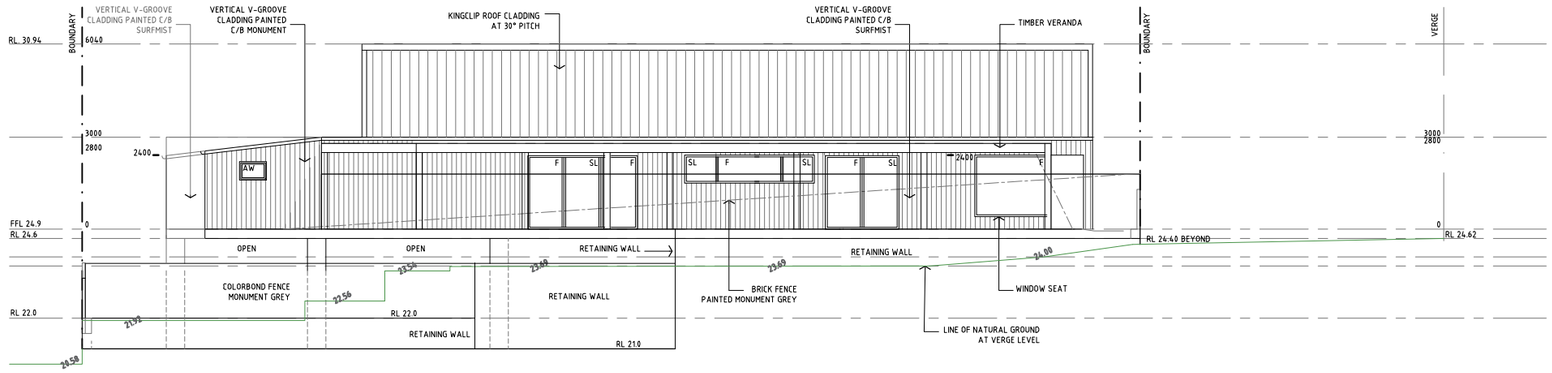

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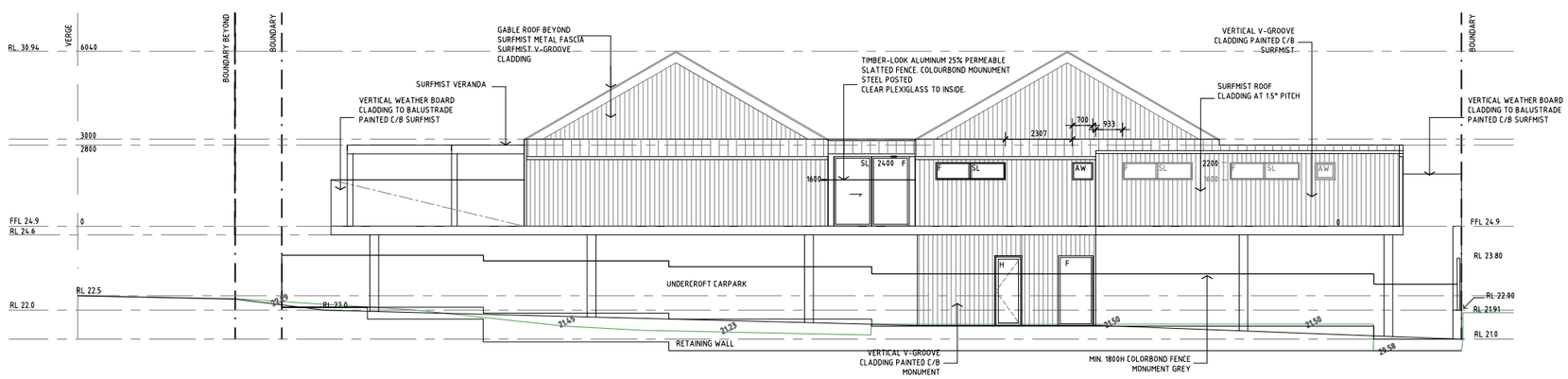

SOUTH ELEVATION
SCALE 1:200

MATERIAL & FINISHES SCHEDULE

MATERIAL	FINISH COLOUR
ROOF SHEETING	SURFMIST WHITE/GREY
EXTERNAL WALL GENERAL	VERTICAL V-GROOVE CLADDING, PAINTED C/B SURFMIST WHITE/GREY
EXTERNAL WALL FEATURE, REFER DRAWINGS FOR EXTENT	VERTICAL V-GROOVE CLADDING, PAINTED C/B MONUMENT GREY
EXTERNAL WALL FEATURE, REFER DRAWINGS FOR EXTENT	COMPOSITE TIMBER LOOK VERTICAL CLADDING
TIMBER LOOK SCREEN FEATURE	COMPOSITE TIMBER-LOOK VERTICAL SCREEN BATTENS
FLASHING, CAPPING & GUTTERS	C/B SURFMIST WHITE/GREY
WINDOW FRAMES AND DOORS	ALUMINUM POWDERCOAT BLACK
VERANDA	STEEL PAINTED C/B SURFMIST WHITE/GREY
PAVING	LIMESTONE PAVING
DRIVEWAY AND CARPARK	GREY BITUMEN
FENCING REFER DRAWINGS FOR EXTENT	RENDERED BRICKWORK, PAINTED WARM WHITE
FENCING FEATURE REFER DRAWINGS FOR EXTENT	LIMESTONE CLADDING
FENCING REFER DRAWINGS FOR EXTENT	ALUMINUM SLATTED FENCE. COLOURBOND MOUNUMENT STEEL POSTED
FENCING REFER DRAWINGS FOR EXTENT	WEATHER BOARD CLADDING TO BALUSTRADE PAINTED WHITE
FENCING REFER DRAWINGS FOR EXTENT	COLORBOND FENCE MONUMENT GREY
GATES REFER DRAWINGS FOR EXTENT	ALUMINUM SLATTED GATES. COLOURBOND MOUNUMENT STEEL POSTED

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KALLAROO

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ELEVATIONS

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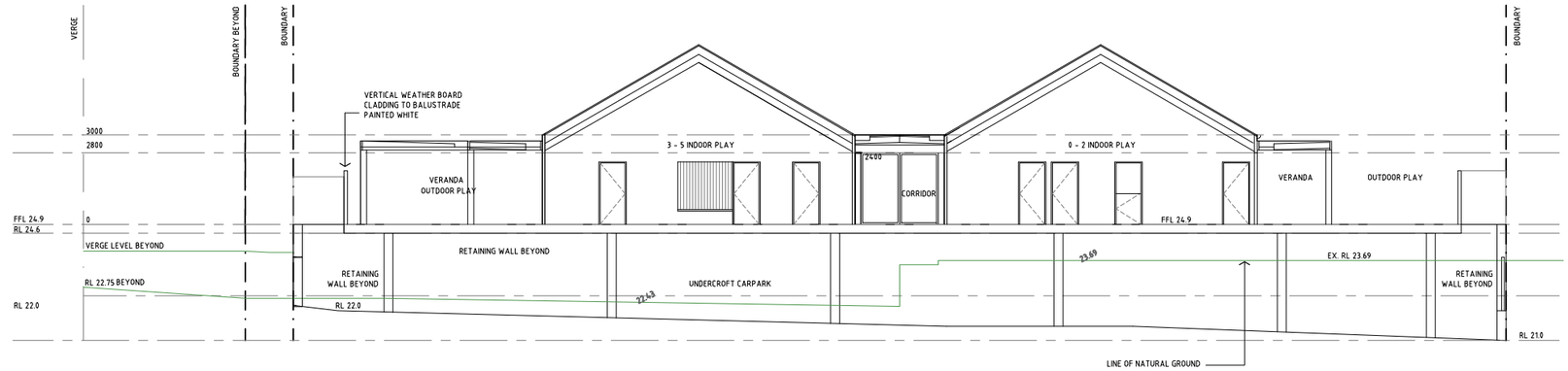
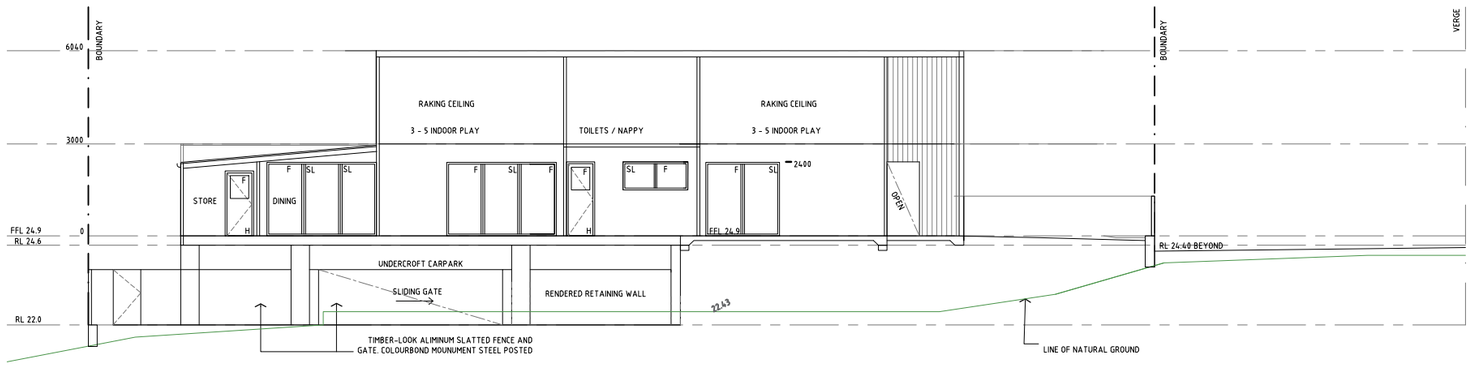


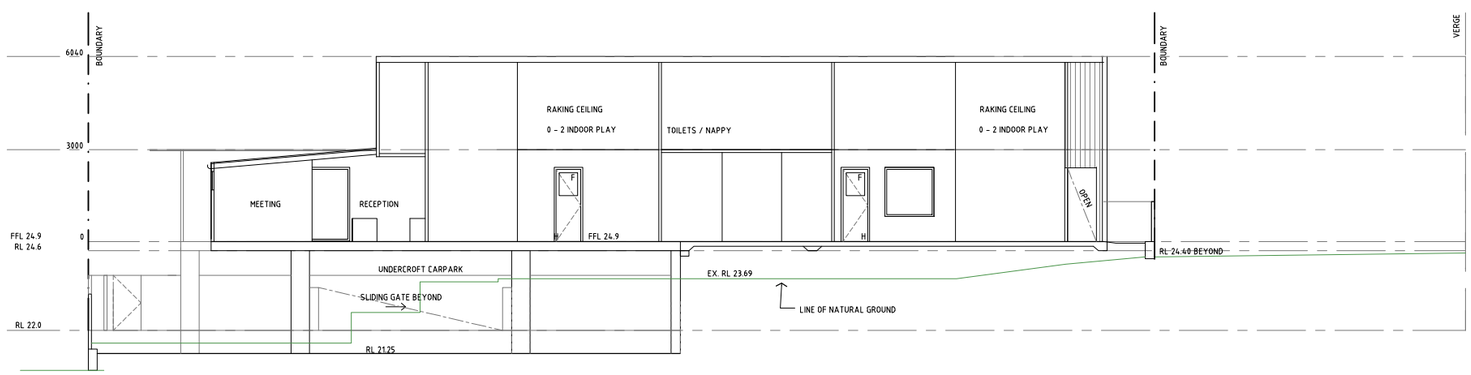
SECTION AA

SCALE 1:200



SECTION BB

SCALE 1:200



SECTION CC

SCALE 1:200

LOT 643 (20) STANFORD ROAD
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KALLAROO

sph architecture + interiors
T: 08 9284 1888
E: mail@sph.net.au
Studio: 143 Cambridge Street
West Leederville WA 6007
ABN: 88123 655 176 ABWA: 2115

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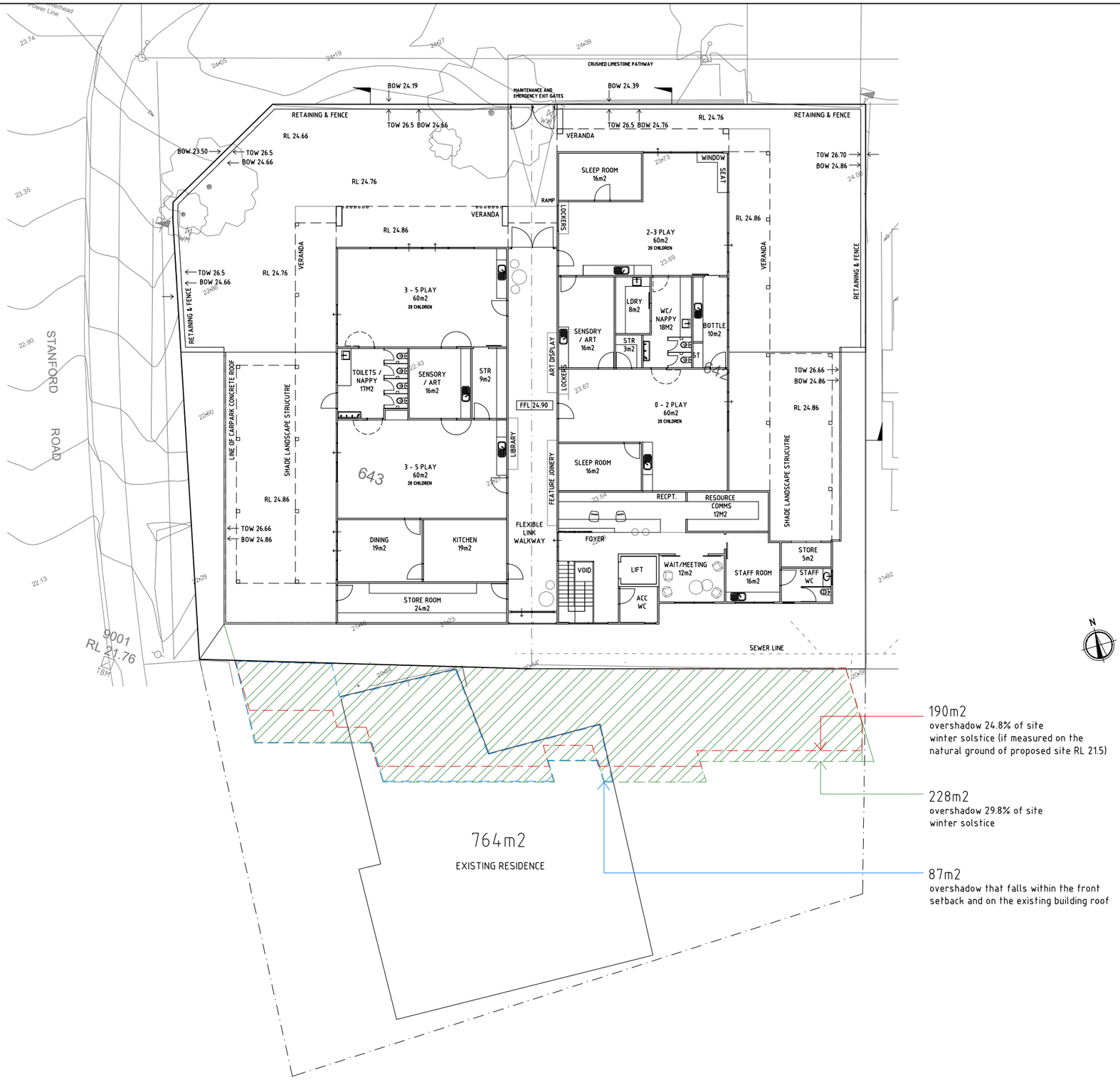
SECTIONS

SCALE AT A3: 1:200	CAD FILE No:	DATE: MAY	DRN: OP	CKD: NS
PROJECT No: 418039	DRAWING No: A05	REVISION: C		



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KALLAROO

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T: 08 9284 1888
E: mail@sph.net.au
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SHADOW PLAN

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KEIKI KALLAROO EARLY LEARNING CENTRE

Schematic 3d Images

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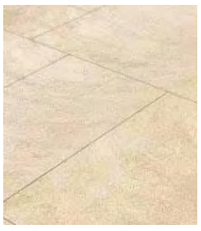
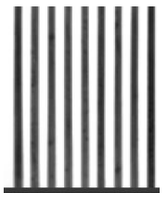
EXTERNAL MATERIALS & FINISHES LEGEND

* Materials and finishes codes are arranged in alphamumerical order

Updated Finish

IMAGE (indicative only)	CODE	DESCRIPTION	FINISH/ COLOUR	MANUFACTURER/ SUPPLIER	COMMENTS
	RS1	ROOF SHEETING KINGCLIP PROFILE	SURFMIST	FIELDERS	Roof Sheeting
	CA2	INTERGROOVETM INTERNAL LINING BOARDS 7.5 x 1200 x 2700 Vertical	Paint Finish Surfmist	BGC INNOVA	External Wall General
	CA2	INTERGROOVETM INTERNAL LINING BOARDS 7.5 x 1200 x 2700 Vertical	Paint Finish Monument	BGC INNOVA	External Wall Feature
	CA3	TIMBER LOOK FIBRE CEMENT Cemintel Territory 16mm 455x 3030mm Panelling.Finish: Woodlands TeakColour Matched Joint Sealant: 11836	Woodlands teak	CEMINTEL	External Wall Feature
	SC1	TMBER LOOK ALUMINIUM Battens	Coastal Spotted Gum	DECOWOOD	Timber Looks Screen Feature
	PC1	POWDERCOAT	SURFMIST	COLORBOND	Flashing, Capping & Gutters
	PC2	POWDERCOAT Black	C25 Colorbond Night Sky	COLORBOND	Doors And Window Frames

IMAGE (indicative only)	CODE	DESCRIPTION	FINISH/ COLOUR	MANUFACTURER/ SUPPLIER	COMMENTS
	PA1	PAINT	SURFMIST	DULUX	Veranda Steel Painted
	LI1	PAVING Limestone, Liquid Limestone	Limestone	LIMECRETE	Exterior Play Space Paving
	BI1	BITUMEN	Grey Bitumen	BY CONTRACTOR	Driveway and Carpark
	RE1	RENDERED BRICK	Warm White	BY CONTRACTOR	Fencing, refer drawings for extent
	LM1	LIMESTONE CLADDING. Mixed block shapes in 'Cottesloe' range	Limestone,	LIMESTONE AUSTRALIA	Feature Fencing, refer drawings for extent
	FE1	FENCE / SCREEN & GATES Fencemakers 'The Edge" Aluminium Fencing	Monument	FENCE MAKERS	Fencing, refer drawings for extent. Apply clear perspects to internal face.
	CA4	INNOVA Specify Duragroove™ Smooth Surface Extra Wide Horizontal	Paint Finish Surmist	BGC INNOVA	WEATHERBOARD CLADDING TO BALUSTRADE
	FE1	FENCE Colorbond	Monument	BY CONTRACTOR	Colourbond Fence Monument Grey

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UPPER FLOOR PLAN

SCALE AT A3:	CAD FILE No:	DATE:	DRN:	CKD:
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PROJECT No:	DRAWING No:	REVISION:
418039	A01	F

apex
planning

Our ref: 21-011
DAP ref: DAP/21/02000
City ref: DA/21/0499

16 July 2021

City of Joondalup
PO Box 21
Joondalup WA 6919

Attention: Renae Mather and Ashleigh Bryce, Planning Services

ADDITIONAL INFORMATION PACKAGE
PROPOSED CHILD CARE PREMISES
LOT 642 (104) MULLALOO DRIVE & LOT 643 (20) STANFORD ROAD, KALLAROO

Apex Planning acts on behalf of Kallaroo Play and Learn Pty Ltd, the proponent of the proposed Child Care Premises development at the above lots in Kallaroo (**development site**).

We refer to the 16th June Joondalup Design Reference Panel (**JDRP**) meeting and subsequent email containing the JDRP's comments and the City's assessment comments.

Further to the 12th July meeting where the JDRP and assessment comments were discussed with the City, we present the following additional information package which contains amended drawings and further justification in support of the proposed childcare development.

1 AMENDED PLANS

Please find enclosed at **Appendix 1** a set of amended plans and revised 3D images depicting the following key changes:

- Reshuffling and reduction of back of house areas at south-eastern corner of the building, resulting in an increased southern setback of up to 4m. The change has also created further articulation to both the southern and eastern adjoining properties through the stepping of this section of the building off both boundaries.
- The substantial increase of landscape screen planting along the southern and eastern boundaries, comprised of bamboo hedging and additional trees.
- Reconfiguration and clarification of Mullaloo Drive verge treatments. This includes removal of pedestrian entry, replacement with crushed limestone maintenance and emergency access pathway.
- Details of verge planting, demonstrating significant planting of various types (trees, shrubs, groundcovers) to screen visible retaining and enhance the overall presentation of the development as viewed from the street.
- Extension of verandah at western side of childcare building to provide shade.
- Further detail of site crossover levels, demonstrating compliant grades. Inclusion of two bike racks and reconfiguration of ACROD bay within car park.
- Alternative treatment for corner section of boundary fence to increase visual relief.

2 RESPONSE TO JDRP COMMENTS

In consideration of the plan changes outlined in Section 1 of this submission, **Table 1** below provides a response to the JDRP comments.

JDRP comments	Apex comments
Landscaping	
Concerns regarding impact (bulk, scale, overshadowing) on the adjoining southern neighbour – limited opportunity for a landscaping buffer. Notes pedestrian entrance off Mullaloo Drive with stairs into the development, suggests this be level. Concerns regarding how the main lobby is going to work in relation to wayfinding and the pedestrian entrance off Mullaloo Drive. Concerns regarding safety around the car parking area. A detailed landscaping plan is required – specifically in relation to landscaping on a slab, how will this work, is there enough shade?	<u>SOUTHERN NEIGHBOUR</u> Bulk impacts to the southern adjoining neighbour have been further reduced and moderated by virtue of the following key changes: • Reshuffling and reduction of back of house areas at south-eastern corner of the building, resulting in an increased southern setback of up to 4m. • The change has also created further articulation to both the southern and eastern adjoining properties through the stepping of this section of the building off both boundaries. • A significant landscaping buffer has been created through the provision of flowering plum trees and bamboo hedging, which will provide an effective/attractive screen. As agreed with the City's planners at the meeting on 12th July, the potential impacts to the southern adjoining property are limited to the eastern end of the shared boundary, near the pool and open outdoor area. Therefore, the modifications to built form and enhancements to landscaping have been concentrated at this area. <u>MULLALOO DRIVE ENTRY</u> The function of the Mullaloo Drive gate is clarified as only being available for the purpose of maintenance access and emergency exit. The gate will remain locked from the outside and is not intended to be utilised by parents or staff. The restricted use of this entry will be clarified at the time of child enrolment, and signage will be provided to clarify the restriction. <u>MAIN LOBBY / WAYFINDING</u> Wayfinding is not a material issue for this proposal, noting it is simply a childcare facility. The main entry is accessed via the car park, and the lobby is accessed via the car park. Parents will be advised how and where to access the centre at the time of enrolment. There will not be circumstances of random people getting lost, as this is not a facility used by patrons who don't have a reason to be there. <u>SAFETY OF CAR PARK</u> The comments regarding car parking safety are subjective and do not offer any tangible detail clarifying the concerns. The car park is designed compliant with Australian Standards and the development provides a compliant number of parking bays. Car park safety is not a landscape issue.

	DETAILED LANDSCAPE PLAN The plans have been updated to depict a verandah extension west of the building, which will provide shade within the outdoor play area on slab. A detailed landscape plan will be provided at detailed design stage in accordance with the City's standard conditions of planning approval.
Planning	
Notes that the development needs to consider its context and interface with the adjoining residential properties – not only in relation to compliance. Notes that the legibility of seeing an entrance off Mullaloo Drive may trigger people to use this entrance in lieu of the basement entrance – this needs consideration. Notes the front fence and its permeability in relation to street surveillance and visual amenity. Concerns regarding lot boundary setback variation to the south, thinks this will have a significant impact.	INTERFACE WITH ADJOINING PROPERTIES Interface with adjoining properties is addressed in detail in the DA report, and is further explored throughout the submission. MULLALOO DRIVE ENTRY Refer to earlier comments regarding the reconfiguration and clarification of this area. The reconfiguration and further information regarding this area is considered to resolve the query regarding legibility, as parents and staff will be unequivocally aware of the access arrangements for the facility. FRONT FENCE A pertinent consideration is for the facility to ensure the outdoor play area maintains an appropriate level of safety and security, therefore it is important for any level of passive surveillance to achieve a balance. The front fence facilitates passive street surveillance through the use of permeable vertical sections, both at Mullaloo Drive and Stanford Road. The permeable area occupies approximately 47% of the Mullaloo Drive fence, which will more than sufficiently facilitate mutual views. With regard to visual amenity, an acceptable level has achieved through accumulation of the following measures: • The use of varied finishes and treatments for the front fence, comprised of rendered brick, attractive permeable infill sections with piers, and a blockwork feature at the corner. • The incorporation of simple Keiki Early Learning lettering. • Significant landscape planting within the verge, comprised of groundcovers, shrubs and trees. These are depicted on the DA drawings and 3D images.
Architecture	
Issues with pedestrian access off Mullaloo and the steps. Concerns regarding vehicular access from Standford Road, the driveway cuts into the verge creating a retaining wall. Notes that if the verge level is not modified this will raise the undercroft car parking area and will further impact the southern adjoining property.	MULLALOO DRIVE ENTRY Refer comments above. STANFORD ROAD ACCESS Retaining is not proposed within the Stanford Road verge. The DA drawings have been updated to provide more detail regarding the Stanford Road driveway and crossover, demonstrating any alterations to levels will be within the 150mm threshold allowable under the City's Crossover Guidelines.

Concerns regarding the southern and eastern elevations impact on the adjoining properties. Concerns regarding the eastern elevation impact on the streetscape – primary setback variation and proposed fill means it will be visible along Mullaloo Drive. Suggests artist impression for the southern and eastern elevations – which are the least aesthetically pleasing elevations, but will have the greatest impact on the adjoining properties. Notes adjoining southern properties garage slightly encroaching. Notes that the accessible bay does not comply due to the location of the columns. Notes that no bike racks are provided. Concerns regarding the air-conditioning unit, noise and visual amenity if it needs to be moved to the roof.	<u>SOUTHERN ELEVATION</u> Refer to earlier comments regarding the southern adjoining property (noting impacts have been moderated/reduced through alterations to built form, increase of setback/stepping of building, and substantial increase of boundary landscape treatments). <u>EASTERN ELEVATION</u> The eastern elevation is considered to be less impactful, noting the building is significantly set back from the boundary with open-style verandahs forming most of the interface. Any perceived bulk is broken up / moderated through open-style verandahs, varied building treatments and stepped setbacks, and greenery comprised of bamboo, trees and shrubs. The suitability of the approach is evident on the plans and 3D images. <u>ACROD BAY</u> The ACROD bay has been altered to achieve compliance. <u>BIKE RACKS</u> 2x bike racks have been provided. <u>AIR CON UNITS</u> Units do not need to be moved to the roof.

3 RESPONSE TO CITY ASSESSMENT COMMENTS

In consideration of the plan changes outlined in Section 1 of this submission, **Table 2** below provides a response to the City's comments.

City comments	Apex comments
Health comments	
The report states that the air conditioners for the development will not comply with legislated noise requirements prior to 7am. What further steps are to be taken to mitigate noise during the night time period (10pm-7am) and what is the expected sound that would be emitted to neighbouring residents. This needs to be addressed at the planning stage as compliance with the recommendations of the Noise Assessment will be a condition of the approval. Please note, the bin store will need a sewer connection.	<u>AC UNITS</u> The assessment of AC units at the planning approvals stage is an indicative/nominal component only and a number of assumptions are used because the AC system is not yet known or selected. It is entirely common practice for a verification assessment to be required at building permit stage, where the specific AC units selected for the project are assessed and compliance must be demonstrated before occupancy of the site is permitted. In terms of the query regarding what further steps are to be taken to ensure compliance is achieved, this includes: • The selection of the quietest available type of AC units.

Please advise if mechanical ventilation is required for the undercoft car parking area. if it is required, this will need to be addressed in the Environmental Noise Assessment.	• The selection of units which can operate on a 'low noise mode' function, which is capable of being controlled through an automatic timer. • Controlling the number of units used before 7am, noting the facility is not fully occupied until after 7am. In light of the above and as discussed and agreed with the City's planners at the meeting on 12th July, the matter can be resolved at detailed design stage in accordance with a suitable condition. <u>MECHANICAL VENTILATION (CAR PARK)</u> The car park does not require mechanical ventilation as it is open on three sides.
IMS comments	
Retaining like structure within the verge as the crossover is below the existing verge levels. IMS will not support any modification of the existing verge levels and grades. The applicant is to design the crossover/driveway accordingly to ensure that the verge is not modified with the existing levels and grades retained. The proposed ACROD bay does not comply with the Australian Standards, there should not be any above ground structures between the shared space and the ACROD bay. Waste vehicles are required to enter the site and travel to the end of the parking module to undertake waste pick up. It is apparent that there is insufficient headroom (ceiling clearance) for waste vehicles to enter the site. The applicant will need to investigate further the on-site levels as they are not workable. The applicant is also to elect the waste vehicle that will be conducting the service as this will assist the City in determining whether the arrangement is workable. The bin store area might need to be relocated if the proposed arrangement is not workable. Please provide a Waste Management Plan to be reviewed and approved by the Waste Department (WMP). As the undercroft parking area is enclosed from all directions bar one, it is anticipated that noise will be amplified within this area. During waste pick up, waste service vehicles will be required to reverse a long section of the parking module to access the bin store	<u>MODIFICATION OF VERGE LEVELS</u> Retaining is not proposed within the Stanford Road verge. The DA drawings have been updated to provide more detail regarding the Stanford Road driveway and crossover, demonstrating any alterations to levels will be within the 150mm threshold allowable under the City's Crossover Guidelines. <u>ACROD BAY</u> The ACROD bay has been altered to achieve compliance. <u>WASTE COLLECTION</u> The car park provides a finished floor to ceiling clearance of at least 2.6m, which is more than sufficient to cater for a 'Low Entry Vehicle' operated by Cleanaway. The LEV has a maximum height of 2.338m when performing waste collection. Similar arrangements were established for a project approved in 2020 in Greenwood. A WMP is currently in the process of being prepared by TALIS and will be submitted to the City under separate cover. With regard to the movements performed by waste collection vehicles, the application was supported by a Transport Impact Statement (**TIS**) which contained swept path plans depicting these movements. The swept paths, which are provided again in **Appendix 2** of this submission, clearly show that waste vehicles would not reverse a "long section" of the car park. The movements will predominantly be in forward gear. With regard to noise generated during waste collection activity, all of this noise is exempt from assessment in accordance with Reg. 14A(2) of the *Environmental Protection (Noise) Regulations 1997*, provided waste collection is undertaken within the prescribed periods (which will be complied with and articulated in the WMP).

area. This may become a nuisance to nearby residents due to the sound of the reversing vehicle beeping. This will need to be addressed in the WMP.	
Building comments	
Openings in the building must be protected to comply with Part C3 of the NCC BCA – Southern boundary wall. Access for people with a disability to be provided to and within all areas normally used by the occupants in accordance with Part D3 of the NCC BCA - Front steps. Details of car parking bays and accessible bays need to be provided in accordance with Part D3.5 of the NCC BCA - Car bay and shared area to comply with AS2890.6. A Class 9b early childhood centre must be provided with: A kitchen or food preparation area with a kitchen sink, separate hand washing facilities space for a refrigerator and space for cooking facilities, with A. The facilities protected by a door or gate with a child proof latches to prevent unsupervised access to the facilities by children younger than 5 years old; and B. The ability to facilitate supervision of children from the facilities if the early childhood centre accommodates children younger than 2 years old; and 1. 2. One bath, shower or shower bath	All comments are noted, although it should be recognised the front steps have been removed and there is no intention for pedestrians, parents or staff to access the facility from Mullaloo Drive.
Planning comments	
Please provide X2 bike bays. Primary street setback variation – as noted in the JDRP comments, the City has similar concerns in relation to the eastern elevation which as minimal architectural form. Building setback to southern boundary – all 3 panel members noted concern in relation to the bulk, scale and overshadowing impact of this elevation, pushing the building back so it complies will unlikely suffice. Please note the objectives of the City's Child Care Premises LPP is to ensure that child	<u>BIKE RACKS</u> Two bike racks are provided in the undercroft car park as requested. <u>PRIMARY STREET SETBACK (EASTERN ELEVATION)</u> The 3D images have been updated to include views from the east. It is evident that there will be no negative streetscape impact associated with the childcare building, noting: • The front setback area of the adjoining eastern property contains significant existing vegetation which will likely screen views of the eastern side of the development. • Notwithstanding the above, the eastern side of the building is set back substantially from the eastern

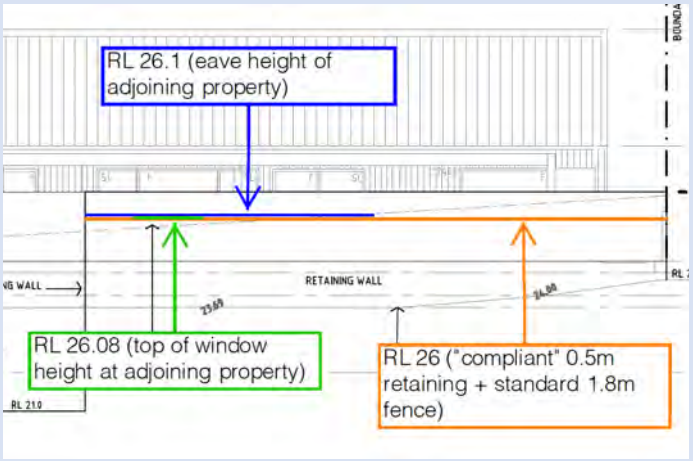
care premises do not have an adverse impact on the amenity of residential areas. To this regard, greater articulation is requested for this elevation. Concerns in relation to the compatibility with the surrounding residential area: • retaining and fill greater >0.5m is proposed to all site boundaries. • extent of overshadowing to the adjoining southern property exceeds what is permitted in residential areas. • solid fencing to 2.11m along Mullaloo Drive (taken from the midpoint of the verge) – as noted in the JDRP comments street surveillance and visual amenity is reduced. Question regarding why the existing crossover from Mullaloo Drive is to be retained when access is to be from Stanford Road.	boundary, and has an attractive open style verandah structure within the eastern setback area. The building will be treated/finished in an attractive and responsive manner as viewed from the east. • Additional landscape planting is provided along the eastern and north-eastern perimeter to further enhance views and mitigate streetscape impact. <u>SOUTHERN NEIGHBOUR</u> Bulk impacts to the southern adjoining neighbour have been further reduced and moderated by virtue of the following key changes: • Reshuffling and reduction of back of house areas at south-eastern corner of the building, resulting in an increased southern setback of up to 4m. • The change has also created further articulation to both the southern and eastern adjoining properties through the stepping of this section of the building off both boundaries. • A significant landscaping buffer has been created through the provision of flowering plum trees and bamboo hedging, which will provide an effective/attractive screen. As agreed with the City's planners at the meeting on 12th July, the potential impacts to the southern adjoining property are limited to the eastern end of the shared boundary, near the pool and open outdoor area. Therefore, the modifications to built form and enhancements to landscaping have been concentrated at this area. In addition to the above, the southern elevation where visible from the adjoining property also contains highlight windows which serve to reduce the effect of bulk through the introduction of glazing and variation in finish. With regard to overshadowing, it is essential to recognise: • The variation proposed is only up to 5% (minor) and it is evident that a notable proportion of this falls onto the roof and front setback area of the adjoining site. The variation is based on measurements from NGL. When overshadowing is measured based on the proposed site RL, it is actually compliant. • Overshadowing has been measured based on midday 21st June. It is unlikely the affected area (containing a pool) would be actively used at this time of the year. Overshadowing impacts will be less significant and more in line with compliance at most other times of the year. • The southern side of the adjoining property's outdoor area, which contains grass (and more likely to be actively used all year round) is not affected. <u>RETAINING ALONG STREET BOUNDARIES</u> The extent of retaining fronting the street is not inconsistent with other examples in the immediate area. A key component of the existing character and amenity of Mullaloo Drive is solid retaining along the street edge. In consideration of the above, the plans have been updated to reflect:

- Significant landscape planting in the verge, which will serve to screen solid sections of retaining visible from the street and enhance the presentation of the development as viewed from the public realm.
- A feature stone treatment at the corner section of the fence.

It is considered that cumulative effect of all of the treatments, finishes and verge planting associated with the front fence results in an acceptable streetscape outcome.

RETAINING ALONG EASTERN BOUNDARY

The justification presented in the DA report is reiterated, noting the northern 15m of the eastern boundary provides retaining exceeding 0.5m in height with a 1.8m fence atop. In this regard, it is essential to recognise that based on the existing eave height at the adjoining property (RL 26.1), even a "compliant" scenario of 0.5m retaining + 1.8m solid fence would result in a bulk impact at this would achieve a comparable RL of 26. This is indicated in the below mark-up:



RETAINING ALONG SOUTHERN BOUNDARY

The justification presented in the DA report is reiterated, noting retaining only exceeds 0.5m in a couple of small areas. Additionally, the retaining and fencing treatment will be located entirely within the boundaries of the development site and would not be visible to the adjoining southern property as their boundary treatments will be retained and unchanged.

EXISTING MULLALOO DRIVE CROSSOVER

The existing Mullaloo Drive crossover is proposed to be retained for the purpose of maintenance access to the outdoor play area and building. This is not intended to be used by any other person or staff member for the facility.

Under the City's verge guidelines, up to 75sqm or 50% of verge area (whichever is lesser) can be a hardstand surface, excluding the footpath. This is intended to be complied with.

Having regard for the content of **Table 2**, the modifications and further justification effectively address the City's assessment comments and support for the proposal is warranted.

4 CONCLUSION

This additional information package contains amended drawings and further justification in support of the proposed development.

Overall, the development is designed in a responsive manner and will provide a positive streetscape contribution to the locality.

The facility is suitably located to provide essential childcare services to the local community, and warrants the City's support.

We look forward to the opportunity to provide a response to community submissions at the conclusion of public advertising.

Yours sincerely,

ALESSANDRO STAGNO
APEX PLANNING

Proposed Early Learning Centre

Application for Planning Approval

Lot 642 (104) Mullaloo Drive & Lot 643 (20) Stanford Road, Kallaroo

April 2021

Development Application

Lot 642 (104) Mullaloo Drive & Lot 643 (20) Stanford Road, Kallaroo

Prepared for Kallaroo Play & Learn Pty Ltd

DOCUMENT CONTROL

DESCRIPTION	DATE
210511 21-011 DA report - Keiki Kallaroo (rev0).docx	11 May 2021

Apex Planning

Phone: 0416 672 501
Email: admin@apexplanning.com.au
Address: 3/128 Main Street, Osborne Park 6017

CONTENTS

APPENDICES

1 INTRODUCTION

Apex Planning has produced this application for planning approval on behalf of Kallaroo Play and Learn Pty Ltd, with regard to a proposed childcare development located at Lot 642 (104) Mullaloo Drive & Lot 643 (20) Stanford Road, Kallaroo (hereafter referred to as the **development site**).

The proposal involves the demolition of existing buildings on the development site, and the subsequent development of an early learning centre accommodating up to 80 children and 16 staff.

The facility will be operated by Keiki Early Learning, an established and reputable WA owned childcare services provider operating existing facilities in Edgewater, Hamersley, Mindarie, and Alkimos.

The proposed facility features an attractive site-responsive design informed by expert traffic and acoustic input. The building achieves a high architectural standard with distinct residential elements, which will allow it to integrate with its surrounding suburban context.

The development responsively addresses the sloping nature of the site through a split-level building format which allows built form and landscaping to address street frontages and the lower level car park to be largely screened from view.

The proposed facility will be readily accessible to the local community by virtue of its frontage to Mullaloo Drive, which offers a connection to Marmion Avenue.

We respectfully request the Metro Outer JDAP grant approval to the proposed development.

1.1 PRE-LODGEMENT ENGAGEMENT

On 17th March 2021, Keiki Early Learning, Apex Planning and SPH Architects attended a pre-lodgement engagement meeting with the City of Joondalup.

A number of key elements of the site and local planning framework were discussed, and the DA lodgement requirements were confirmed.

The City's feedback was used to inform finalisation of the proposed development.

2 LAND DESCRIPTION

2.1 LOT DETAILS

The lots subject of this application for planning approval are described in **Table 1** below.

Table 1: Lot details					
Lot	**Deposited Plan**	**Volume**	**Folio**	**Lot area (m^2)**	**Ownership**
642	10190	1321	223	704	Anthony McNamara Wendy Jane Pearce
643	10190	1321	224	709	Lynette Elliot

The Certificates of Title (**CT**) and Deposited Plan are provided at **Appendix 1**.

2.2 LOT ENCUMBRANCES

There are no encumbrances listed on either CT which relate to the proposed development.

3 CONTEXTUAL CONSIDERATIONS

The following sub-sections describe the contextual characteristics of the site.

Refer to **Figure 1: Aerial Photo**, **Figure 2: Local Context** and **Photos 1-6** on the subsequent pages, which illustrate the development site and surrounds.

3.1 REGIONAL CONTEXT

The development site is located in the municipality of the City of Joondalup and is approximately:

- 22km north-west of the Perth CBD
- 4.5km south-west of the Joondalup City Centre
- 1.5km north of Whitfords Secondary Centre
- 1.3km east of Mullaloo Beach
- 500m south of the Mullaloo local shopping centre

The site is in Kallaroo, which is generally bounded by Mullaloo Drive (north), Marmion Avenue (east), Whitfords Avenue (south), and Northshore Drive (west).

The development site fronts Mullaloo Drive, a Local Distributor Road offering a link to Marmion Avenue. Marmion Avenue connects Kallaroo to the wider north-western corridor of the metropolitan area.

3.2 LOCAL CONTEXT

The development site is located at the northern fringe of Kallaroo, at the corner of Stanford Road and Mullaloo Drive. Land north of Mullaloo Drive is within the locality of Mullaloo, whilst land south of Mullaloo Drive is within the locality of Kallaroo.

Kallaroo is an established suburb which contains predominantly residential development at R20 density (reflective of the area's zoning and density coding under the City's Local Planning Scheme No.3). However, there are a number of non-residential activities integrated throughout the locality, including:

- Various local parks
- Community facilities
- Consulting rooms

Mullaloo Drive is a Local Distributor Road and a key transport route between Mullaloo Beach and Craigie. Mullaloo Drive intersects with Dampier Avenue, another Local Distributor Road which links the area to Whitford City shopping centre (a Secondary Centre under the state activity centre hierarchy) and Mullaloo local shopping centre, which is 500m north of the development site.

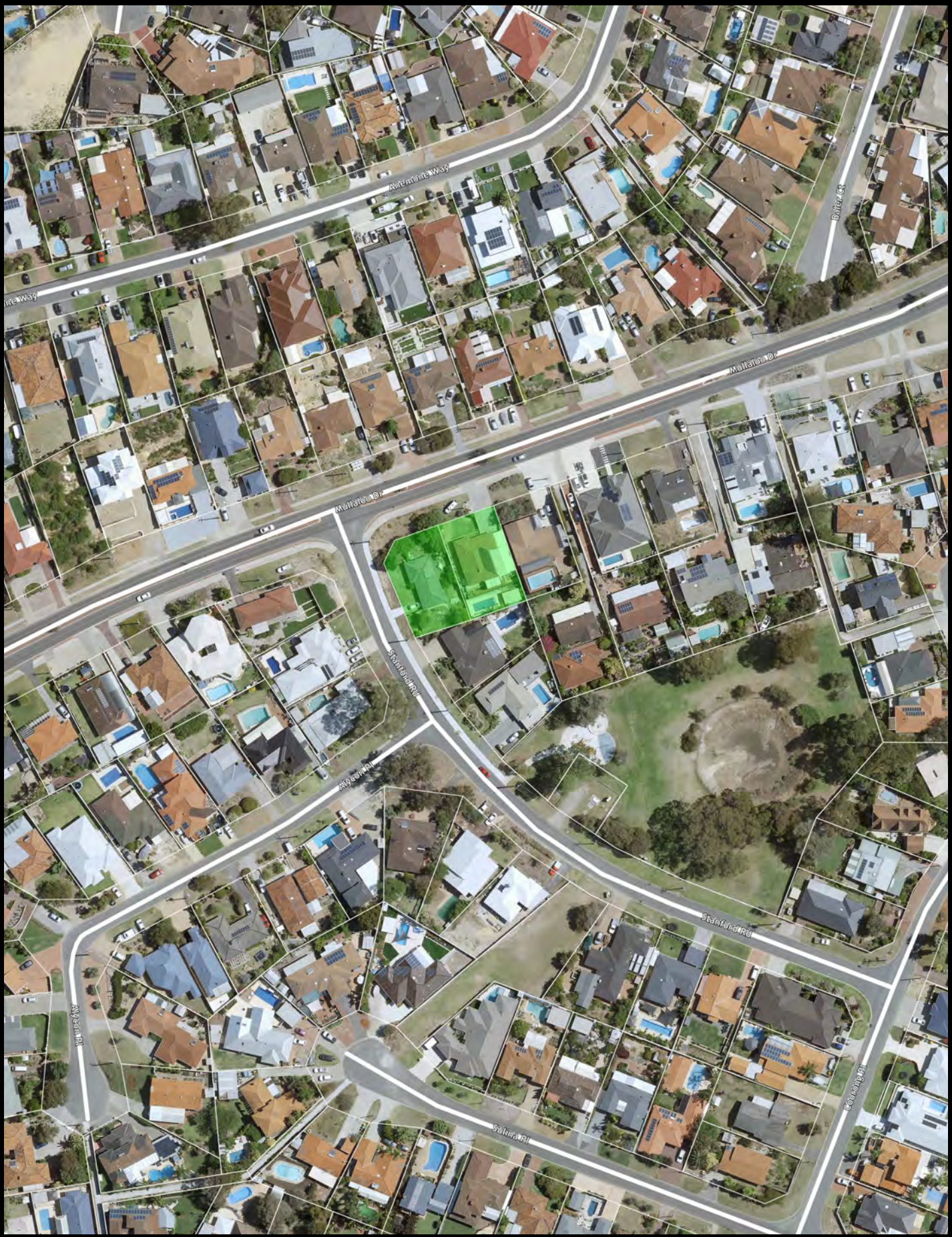


Figure 1: Aerial Photo

NORTH

Drawn: Alessandro Stagno

Rev: 0

Lot 642 (104) Mullaloo Drive & Lot 643 (20) Stanford Road, Kallaroo

Source: MNG Access

Date: 23 April 2021

apex planning

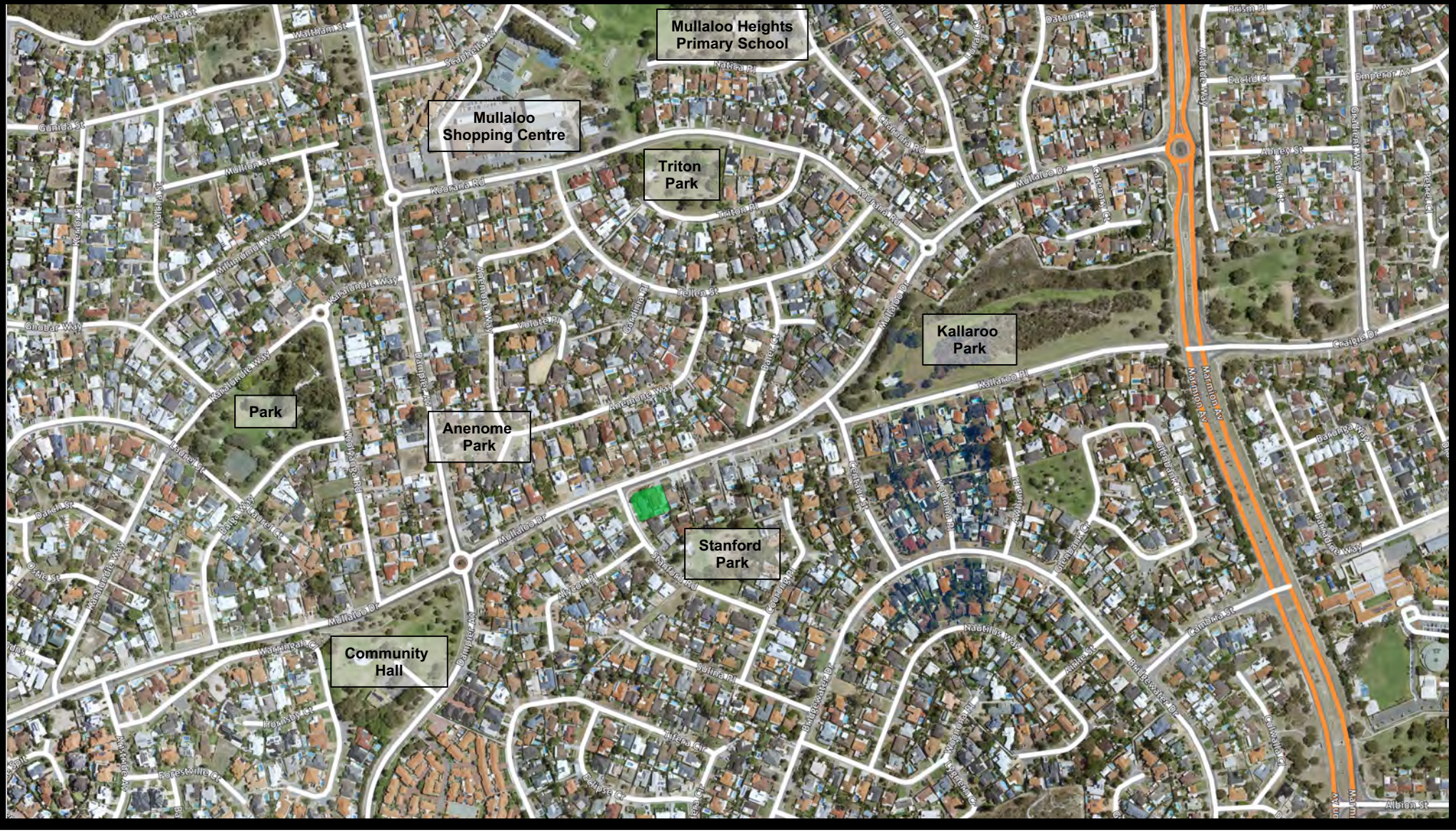


Figure 2: Local Context

NORTH

Drawn: Alessandro Stagno

Rev: 0

Lot 642 (104) Mullaloo Drive & Lot 643 (20) Stanford Road, Kallaroo

Source: MNG Access

Date: 25 April 2021

apex planning

Mullaloo Drive is a dual lane, single divided carriageway road with a painted median. According to recent traffic data sourced from Main Roads, Mullaloo Drive (west of Marmion Avenue) carried average weekday traffic flows of 8,777 vehicles, of which 3.3% were heavy vehicles in 2018/2019.

The following facilities exist within close proximity of the development site:

- Stanford Park (approximately 45m south)
- Kallaroo Park (approximately 250m east)
- Rob Baddock Community Hall (approximately 250m west)
- Anenome Park (approximately 190m north-west)
- Local park on Balga Way (approximately 385m north-west)
- Mullaloo local shopping centre (approximately 500m north)
- Mullaloo Heights Primary School (approximately 600m north-east)

In terms of its immediate surroundings, the development site adjoins residential properties to the east and south. Residential properties also exist to the north (on the opposite side of Mullaloo Drive) and to the west (the opposite side of Stanford Road).

The area's local character and style of development is significantly influenced by its undulating topography. Dwellings and other development is established in response to the sloping nature of land, as is evident from the extent of retaining throughout the local area.

3.3 EXISTING SITE CONDITIONS AND TOPOGRAPHY

The development site is comprised of two separate lots, being Lot 642 and Lot 643. Both lots contain existing single storey dwellings.

Lot 642 is provided with an existing crossover to Mullaloo Drive, whilst Lot 643 is provided with an existing crossover to Stanford Road.

A number of existing trees and vegetation exist within the Mullaloo Drive verge and within the front setback area.

In terms of topography, the development site falls from north to south by approximately 3 metres. The Mullaloo Drive frontage of the site sits at approximately RL 24.10-24.39, whilst the southern boundary sits at approximately RL 21.23-21.45.

A copy of the site survey is provided at **Appendix 2**.

3.4 SITE PHOTOS

Photo 1: Mullaloo Drive frontage of Lot 643, looking south.

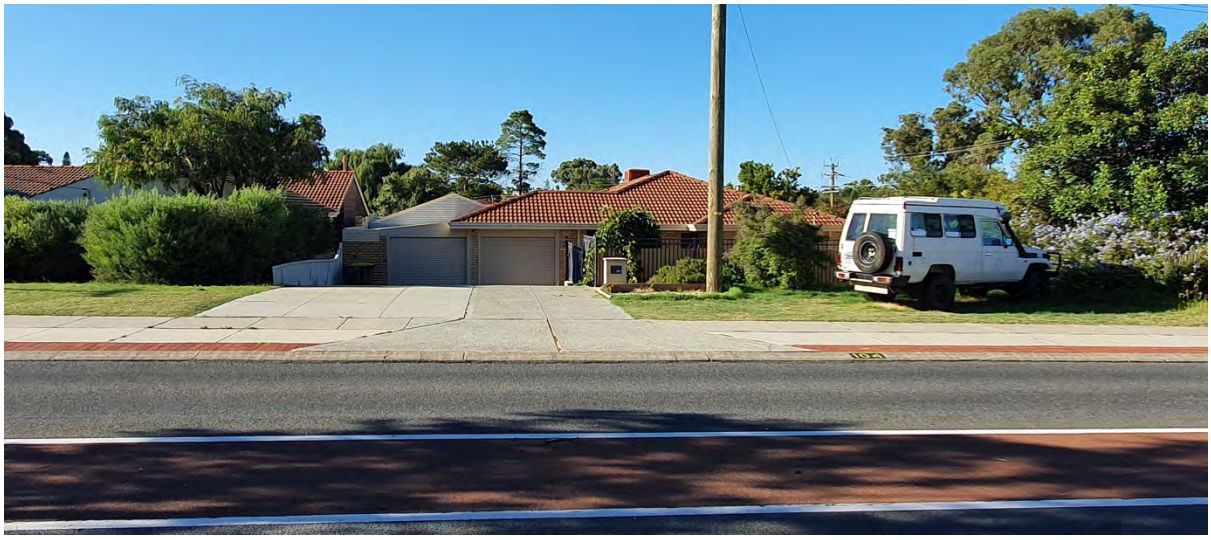


Photo 2: Mullaloo Drive frontage of Lot 642, looking south.

Photo 3: view of the development site from the intersection of Mullaloo Drive and Stanford Road, looking south-east.

Photo 4: Stanford Road frontage of Lot 643, looking east.

Photo 5: Stanford Road frontage of adjacent sites located west of the development site, looking west.

Photo 6: Mullaloo Drive streetscape, looking west.

4 DESCRIPTION OF PROPOSAL

The proposal involves the demolition of the existing single storey residential dwellings on the development site and their replacement with a new childcare facility to be operated by Keiki Early Learning. The development plans are provided at **Appendix 3** for reference.

The facility will provide early learning and care services for up to 80 children with up to 16 staff. The early learning centre is proposed to operate from 6:30am-6:30pm Monday to Friday and will cater for the following age demographics:

- 0-2 years: 20 places
- 2-3 years: 20 places
- 3-5 years: 40 places

The proposal will increase the provision of early learning places for the local community, enhancing the level of service for workers and families of the local area.

The facility will build on the local area's existing provision of community infrastructure by providing a local facility for the surrounding residential community, located in close proximity to a number of local parks and a community centre.

The facility is also intended to create locational benefits due to its proximity to the nearby Mullaloo local shopping centre and adojoining primary school, which are located approximately 500m-600m north of the site.

The development features a responsive architectural design style which allows it to integrate with the predominantly residential character of the Mullaloo Drive streetscape.

The facility has an exceptional level of built form quality, providing two architecturally treated pitch-roof buildings which integrate with an immersive outdoor play area to address the Mullaloo Drive and Stanford Road corner.

The provision of access to Stanford Road allows the effective use of the site's significant slope, resulting in an undercroft car park which is significantly screened from public view and covered to mitigate amenity impacts to the neighbouring properties.

The placement of access to Stanford Road is also a feature of the development layout, as it allows built form and outdoor play areas to interface with Mullaloo Drive and the majority of Stanford Road (resulting in an optimal site planning approach).

The development will retain and enhance existing vegetation in the Mullaloo Drive verge and along the street frontages of the development site.

Specifically, the proposal comprises the following key elements:

- Two architecturally treated buildings of single-storey format but with a split-level design locating the car park on the bottom level, which allows the effective use of site area despite the significant slope of the land.
- Attractive outdoor play spaces along the Mullaloo Drive and Stanford Road frontages which provide an engaging interface with the public realm. The outdoor play spaces are framed by an acoustically treated boundary fence which contains permeable sections to create a level of interactivity with the surrounding area.
- A mixture of solid rendered brickwork external fencing and permeable slatted fencing with a solid retained section at the base.
- Varied front setbacks along Mullaloo Drive which provide an articulated and stepped built form response.
- Soft colour tones and natural-look materials, comprised of timber-look panelling and simple V-groove cladding.
- A paved pathway leading to a gate at the Mullaloo Drive frontage.
- The following street setbacks:
    - Mullaloo Drive (primary street):
        - The eastern building provides a setback of 3m to the wall and 1.5m to the edge of the verandah.
        - The western building provides a setback of 8.8m to the wall and 6.2m to the edge of the verandah.
    - Stanford Road (secondary street):
        - The edge of the car park roof (with fence above) provides a setback ranging from 1.7m-2.65m.
- The following lot boundary setbacks:
    - Eastern boundary:
        - 5.86m to the verandah of the 0-2 and 2-3 years activity rooms.
        - 2.02m to the eastern wall of the storeroom and staff WC.
    - Southern boundary:
        - 2.45m-2.74m to the southern wall, noting the slightly irregular southern lot boundary.
- An internal floor layout which includes:
    - A foyer, reception desk and waiting area.
    - Staff room and staff amenities.
    - Kitchen with storage areas and dining area for children.
    - Four group activity rooms with associated toilets and changerooms.
    - Sleep rooms.
    - Laundry and storage areas.

    - Flexible link walkway which acts as the central area of the centre, linking the two buildings.

- Outdoor play areas along the western, northern and eastern sides of the building. Age group 3-5 (the louder kids) will play within the western outdoor play area, which is the most detached from sensitive receivers.
- A full movement crossover to Stanford Road measuring 6m wide at the property boundary, linking an undercroft car parking area to Stanford Road which contains:
    - 11 visitor bays, including one ACROD bay with shared space
    - 15 staff bays
    - A fully enclosed bin store
    - A partially enclosed service compound containing mechanical plant
    - An internal pathway along the southern boundary which will link to the footpath network within Stanford Road
- A central lift with staircase is provided within the car park, which will provide easy and convenient access to the upper level for parents. A waiting area with seats is next to the lift.
- Perimeter landscaping along the southern and western car park boundaries, which includes the planting of native trees.
- The outdoor play area will be framed with acoustic compliant fencing. The fencing will be predominantly rendered facebrick, but with vertically slatted permeable sections to enhance interactivity and passive surveillance with the surrounding area. Fence heights will vary from 1.6m-1.8m, measured from the finished levels of the centre.

4.1 EARTHWORKS SOLUTION

The proposed facility features a responsive earthworks approach which addresses the sloping nature of the development site (noting a fall of approximately 3 metres from Mullaloo Drive to the southern lot boundary).

As evident on the development plans, the development features a split-level format which is comprised of:

- Built form and outdoor play areas at the upper level, with a finished level of 24.9 for the building and slightly graded levels for the outdoor play areas, which grade down to 24.66 at the lowest points toward frontage roads.
- An undercroft car park which transitions from RL22.5 to RL21, allowing grade compliant access to Stanford Road with an accessible driveway and car parking spaces.

Development within the northern half of the development site will require fill in the order of 1m-2m, supported by retaining walls along the external boundaries and a central retaining wall along the northern perimeter of the undercroft car park.

The southern half of the upper level will be supported by structural columns within the car park itself.

The car park will require both fill and excavation to facilitate the levels shown on the drawings, with excavated materials to be utilised for fill in other parts of the site.

There will be retaining along the southern and eastern boundaries to support the car park pad. The southern boundary will contain stepped retaining which broadly follows the natural contours of the land, whilst the eastern section of the car park sits below natural ground level.

A more detailed assessment of earthworks and retaining having regard for the applicable planning controls is provided at section 5.5 of this report.

4.2 TRAFFIC ASSESSMENT

The proposed development is supported by a Transport Impact Statement (**TIS**) produced by Transcore. The TIS is provided at **Appendix 4**.

With regard to traffic generation, the TIS concludes that the AM and PM peak trip generation is estimated at 60 and 40 respectively, resulting in an insignificant impact to the surrounding road network. The distribution of these trips is 40% via Mullaloo Drive (east), 40% via Mullaloo Drive (west), and 20% via Stanford Road (south).

The assessment demonstrates that the proposal does not generate unacceptable traffic, and that the surrounding road network is entirely capable of accommodating movements associated with the facility.

4.3 ACOUSTIC

The subject site is in close proximity to a number of sensitive receivers, including adjoining residential properties to the east and south.

An environmental noise assessment has therefore been produced by Lloyd George Acoustics in accordance with statutory requirements. The acoustic report is provided at **Appendix 5**.

The assessment concludes that the facility will comply with the *Environmental Protection (Noise) Regulations 1997* at all times.

4.4 WASTE AND SERVICING

The proposed development provides an enclosed bin storage area at the eastern end of the undercroft car park.

Waste collection will be undertaken by private contractor. Waste collection activities will be carried out during off-peak periods or when the facility is closed.

Swept path plans are included with the TIS (**Appendix 4**) which demonstrate an 8m waste collection vehicle can enter and exit the car park in a forward gear.

4.5 LANDSCAPING

The proposed development is intended to feature a high-quality landscaping approach which is comprised of:

- The retention of existing significant trees which are not impacted by built form, as evident on the development plans. These trees have been incorporated into the outdoor playscape layout and will form part of the facility's corner response.
- The planting of new native trees along all site boundaries, as well as suitable groundcover and shrub species.
- The retention and enhancement of vegetation within the verge, which will also serve a screening function for some areas of retaining visible from the street.

Landscaping arrangements are indicated on the proposed site plan, including trees to be retained and new trees proposed to be planted. A detailed landscape plan addressing matters concerning verge planting, groundcover/shrub species etc can be provided at detailed design stage.

5 STATUTORY PLANNING ASSESSMENT

5.1 METROPOLITAN REGION SCHEME (**MRS**)

The subject site and adjoining roads are zoned Urban under the Metropolitan Region Scheme (**MRS**). The proposed development is consistent with the MRS and warrants approval.

5.2 STATE PLANNING POLICY 7.0: DESIGN OF THE BUILT ENVIRONMENT

An assessment against the ten principles of SPP7.0 is provided in **Table 2** below.

Table 2: Ten design principles of SPP7.0
1. Context and character
Design response: • The development is consistent with the objectives of the Residential zone, and will provide an essential community service which will meet the current and future needs of the area. • The proposed development is comprised of two residential style buildings interconnected by an internal walkway. The buildings comprise primary orientation and frontage to Mullaloo Drive, this arrangement is consistent with other existing buildings along Mullaloo Drive. • The development responds to the key contextual feature of topography through its split level building format, which places parking within the lower level where it is significantly screened from view. This allows the attractively designed buildings and immersive outdoor play spaces to engage with the local area and address the site's corner location. • Landscape integration is a key aspect of the established local amenity, and has been reflected in this proposal through the retention of vegetation and its incorporation into the playscape. Vegetation in street verges will be retained and enhanced where possible. • The design features of the development are reflective of key residential/suburban elements, but with distinctive finishes through carefully selected materials and soft colour tones.
2. Landscape quality
Design response: • The development seeks to incorproate a sensitive and responsive landscape character, achieved through a number of measures which include: - The use of waterwise native plants throughout the playscape areas - The retention of existing trees and vegetation along street frontages and in the verge - The planting of new native trees and vegetation, particularly within street setback areas and along lot boundaries to establish a soft interface with adjoining sites - Enhancement of verge planting where necessary to create a well-designed landscape environment and to discourage unintended parking by vehicles - The placement of outdoor play spaces within street setback areas to allow a level of engagement and surveillance of the street
3. Built form and scale
Design response: • Buildings are single storey with high pitches to create a distinct identity for the development, whilst maintaining congruity with the pattern of development along Mullaloo Drive. • Carefully selected vertical finishes and materials with simple framing and raking ceilings create a modest and unimposing built form response, allowing the development to have presence without being overbearing to the locality. • Roof pitches are recessed back from the southern boundary to allow built form transition to the adjoining site and to provide visual relief.

4. Functionality and build quality
Design response: • The development provides large open indoor and outdoor areas which are well connected. • The facility meets all relevant regulatory requirements, ensuring the spaces are functional and fit for purpose. • The arrangement of buildings and outdoor areas prevent 'dead spaces' and ensure a clear line of sight is maintained throughout the outdoor play spaces which enhances child supervision. • Materials and finishes are carefully selected to ensure durability and weather resistance.
5. Sustainability
Design response: • The northern façade of the building provides high transparent surfaces which will facilitate access to natural sunlight. The eastern and western sides of the building provide glazed openings which will allow daylight permeability and facilitate natural ventilation and airflow. • The playscapes are north facing and positioned to receive sunlight, whilst containing vegetation which will increase shade and provide a natural cooling effect. • The facility will enhance social and economic outcomes through the increase of childcare places for the local community and the creation of full time employment for local residents.
6. Amenity
Design response: • The facility provides generous internal and external spaces designed to a high standard with an engaging playscape connected to the internal activity spaces, which will result in optimised amenity for children. • An internal lift which is sufficiently sized to accommodate prams with a waiting area facilitates comfortable movement and sheltered pick-up / drop-off activities by parents. • The undercroft car park is covered with a roof and enclosed with solid fencing at all sides, which reduces acoustic impact to neighbouring properties and minimises disturbance from car park activity. • The development is attractively and responsively designed, which contributes positively to streetscape amenity. This includes architecturally treated buildings which are framed by engaging outdoor play spaces which form part of street setback areas.
7. Legibility
Design response: • The facility's car park is accessed by an identifiable crossover and carefully placed signage at the car park entry will direct unfamiliar patrons through to parking areas.
8. Safety
Design response: • The facility is designed in accordance with relevant regulatory standards which ensures safety and security for the users of the centre. • The car park is enclosed with a gate which is shut when the facility is closed, preventing unintended car park use during night time periods.
9. Community
Design response: • The facility is intended to be a community focal point which would offer services to local families.
10. Aesthetics
Design response: • The development is designed in response to site-specific constraints which facilitate the prominence of its attractive buildings and external spaces, as well as the screening of its car park. • The buildings themselves are of a high design quality, utilising a number of built form treatments and soft, unimposing colour tones.

5.3 CITY OF JOONDALUP LOCAL PLANNING SCHEME NO. 3 (**LPS3**)

5.3.1 ZONE OBJECTIVES

The development site is zoned Residential R20 under the City's LPS3. Refer to **Figure 3 – Zoning Map**. In accordance with Table 2 – Zone Objectives, the objectives of the Residential zone are as follows:

- *To provide for a range of housing and a choice of residential densities to meet the needs of the community.*
- *To facilitate an encourage high quality design, built form and streetscapes throughout residential areas.*
- *To provide for a range of non-residential uses, which are compatible with and complementary to residential development.*

The proposal is consistent with the applicable Residential zone objectives for the following reasons:

- The proposed development features a high quality architectural design approach which includes responsive and integrated landscaping arrangements. Overall, the facility will provide a suitable design response to its corner location which incorporates residential design features and an engaging outdoor area.
- Child Care Premises is a non-residential use which is commonly established in residential areas. The use is complementary noting the service offered is one which provides for the care of young children within a purpose designed building.
- A range of expert reporting and the justification provided in this report demonstrates that the amenity of surrounding properties will not be unacceptably affected.
- The subsequent section of this report demonstrates the proposal's consistency with the City's Child Care Premises LPP, further demonstrating achievement of zone objectives.

5.3.2 LAND USE PERMISSIBILITY

The proposal will provide for the development of a childcare facility on the development site which will cater for up to 80 children. The proposed use is properly classified as Child Care Premises in accordance with the land use definitions of LPS3.

Child Care Premises is a 'D' discretionary use in the Residential zone, meaning the use is capable of approval at the discretion of the decision-maker. The proposed child care premises is entirely suitable for establishment on the development site for the following reasons:

1. The proposed development will offer an essential community service which will increase the provision of childcare places for the residents and workers of the local community.

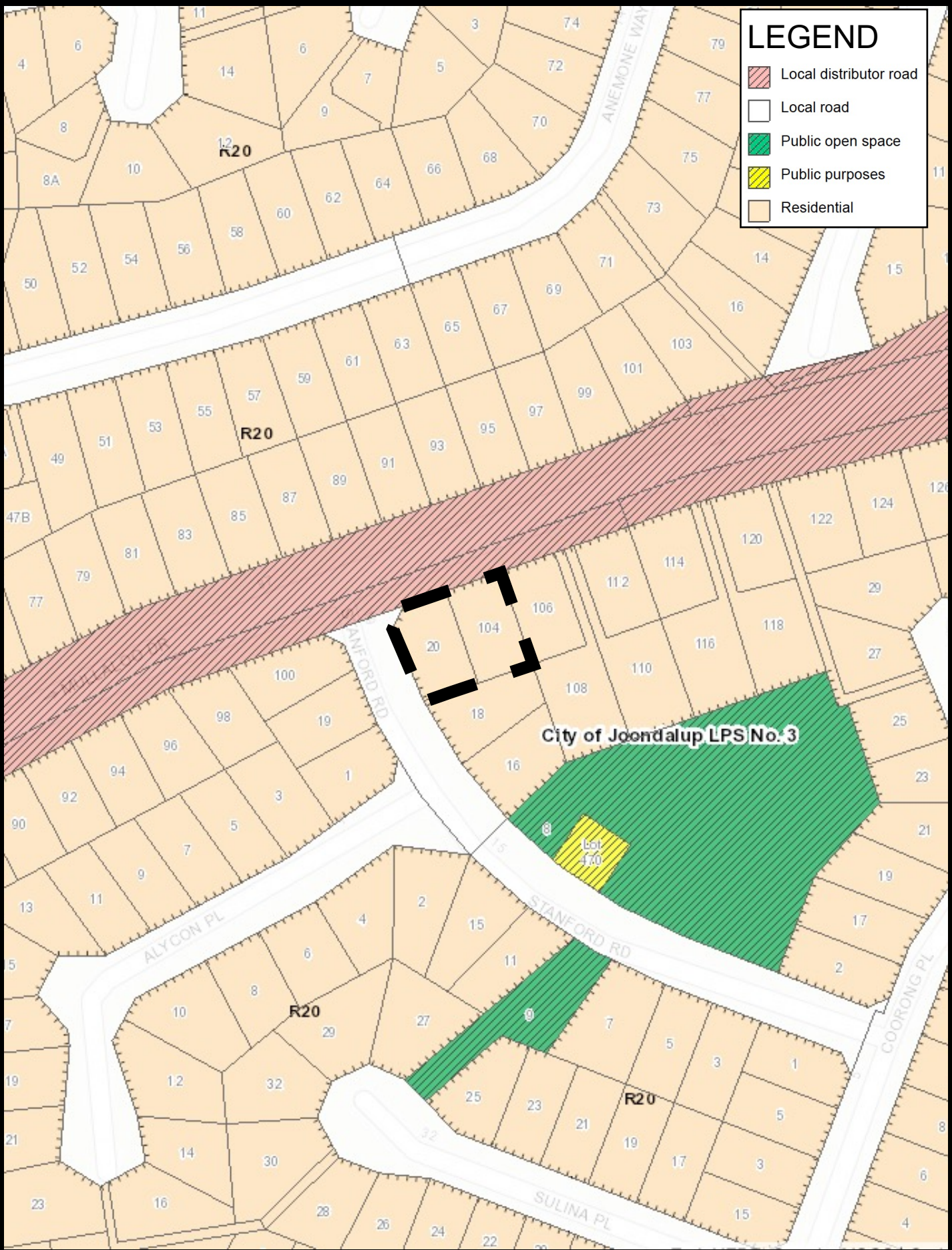


Figure 3: Zoning Map

NORTH

Drawn: Alessandro Stagno

Rev: 0

Lot 642 (104) Mullaloo Drive & Lot 643 (20) Stanford Road, Kallaroo

Source: Department of Planning, Lands and Heritage

Date: 23 April 2021

apex planning

2. The development fronts Mullaloo Drive, which is a local distributor road and a key east-west route which links the locality to Marmion Avenue.
3. The development is within walking distance of a number of local parks and a community centre, and
4. The proposal will establish attractively designed buildings and an engaging outdoor play area, which will contribute positively to local visual amenity and streetscape quality. This includes the retention of existing trees, which have been integrated into the outdoor playscape.
5. The proposal is supported by expert traffic and acoustic input, which demonstrate its suitability.

The proposed use is appropriate and warrants approval accordingly.

5.3.3 MATTERS TO BE GIVEN DUE REGARD

Clause 67(2) of the Deemed Provisions provides a list of matters which require due regard when considering a development application. **Table 3** below provides an assessment against the relevant matters.

Table 3: matters to be given due regard

Matter to be given due regard	Comment
(a) the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area	The content of this report addresses LPS3, and demonstrates the proposal is consistent with its aims and intent.
(c) any approved State planning policy	Section 5.3 of this report addresses SPP7.0.
(g) any local planning policy for the Scheme area	The subsequent sections of this report address the City's local planning policy framework.
(m) the compatibility of the development with its setting, including — (i) the compatibility of the development with the desired future character of its setting; and (ii) the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;	<u>Desired future character</u> • The development site and surrounding land is predominantly zoned Residential R20 under LPS3 and features a suburban character. • The proposal is designed in a manner broadly consistent with low density residential development, noting the use of domestic style materials, pitch roofs and a built form scale not dissimilar to what would be constructed at R20 density. <u>Relationship to development in locality</u> The proposed development features a site responsive configuration and design approach, which addresses its constraining topographical features through a split level format. This approach optimises its built form response by placing attractive buildings and outdoor play areas at the upper level, and placing car parking within a lower undercroft area which is substantially sceened from view.

	The buildings are orientated toward Mullaloo Drive, consistent with the pattern of development forming the streetscape. The buildings are single storey in scale and feature soft colour tones with residential design elements, which allow the development to integrate within its suburban context. The development retains existing trees and vegetation along street frontages and in the verge, allowing landscaping to form part of the overall design response. The scale, height, orientation and appearance of the development is consistent with the character of the locality.
(n) the amenity of the locality including the following (i) environmental impacts of the development; (ii) the character of the locality; (iii) social impacts of the development;	The local area is characterised by development of a residential/suburban nature, and is influenced substantially by the undulating topographical features of the area. This is evident from the extent of retaining forming part of development in the locality. The site is located on Mullaloo Drive, which is a local distributor road performing a key function for local The development is consistent with this established local character by virtue of its residential design style and civil design response. Additionally, the retention of trees and vegetation in the verge will further contribute to the visual amenity of the locality. An environmental noise assessment was prepared in support of the proposal which demonstrates it will comply at all times with the *Environmental Protection (Noise) Regulations 1997*. The establishment of a childcare facility on the site will not result in any detrimental social impacts. The proposal will result in direct full time employment for childcare staff, and will provide childcare services to local families.
(p) whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved	The development provides significant landscaped areas which are located within street setback areas. This includes retained trees and vegetation, which have been integrated into the playscape.
(s) the adequacy of (i) the proposed means of access to and egress from the site; and (ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles;	A TIS has been produced in support of the proposal which demonstrates the appropriateness and adequacy of proposed access arrangements.

	The TIS also includes swept path plans demonstrating the acceptable movements of waste collection vehicles, which can enter and exit the car park in forward gear.
(t) the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety	A TIS has been produced in support of the proposal which demonstrates the facility will create an insignificant amount of traffic, particularly during peak traffic periods.
(x) the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals	The proposed facility will provide 80 additional childcare places of varying age groups for the local community and create direct full time employment for staff. These are considered to be positive outcomes for the community.

5.4 CHILD CARE PREMISES LOCAL PLANNING POLICY

Table 4 below provides an assessment against the provisions of the City's Child Care Premises LPP.

Table 4: assessment against Child Care Premises LPP	
Policy provision	**Proposal**
5.1.1 Neighbouring Uses:	
a. To minimise potential adverse impacts such premises may have on the amenity of residential properties, particularly as a result of noise and/or increased traffic, it is preferable to locate child care premises adjacent to non-residential uses such as shopping centres, medical centres or consulting rooms, schools, parks and community purpose buildings.	The proposed centre is located within walking distance of a number of local parks and a community centre. The closest local park is Stanford Park, which is 50m south of the site along Stanford Road. Additionally, the Mullaloo local shopping centre and adjacent Mullaloo Heights Primary School are approximately 500m-600m from the site. The facility adjoins residential properties to the east and south. An assessment of the interface with both properties is below, demonstrating no undue impacts. <u>Lot 641 (east):</u> • An acoustic assessment has been produced which demonstrates compliant noise levels at this property. • The outdoor play space for 2-3 year olds runs along the shared boundary (approximately 15 of length). Of this, the northern 8m section adjoins the front setback area of Lot 641 which is heavily vegetated and uninhabitable/inactive. • The remaining 7m of outdoor play space along the boundary is framed with a 1.8m high masonry fence which prevents privacy impacts and contributes toward acoustic compliance. • The childcare building's verandah is set back by 5.86m from this boundary, preventing bulk impact associated with the building. • The 0-2 year old outdoor play area is set back from the shared boundary by 1.55m, which reduces the potential for amenity impact through separation, solid fencing and least impactful age group. This portion of the boundary is considered to be most sensitive, as it adjoins an outdoor living area with a pool.
b. Where a child care premises is proposed to be located next to a residential property, the applicant must demonstrate that the proposal will not have an undue impact on residential amenity.	

	• A detailed assessment of earthworks and retaining along this boundary is provided at section 5.5. <u>Lot 644 (south)</u>: • An acoustic assessment has been produced which demonstrates compliant noise levels at this property. • At the upper level, an approximate 7m portion of the 3-5 year old outdoor play space is adjacent a heavily vegetated garden bed buffering a paved section of driveway on Lot 644. The small section of outdoor play area is set back at least 2.2m. • The remainder of the childcare building provides inactive internal spaces with highlight windows, which are compliantly set back 2.45m-2.8m from Lot 644. • External wall heights are compliant for the southern façade, with the pitch roofs recessed back by over 6m to minimise bulk. • At the lower level, parking bays are set back from the shared boundary by 1.5m-2m. The bays are responsively positioned, and their use is managed to ensure compliant noise levels are achieved. This is based on the five visitor bays (highest turnover bays) adjacent the vegetated portion of front setback area and enclosed garage on Lot 644. The staff bays at the eastern end of the car park are low turnover and will not be used prior to 7am. • An overshadowing diagram is provided with the DA package. The following is noted: - The elevated nature of the development site in relation to Lot 644 exacerbates overshadowing, which would likely be the case for any development. - Up to 26% overshadowing of the adjoining site based on the proposed site level of RL 21.5 around the southern area. - A significant proportion of the overshadowed area falls within the front setback and on the existing roof of the dwelling, reducing any perceived impact. • A detailed assessment of earthworks and retaining is provided in section 5.5.
5.1.1 Road Hierarchy:	
As child care premises can be reasonably high traffic-generators, they 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 for turning movements.	The proposed facility is located on Mullaloo Drive, a Local Distributor Road under the State roads hierarchy. Whilst the development will create turning movements from Mullaloo Drive on to Stanford Road, this is only for the purpose of accessing the car park and for the extent of the frontage of the development site. No conflicts with traffic control devices is created. The traffic assessment produced in support of the proposal demonstrates an insignificant level of traffic generation, and that the road network is entirely capable of accommodating the proposed development.
5.2.1 Car Parking Standard:	
1 per employee plus 10 per 73-80 children	The development provides 26 bays, which meets the policy's parking requirement.

5.2.2 Car Park Location and Design:	
Car park location (i) All car parking is to be provided on-site; verge parking is not permitted. (ii) Car parks must be clearly visible from the street to encourage parking on-site instead of on the road verge.	All parking is provided on site and no verge parking is proposed or encouraged. The car park will be identifiable by virtue of its gate and recessed undercroft.
Car park design (i) Car parks shall be designed in accordance with Australian Standards AS 2890.1 and/or AS 2890.2 as amended from time to time.	The car park is designed in accordance with relevant Australian Standards.
Vehicle access (i) Vehicle access should not be taken from District Distributor A Roads. Only under exceptional circumstances may vehicle access be considered from a District Distributor B or Access Road. (ii) Vehicle access with separate entry and exit points is preferred (Type 1 on Figure 1). Alternatively, 'two-way' vehicle access (Type 2 on Figure 1) is required. (iii) Where practicable, existing vehicle access points should be utilised instead of proposing new access points. (iv) Vehicles are required to enter and exit the site in forward gear.	The proposed development takes access from Stanford Road, which is an Access Road. In this instance, the use of Stanford Road is appropriate and acceptable on the basis of: • The use of Mullaloo Drive for access would result in 'at grade' car parking occupying the entire Mullaloo Drive frontage and the corner of Stanford Road, which would be a poor and incongruent streetscape outcome. • Conversely, taking access from Stanford Road allows a more site-responsive approach which results in the car park being significantly screened from view whilst architecturally treated buildings and outdoor play area form the streetscape response. • The TIS demonstrates an insignificant amount of traffic generated by the proposal during the critical peak times of the road network, with 80% of traffic accessing the facility via Mullaloo Drive. The vast majority of vehicle movements created by the proposal will therefore be for the extent of the development site's frontage to Stanford Road. The TIS therefore demonstrates no undue impact on the local road network, including Stanford Road. • The facility will utilise and upgrade the existing crossover on Stanford Road, which currently services Lot 643. • Vehicles will enter and exit the site in forward gear. • Overall, no undue traffic or safety impacts will be created by the proposal as a result of the proposed access.
Pedestrian access (i) A footpath must be provided from the car park and the street to the building entrance.	A pedestrian path is provided from the recently constructed footpath along Stanford Road to the entrance within the undercroft car park.
5.1.3 Bicycle Parking Standards: 1 per 8 employees	Bicycle parking can be accommodated within the car park, if deemed necessary.
5.3 Building Height: Top of external wall: 6m Top of pitched roof: 9m	Top of external wall heights: • Compliant at all sides of the building. • Minor 0.15m exceedance associated with the top section of the pitch feature at the northern elevation. This is an architectural element which faces Mullaloo Drive and enhances the finish of

	the building. The minor exceedance does not create bulk impact. Top of pitch roof heights: • Western building – 8.51m from NGL • Eastern building – 7.34m from NGL
5.4.1 Building Setbacks: In accordance with Part 5 of the R-Codes, except for: • Primary street: 6m • Secondary street: 1.5m	Primary street (Mullaloo Drive): • Eastern building – 1.5m to verandah, 3m to wall • Western building – 6.2m to verandah, 8.8m to wall • Average setback – 3.85m to verandah, 5.9m to wall Justification: • The variation is principally associated with the eastern building, which when averaged out across the whole development, represents a relatively unimpactful contribution to the streetscape. • Mullaloo Drive has an established streetscape amenity characterised by various forms of development within the 6m setback area – this includes Lot 65, Lot 535 and Lot 536 immediately west of the site. • With regard to building mass and form, the development incorporates a number of architectural treatments and finishes which affect the size and scale. This includes timber cladded materials, the incorporation of large glazed panels and permeable sections, raking ceilings, and soft colour tones. • The street setback area is occupied by outdoor play space which will contain retained vegetation, as well as new native planting. This will serve to enhance the overall streetscape response and further soften perceived bulk. • Overall, it is evident that the proposed development will contribute positively to the streetscape. Secondary street (Stanford Road): • The edge of the car park roof (with fence above) provides a compliant setback ranging from 1.7m-2.65m. Eastern lot boundary: • 5.86m to the verandah of the 0-2 and 2-3 years activity rooms (compliant, based on total wall length of 23.8m and height of 3.8m measured with major openings). • 2.02m to the shade structure for 0-2 years outdoor area (minor variation, based on wall length of 11.5m and average height of 4m measured with major openings). The shade structure is an open element supported by posts leaving a gap of 0.74m between the top of the acoustic fence and the shade structure roof, and would not create bulk impact. It is also noted that the masonry fence along the perimeter will achieve acoustic compliance.

	• 2.02m to the eastern wall of the storeroom and staff WC (compliant, based on wall length less than 9m and height of 6m with no major openings). Southern lot boundary: • Western building is set back 2.45-2.7m (noting irregular lot boundary). • Eastern building is set back 2.7m. • Minor variation, based on total wall length exceeding 25m and average wall height of 6m with no major openings. • The rear façade contains numerous highlight windows and a variation in external treatment due to the use of a timber-look slatted fence at the mid-point. These elements work to break up perceived bulk and maintain privacy for the adjoining property.
5.4.2 Noise Attenuation:	
The layout and design of child care premises must consider noise attenuation measures to reduce the noise impact on adjacent properties. Noise-generating activities such as outdoor play areas, vehicle accessways, car parking areas and any plant and equipment are to be located away from noise-sensitive land uses (such as residences).	An acoustic assessment was prepared in support of the proposal which demonstrates compliance with the Noise Regulations. It is relevant to note/reiterate the following key elements of the layout: • Outdoor play areas are located within street setback areas, with the intent of separation from adjoining properties. • At the western side of the building, the 3-5 age group play area is set back 2.45m from the southern boundary. This portion of outdoor play is adjacent the front setback area and garage of adjoining Lot 644. A 1.8m acoustically treated fence is provided along the boundary. • At the eastern side of the building, the 2-3 age group play area is adjacent a heavily vegetated front setback area of adjoining Lot 641. Again, a 1.8m acoustically fence is provided along the boundary. • The car parking bays at lower level are separated from the southern boundary by 1.5m-2m. The bays are responsively positioned, and their use is managed to ensure noise impacts are reduced. This is based on the five visitor bays (highest turnover bays) adjacent the vegetated portion of front setback area and enclosed garage on Lot 644. The staff bays at the eastern end of the car park are low turnover and will not be used prior to 7am.
The design and construction of child care premises must also consider measures to reduce the impacts of noise from external sources, to achieve acceptable indoor noise limits. These measures should include consideration of the size and placement of windows and doors, the use of double-glazing, fencing, landscaping and the location of	The development site is not located in a noise sensitive area where it would be susceptible to impacts from external sources. Plant and equipment is located within the service compound within the car park.

vehicle accessways, car parking areas and any plant and equipment.	
An acoustic report prepared by a suitably qualified person must be submitted with the application for development approval. A noise management plan is also required where identified by the acoustic report.	An acoustic assessment was prepared in support of the proposal which demonstrates compliance with the Noise Regulations.
5.5 Landscaping:	
% landscaping (i) A minimum of 8% of the area of a lot shall be landscaped. (ii) The landscaped area shall include a minimum strip of 1.5 metres wide adjacent to all street boundaries.	Over 40% of the site area is landscaped, noting the development provides 590sqm of outdoor play area, which is landscaped with trees and vegetation. A landscaping strip is provided along Stanford Road, which will include native trees and planting within the verge for screening of the car park. The details of this planting can be included in a detailed landscaping plan at the request of the City.
Size (i) The landscaped area shall have a minimum width of 1.0 metre and distributed in areas of not less than 4.0 square metres.	The upper level landscaped areas are integrated into the outdoor play area. The lower level landscaped areas will be integrated with the verge. The details of this planting can be included in a detailed landscaping plan at the request of the City.
Shade trees (i) Shade trees shall be provided and maintained in uncovered car parks at the rate of one tree for every four car parking bays.	All car bays are within a covered undercroft car park.
Verge area (i) The verge areas of all child care premises are required to be suitably landscaped, reticulated and maintained to discourage patrons from parking on the verge. The verge is not permitted to be paved or sealed as this would encourage its use for parking.	The verge areas will be landscaped with suitable native planting, comprising ground covers and large planting species. The purpose of such planting will be to enhance the streetscape response of the proposal and to discourage verge parking.
5.6 Hours of Operation: Mon-Fri: 7am-6pm Sat: 8am-1pm Sun: not permitted	The childcare facility is proposed to operate 6:30am – 6:30pm Mon-Fri. A minor variation to the opening hours is proposed for 30 minutes in the morning and afternoon. Outdoor play would not commence until after 7am, which reduces impacts and ensures compliance with the Noise Regulations. Car park activity prior to 7am would not create undue impacts, noting the car park is covered and enclosed with a masonry fence. The bays near the southern boundary are configured such that visitor bays are adjacent the front setback area and garage of the adjoining lot, and staff bays are restricted to staff attending the site after 7am. On this basis, the centre is capable of operating based on the hours proposed without creating undue impacts to neighbouring properties.

Having regard for the assessment in **Table 4** above, the proposal is consistent with the City's Child Care Premises policy and warrants approval accordingly.

5.5 EARTHWORKS AND RETAINING ASSESSMENT

As part of the earthworks solution, retaining walls will be provided as follows:

- Along the Mullaloo Drive boundary, a retaining wall ranging from 0.3m-0.8m high.
- Along the Stanford Road boundary, a retaining wall ranging from 1.1m-1.75m high. A permeable (acoustically treated) timber-look vertically slatted fence is provided above this wall which allows an interface with the outdoor play area, including proposed trees and vegetation.
- Along the corner truncation, a retaining wall ranging from 0.65m-1.1m high.
- Along the eastern boundary, there will be a combination of fill and excavation resulting in varied retaining. The northern 15.15m section will comprise retaining of 0.5m-1.2m in height, whilst the remainder will require cavity retaining to accommodate the car park which sits below natural ground level.
- Within the car park, the southern boundary will require stepped retaining ranging from 0m-1m in some areas, which will predominantly be cavity retaining. The eastern section of this retaining will be consistent with an existing retaining wall already present on the site.

5.5.1 RETAINING ALONG STREET FRONTAGES

The intention will be to screen higher sections of the walls along street frontages with existing and proposed verge planting, as indicated on the perspective images. A combination of native ground cover, shrubs, and trees will be employed to screen the wall and reduce perceived bulk impacts to the street. This can be illustrated on a detailed landscape plan at the request of the City.

It is noted that retaining along street frontages is a prevailing feature of the Mullaloo Drive streetscape, which is a result of the undulating nature of the immediate area. Therefore, retaining of the nature proposed is not out of character with a number of other sites forming the streetscape.

5.5.2 RETAINING ALONG EASTERN BOUNDARY

A retaining wall up to 1.2m high is proposed along approximately 15m of the boundary. The front half of the wall is located opposite a heavily vegetated front setback area of the adjoining lot, which results in no undue bulk impact. The remainder of the wall is adjacent a dwelling.

As evident on the site survey (**Appendix 2**), the western side of the house on Lot 641 contains one window which will be adjacent the proposed retaining wall with the eave RL of 26.10 and top of window RL of 26.08. In the scenario where a compliant 0.5m retaining wall with a standard 1.8m fence were proposed, the top of fence height would be RL 25.99, demonstrating that a bulk impact to this opening would be unavoidable.

The remainder of this boundary will contain cavity retaining, although the wall opposite the service compound will extend 0.9m higher than natural ground level for the purpose of acoustic attenuation for mechanical plant. As there will be no fencing atop this section of the retaining wall, the impact will be negligible.

5.5.3 RETAINING ALONG SOUTHERN BOUNDARY

Stepped retaining up to 1m from proposed finished level of the car park is provided along the southern boundary, to facilitate proposed car park pad levels. When measured from NGL, the retaining achieves up to 0.6m at the highest, which represents a minor 0.1m exceedance.

It is evident on the drawings that retaining is proposed to be constructed wholly within the development site, meaning the existing boundary treatments along the southern boundary will remain in place and effectively screen proposed retaining with no perceptible change for the neighbouring property.

5.6 ADVERTISEMENTS LOCAL PLANNING POLICY

The proposed development includes four signs containing simple "Keiki Early Learning" lettering, in the following locations:

- Two signs integrated into the external boundary wall fronting Mullaloo Drive and Stanford Road, for the purpose of site identification for passing vehicles.
- One sign integrated into a wall adjoining the entry to the car park, for the purpose of car park identification.
- One sign integrated into the northern façade of the eastern building, for the purpose of architectural treatment and brand identity.

Table 5 below provides an assessment against the design principles at section 5.5 of the City's Advertisements Local Planning Policy.

Table 5: assessment against signage design principles	
Design principle	**Proposal**
Advertising signs and devices should:	
i. maintain and complement the amenity of the locality within which they are sited, being compatible with the style, scale and character of the surrounding streetscape, and the predominant uses within the locality	The signs are simplistic in nature, providing simple lettering which state "Keiki Early Learning", integrated onto the external walls of the facility and on the building itself. No graphics or large commercial symbols form part of the signs. The simplistic nature of the signs, and the fact the styling of the signs is consistent with the architectural style of the building, ensures amenity of the locality is not detrimentally affected.
ii. be sited and designed so as to ensure that any illumination, animation, movement, digital signage technology and/or changing context of the material displayed on the sign does not present light spill or any other	No illumination or digital component is proposed.

detrimental impact on the amenity of neighbouring properties or the locality	
iii. be located on land to which they relate and only advertise goods or services that relate to the land use of the site	The signs contain simple lettering stating “Keiki Early Learning”, which relates wholly to the proposed facility.
iv. be commensurate with the realistic commercial need for such advertising, and not be superfluous or unnecessary by virtue of colours, height, prominence, visual impact, size, relevance to the premises on which they are located, number and content	The signs fronting Mullaloo Drive and the corner of Stanford Road are proposed as a means of ensuring patrons accessing the facility from either end of Mullaloo Drive can identify the site. The sign fronting Stanford Road is located next to the car park entry, as a means of allowing identification of the car park. The sign on the façade of the building is included as an architectural feature which would strengthen the identity of the development. Therefore, each sign serves an important purpose for the proposal. As noted earlier, the signs are simplistic in nature containing only lettering.
v. be contained within the boundary of the lot on which they are situated and not located within a road reserve	No signs are proposed within a road reserve.
vi. maintain visual and physical access to or from any door, window or fire escape	No signs prevent visual or physical access to any door, window or fire escape.
vii. achieve a high level of design quality and be comprised of durable materials that fit their purpose	The styling of the signs is entirely consistent with the architectural style of the building, with consistent colour schemes. The signs will be comprised of durable materials.
viii. be compatible in scale and integrated with the architectural design of the building on which they are erected or adjacent to, having regard to the form, materials, finishes, colours and fenestration of the building/s	The signs are entirely compatible and consistent with the architectural design and styling of the development. The signs along the external walls are a simple black lettering, which is consistent with the dark coloured vertical slats of fencing and also the black window frames incorporated into the building. The sign on the building façade is simple white lettering, which integrates with the colour of the roof and verandah frame.
ix. utilise appropriately placed external lights that illuminate the whole or part of a building façade (including signs)	N/A
x. not contain any obscene or vulgar material	The signs do not contain obscene or vulgar material.

6 CONCLUSION

This application for planning approval involves the removal of existing dwellings from the development site, and their replacement with a Keiki Early Learning Centre which would cater for up to 80 children.

The proposed development appropriately addresses the relevant requirements of the planning framework and warrants the City's support for the following reasons:

- The proposal responsively addresses the significant slope of the development site, representing the efficient use of constrained land.
- The proposed buildings are designed to a high architectural standard and will enhance the streetscape quality of the local area.
- The proposal retains existing mature vegetation on the development site and provides an integrated landscape response into the outdoor play spaces.
- The siting of outdoor play spaces and car parking areas is such that potential impacts to amenity are reduced.
- The proposal is supported by expert traffic and acoustic assessments, demonstrating its suitability.
- The proposal will establish a community facility operated by a local WA owned childcare services provider.

It is respectfully requested that the Metro Outer JDAP grants approval to the proposed development.

Lloyd George Acoustics
PO Box 717
Hillarys WA 6923
T: 9401 7770
www.lgacoustics.com.au

Environmental Noise Assessment

Lot 643 (20) Stanford Road and Lot 642 (104) Mullaloo Drive, Kallaroo
Proposed Childcare Centre

Reference: 21016058-01

Prepared for:
Keiki Early Learning

Report: 21016058-01

Lloyd George Acoustics Pty Ltd

ABN: 79 125 812 544

PO Box 717
Hillarys WA 6923

www.lgacoustics.com.au

T: 9401 7770

Contacts	Daniel Lloyd	Terry George	Matt Moyle	Olivier Mallié	Ben Hillion	Rob Connolly
E:	daniel@lgacoustics.com.au	terry@lgacoustics.com.au	matt@lgacoustics.com.au	olivier@lgacoustics.com.au	ben@lgacoustics.com.au	rob@lgacoustics.com.au
M:	0439 032 844	0400 414 197	0412 611 330	0439 987 455	0457 095 555	0410 107 440

Date:	Rev	Description	Prepared By	Verified
5-May-21	-	Issued to Client	Matt Moyle	Terry George

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Appendices

1 INTRODUCTION

It is proposed to develop Lot 643 (20) Stanford Road and Lot 642 (104) Mullaloo Drive in Kallaroo (refer *Figure 1-1*) as a childcare centre (CCC). The proposed childcare centre development will consist of the following:

- Four internal play spaces capable of accommodating up to 80 children, grouped as follows:
  - 2x Play spaces for Kindy (3 years or over), 40 children in total,
  - 1x Play spaces for Toddlers (2 to 3 years old), 20 children in total,
  - 1x Play space for Babies (0-24 months), 20 children.
- Outdoor play areas located to the east, west and north of the building.
- Amenities and associated mechanical plant such as:
  - One kitchen with rangehood and exhaust fan assumed to be located on the roof above,
  - Various exhaust fans (toilets, laundry, nappy room) assumed to be located on the roof above, and
  - AC plant assumed to be located on ground level in the under croft car park at the northeast corner.
- Under croft car parking.

It is noted that residential premises are in the vicinity of the subject site. As such an assessment of noise to existing boundaries, existing residences and any future noise sensitive areas is required.

This report presents the assessment of the noise emissions from child play, car doors closing in the car park and mechanical plant associated with the childcare centre against the prescribed standards of the *Environmental Protection (Noise) Regulations 1997* (the Regulations) based on the development drawings shown in *Appendix A*.

The proposed hours of operation are 6.30am to 6.30pm Monday to Friday. Therefore, staff and parents can arrive and park before 7.00am, which is during the night-time period of the Regulations. It is assumed outdoor child play would not occur until after 7.00am.

Appendix B contains a description of some of the terminology used throughout this report.

Figure 1-1 Project Locality (DPLH Maps)

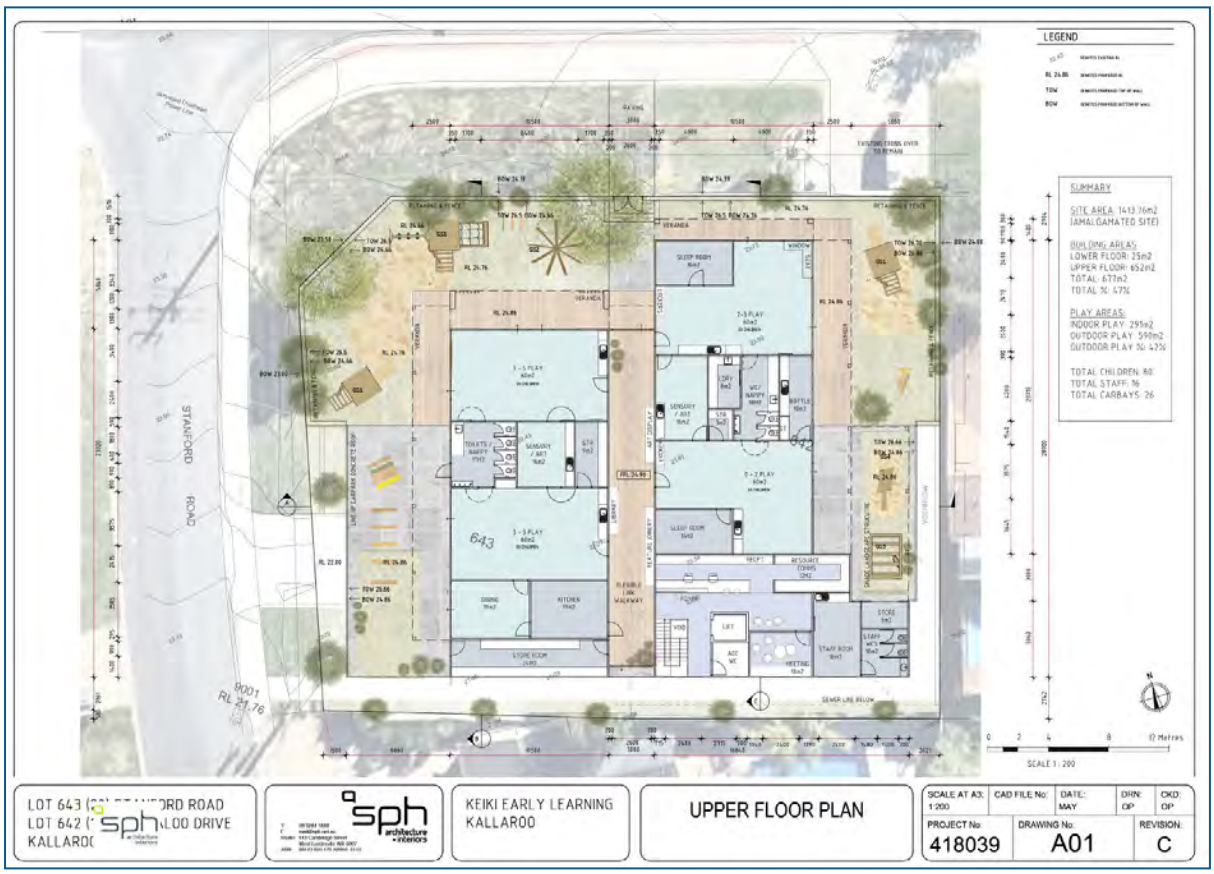

Figure 1-2 Project Site Plan

2 CRITERIA

Environmental noise in Western Australia is governed by the *Environmental Protection Act 1986*, through the *Environmental Protection (Noise) Regulations 1997* (the Regulations).

Regulation 7 defines the prescribed standard for noise emissions as follows:

"7. (1) Noise emitted from any premises or public place when received at other premises –

(a) Must not cause or significantly contribute to, a level of noise which exceeds the assigned level in respect of noise received at premises of that kind; and

(b) Must be free of –

i. tonality;

ii. impulsiveness; and

iii. modulation,

when assessed under regulation 9"

A "…noise emission is taken to significantly contribute to a level of noise if the noise emission … exceeds a value which is 5 dB below the assigned level…"

Tonality, impulsiveness and modulation are defined in Regulation 9. Noise is to be taken to be free of these characteristics if:

(a) The characteristics cannot be reasonably and practicably removed by techniques other than attenuating the overall level of noise emission; and

(b) The noise emission complies with the standard prescribed under regulation 7 after the adjustments of *Table 2-1* are made to the noise emission as measured at the point of reception.

Table 2-1 Adjustments Where Characteristics Cannot Be Removed

Where Noise Emission is Not Music			Where Noise Emission is Music	
Tonality	**Modulation**	**Impulsiveness**	**No Impulsiveness**	**Impulsiveness**
+ 5 dB	+ 5 dB	+ 10 dB	+ 10 dB	+ 15 dB

Note: The above are cumulative to a maximum of 15dB.

The baseline assigned levels (prescribed standards) are specified in Regulation 8 and are shown in *Table 2-2*.

Table 2-2 Baseline Assigned Noise Levels

Premises Receiving Noise	Time Of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
Noise sensitive premises: highly sensitive area[1]	0700 to 1900 hours Monday to Saturday (Day)	45 + influencing factor	55 + influencing factor	65 + influencing factor
	0900 to 1900 hours Sunday and public holidays (Sunday)	40 + influencing factor	50 + influencing factor	65 + influencing factor
	1900 to 2200 hours all days (Evening)	40 + influencing factor	50 + influencing factor	55 + influencing factor
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	35 + influencing factor	45 + influencing factor	55 + influencing factor
Noise sensitive premises: any area other than highly sensitive area	All hours	60	75	80

1. ***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 metres of that building or that part of the building.

The total influencing factor, applicable at surrounding noise sensitive premises has been calculated as 2 dB – refer *Table 2-3*. There are no significant commercial or industrial premises within 450 metres of the receivers. The transport factor was calculated as 2 dB, as Mullaloo Road is a secondary road (as defined by the Regulations to have between 6,000 and 15,000 vehicles per day (vpd) – MRWA Site #0802 with 8,700 vpd 2018/19) within 100m of the site and nearest receivers.

Table 2-3 Influencing Factor Calculation

Description	Within 100 metre Radius	Within 450 metre Radius	Total
Industrial Land	0 %	0 %	0 dB
Commercial Land	0 %	0%	0 dB
Transport Factor	Minor Road	Minor Road	2 dB
Total			**2 dB**

Table 2-4 shows the assigned noise levels including the influencing factor and transport factor at the receiving locations.

Table 2-4 Assigned Noise Levels

Premises Receiving Noise	Time Of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
All nearest highly sensitive areas[1]	0700 to 1900 hours Monday to Saturday (Day)	47	57	67
	0900 to 1900 hours Sunday and public holidays (Sunday)	42	52	67
	1900 to 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
Noise sensitive premises: any area other than highly sensitive area	All hours	60	75	80

1. ***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 metres of that building or that part of the building.

It must be noted the assigned noise levels above apply outside the receiving premises and at a point at least 3 metres away from any substantial reflecting surfaces. Where this was not possible to be achieved due to the close proximity of existing buildings and/or fences, the noise emissions were assessed at a point within 1 metre from building facades and a -2 dB adjustment was made to the predicted noise levels to account for reflected noise.

It is noted the assigned noise levels are statistical levels and therefore the period over which they are determined is important. The Regulations define the Representative Assessment Period (RAP) as *a period of time of not less than 15 minutes, and not exceeding 4 hours*, which is determined by an *inspector* or *authorised person* to be appropriate for the assessment of a noise emission, having regard to the type and nature of the noise emission. An *inspector* or *authorised person* is a person appointed under Sections 87 & 88 of the *Environmental Protection Act 1986* and include Local Government Environmental Health Officers and Officers from the Department of Environment Regulation. Acoustic consultants or other environmental consultants are not appointed as an *inspector* or *authorised person*. Therefore, whilst this assessment is based on a 4 hour RAP, which is assumed to be appropriate given the nature of the operations, this is to be used for guidance only.

3 METHODOLOGY

Computer modelling has been used to predict the noise emissions from the development at all nearby receivers. The software used was *SoundPLAN 8.2* with the ISO 9613 algorithms (ISO 171534-3 improved method) selected, as they include the influence of wind and are considered appropriate given the relatively short source to receiver distances.

Input data required in the model are:

- Meteorological Information;
- Topographical data;
- Ground Absorption; and
- Source sound power levels.

3.1 Meteorological Information

Meteorological information utilised is provided in *Table 3-1* and is considered to represent worst-case conditions for noise propagation. At wind speeds greater than those shown, sound propagation may be further enhanced, however background noise from the wind itself and from local vegetation is likely to be elevated and dominate the ambient noise levels.

Table 3-1 Modelling Meteorological Conditions

Parameter	Day (0700-1900)	Night (1900-0700)
Temperature (^{o}C)	20	15
Humidity (%)	50	50
Wind Speed (m/s)	Up to 5	Up to 5
Wind Direction*	All	All

* Note that the modelling package used allows for all wind directions to be modelled simultaneously.

It is generally considered that compliance with the assigned noise levels needs to be demonstrated for 98% of the time, during the day and night periods, for the month of the year in which the worst-case weather conditions prevail. In most cases, the above conditions occur for more than 2% of the time and therefore must be satisfied.

3.2 Topographical Data

Topographical information was based on data publicly available (e.g. *GoogleEarth*) in the form of spot heights and combined with finished floor levels provided on the development drawings.

It is noted the topography is generally descending from north to south along Stanford Road.

3.3 Buildings and Receivers

Surrounding existing buildings were included in the noise model, as these can provide noise shielding as well as reflection paths.

Adjacent houses are either single or double storey and were modelled as 3.5 metre and 6.0 metre high buildings, with receivers located 1.5 metres and 4.4 metres above local ground level, respectively. The childcare centre building incorporates an under croft car park and play areas as shown in the design drawings of *Appendix A* and this was reproduced as appropriate within the noise model.

Figure 3-1 shows a 2D overview of the noise model with the location of all relevant receivers identified.

Figure 3-1 2D Overview of Noise Model

3.4 Source Sound Levels

The sound power levels used in the modelling are provided in *Table 3-2*.

Table 3-2 Source Sound Power Levels, dB

Description	Octave Band Centre Frequency (Hz)								Overall dB(A)
	63	125	250	500	1k	2k	4k	8k	
Babies Play Aged 0-2 Years (10 kids), L_{10}	78	54	60	66	72	74	71	67	**78**
Toddler Play Aged 2-3 Years (10 kids), L_{10}	61	67	73	79	81	78	74	70	**85**
Kindy Play Aged 3+ Years (10 kids), L_{10}	64	70	75	81	83	80	76	72	**87**
AC plant, double fan unit (4 off), each, L_{10}	72	74	68	69	63	61	53	47	**70**
Toilet/Laundry Exhausts, each, L_{10}	60	65	62	63	60	61	56	53	**67**
Kitchen Exhaust, L_{10}	50	64	61	70	69	66	62	50	**73**
Closing Car Door, L_{max}	71	74	77	81	80	78	72	61	**84**

The following is noted in relation to the source levels above:

- Child play source levels are based on Guideline 3.0 provided by the Association of Australasian Acoustical Consultants (AAAC) published September 2020. Where the number of children for individual play areas is specified in the plans, these have been adjusted from the reference source levels using appropriate acoustical calculations. Outdoor child play was modelled as area sources at 1-metre heights above ground level. The sound power levels used in the model were scaled as follows:
    - 20 Babies = 81 dB(A)
    - 45 Toddlers = 91 dB(A)
    - 40 Kindy = 93 dB(A)
- Based on the AAAC Guideline 3.0, source sound power levels for AC condensing units were assumed. The DA drawing shows 4 units, and therefore medium sized (double fan) outdoor units were deemed appropriate. Each was modelled as a point source located 1.2 metres above ground level positioned as indicated on plans.
- Based on similar projects, four AC condensing units were assumed to be required for the various spaces. Each was modelled as a point source located in the under croft plant area.
- Other mechanical plant includes three exhaust fans (toilets and laundry) and one kitchen exhaust fan/rangehood fan. All were modelled as point sources approximately 0.5 metres above roof level and above the area serviced.
- Car doors closing were modelled as a point source 1.0 metre above ground level. Since noise from a car door closing is a short term event, only the L_{Amax} level is applicable. It is noted that several bays are reserved for day staff and therefore these were excluded from the night time assessment.

3.5 Walls and Fences

The area is mostly suburban residential with typical boundary fencing (fibro and Colorbond types) between residences. It is assumed that a 1.8m high solid fence will be installed encompassing the upper floor play areas on all sides - refer DA drawings for more detail. The modelling has assumed that no gaps are present in this barrier, and this will need to be ensured in the final build. The material selected for this barrier must have a minimum 8kg/m^2 surface mass to be effective acoustically. With regard to the entry gate on the north side, this must also be solid and any air gaps appropriately sealed or overlapped.

Figure 3-2 shows a view of the 3D model based on the information above in relation to topography and building and fence heights. Also shown are the outdoor play areas (pink polygon) and point sources (e.g. mechanical plant, car doors) as purple dots.

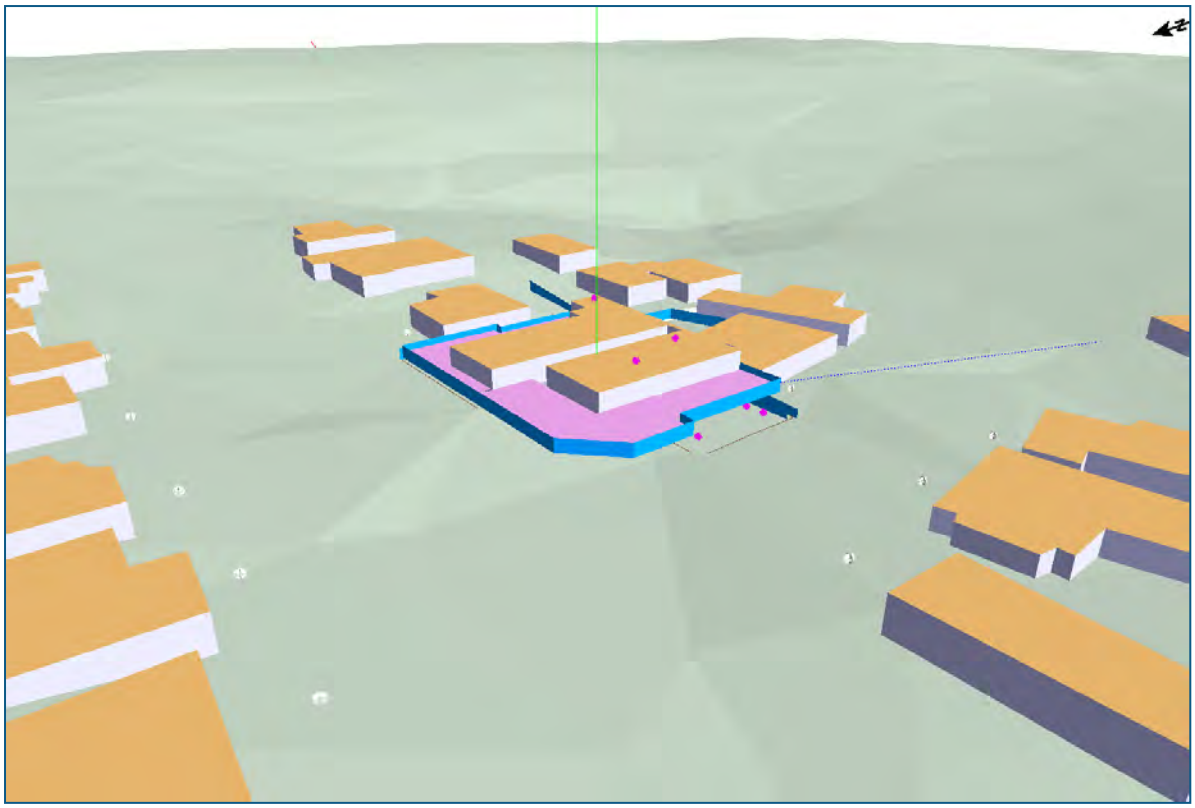

Figure 3-2 North West Elevation View of 3D Noise Model

3.6 Ground Absorption

Ground absorption varies from a value of 0 to 1, with 0 being for an acoustically reflective ground (e.g. asphalt, concrete) and 1 for acoustically absorbent ground (e.g. grass/sand). In this instance, a value of 0 has been used for the outdoor play areas and the car park and road areas, and 0.6 for all other areas.

4 RESULTS

4.1 Outdoor Child Play

The childcare development will host up to 80 children, it is noted play time is generally staggered and therefore not all children would be playing outside at once for extended periods of time. However, noise levels were conservatively predicted for this, as a worst-case scenario, as follows:

- All four groups, totalling 80 children (all ages) are playing outside simultaneously for extended periods of time.

Table 4-1 presents the predicted noise levels at each receiver, noting the predicted noise levels are from child play only i.e. mechanical plant noise is not included. *Figure 4-1* also shows the predicted noise levels as noise contour maps at ground level (1.5 metres AGL).

Table 4-1 Predicted Noise Levels of Child Play, dB L_{A10}

Receiver	80 Children Outside
1. 18 Stanford Road	33
1. 18 Stanford Road Front	42
2. 1 Alycon Place	43
3. 19 Stanford Road	45
4. 100 Mullaloo Drive	47
5. 87 Mullaloo Drive	45
6. 89 Mullaloo Drive	46
7. 91 Mullaloo Drive	47
8. 93 Mullaloo Drive	46
9. 95 Mullaloo Drive	44
10. 106 Mullaloo Drive front	47
10. 106 Mullaloo Drive Rear	40
11. 108 Mullaloo Drive	38

Figure 4-1 Outdoor Child Play Noise, All Children Outside, dB L_{A10}

Predicted Noise level

=	37
=	42
=	47
=	52
=	57

Legend

- Childcare Centre
- Receiver
- Fence
- Outdoor Childplay

Scale 1:800

0 5 10 20 30 m

Project No: 21016058
Consultant: MM
Date: 29/04/2021
Algorithm: ISO 9613
SoundPLAN Version: 8.2

Lloyd George Acoustics
PO Box 717
HILLARYS WA 6923
(08) 9401 7770

4.2 Mechanical Plant

Mechanical plant consists of AC plant and extraction fans for the kitchen, toilets and laundry. The exhaust fans were assumed to be located on the roof and above the room being serviced. The AC plant was modelled as per the designated area on the north west side of the car parking.

Since the childcare centre opens from 6.30am, it was considered that all plant could be operating simultaneously at night-time (i.e. before 7.00am). The predicted mechanical plant noise levels are presented in *Table 4-2*.

Table 4-2 Predicted Noise Levels of Mechanical Plant, dB L_{A10}

Receiver	Rooftop Exhaust Fans	AC Condensers (Under croft)	Combined
1. 18 Stanford Road	31	34	36
1. 18 Stanford Road Front	28	18	28
2. 1 Alycon Place	29	28	31
3. 19 Stanford Road	30	32	34
4. 100 Mullaloo Drive	29	28	31
5. 87 Mullaloo Drive	26	24	28
6. 89 Mullaloo Drive	26	26	29
7. 91 Mullaloo Drive	28	27	30
8. 93 Mullaloo Drive	28	28	31
9. 95 Mullaloo Drive	24	16	25
10. 106 Mullaloo Drive front	25	24	28
10. 106 Mullaloo Drive Rear	30	32	34
11. 108 Mullaloo Drive	28	30	32

It can be seen that at most receivers, the predicted mechanical plant noise is lower than the child play noise levels (*Table 4-1*). Therefore, child play noise would dominate the noise levels during the day at most receivers, except prior to 7.00am, when child play noise is not present. The above results should be recalculated once mechanical plant specifications are known closer to building permit application.

The overall plant noise levels are also shown on *Figure 4-2* respectively.

Figure 4-2 Mechanical Plant Noise, dB L_{A10}

Predicted Noise level

	= 27
	= 32
	= 37
	= 42
	= 47

Legend

- Childcare Centre
- Receiver
- Fence
- Mech Plant

Scale 1:800

0 5 10 20 30 m

Project No: 21016058
Consultant: MM
Date: 29/04/2021
Algorithm: ISO 9613
SoundPLAN Version: 8.2

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PO Box 717
HILLARYS WA 6923
(08) 9401 7770

4.3 Car Park

The model includes noise from car doors closing in all parking bays and *Table 4-3* presents the highest predicted noise levels applicable to each receiver. *Figure 4-3* also presents the maximum noise levels at ground level (1.5 m AGL) for car doors as a contour map. Note that this contour is not a cumulative level, but a composite contour of each maximum noise event.

Table 4-3 Predicted Car Doors Closing Noise Levels, dB L_{Amax}

Receiver	Car doors
1. 18 Stanford Road	44
1. 18 Stanford Road Front	45
2. 1 Alycon Place	47
3. 19 Stanford Road	47
4. 100 Mullaloo Drive	46
5. 87 Mullaloo Drive	41
6. 89 Mullaloo Drive	38
7. 91 Mullaloo Drive	39
8. 93 Mullaloo Drive	39
9. 95 Mullaloo Drive	36
10. 106 Mullaloo Drive front	34
10. 106 Mullaloo Drive Rear	47
11. 108 Mullaloo Drive	43

4.4 Indoor Child Play

An assessment of noise levels from indoor child play was carried out and the resulting noise levels at all locations were predicted to be well below that of outdoor child play considered in *Section 4.1*. This assessment was carried out based on the following considerations:

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

Figure 4-3 Car Park Noise, dB L_{Amax}

Predicted Noise level

	= 47
	= 52
	= 57
	= 62
	= 67

Legend

- Childcare Centre
- Receiver
- Fence
- Car Door Source

Scale 1:800

0 5 10 20 30 m

Project No: 21016058
Consultant: MM
Date: 29/04/2021
Algorithm: ISO 9613
SoundPLAN Version: 8.2

Lloyd George Acoustics
PO Box 717
HILLARYS WA 6923
(08) 9401 7770

5 ASSESSMENT

5.1 Outdoor Child Play

Although the childcare centre opens from 6.30am, outdoor child play will only occur after 7.00am, when the assigned noise levels increase by 10 dB. Noise from child play is not considered to contain annoying characteristics within the definition of the Regulations and therefore, no adjustments are made to the predicted noise levels.

Table 5-1 presents the assessment of the highest predicted noise levels from all 80 children playing outside against the L_{A10} assigned noise level at each receiver. It is noted that at the receivers shown in *Table 5-1*, the daytime mechanical plant noise levels are generally not significantly contributing to the overall noise levels, and therefore noise from child play can be considered in isolation.

Table 5-1 Assessment of Outdoor Child Play Noise Levels, dB L_{A10}

Receiver	Floor	Assigned Noise Level*	Predicted Level	Exceedance*
1. 18 Stanford Road	33	**47**	33	*Complies*
1. 18 Stanford Road Front	42	**47**	42	*Complies*
2. 1 Alycon Place	43	**47**	43	*Complies*
3. 19 Stanford Place	45	**47**	45	*Complies*
4. 100 Mullaloo Drive	47	**47**	47	*Complies*
5. 87 Mullaloo Drive	45	**47**	45	*Complies*
6. 89 Mullaloo Drive	46	**47**	46	*Complies*
7. 91 Mullaloo Drive	47	**47**	47	*Complies*
8. 93 Mullaloo Drive	46	**47**	46	*Complies*
9. 95 Mullaloo Drive	44	**47**	44	*Complies*
10. 106 Mullaloo Drive front	47	**47**	47	*Complies*
10. 106 Mullaloo Drive Rear	40	**47**	40	*Complies*
11. 108 Mullaloo Drive	38	**47**	38	*Complies*

* Where a boundary receiver has the potential to be highly noise sensitive in the event of future development, the assigned level (and exceedance) would be as shown in brackets.

From *Table 5-1* it can be seen that noise levels comply with the most critical receivers, directly adjacent to the north, east and west of the site. The assessment demonstrates compliance based on a conservative scenario of all 80 children playing simultaneously. Therefore, no further mitigation measures are required.

5.2 Mechanical Plant

Given the proposed opening hours of the childcare centre, the night-time period (i.e. before 7.00am) is most critical. The overall noise levels are generally dominated by the kitchen exhaust plant and A/C condenser noise, which may be considered tonal, and a +5 dB adjustment (refer *Table 5-2*) applies to predictions.

Table 5-2 Assessment of Mechanical Plant Noise Levels, dB L_{A10}

Receiver	Night Assigned Noise Level*	Predicted Level	Adjusted Level	Exceedance*
1. 18 Stanford Road	**37**	36	**41**	*+4*
1. 18 Stanford Road Front	**37**	28	**33**	*Complies*
2. 1 Alycon Place	**37**	31	**36**	*Complies*
3. 19 Stanford Place	**37**	34	**39**	*+2*
4. 100 Mullaloo Drive	**37**	31	**36**	*Complies*
5. 87 Mullaloo Drive	**37**	28	**33**	*Complies*
6. 89 Mullaloo Drive	**37**	29	**34**	*Complies*
7. 91 Mullaloo Drive	**37**	30	**35**	*Complies*
8. 93 Mullaloo Drive	**37**	31	**36**	*Complies*
9. 95 Mullaloo Drive	**37**	25	**30**	*Complies*
10. 106 Mullaloo Drive front	**37**	28	**33**	*Complies*
10. 106 Mullaloo Drive Rear	**37**	34	**39**	*+2*
11. 108 Mullaloo Drive	**37**	32	**37**	*Complies*

* Where a boundary receiver has the potential to be highly noise sensitive in the event of future development, the assigned level (and exceedance) would be as shown in brackets.

Based on the predicted noise levels in *Table 5-2*, the most critical mechanical plant noise levels are to the south, being 18 Stanford Road with an exceedance of up to 4 dB at night (prior to 7am). These are primarily caused by the AC condensers, and the exhaust fans do not significantly contribute. Compliance is demonstrated for the day time period, wherein the assigned level is 10 dB higher.

Although exceedances are predicted for the night-time period, it must be noted this assessment is based on assumptions in relation to the number, size and type of AC plant and exhaust fans. Therefore, mechanical plant noise is to be reviewed by a qualified acoustical consultant during detailed design, when plant selections and locations become known.

5.3 Car Doors

Car doors closing noise are short duration events and were therefore assessed against the L_{Amax} assigned noise level. Given the proposed hours of operation, staff and visitors may arrive before 7.00am when the night-time assigned noise level of 57 dB L_{Amax} is applicable. Car door noise was considered impulsive within the definition of the Regulations. Therefore, an adjustment of +10 dB (refer *Table 5-3*) is to be applied to the predicted noise levels.

Table 5-3 Assessment of Car Doors Closing Noise Levels, dB L_{Amax}

Receiver	Night Assigned Noise Level*	Predicted Level	Adjusted Level	Exceedance*
1. 18 Stanford Road	**57**	44	**54**	*Complies*
1. 18 Stanford Road Front	**57**	45	**55**	*Complies*
2. 1 Alycon Place	**57**	47	**57**	*Complies*
3. 19 Stanford Road	**57**	47	**57**	*Complies*
4. 100 Mullaloo Drive	**57**	46	**56**	*Complies*
5. 87 Mullaloo Drive	**57**	41	**51**	*Complies*
6. 89 Mullaloo Drive	**57**	38	**48**	*Complies*
7. 91 Mullaloo Drive	**57**	39	**49**	*Complies*
8. 93 Mullaloo Drive	**57**	39	**49**	*Complies*
9. 95 Mullaloo Drive	**57**	36	**46**	*Complies*
10. 106 Mullaloo Drive front	**57**	34	**44**	*Complies*
10. 106 Mullaloo Drive Rear	**57**	47	**57**	*Complies*
11. 108 Mullaloo Drive	**57**	43	**53**	*Complies*
1. 18 Stanford Road	**57**	44	**54**	*Complies*

* Where a boundary receiver has the potential to be highly noise sensitive in the event of future development, the assigned level (and exceedance) would be as shown in brackets.

The noise from car doors is demonstrated to comply at locations, noting that the restricted staff bays adequately mitigate noise during the night and that during the day compliance is readily achieved. It is recommended that compliance be confirmed once detailed retaining walls and top of wall (fence heights) can be verified at detailed design.

6 RECOMMENDATIONS

To mitigate noise from kitchen exhaust fans, it is recommended that these be designed as inline type fans, which could be installed with attenuators or diverted ducting, rather than externally mounted plant.

The AC condensing units, while potentially compliant at all times, may be mitigated further with quiet mode (reduced capacity) programming prior to 7.00am. These options should be explored during detailed design and verified by the mechanical services engineer and a qualified acoustical consultant, when plant selections and locations become known.

Noise from child play is demonstrated to comply during the day, with the proposed walls ensuring the walls and gates are free of gaps and a material with minimum surface mass of 8 kg/m^2.

Noise from car park use to properties to the west, east and south should be anticipated, however by restricting the staff bays (and use times) as noted on the DA plans, this will be mitigated as demonstrated by way of noise modelling.

Finally, the following best practices should be implemented where practicable:

- The behaviour and 'style of play' of children should be monitored to prevent particularly loud activity e.g. loud banging/crashing of objects, 'group' shouts/yelling,
- Favour soft finishes in the outdoor play area to minimise impact noise (e.g. soft grass, sand pit(s), rubber mats) over timber or plastic,
- Favour soft balls and rubber wheeled toys,
- Crying children should be taken inside to be comforted,
- No amplified music to be played outside,
- External doors and windows to be closed during indoor activity / play, and
- Any music played within the internal activity areas to be 'light' music with no significant bass content and played at a relatively low level.
- Line carpark ceiling (underside of slab) with acoustically absorptive soffit lining to reduce reverberation.
- Carpark Floor
    - Shall be constructed so that there are no significant gaps in construction or where these exist, are to be filled with non-hardening mastic.
    - Drainage grates to be plastic or metal with rubber gasket and secure to avoid excess banging.
    - Brushed concrete finish to avoid tyre squeal. Where the concrete is to be sealed, a product such as Aquron 1000 by Markham is understood to be suitable and not contribute to tyre squeal.

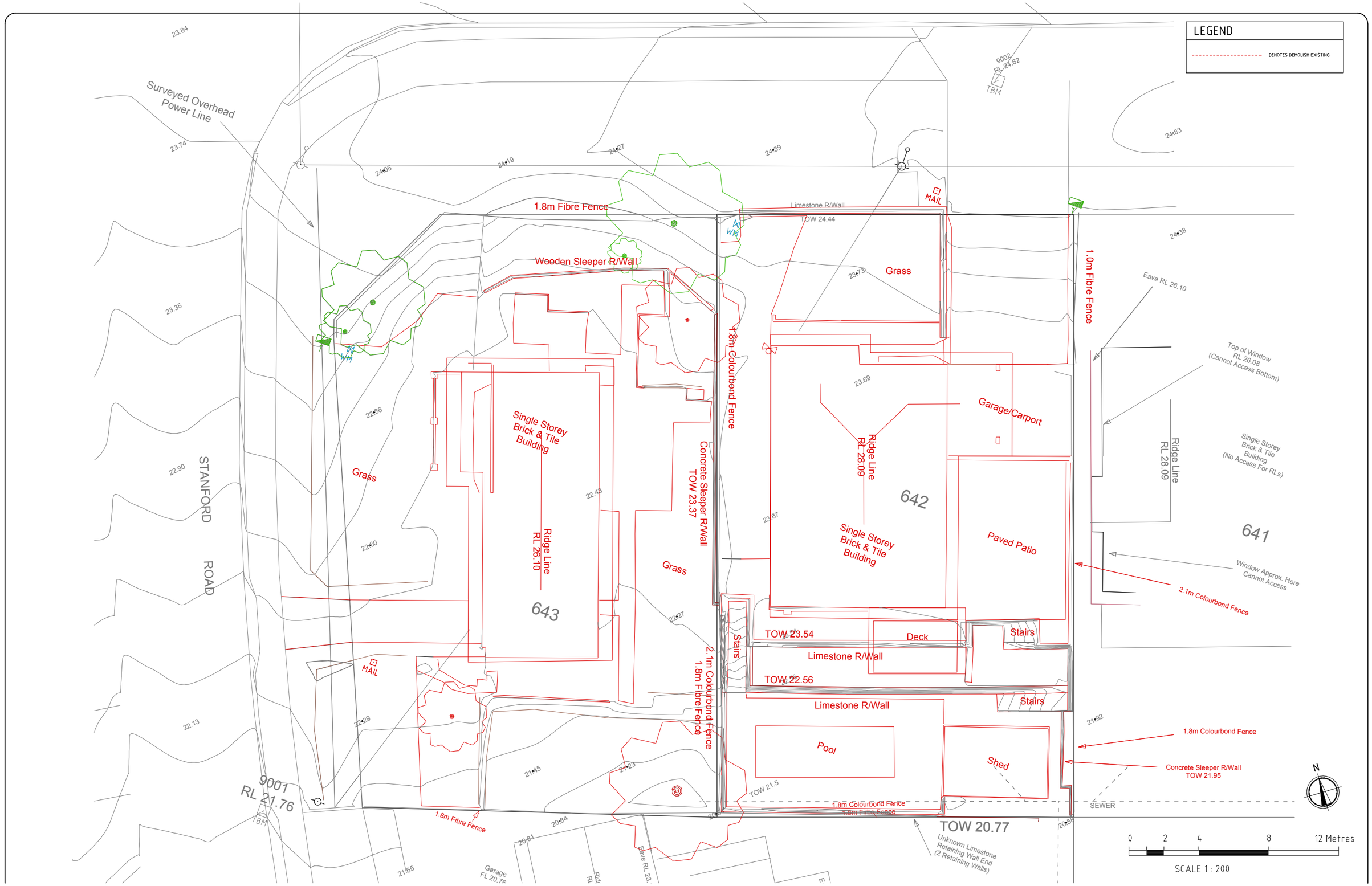
7 CONCLUSIONS

The noise impacts from the proposed childcare centre to be located at Lot 643 (20) Stanford Road and Lot 642 (104) Mullaloo Drive in Kallaroo have been assessed against the relevant criteria of the *Environmental Protection (Noise) Regulations 1997*.

Based on the modelling and assessments in relation to the noise emissions from child play, mechanical plant and car doors closing, it is concluded that compliance can be achieved for all existing and future noise sensitive premises provided that the recommendations in *Section 6* are implemented.

Appendix A

Development Plans



LOT 643 (20) STANFORD ROAD
LOT 642 (104) MULLALOO DRIVE
KALLAROO

sph architecture + interiors
T: 08 9284 1888
E: mail@sph.net.au
Studio: 143 Cambridge Street
West Leederville WA 6007
ABN: 88123 655 176 ABWA: 2115

KEIKI EARLY LEARNING
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DEMOLIITON PLAN

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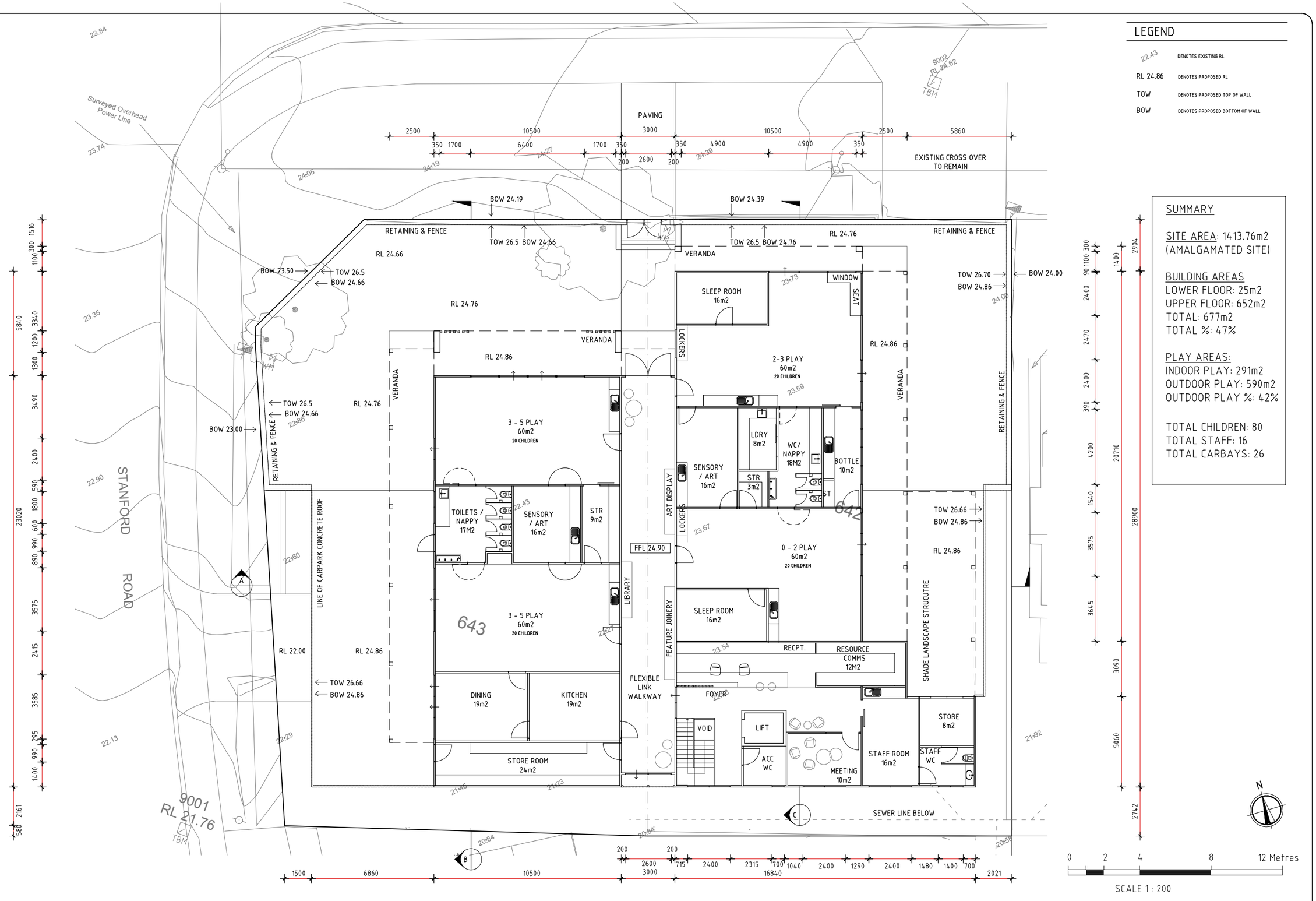

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LOT 642 (104) MULLALOO DRIVE
KALLAROO

sph architecture + interiors
T: 08 9284 1888
E: mail@sph.net.au
Studio: 143 Cambridge Street
West Leederville WA 6007
ABN: 88123 655 176 ABWA: 2115

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UPPER FLOOR PLAN

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LOT 642 (1[illegible]) LOO DRIVE
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sph architecture + interiors
T: 08 9284 1888
E: mail@sph.net.au
Studio: 143 Cambridge Street West Leederville WA 6007
ABN: 88123 655 176 ABWA: 2115

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UPPER FLOOR PLAN

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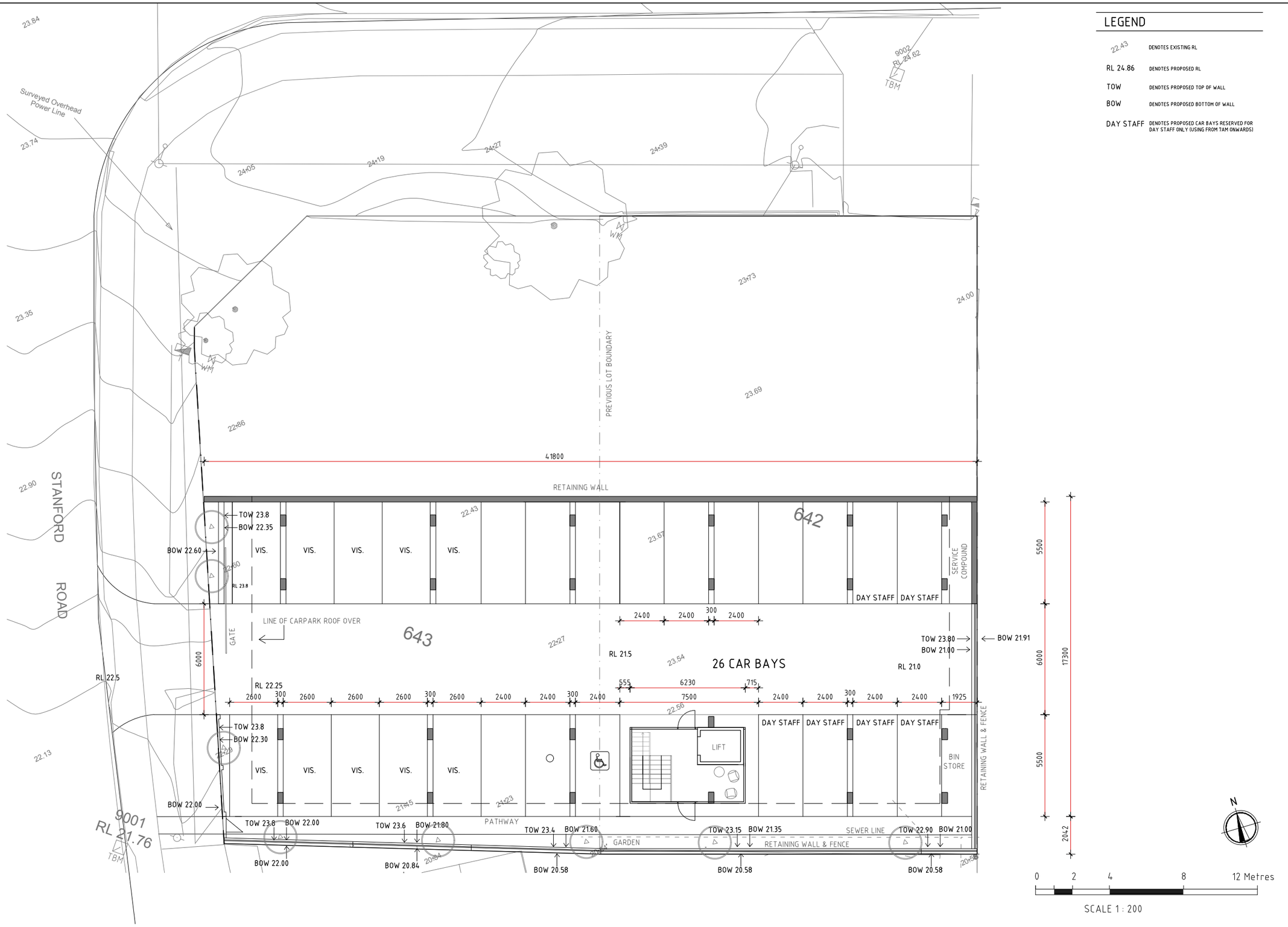

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LOWER FLOOR PLAN

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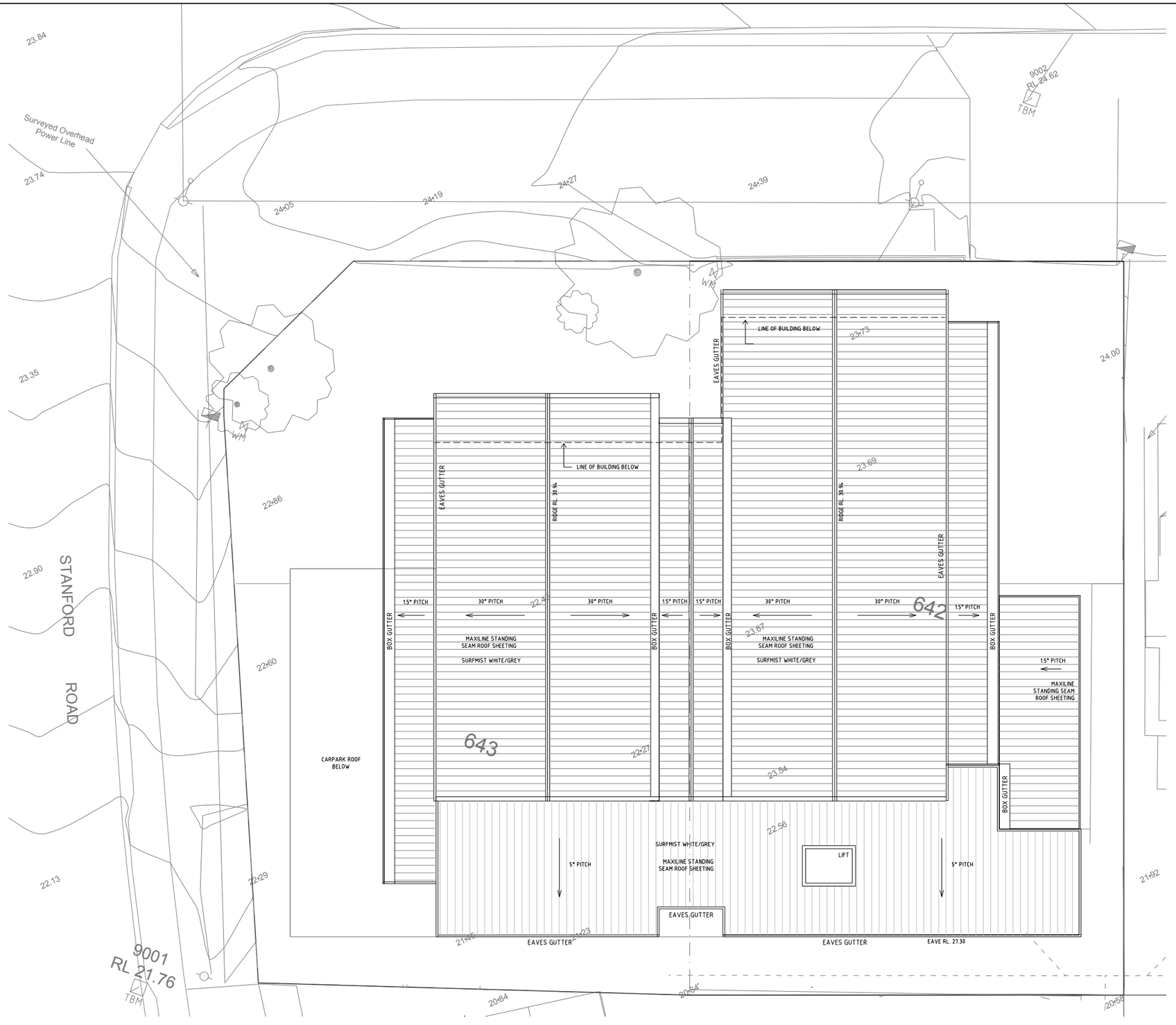

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LOT 642 (104) MULLALOO DRIVE
KALLAROO

sph architecture + interiors
T: 08 9284 1888
E: mail@sph.net.au
Studio: 143 Cambridge Street
West Leederville WA 6007
ABN: 88123 655 176 ABWA: 2115

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ROOF PLAN

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LEGEND

22.43 DENOTES EXISTING RL

RL 24.86 DENOTES PROPOSED RL

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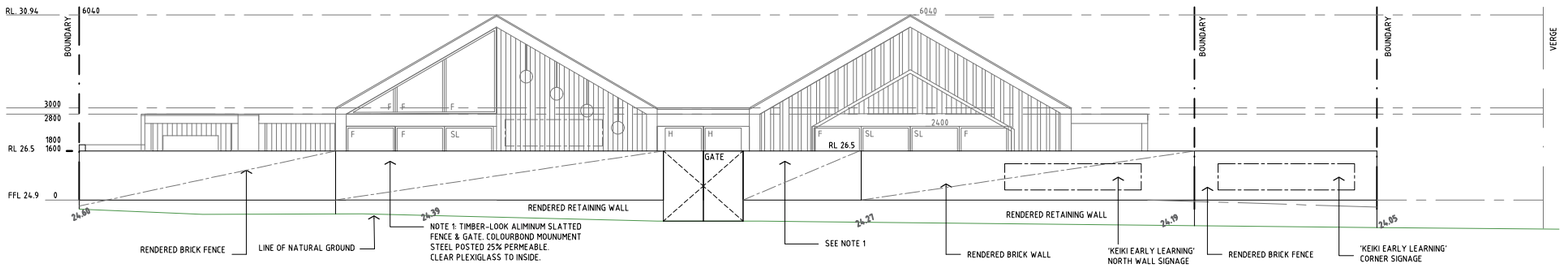

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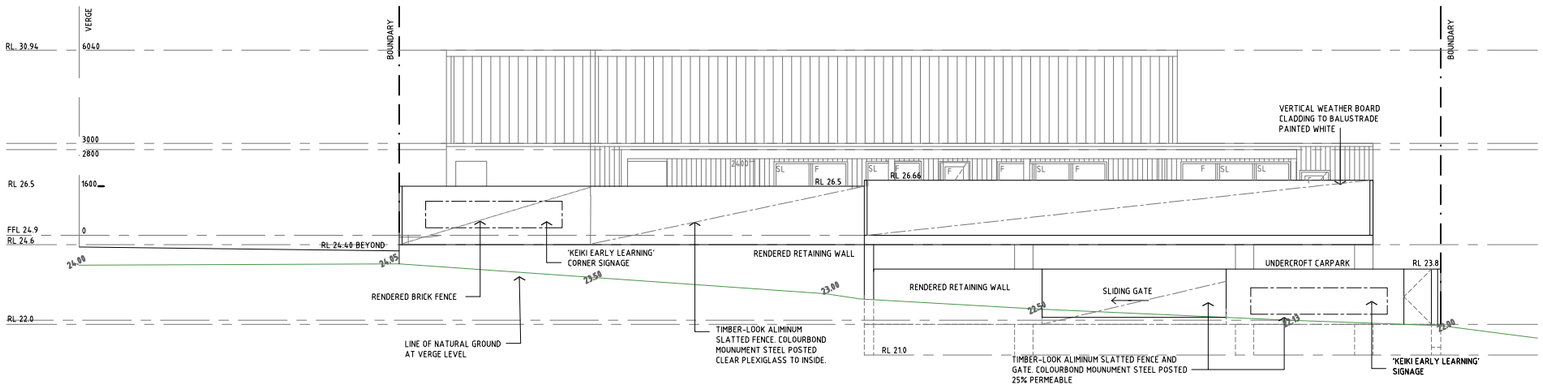

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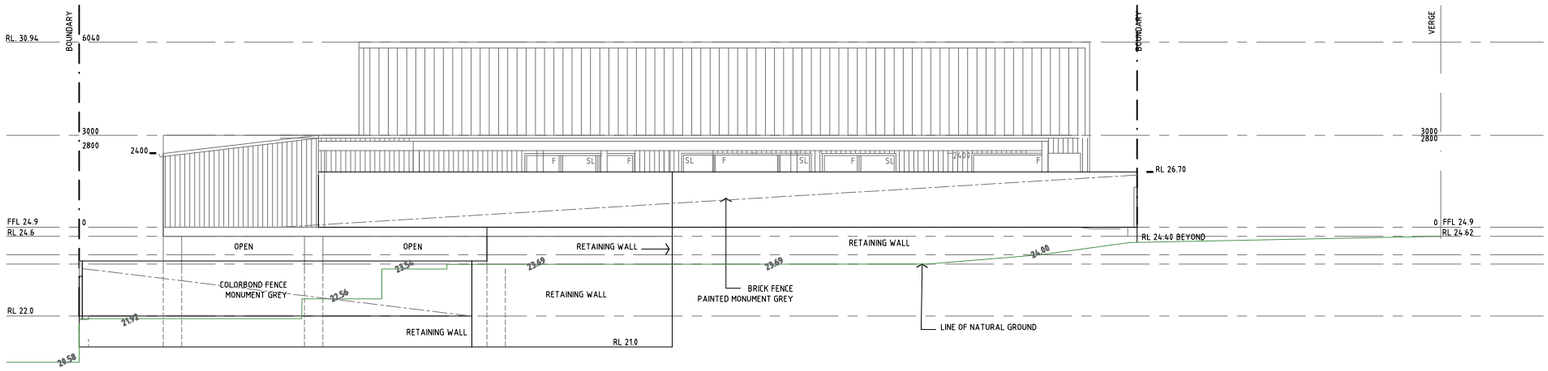

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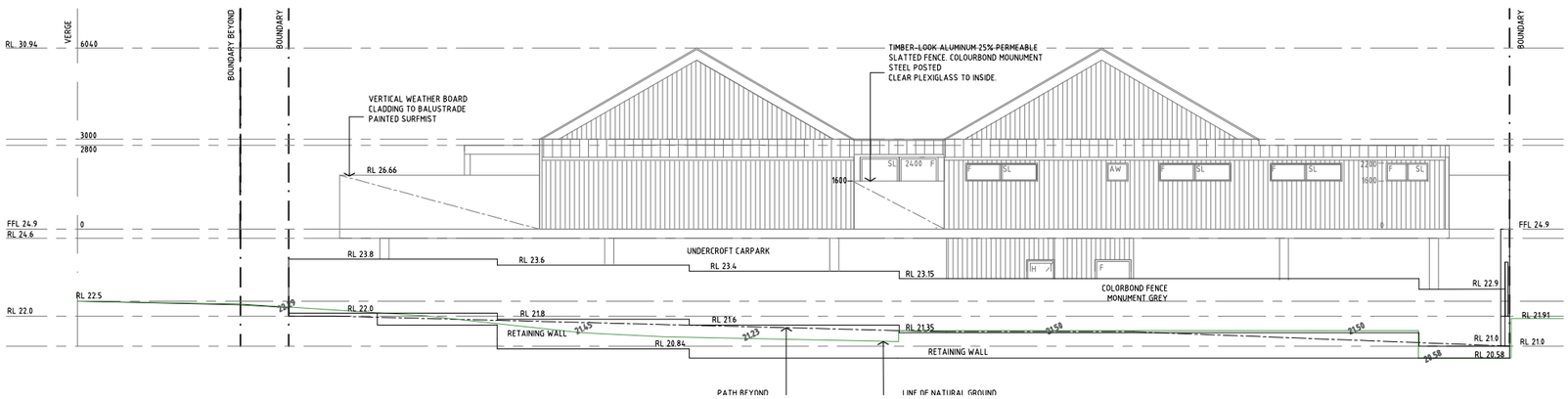

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LOT 642 (104) MULLALOO DRIVE
KALLAROO

sph architecture + interiors
T: 08 9284 1888
E: mail@sph.net.au
Studio: 143 Cambridge Street
West Leederville WA 6007
ABN: 88123 655 176 ABWA: 2115

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FENCE ELEVATIONS

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NORTH ELEVATION
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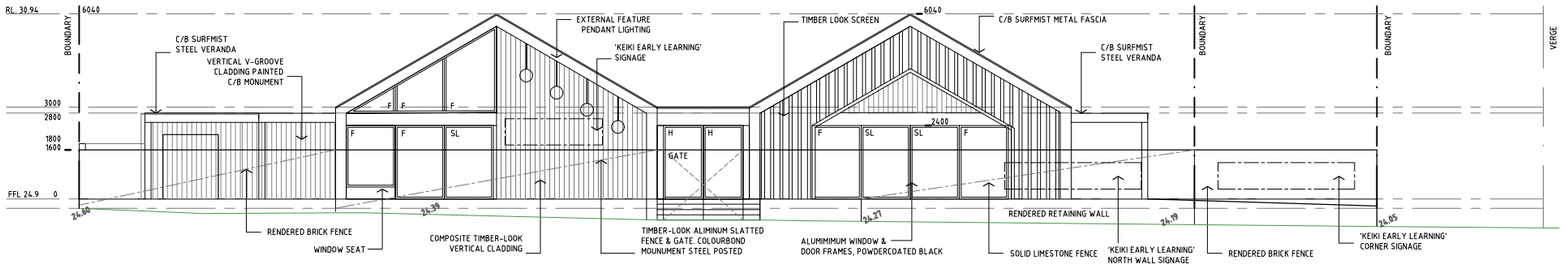

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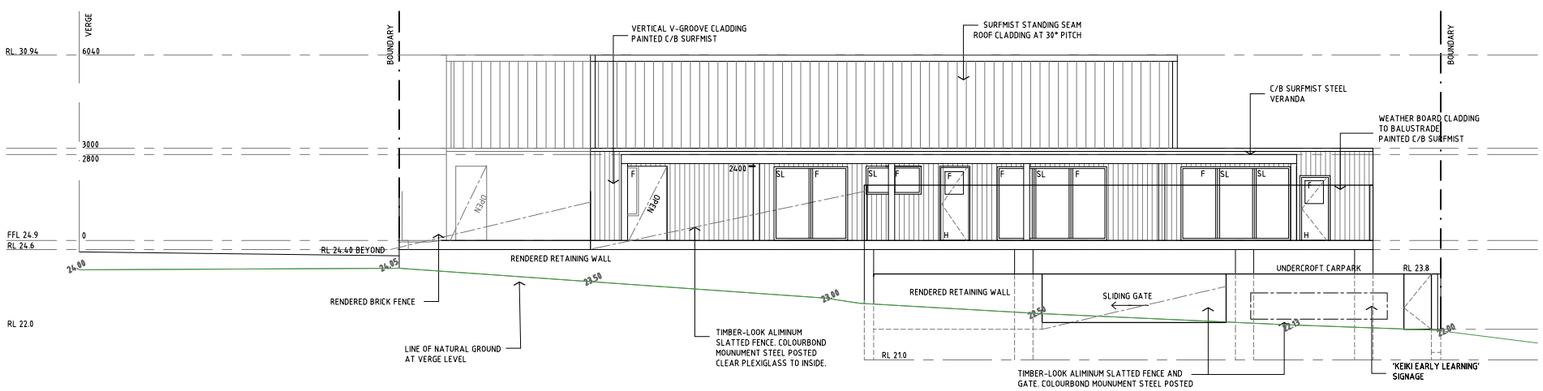

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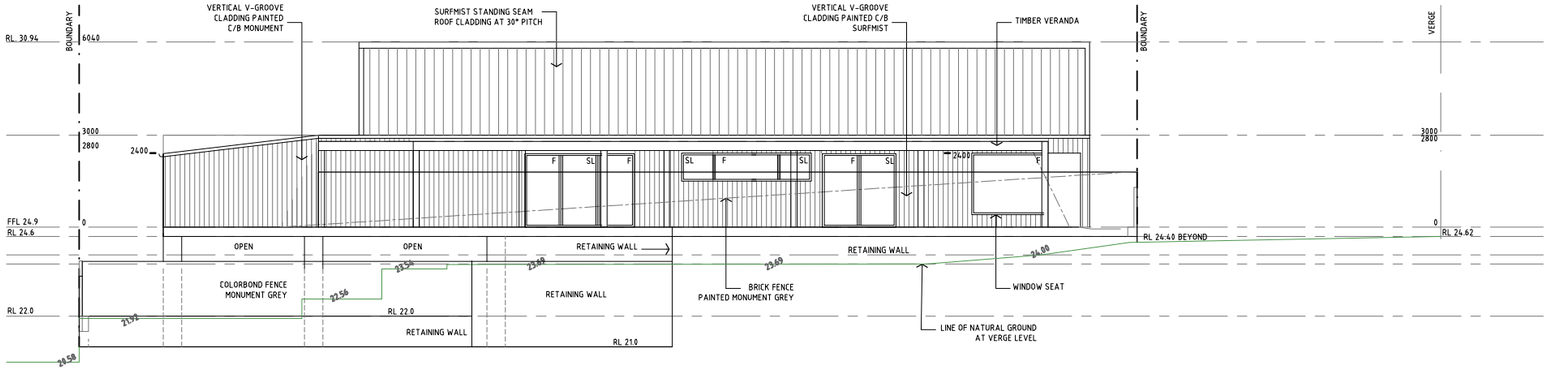

SOUTH ELEVATION
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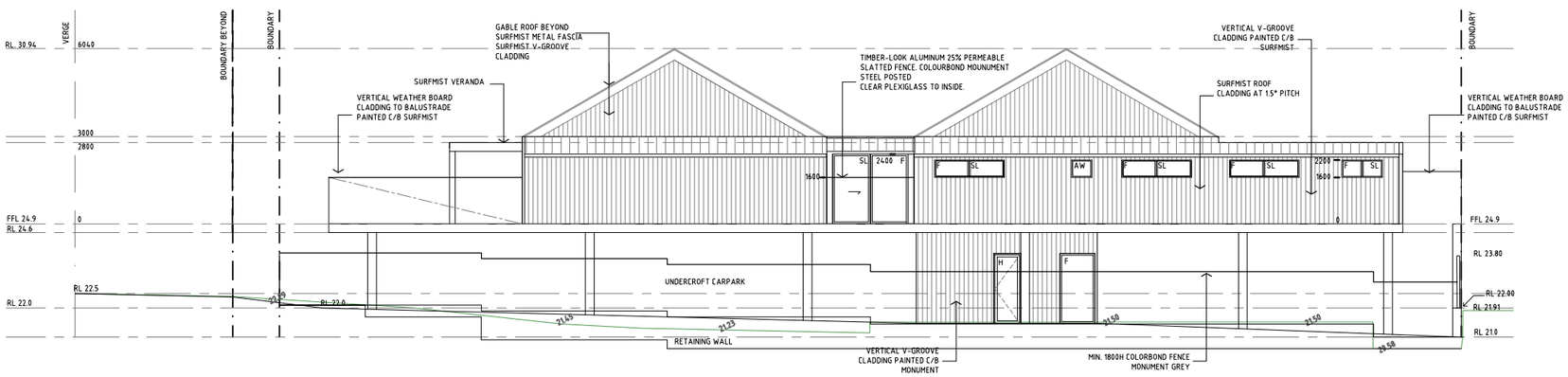

MATERIAL & FINISHES SCHEDULE

MATERIAL	FINISH COLOUR
ROOF SHEETING	SURFMIST WHITE/GREY
EXTERNAL WALL GENERAL	VERTICAL V-GROOVE CLADDING, PAINTED C/B SURFMIST WHITE/GREY
EXTERNAL WALL FEATURE, REFER DRAWINGS FOR EXTENT	VERTICAL V-GROOVE CLADDING, PAINTED C/B MONUMENT GREY
EXTERNAL WALL FEATURE, REFER DRAWINGS FOR EXTENT	COMPOSITE TIMBER LOOK VERTICAL CLADDING
TIMBER LOOK SCREEN FEATURE	COMPOSITE TIMBER-LOOK VERTICAL SCREEN BATTENS
FLASHING, CAPPING & GUTTERS	C/B SURFMIST WHITE/GREY
WINDOW FRAMES AND DOORS	ALUMINUM POWDERCOAT BLACK
VERANDA	STEEL PAINTED C/B SURFMIST WHITE/GREY
VERANDA DECKING	COMPOSITE TIMBER LOOK
PAVING	LIMESTONE PAVING
DRIVEWAY AND CARPARK	GREY BITUMEN
FENCING REFER DRAWINGS FOR EXTENT	RENDERED BRICKWORK, PAINTED WARM WHITE
FENCING REFER DRAWINGS FOR EXTENT	TIMBER-LOOK ALIMINUM SLATTED FENCE. COLOURBOND MOUNUMENT STEEL POSTED
FENCING REFER DRAWINGS FOR EXTENT	WEATHER BOARD CLADDING TO BALUSTRADE PAINTED WHITE
FENCING REFER DRAWINGS FOR EXTENT	COLORBOND FENCE MONUMENT GREY
GATES REFER DRAWINGS FOR EXTENT	TIMBER-LOOK ALIMINUM SLATTED FENCE. COLOURBOND MOUNUMENT STEEL POSTED

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LOT 642 (104) MULLALOO DRIVE
KALLAROO

sph architecture + interiors
T: 08 9284 1888
E: mail@sph.net.au
Studio: 143 Cambridge Street
West Leederville WA 6007
ABN: 88123 655 176 ABWA: 2115

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ELEVATIONS

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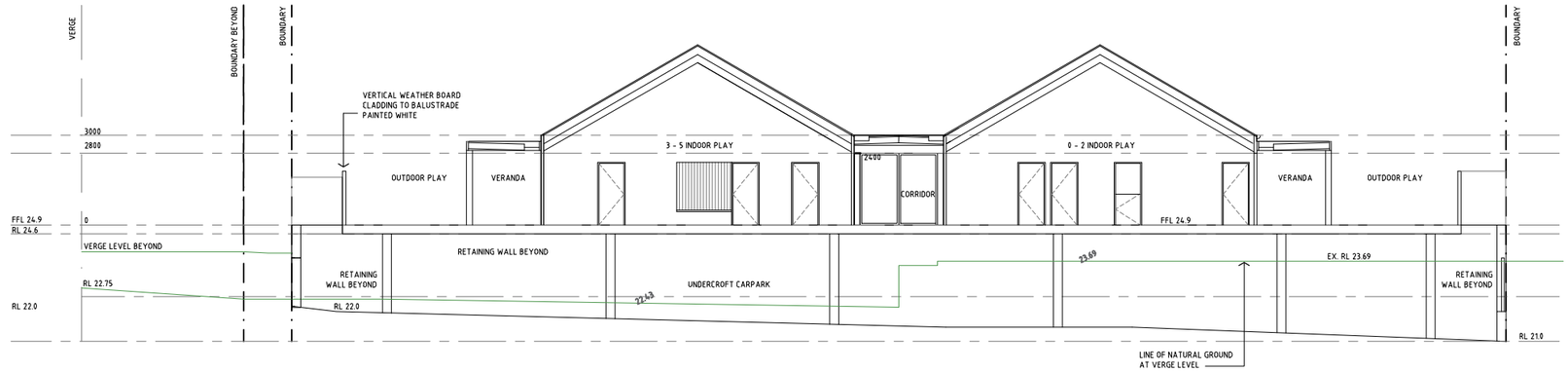

SECTION AA

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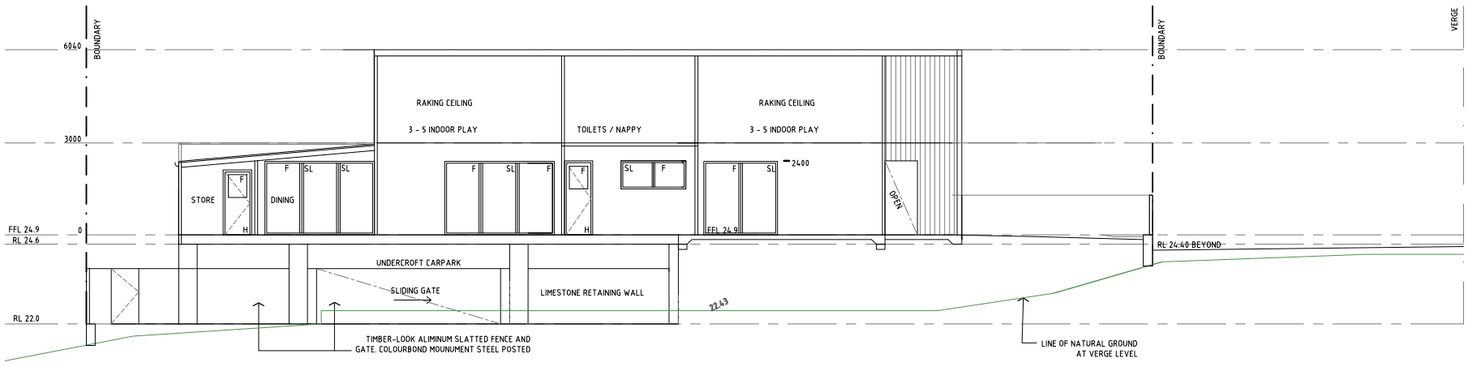

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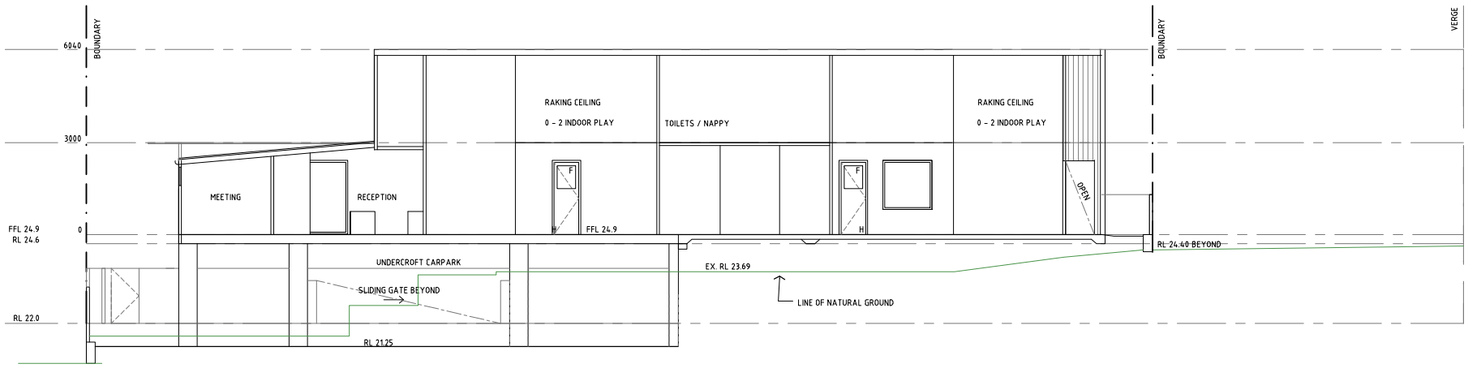

SECTION CC

SCALE 1:200

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KALLAROO

sph architecture + interiors
T: 08 9284 1888
E: mail@sph.net.au
Studio: 143 Cambridge Street
West Leederville WA 6007
ABN: 88123 655 176 ABWA: 2115

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SECTIONS

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KALLAROO

sph architecture + interiors
T: 08 9284 1888
E: mail@sph.net.au
Studio: 143 Cambridge Street
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ABN: 88123 655 176 ABWA: 2115

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SHADOW PLAN

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Appendix B

Terminology

The following is an explanation of the terminology used throughout this report.

Decibel (dB)
The decibel is the unit that describes the sound pressure and sound power levels of a noise source. It is a logarithmic scale referenced to the threshold of hearing.

A-Weighting
An A-weighted noise level has been filtered in such a way as to represent the way in which the human ear perceives sound. This weighting reflects the fact that the human ear is not as sensitive to lower frequencies as it is to higher frequencies. An A-weighted sound level is described as L_A dB.

Sound Power Level (L_w)
Under normal conditions, a given sound source will radiate the same amount of energy, irrespective of its surroundings, being the sound power level. This is similar to a 1kW electric heater always radiating 1kW of heat. The sound power level of a noise source cannot be directly measured using a sound level meter but is calculated based on measured sound pressure levels at known distances. Noise modelling incorporates source sound power levels as part of the input data.

Sound Pressure Level (L_p)
The sound pressure level of a noise source is dependent upon its surroundings, being influenced by distance, ground absorption, topography, meteorological conditions etc and is what the human ear actually hears. Using the electric heater analogy above, the heat will vary depending upon where the heater is located, just as the sound pressure level will vary depending on the surroundings. Noise modelling predicts the sound pressure level from the sound power levels taking into account ground absorption, barrier effects, distance etc.

L_{ASlow}
This is the noise level in decibels, obtained using the A frequency weighting and the S (Slow) time weighting as specified in IEC 61672-1:2002. Unless assessing modulation, all measurements use the slow time weighting characteristic.

L_{AFast}
This is the noise level in decibels, obtained using the A frequency weighting and the F (Fast) time weighting as specified in IEC 61672-1:2002. This is used when assessing the presence of modulation only.

L_{APeak}
This is the greatest absolute instantaneous sound pressure in decibels using the A frequency weighting as specified in IEC 61672-1:2002.

L_{Amax}
An L_{Amax} level is the maximum A-weighted noise level during a particular measurement.

L_{A1}
An L_{A1} level is the A-weighted noise level which is exceeded for one percent of the measurement period and is considered to represent the average of the maximum noise levels measured.

L_{A10}
An L_{A10} level is the A-weighted noise level which is exceeded for 10 percent of the measurement period and is considered to represent the "*intrusive*" noise level.

L_{Aeq}
The equivalent steady state A-weighted sound level ("equal energy") in decibels which, in a specified time period, contains the same acoustic energy as the time-varying level during the same period. It is considered to represent the "average" noise level.

L_{A90}
An L_{A90} level is the A-weighted noise level which is exceeded for 90 percent of the measurement period and is considered to represent the "*background*" noise level.

One-Third-Octave Band
Means a band of frequencies spanning one-third of an octave and having a centre frequency between 25 Hz and 20 000 Hz inclusive.

L_{Amax} assigned level
Means an assigned level which, measured as a $L_{A\ Slow}$ value, is not to be exceeded at any time.

L_{A1} assigned level
Means an assigned level which, measured as a $L_{A\ Slow}$ value, is not to be exceeded for more than 1% of the representative assessment period.

L_{A10} assigned level
Means an assigned level which, measured as a $L_{A\ Slow}$ value, is not to be exceeded for more than 10% of the representative assessment period.

Tonal Noise
A tonal noise source can be described as a source that has a distinctive noise emission in one or more frequencies. An example would be whining or droning. The quantitative definition of tonality is:

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 $L_{A\ Slow}$ levels.

This is relatively common in most noise sources.

Modulating Noise
A modulating source is regular, cyclic and audible and is present for at least 10% of the measurement period. The quantitative definition of modulation is:

a variation in the emission of noise that —

(a) is more than 3 dB $L_{A\ Fast}$ or is more than 3 dB $L_{A\ Fast}$ in any one-third octave band;

(b) is present for at least 10% of the representative.

Impulsive Noise
An impulsive noise source has a short-term banging, clunking or explosive sound. The quantitative definition of impulsiveness is:

a variation in the emission of a noise where the difference between $L_{A\ peak}$ and $L_{A\ Max\ slow}$ is more than 15 dB when determined for a single representative event;

Major Road
Is a road with an estimated average daily traffic count of more than 15,000 vehicles.

Secondary / Minor Road
Is a road with an estimated average daily traffic count of between 6,000 and 15,000 vehicles.

Influencing Factor (IF)

$$= \frac{1}{10}(\%\ \text{Type A}_{100} + \%\ \text{Type A}_{450}) + \frac{1}{20}(\%\ \text{Type B}_{100} + \%\ \text{Type B}_{450})$$

where:

$\%\ \text{Type A}_{100}$ = the percentage of industrial land within a100m radius of the premises receiving the noise

$\%\text{TypeA}_{450}$ = the percentage of industrial land within a 450m radius of the premises receiving the noise

$\%\ \text{Type B}_{100}$ = the percentage of commercial land within a100m radius of the premises receiving the noise

$\%\text{TypeB}_{450}$ = the percentage of commercial land within a 450m radius of the premises receiving the noise

+ Traffic Factor (maximum of 6 dB)

= 2 for each secondary road within 100m

= 2 for each major road within 450m

= 6 for each major road within 100m

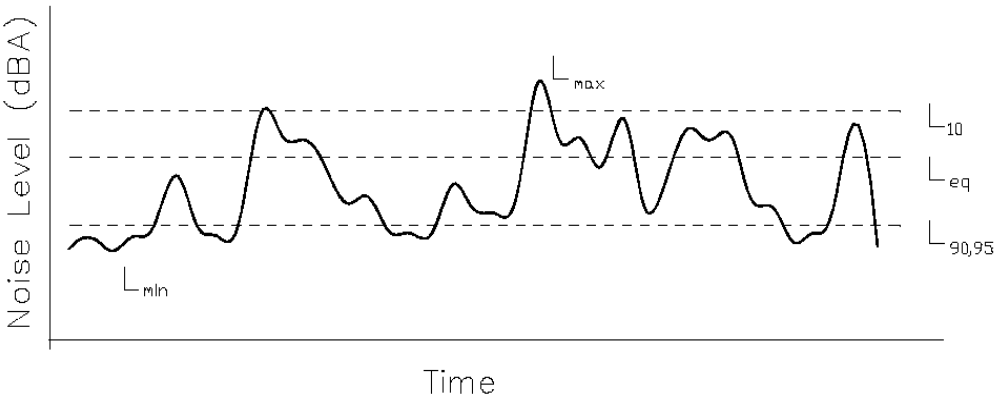
Representative Assessment Period
Means a period of time not less than 15 minutes, and not exceeding four hours, determined by an inspector or authorised person to be appropriate for the assessment of a noise emission, having regard to the type and nature of the noise emission.

Background Noise
Background noise or residual noise is the noise level from sources other than the source of concern. When measuring environmental noise, residual sound is often a problem. One reason is that regulations often require that the noise from different types of sources be dealt with separately. This separation, e.g. of traffic noise from industrial noise, is often difficult to accomplish in practice. Another reason is that the measurements are normally carried out outdoors. Wind-induced noise, directly on the microphone and indirectly on trees, buildings, etc., may also affect the result. The character of these noise sources can make it difficult or even impossible to carry out any corrections.

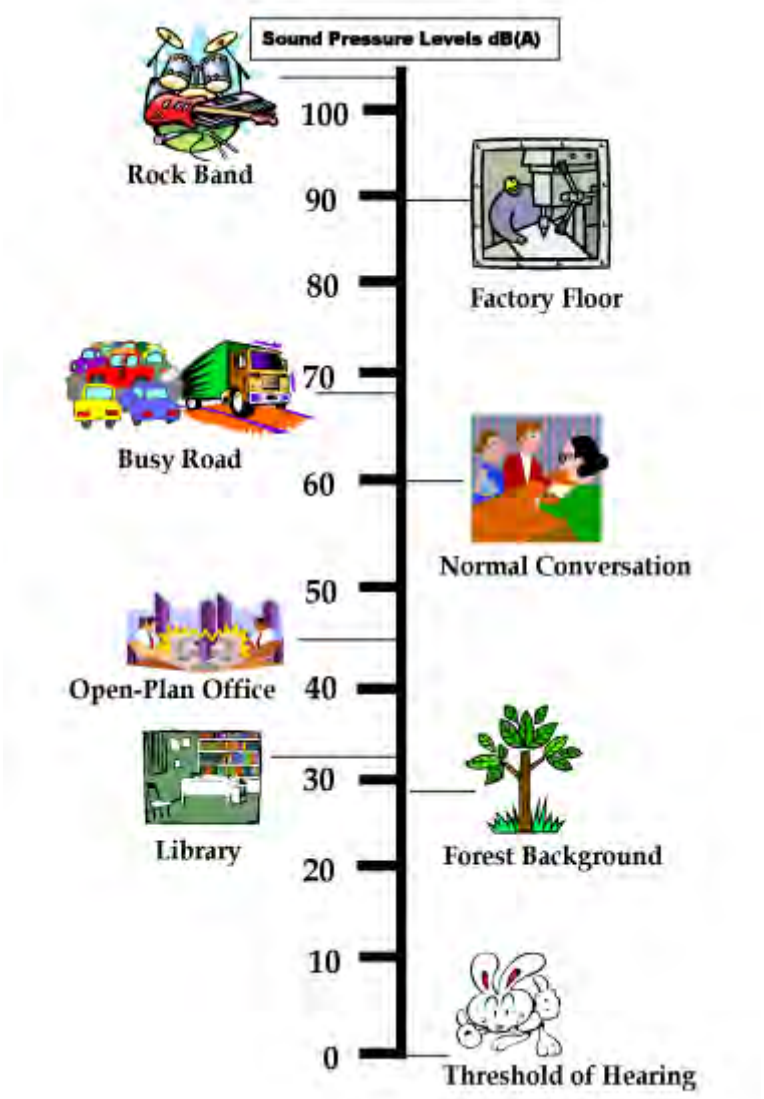
Ambient Noise
Means the level of noise from all sources, including background noise from near and far and the source of interest.

Specific Noise
Relates to the component of the ambient noise that is of interest. This can be referred to as the noise of concern or the noise of interest.

Chart of Noise Level Descriptors



Typical Noise Levels



Proposed Child Care Centre

Lot 643 (20) Stanford Road & Lot 642 (104) Mullaloo Drive, Kallaroo

Transport Impact Statement

PREPARED FOR:
Kallaroo Play and Learn Holdings

April 2021

Document history and status

Author	Revision	Approved by	Date approved	Revision type
Shaju Maharjan	r01	B Bordbar	27/04/2021	Draft
Shaju Maharjan	r01a	B Bordbar	29/04/2021	Final

File name: t21.008.sm.r01a

Author: Shaju Maharjan

Project manager: Behnam Bordbar

Client: Kallaroo Play and Learn Holdings

Project: Lot 643 (20) Stanford Road & Lot 642 (104) Mullaloo Drive, Kallaroo

Document revision: r01a

Project number: t21.008

TABLE OF CONTENTS

REPORT FIGURES

1.0 Introduction

This Transport Impact Statement (TIS) has been prepared by Transcore on behalf of Kallaroo Play and Learn Holdings with regard to a proposed child care centre (CCC) to be located at Lot 643 (No. 20) Stanford Road and Lot 642 (No. 104) Mullaloo Drive, Kallaroo in the City of Joondalup.

The subject site is located at the southeast corner of the intersection of Mullaloo Drive and Stanford Road. The subject site currently comprises two residential dwellings and is bounded by Mullaloo Drive to the north, Stanford Road to the west and residential properties to the east and south as illustrated in **Figure 1**.

Vehicle access/egress to the subject site is currently available via two existing crossovers; one on Mullaloo Drive and one on Stanford Road.

The WAPC Transport Impact Assessment Guidelines (Vol 4 – Individual Developments, August 2016) states: *"A Transport Impact Statement is required for those developments that would be likely to generate moderate volumes of traffic*[1] *and therefore would have a moderate overall impact on the surrounding land uses and transport networks"*.

Section 6.2 of Transcore's report provides details of the estimated trip generation for the proposed development. Accordingly, as the total peak hour vehicular trips are estimated to be less than 100 trips, a Transport Impact Statement is deemed appropriate for this development.

Key issues that will be addressed in this report include the traffic generation and distribution of the proposed development, access and egress movement patterns and parking demand and supply.

[1] *Between 10 and 100 vehicular trips per hour*

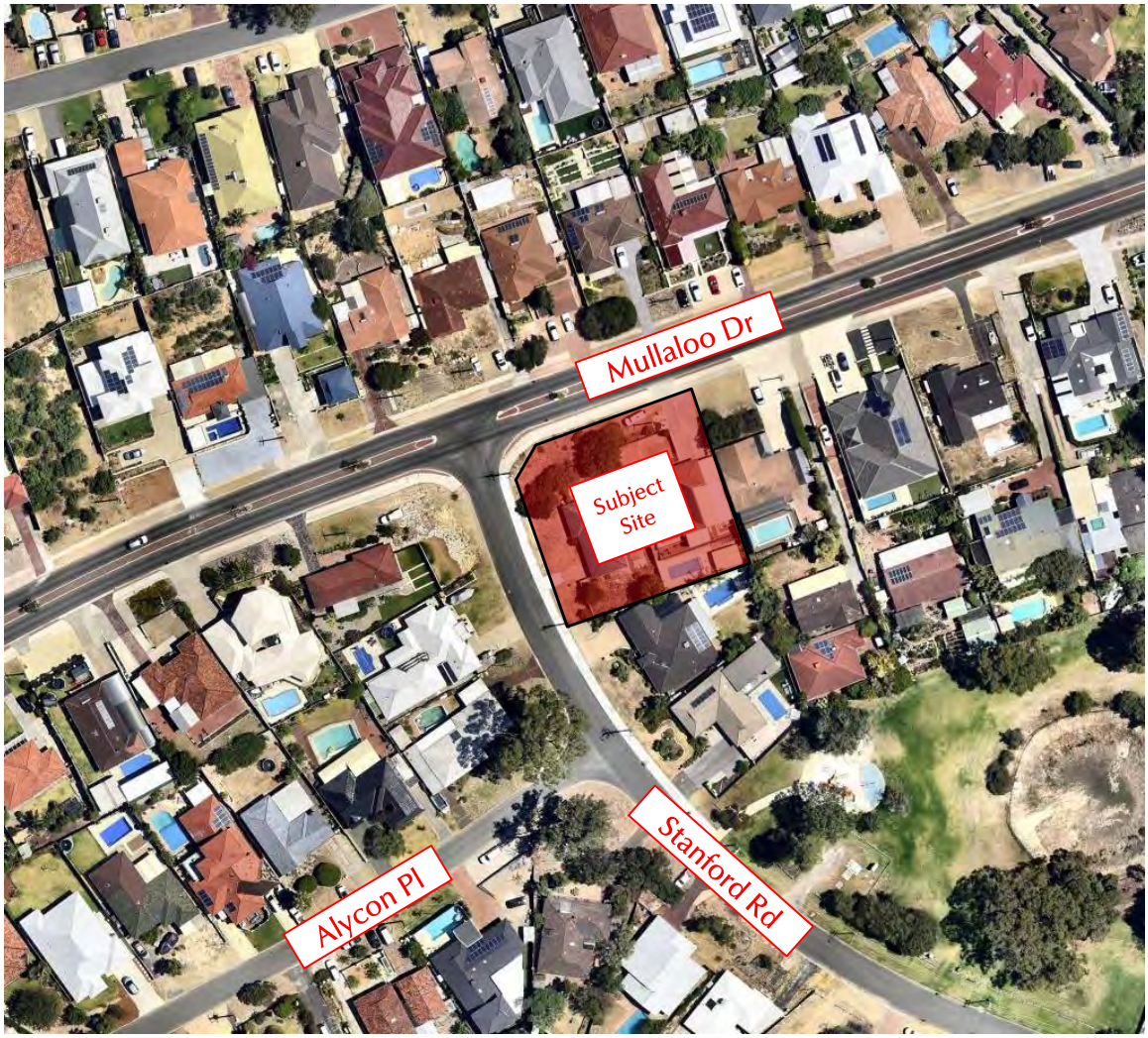


Figure 1: Location of the subject site

2.0 Proposed Development

The development application is for a childcare centre to be located at Lot 643 (No.20) Stanford Road and Lot 642 (No.104) Mullaloo Drive, Kallaroo in the City of Joondalup.

The proposed CCC has been designed to accommodate up to 80 children and 16 staff members.

Vehicle access and egress to the subject site will be via the existing full movement crossover on Stanford Road, which will be modified to provide convenient vehicular access to the site.

According to the proposed development plan attached in Appendix A, the proposed CCC would provide a total of 26 on-site car parking bays inclusive of one ACROD bay.

A bin store is provided at the south-eastern corner of the parking area. Deliveries and waste collection will be accommodated within the site. Waste collection will be undertaken by a private contractor and will occur outside peak operating hours of the CCC or when the facility is closed.

A copy of the proposed development plans are included in Appendix A.

3.0 Vehicle Access and Parking

3.1 Access

Figure 2 shows the location of existing crossovers and **Figure 3** shows the location of the proposed development crossover. Currently there are two crossovers servicing the subject site; one on Mullaloo Drive (crossover 1) and one on Stanford Road (crossover 2).

Vehicular access to the subject site will be provided via the existing crossover on Stanford Road which will be widened/modified to provide convenient vehicular access to the site.

Figure 2: Location of existing crossovers

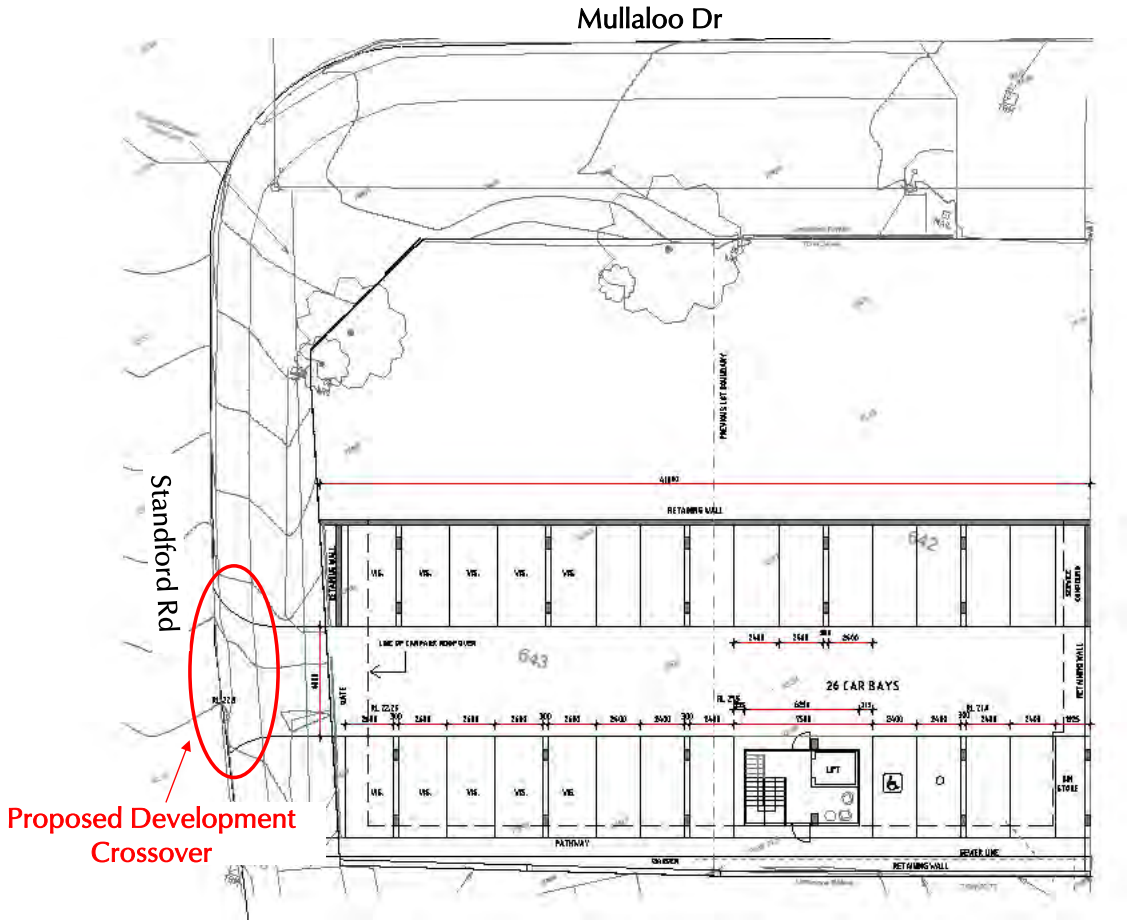


Figure 3: Location of proposed development crossover

3.2 Parking Supply and Demand

According to the City of Joondalup District Planning Scheme No.2, the parking provision applicable to the proposed CCC is:

- 1 per employee plus 10 per 73 - 80 children

The proposed CCC has been designed to accommodate up to 80 children and 16 staff members. Accordingly, the City's policy indicates that a total of 26 bays should be provided for the proposed CCC.

The proposed development provides a total of 26 parking bays inclusive of an ACROD bay on site. Therefore, the proposed parking supply meets the requirement of the City's Policy and is sufficient to carter for the needs of the proposed CCC.

4.0 Provision for Service Vehicles

A bin store is located at the south-eastern corner of the car parking area as shown in the proposed development plan in Appendix A.

Waste collection and delivery activity will be accommodated within the site. A private contractor will be assigned to undertake waste collection and will utilise trucks of suitable size and height.

The waste collection truck will enter the site via the Stanford Road crossover in forward gear, turn around within the site and reverse to the bin store area for the waste collection and then exit via the same crossover in forward gear. Turn path analysis carried out in Appendix B confirms satisfactory movements of a waste collection truck up to 8.0m in length in the parking area.

It is expected that the child care centre will generate a small volume of service vehicle traffic primarily associated with the deliveries for the child care centre. It is recommended that smaller vehicles such as vans should be used for deliveries.

The onsite service and waste collection activities will take place when the facility is closed or outside peak operating periods to ensure the parking area is available for vehicle manoeuvring, loading and unloading activities with no disturbance to the operation of the centre.

5.0 Hours of Operation

The proposed child care centre is proposed to operate during weekdays between 6:30AM to 6:30PM Monday to Friday.

6.0 Traffic Volumes

6.1 Existing Development Trip Generation

The subject site is currently occupied by two residential dwellings and for the purpose of this assessment they are assumed to generate negligible traffic volumes.

6.2 Proposed Development Trip Generation

In order to establish an accurate traffic generation rate for the proposed child care centre, traffic count surveys undertaken by Transcore at similar centres in the Perth metropolitan area were sourced.

Discussions with the respective centre managers revealed that the peak drop-offs and pick-ups for each of these centres occur between the hours of 7:00AM– 10:00AM and 3:00PM–6:00PM.

From the total number of children at each of the centres on the surveyed days, the following average generation rates were established for the morning and afternoon surveyed periods:

- 7:00AM–10:00AM: 1.58 trips per child (52% in / 48% out); and,
- 3:00PM–6:00PM: 1.67 trips per child (47% in / 53% out).

From this information, the traffic generation rate for the combined period of 7:00AM–10:00AM and 3:00PM–6:00PM was calculated as 3.25 trips per child. To convert this figure to a daily generation rate, this figure was increased to 3.5 trips per child to account for any trips outside of the surveyed times. It was assumed that the daily in and out split for vehicle trips was 50/50.

Furthermore, the following peak hour generation rates were established from the surveys for the Child Care Centres:

- AM peak hour: 8:00AM – 9:00AM: 0.75 trips per child (52% in / 48% out); and,
- PM peak hour: 4:30PM – 5:30PM: 0.49 trips per child (43% in/ 57% out);

Comparison of the six-hour generation rates and the peak hour generation rates confirms that the distribution of traffic from these centres is spread over the peak periods and that full concentration of traffic does not occur in the peak hour. The AM peak hour represents 47% of the 3-hour AM peak period traffic generation and the typical school PM and road network PM peak hours represent 36% and 29% of the 3-hour PM peak period traffic generation, respectively. As such, childcare centres operate quite differently to schools as their peak period is spread out.

Accordingly, the following number of trips was estimated for the proposed child care centre, assuming a maximum scenario of 80 children being present (i.e. centre at full capacity):

- AM peak hour: 60 trips generated (32 in / 28 out);
- PM peak hour: 40 trips generated (18 in / 22 out); and,
- Daily traffic generation: 280 trips generated (140 in / 140 out).

6.3 Traffic Flow

Driveway access to the CCC is provided on Stanford Road, so all of the development generated traffic would arrive/depart to and from the site via Stanford Road and then dissipate throughout the surrounding road network.

As with similar centres, an overwhelming majority of patrons would originate from within the local area with only a marginal number of patrons arriving from afar.

Hence, based on the general spatial distribution of existing and future residential developments in the immediate area, permeability of the local road network and the assumption that all traffic attracted to the proposed child care centre would arrive/depart via Stanford Road, the child care centre's traffic distribution adopted for this analysis is as follows:

- 40% to/from the east of Mullaloo Drive;
- 40% to/from the west of Mullaloo Drive; and,
- 20% to/from the south of Stanford Road.

Figure 4 illustrates trip generation and traffic distribution over the local road network for the proposed Centre.

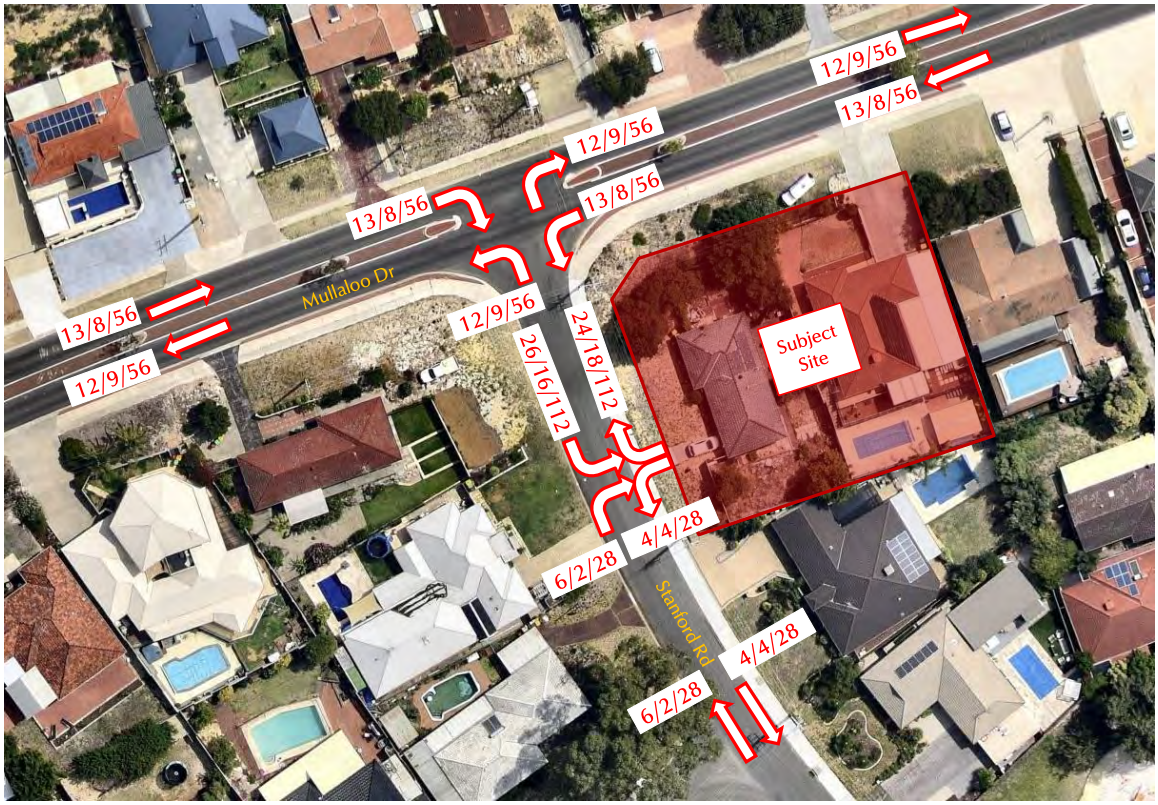


Figure 4: Estimated traffic movements for the proposed CCC
AM peak/ PM peak /total daily trips

6.4 Impact on Surrounding Roads

The WAPC Transport Impact Assessment Guidelines (2016) provides guidance on the assessment of traffic impacts:

"As a general guide, an increase in traffic of less than 10 per cent of capacity would not normally be likely to have a material impact on any particular section of road but increases over 10 per cent may. All sections of road with an increase greater than 10 per cent 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 around 10 per cent of capacity. Therefore, any section of road where development traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis."

It is clear that the traffic increase from the proposed child care centre development would be significantly less than the critical threshold (100vph per lane). As detailed in **Section 6.2**, the proposed development will not increase traffic on any lanes on the surrounding road network by more than 100vph, therefore the impact of the development traffic on the surrounding road network will not be significant and does not require further assessment.

7.0 Traffic Management on the Frontage Streets

Mullaloo Drive, north of the subject site is constructed as a single divided carriageway, two lane road with 2m wide red asphalt/landscaped median as shown in **Figure 5** and **Figure 6** . It features pedestrian paths on both sides of the road.

Mullaloo Drive is classified as a Local Distributor road in the Main Roads WA Functional Road Hierarchy and operates under the default built up area speed limit of 50km/h.

According to the recent traffic count data sourced from Main Roads WA website, Mullaloo Drive (west of Marmion Drive) carried an average weekday traffic flows of 8,777vpd with 3.3% of traffic being heavy vehicles in 2018/19. The morning and afternoon peaks were recorded between 8:00AM to 9:00AM and 4:30PM to 5:30PM with a total of 476vph and 726vph respectively.

Figure 5: Westbound view along Mullaloo Drive

Figure 6: Eastbound view along Mullaloo Drive

Stanford Road, west of the subject site, is constructed as a two-lane undivided road (one lane each way) featuring concrete shared path along the eastern verge of this road in the immediate vicinity of the subject site. (Refer **Figure 7** and **Figure 8** for more details).

Stanford Road is classified as an Access Road in the Main Roads WA Functional Road Hierarchy and operates under the default built up area speed limit of 50km/h.

Stanford Road forms T-intersections with Mullaloo Drive to the north and Coorong Place to the south.

Figure 7: Northbound view along Stanford Road

Figure 8: Southbound view along Stanford Road

8.0 Public Transport Access

Public transport services within the vicinity of the subject site are illustrated in **Figure 9**. This map shows that the subject site relies on indirect access to the available bus services that operate in the vicinity of the subject site.

The closest bus route is Transperth route 462 operating along Mullaloo Drive which turns to/from Centaur Street to the east of the subject site. This bus route runs from Joondalup Station to Whitford Station via Whitford City Shopping Centre and operates only on weekdays Monday to Friday. The nearest bus stop is on Centaur Street approximately 340m (5mins walking distance) east of the subject site.

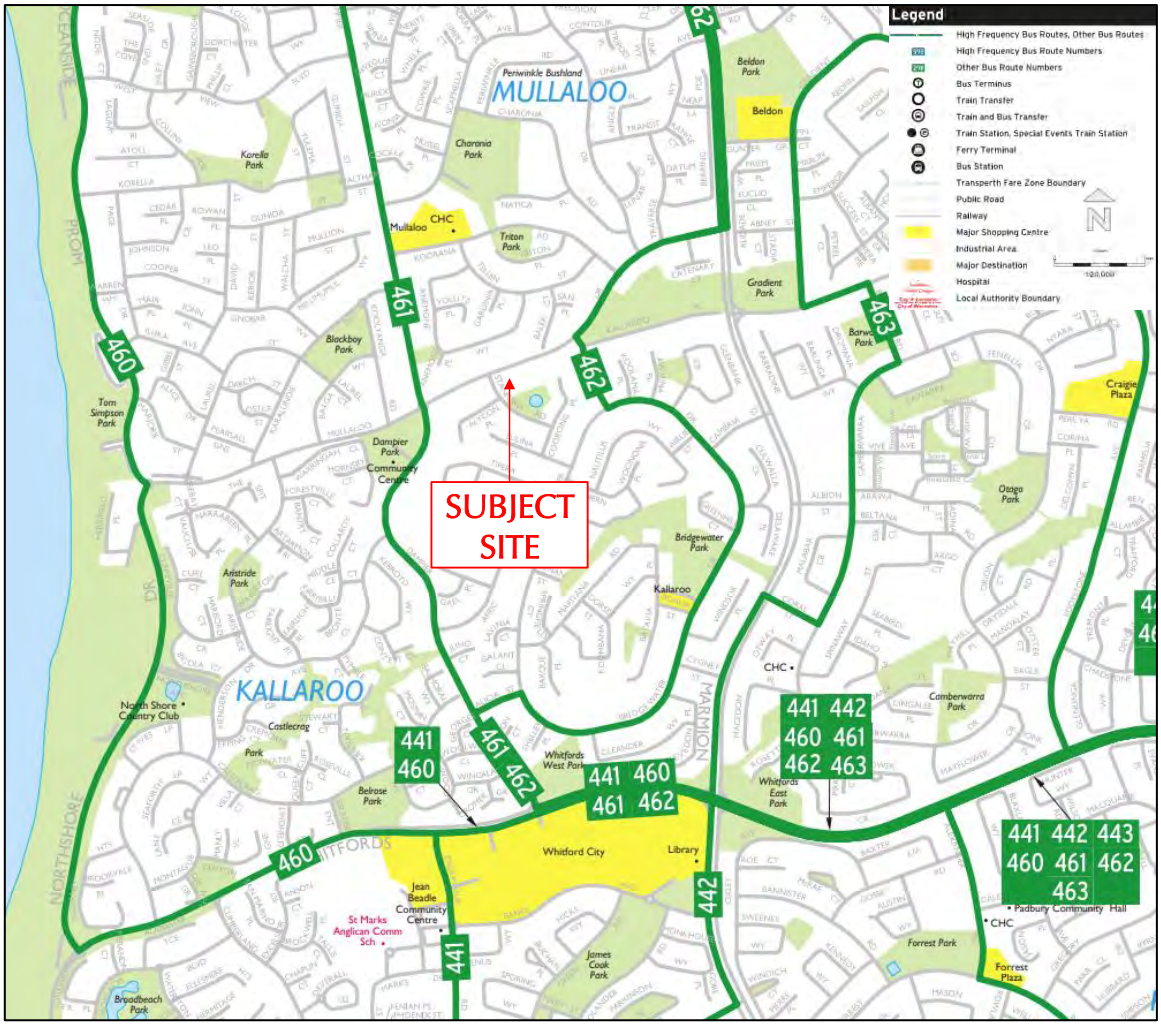


Figure 9: Public transport services (Transperth Maps)

9.0 Pedestrian Access

Pedestrian access to the proposed development is available directly from the existing footpath network on Mullaloo Drive and Stanford Road abutting the subject site.

10.0 Cycle Access

The Perth Bicycle Network Map illustrated in **Figure 10** shows that the subject site provides direct access for cyclists via the shared path along the southern side of Mullaloo Drive fronting the subject site.

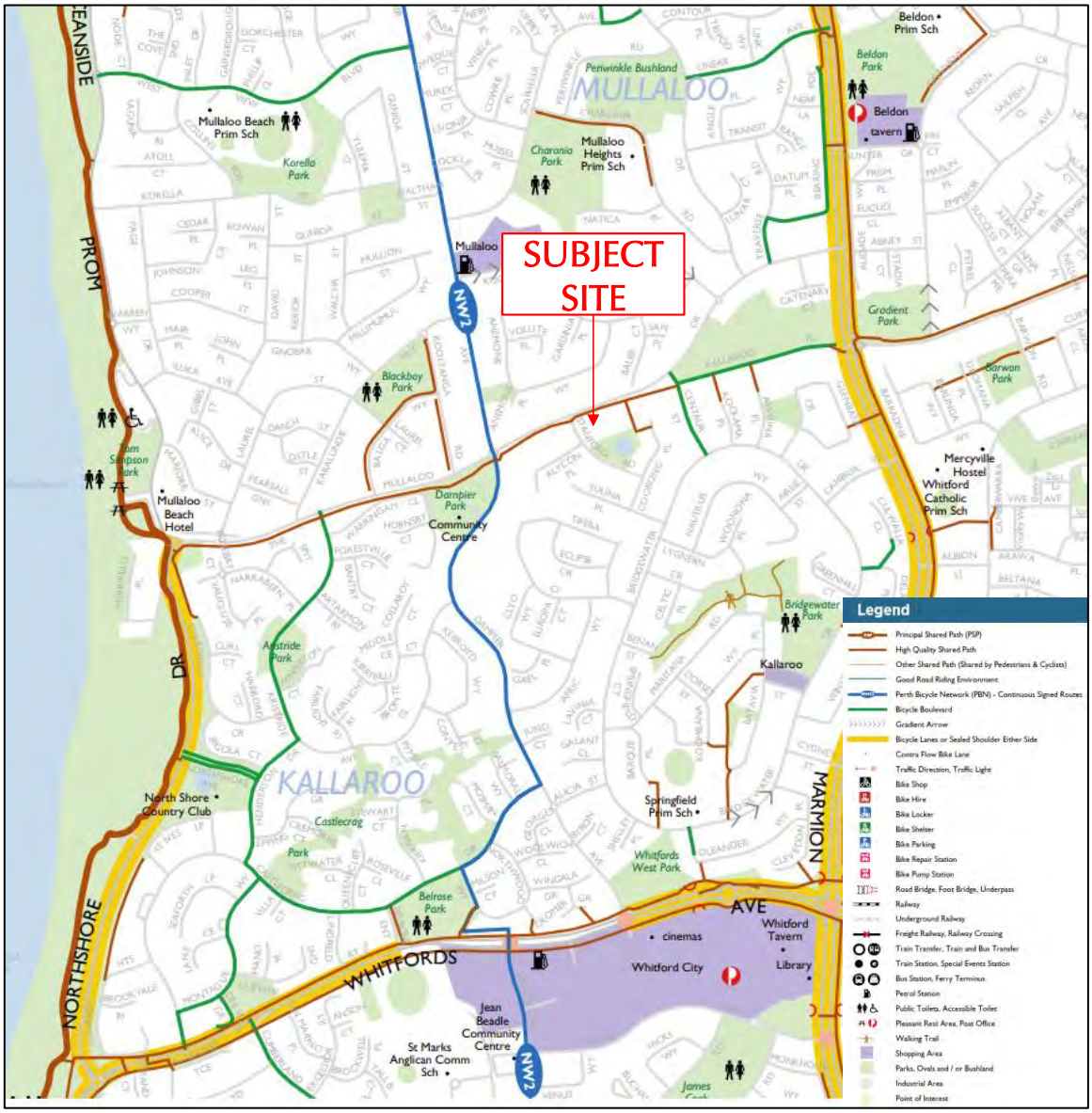


Figure 10: Extract from Perth Bicycle Network (Department of Transport)

11.0 Site Specific Issues

No site-specific issues have been identified for the proposed child care centre.

12.0 Safety Issues

No particular safety issues have been identified for the proposed child care centre.

13.0 Conclusions

This Transport Impact Statement (TIS) provides information on the proposed CCC development to be located at Lot 643 (20) Stanford Road & Lot 642 (104) Mullaloo Drive, Kallaroo, in the City of Joondalup.

The subject site is currently served by two existing crossovers; one on Mullaloo Drive (crossover 1) and one on Stanford Road (crossover 2). Vehicular access to the subject site will be via the existing crossover on Stanford Road, which will be modified, that leads directly to the under-croft parking area.

The proposed CCC is proposed to cater for 80 children and 16 staff members.

Based on the City's district planning scheme parking requirements, the proposed CCC requires a parking provision of 26 parking bays. The proposed development will provide a total of 26 parking bays inclusive of an ACROD bay on site. Therefore, the proposed parking meets the requirement of the City's Policy and is sufficient to cater for the needs of the proposed CCC.

Waste collection and delivery activity will be accommodated within the site. A private contractor will be assigned to undertake waste and will utilise trucks of suitable size and height to manoeuvre within the parking area. Turn path analysis carried out in Appendix B confirms satisfactory movements of a waste collection truck up to 8.0m in length in the parking area.

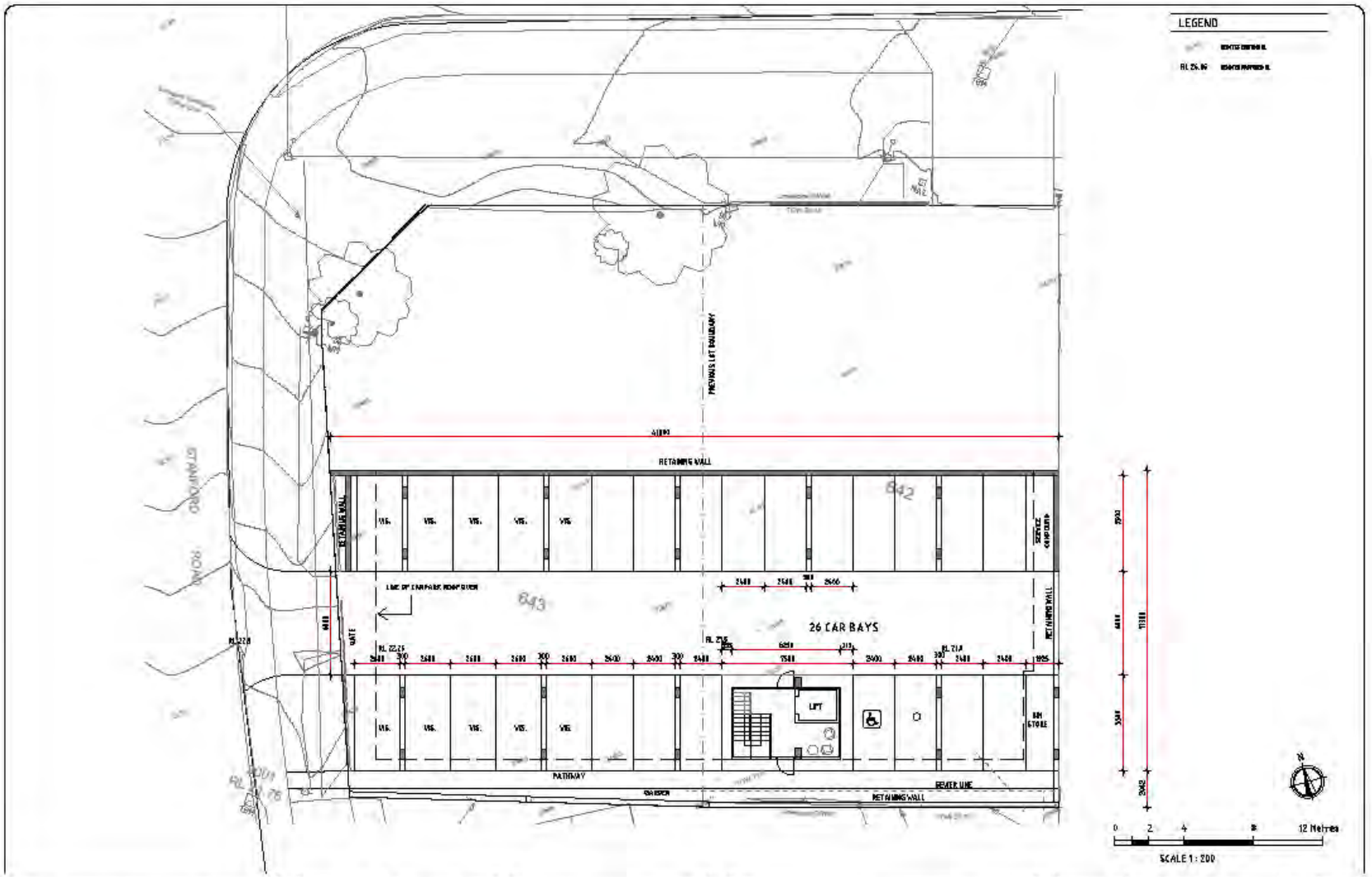
The traffic analysis undertaken in this report shows that the traffic generation of the proposed development is estimated to be in the order of 280 daily trips with 60 AM peak hour and 40 PM peak hour trips (total of both inbound and outbound movements) respectively. Accordingly, the traffic generation of the proposed development is relatively low and as such would not have a significant impact on the surrounding road network.

The site features good connectivity via the existing road network, path network and has convenient access to existing public transport services.

It is concluded that the findings of this Transport Impact Statement are supportive of the proposed child care centre.

Appendix A

PROPOSED DEVELOPMENT PLANS



LOT 643 (20) STANFORD ROAD
LOT 642 (104) MULLALOO DRIVE
KALLAROO

sph architecture + interiors

KEIKI EARLY LEARNING
KALLAROO

LOWER FLOOR PLAN

SCALE AT A3: 1:200	CAD FILE No:	DATE: MAY	DRN: OP	CKD: OP
PROJECT No: 418039	DRAWING No: A02		REVISION: B	

LOT 643 (2) STANFORD ROAD
LOT 642 (1 sph LOO DRIVE
KALLAROO

sph architecture + interiors

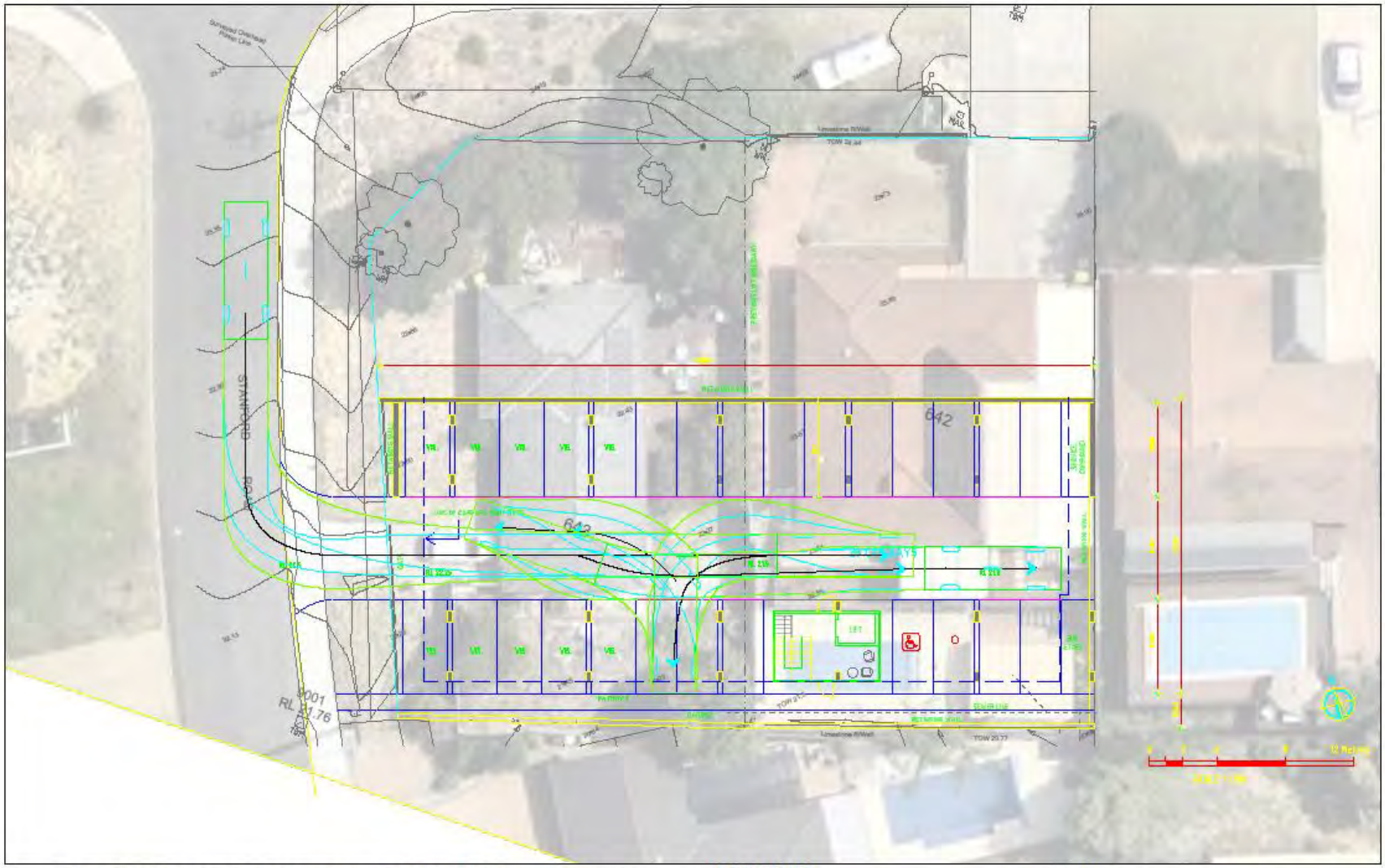
KEIKI EARLY LEARNING
KALLAROO

UPPER FLOOR PLAN

SCALE AT A3: 1:200	CAD FILE No:	DATE: MAY	DRN: OP	CKD: OP
PROJECT No: 418039	DRAWING No: A01		REVISION: B	

Appendix B

TURN PATH ANALYSIS



Lot 643 (20) Stanford Road & Lot 642 (104) Mullaloo Drive
8.0m Waste Collection Truck
Waste Truck Entry

LEGEND
Vehicle Body
Wheel Path

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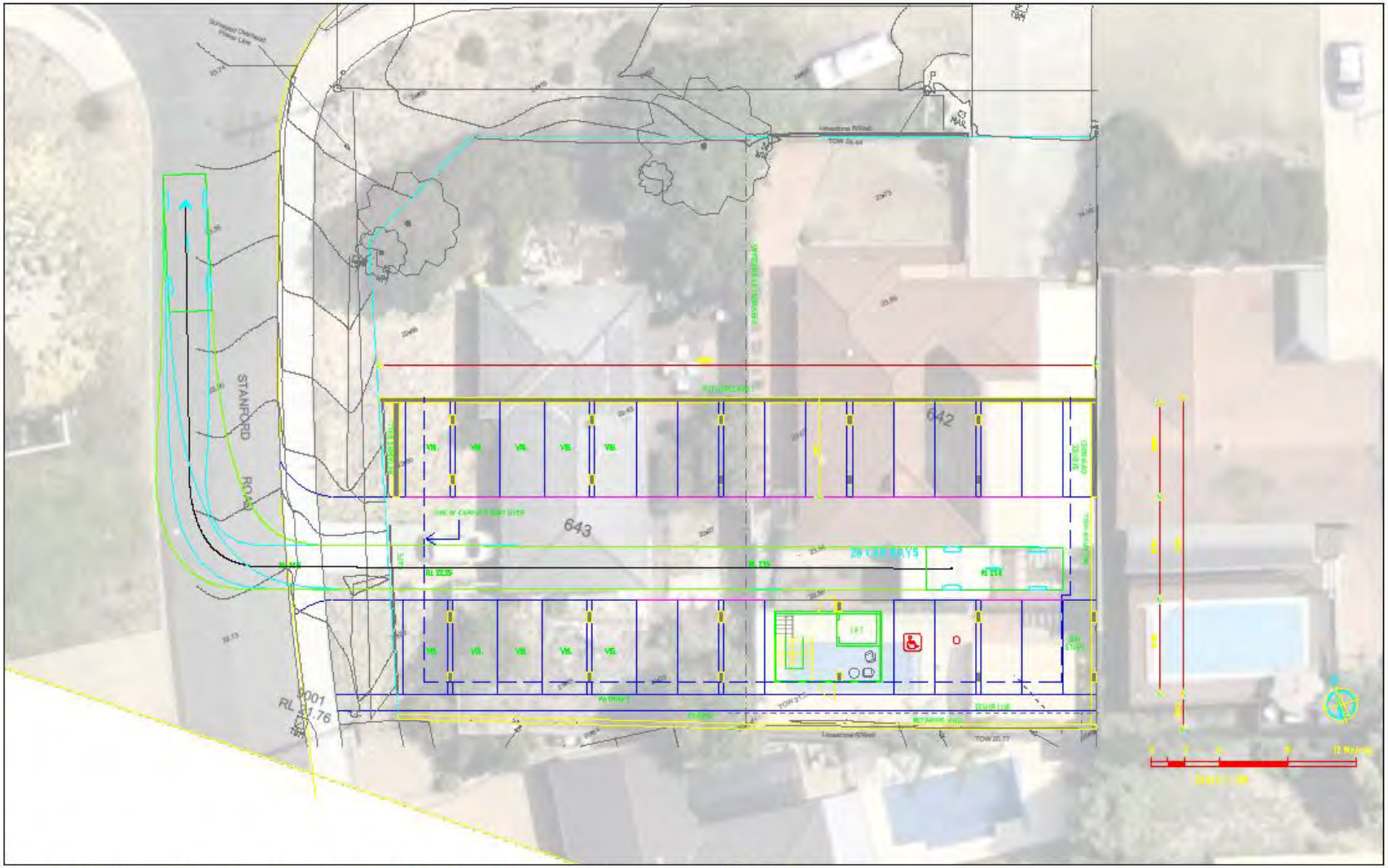
27/04/2021
Scale: 1:200 @ A3



Lot 643 (20) Stanford Road & Lot 642 (104) Mullaloo Drive
8.0m Waste Collection Truck
Waste Truck Exit

LEGEND
Vehicle Body
Wheel Path

t21.008.sk03a
27/04/2021
Scale: 1:200 @ A3

transcore

Waste Management Plan

Lot 642 (104) Mullaloo Drive & Lot 643 (20) Stanford Road, Kallaroo

Prepared for Keiki Early Learning

5 August 2021

Project Number: TW21085

DOCUMENT CONTROL

Version	Description	Date	Author	Reviewer	Approver
1.0	First Approved Release	5/08/2021	DP	DM	DP

Approval for Release

Name	Position	File Reference
Dilan Patel	Project Manager – Waste Management Consultant	TW21085-02_Waste Management Plan_1.0
Signature		

Executive Summary

Keiki Early Learning is seeking development approval for the proposed childcare centre located at Lot 642 (104) Mullaloo Drive & Lot 643 (20) Stanford Road, Kallaroo (the Proposal).

To satisfy the conditions of the development application the City of Joondalup requires the submission of a Waste Management Plan (WMP) that will identify how waste is to be stored and collected from the Proposal. Talis Consultants has been engaged to prepare this WMP to satisfy the City's requirements.

A summary of the bin size, numbers, collection frequency and collection method is provided in the below table.

Proposed Waste Collection Summary

Waste Type	Generation (L/week)	Bin Size (L)	Number of Bins	Collection Frequency	Collection
Bin Storage Area					
Refuse	1,666	1,100	One	Two times each week	Private Contractor
Recycling	1,666	1,100	One	Two times each week	Private Contractor

A private contractor will service the Proposal onsite utilising a low entry rear loader waste collection vehicle, directly from the Bin Storage Area. The private contractor's waste collection vehicle will enter and exit the Proposal in forward gear via Stanford Road.

The building manager/cleaners will oversee the relevant aspects of waste management at the Proposal.

Table of Contents

Tables

Figures

1 Introduction

Keiki Early Learning is seeking development approval for the proposed childcare centre located at Lot 642 (104) Mullaloo Drive & Lot 643 (20) Stanford Road, Kallaroo (the Proposal).

To satisfy the conditions of the development application the City of Joondalup requires the submission of a Waste Management Plan (WMP) that will identify how waste is to be stored and collected from the Proposal. Talis Consultants has been engaged to prepare this WMP to satisfy the City's requirements.

The Proposal is bordered by Mullaloo Drive to the north, residential developments to the east and west and Stanford Road to the south, as shown in Figure 1.

1.1 Objectives and Scope

The objective of this WMP is to outline the equipment and procedures that will be adopted to manage waste (refuse and recyclables) at the Proposal. Specifically, the WMP demonstrates that the Proposal is designed to:

- Adequately cater for the anticipated volume of waste to be generated;
- Provide adequately sized Bin Storage Area, including appropriate bins; and
- Allow for efficient collection of bins by appropriate waste collection vehicles.

To achieve the objective, the scope of the WMP comprises:

- Section 2: Waste Generation;
- Section 3: Waste Storage;
- Section 4: Waste Collection;
- Section 5: Waste Management; and
- Section 6: Conclusion.

2 Waste Generation

The following section shows the waste generation rate used and the estimated waste volumes to be generated at the Proposal.

2.1 Proposed Tenancies

The anticipated volume of refuse and recyclables has been calculated based on the total internal floor area (m^2) of the childcare facility, 476m^2.

2.2 Waste Generation Rates

The estimated amount of refuse and recyclables to be generated by the Proposal is based on the City of Melbourne's *Guidelines for Preparing a Waste Management Plan* (2017).

Table 2-1 shows the waste generation rates which have been applied to the Proposal.

Table 2-1: Waste Generation Rates

Tenancy Use Type	City of Melbourne Guidelines	Refuse Generation Rate	Recycling Generation Rate
Childcare Centre	Childcare	350L/week	350L/week

2.3 Waste Generation Volumes

Waste generation is estimated by volume in litres (L) as this is generally the influencing factor when considering bin size, numbers and storage space required.

Waste generation volumes in litres per week (L/week) adopted for this waste assessment are shown in Table 2-2. It is estimated that the Proposal will generate 1,666L of refuse and 1,666L of recyclables each week.

Table 2-2: Estimated Waste Generation

Childcare Centre	Floor Area (m^2)	Waste Generation Rate (L/week)	Waste Generation (L/week)
Refuse	476	350	1,666
Recycling	476	350	1,666
		Total	**3,332**

3 Waste Storage

To ensure that waste is managed appropriately at the Proposal, it is important to allow for sufficient space to accommodate the required quantity of bins within the Bin Storage Area. The quantity, size and design of the Bin Storage Area is described in the following sections.

3.1 Internal Bins

To promote positive recycling behaviour and maximise diversion from landfill, the Proposal will make provision for internal refuse and recycling bins for their separate disposal.

Waste from these internal bins will be transferred by staff/cleaners to the Bin Storage Area and deposited into the appropriate bins.

All bins will be colour coded and labelled in accordance with Australian Standards (AS 4123.7) to assist staff and cleaners to dispose of waste materials in the correct bins.

3.2 Bin Sizes

Table 3-1 gives the typical dimensions of standard bins sizes that may utilised at the Proposal. It should be noted that these bin dimensions are approximate and can vary slightly between suppliers.

Table 3-1: Typical Bin Dimensions

Dimensions	Bin Sizes			
	240L	360L	660L	1,100L
Depth (mm)	730	848	780	1,070
Width (mm)	585	680	1,260	1,240
Height (mm)	1,060	1,100	1,200	1,300
Area (mm^2)	427	577	983	1,327

Reference: SULO Bin Specification Data Sheets

3.3 Bin Storage Area Size

To ensure sufficient area is available for storage of the bins, the amount of bins required for the Bin Storage Area was modelled utilising the estimated waste generation in Table 2-2, bin sizes in Table 3-1 and based on collection of refuse and recyclables twice each week.

Based on the results shown in Table 3-2 the Bin Storage Area has been sized to accommodate:

- One 1,100L refuse bin; and
- One 1,100L recycling bin.

Table 3-2: Bin Requirements for Bin Storage Area

Waste Stream	Waste Generation (L/week)	Number of Bins Required			
		240L	360L	660L	1,100L
Refuse	1,666	4	3	2	1
Recycling	1,666	4	3	2	1

The configuration of these bins within the Bin Storage Area is shown in Figure 2. It is worth noting that the number of bins and corresponding placement of bins shown in Figure 2 represents the maximum requirements assuming two collections each week of refuse and recyclables.

Note: the waste generation volumes are best practice estimates and the number of bins to be utilised represents the maximum requirements once the Proposal is fully operational. Bin requirements may be impacted as the development becomes operational and the nature of the tenants and waste management requirements are known.

3.4 Bin Storage Area Design

The design of the Bin Storage Area will take into consideration:

- Smooth impervious floor sloped to a drain connected to the sewer system;
- Taps for washing of bins and Bin Storage Area;
- Adequate aisle width for easy manoeuvring of bins;
- No double stacking of bins;
- Doors to the Bin Storage Area self-closing and vermin proof;
- Doors to the Bin Storage Area wide enough to fit bins through;
- Ventilated to a suitable standard;
- Appropriate signage;
- Undercover where possible and be designed to not permit stormwater to enter into the drain;
- Located behind the building setback line;
- Bins not to be visible from the property boundary or areas trafficable by the public; and
- Bins are reasonably secured from theft and vandalism.

Bin numbers and storage space within the Bin Storage Area will be monitored by the building manager and cleaners during the operation of the Proposal to ensure that the number of bins and collection frequency is sufficient.

4 Waste Collection

A private contractor will service the Proposal and provide one 1,100L bin for refuse and one 1,100L bin for recyclables.

The private contractor will collect refuse and recyclables twice each week utilising a low entry rear loader waste collection vehicle.

The private contractor's waste collection vehicle will service the bins onsite, directly from the Bin Storage Area. The private contractor's waste collection vehicle will travel with left hand lane traffic flow on Stanford Road, turn into the Proposal in forward gear and pull up adjacent to the Bin Storage Area for servicing.

It is proposed that servicing will be conducted outside of normal operating hours to allow the waste collection vehicle to utilise the empty carpark for manoeuvring and mitigate impacts on local traffic movements during peak traffic hours.

The private contractor waste collection staff will ferry bins to and from the waste collection vehicle and the Bin Storage Area during servicing. The private contractor will be provided with key/PIN code access to the Bin Storage Area and security access gates to facilitate servicing, if required.

Once servicing is complete the private contractor's waste collection vehicle will exit in a forward motion, turning onto Stanford Road moving with traffic flow.

The above servicing method will preserve the amenity of the area by removing the requirement for bins to be presented to the street on collection days. In addition, servicing of bins onsite will reduce the noise generated in the area during collection. Noise from waste vehicles must comply with the Environmental Protection (Noise) Regulations and such vehicles should not service the site before 7.00am or after 7.00pm Monday to Saturday, or before 9.00am or after 7.00pm on Sundays and Public Holidays.

The ability for an 8.0m rear loader waste collection vehicle to access the Proposal in a safe manner has been assessed by Transcore.

4.1 Bulk and Speciality Waste

Bulk and speciality waste materials will be removed from the Proposal as they are generated. Removal of these wastes will be monitored by the building manager, who will liaise with staff and cleaners to assist with the removal of these wastes, as required.

Sanitary wastes will be collected in situ. A suitably qualified sanitary waste collection and disposal provider will be engaged to determine storage and collection requirements.

5 Waste Management

The building manager/cleaners will be engaged to complete the following tasks:

- Monitoring and maintenance of bins and the Bin Storage Area;
- Cleaning of bins and Bin Storage Area, when required;
- Ensure all staff/cleaners at the Proposal are made aware of this WMP and their responsibilities thereunder;
- Monitor staff behaviour and identify requirements for further education and/or signage;
- Monitor bulk and speciality waste accumulation and assist with its removal, as required;
- Regularly engage with staff to develop opportunities to reduce waste volumes and increase resource recovery; and
- Regularly engage with the private contractors to ensure efficient and effective waste service is maintained.

6 Conclusion

As demonstrated within this WMP, the Proposal provides a sufficiently sized Bin Storage Area for storage of refuse and recyclables, based on the estimated waste generation volumes and suitable configuration of bins. This indicates that an adequately designed Bin Storage Area has been provided, and collection of refuse and recyclables can be completed from the Proposal.

The above is achieved using:

- One 1,100L refuse bin, collected two times each week; and
- One 1,100L recycling bin, collected two times each week.

A private contractor will service the Proposal onsite utilising a low entry rear loader waste collection vehicle, directly from the Bin Storage Area. The private contractor's waste collection vehicle will enter and exit the Proposal in forward gear via Stanford Road.

The building manager/cleaners will oversee the relevant aspects of waste management at the Proposal.

Figures

P: PO Box 454, Leederville WA 6903 | A: 604 Newcastle St, Leederville WA 6007 | T: 1300 251 070 | W: www.talisconsultants.com.au

LEGEND

Site Layout

Cadastre

LOCALITY

0 2 4 6 km

LOCALITY PLAN

104 Mullaloo Drive
& 20 Stanford Road,
Kallaroo, WA 6025

Keiki Early Learning

N

0 10 20 30 m

Coordinate System: GDA 1994 MGA Zone 50
Projection: Transverse Mercator, Datum: GDA 1994
Scale @A3: 1:750

Prepared: W Robertson	Date: 19/07/2021
Reviewed: D Patel	Revision: A
Project: TW21085	

talis consultants

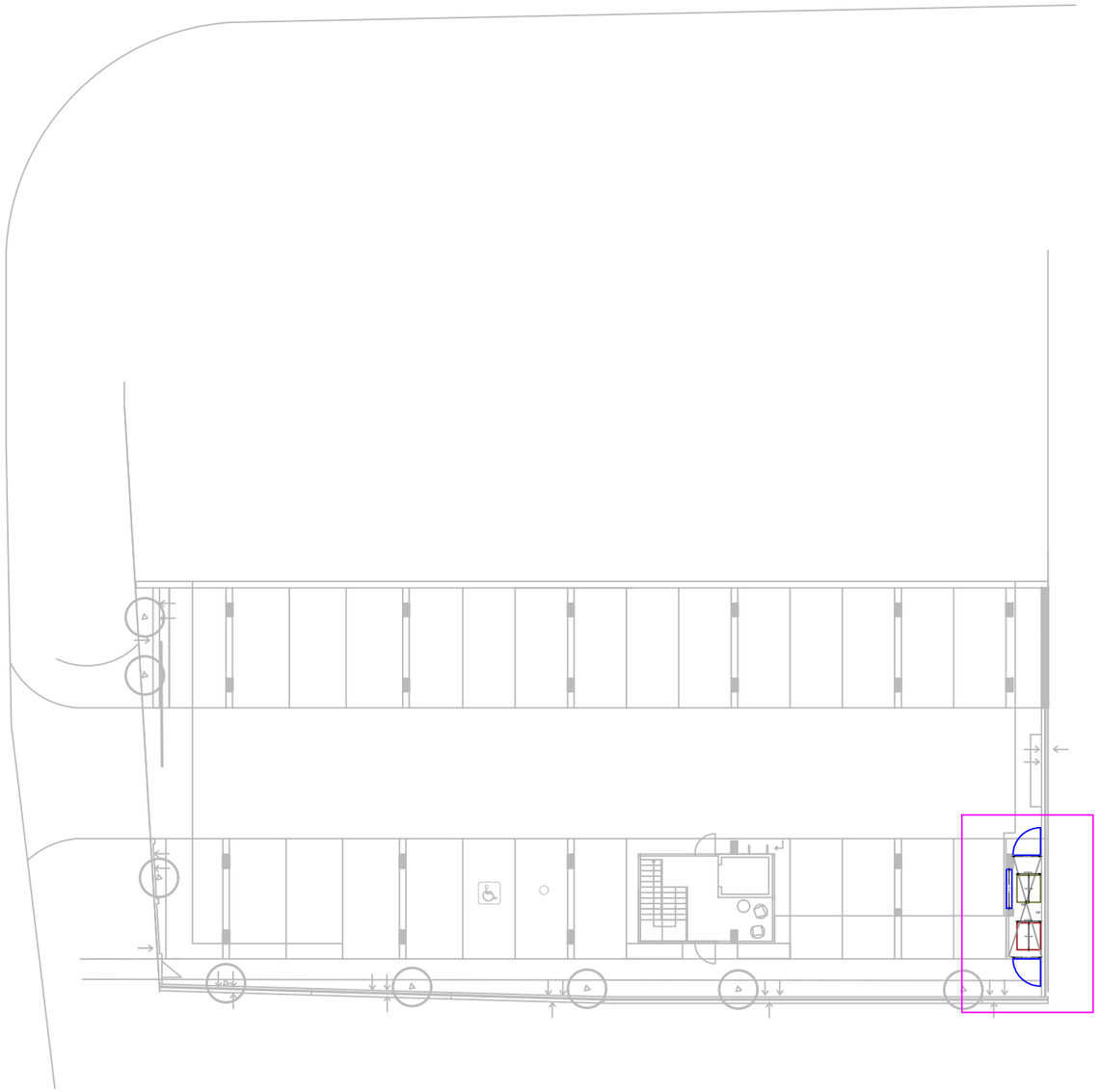
Figure 01

Data source: Roads - MRWA, 2020. Imagery: Landgate, 2020.

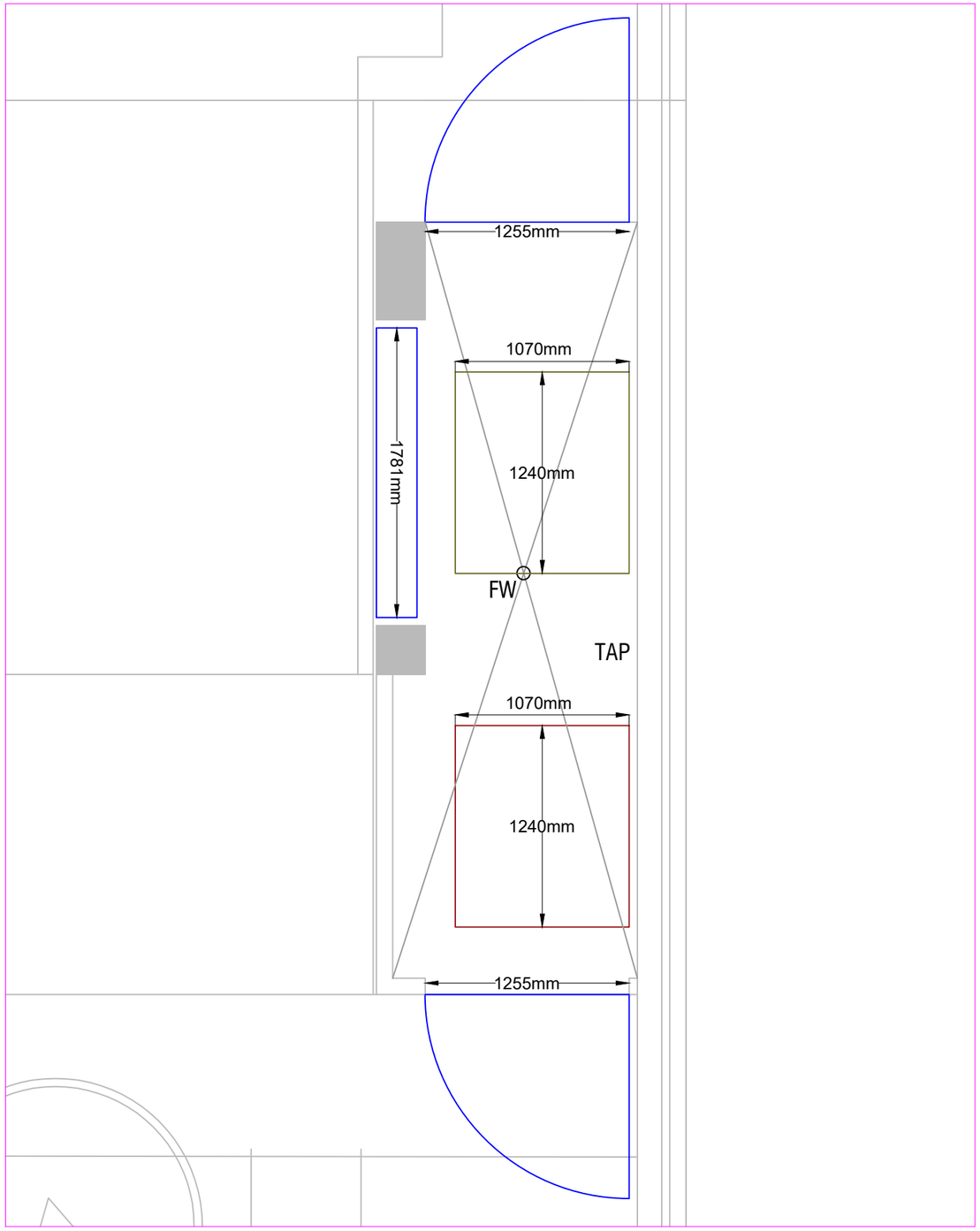
Document Path: \\server\talis\SECTIONS\Waste\PROJECTS\TW2021\TW21085 - Lot 642 (104) Mullaloo Drive & Lot 643 (20) Stanford Road, Kallaroo WMP\GIS\Maps\TW21085_01_Locality_RevA.mxd

MULLALOO DRIVE

STANFORD ROAD



Bin Storage Area



Legend:

Bin Storage Area

1 x 1,100L refuse (1,070mm x 1,240mm)

1 x 1,100L recycling (1,070mm x 1,240mm)

N

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PO Box 454, Leederville WA 6903

Client: Keiki Early Learning

NOTES

1. This drawing is the property of Talis Consultants Pty Ltd. It is a confidential document and must not be copied, used, or its contents divulged without prior written consent.
2. All levels refer to Australian Height Datum.
3. DO NOT SCALE, use figured dimensions only, if in doubt please contact Talis Consultants.

No.	Date	Drawn / Chkd	Amendment / Issue	App.
A	05/08/21	DP / DM	FIRST ISSUE	DP

Project: Lot 642 (104) Mullaloo Drive & Lot 643 (20) Stanford Road, Kallaroo

Title: Bin Storage Area

Drawn by:	DP	Job No:	TW21085
Checked by:	DM	File No:	TW21085DWG001
Approved by:	DM	Fig. No: 002	Rev: A
Scale:	NTS		
Date:	05/08/21		

Assets | Engineering | Environment | Noise | Spatial | Waste

Talis Consultants

Head Office
Level 1, 604 Newcastle Street,
Leederville
Western Australia 6007

PO Box 454,
Leederville
Western Australia 6903

NSW Office
5/62 North Street, Nowra
New South Wales, 2541

PO Box 1189, Nowra
New South Wales, 2541

P: 1300 251 070
E: info@talisconsultants.com.au

SUBMISSIONS AGAINST THE PROPOSAL		
Design element	**Issue raised**	**Applicant response**
Traffic	• There is inadequate road infrastructure to accommodate the increase in traffic volumes. The Traffic Impact Statement states there will be an extra 280 vehicles doing daily trips which increases the safety risk, particularly for children. • Increase in flow through traffic along Coorong, Alycon and Sulina Place. • Vehicle access point will cause congestion near the intersection. • Right turn likely difficult during peak traffic times due to congestion along Stanford Road. Visitors may be forced to turn at the end of the Alycon Place or Coorong Place cul-de-sac's due to unsafe turning areas along Stanford Road – proposal does not comply with 5.1.2 of the CCPLPP. • The Traffic Impact Statement uses outdated statistics. The WA Main Roads traffic data count is over two years old 2018/2019. • The 3 hour windows to drop off and pick up seem too wide and unrealistic. The drop off time will most likely be from 7.00am-8:30am instead of 7.00am-10.00am as the report states. • The note in Section 6.4 of the Traffic Impact Statement in reference to traffic flow, should not apply to Stanford Road. As stated in Austroads (Austroads Guide to Traffic Management, Part 3, Traffic Studies and Analysis (2009), the 100vph threshold equates to around 10% of the mid-block capacity of an urban arterial lane. This is not applicable to a residential	As confirmed by Transcore, the project traffic engineers: • The increase in traffic volumes resulting from this proposal is less than 100 vehicles in the peak hour and is within the capacity, function and standard of the surrounding roads. • The separation distance between the Stanford Road crossover and the Mullaloo Drive intersection satisfies the requirements of the relevant Australian Standards. • There is no evidence of congestion on Stanford Road. Vehicles associated with the development will simply turn in and out of the crossover as normal and therefore there is no need for this traffic to traverse on Alycon Place or Coorong Place. The development fronts Mullaloo Drive which is a local distributor road. • The traffic data used for the traffic assessment is the latest available and there is no reason for this traffic data to have changed significantly. • The pick up and drop off periods used in the assessment is based on information provided by centre operators and surveys undertaken at childcare centres. This has been widely accepted as being the operational norm for such facilities. • The assertion regarding Austroads standards is incorrect.

	access road. The TIA has failed to assess the impact of the development on traffic for Stanford Road. • The traffic assessment failed to assess accurately the impact to the intersection of Stanford Road and Mullaloo Drive as required by WAPC Transport Impact Assessment Guidelines (Vol 4 – Individual Developments, August 2016). • As calculated by the report, the intersection traffic flows during peak hours will increase by 10% as 80% of childcare traffic will turn into Stanford Road via Mullaloo Road. It is irrelevant that 40% of traffic will turn either from the left or right off Mullaloo Drive- it equals 80% of traffic turning into Stanford Road. • WAPC TIA statement, "an intersection would generally be considered to be materially affected if flows on any leg increase by more than 10% or any individual movement by more than 20%".	• Due to the anticipated traffic generation of the centre (less than 100 vehicles in the peak hour), a Transport Impact Statement is the correct type of assessment due to a 'moderate' impact to the road network. Therefore, no intersection assessment is required in accordance with the WAPC guidelines.
Parking and access	• Notes 3.5 of Planning Bulletin 72/2009 (PB 72/2009) – parking areas should be located in the front of the building or clearly visible and easily accessible. Empty car bays within the undercroft are not easily visible from the street. • 10 visitor bays is not adequate for 80 children, especially during peak operation times. Applicant should be providing an oversupply to mitigate the safety issue that will arise if parents have to reverse out onto Stanford Road. Inadequate parking will result in customers parking along the street and verges which will reduce streetscape amenity and safety • Application does not consider that drop offs/pickups can take up to 10 minutes, the parking available is insufficient for this type of drop off.	• The car park is directly accessed from the street and is visible to vehicles from Stanford Road. There will be directional signage next to the car park entry to further enhance legibility. • The proposed development provides a compliant number of parking spaces for both visitors and staff as required by the City's Child Care Premises LPP. On this basis, no parking congestion issues are anticipated. • It is important to note that child care centres operate quite differently to schools, in that parents arrive over a spread out period in the morning and afternoon, rather than all at once. This is because parents use centres based on their own requirements and schedules, whilst schools have

	• It is unlikely that staff will commute via public transport or bicycle, therefore more parking will be required. • Access is from an access road, not a local distributor road as per the CCPLPP. • CCPLPP states that only under 'exceptional circumstances' may vehicle access be considered from an access road – applicants' justification is not considered a 'exceptional circumstance'. • Stanford Park will become a place for casual parking which will impact the newly constructed path along Stanford Road. • Footpath along Stanford Road is the main pedestrian access to Stanford Park which is used by many members of the community, a commercial building with high vehicular movements crossing this footpath is a hazard.	a single start and finish time. Because of this, the visitor parking spaces generally have a high turnover and congestion is reduced. • The City's Child Care Premises LPP promotes childcare facilities along Local Distributor Roads, which is achieved by the proposal. In this instance, access to the Local Distributor Road would result in an undesirable design outcome whilst providing a crossover to Stanford Road would result in minimal impact to the road network and minimal impact to the properties adjacent to the site. These circumstances are considered to appropriately justify the approach taken.
Land Use	• Residentially dominated area. This use should only be considered in a commercial zone. • Will set a precedent for more commercial land uses in this quiet residential area which will change the suburban feel. • The proposed land use will have significant amenity impacts on adjoining residential properties, therefore not meeting the objectives of the CCPLPP.	• Child Care Premises is a 'D' discretionary use in the Residential zone and is therefore capable of approval at the discretion of the decision-maker. In this instance, discretion is warranted and the application is considered to have sufficient merit for approval. • Precedent is not a standalone reason to approve or refuse development. In accordance with the principles of orderly and proper planning, each application must be considered on individual merit having regard for specific circumstances. • The proposed development will not create unacceptable impacts to adjoining properties, noting: - The traffic assessment, prepared in accordance with WAPC Guidelines, has

		demonstrated a 'moderate' level of impact to the road network. - The acoustic assessment has demonstrated compliant noise levels at nearby receivers at all times. - The layout, configuration, size, and positioning of proposed buildings does not create an unacceptable level of impact to the adjoining properties.
Hours of Operation	• Operating hours 30 minutes in excess of both opening and closing times as specified in the CCPLPP. • There is no Operational Manual included with the application, so it is unclear if the requested hours are operational hours or opening hours.	• The proposed development would operate between 6:30am and 6pm on weekdays, which represents a minor 30 minute variation to the opening time specified under the LPP. This has been suitably justified in the supporting planning report and acoustic assessment.
Service Vehicles	• Waste collection after hours will cause further disturbance to the neighbourhood. Will waste collection be before 6am or after 7pm? • What will happen if bays are not vacant as shown in TIS? Waste vehicle reversing out onto Stanford Road is a safety issue and will create a lot of beeping noises.	• A waste management plan has been prepared at the request of the City, which confirms waste collection will occur when the facility is closed. Waste collection must be undertaken within the periods prescribed by the *Environmental Protection (Noise) Regulations 1997*. • As demonstrated by the traffic assessment produced in support of the proposal, waste collection vehicles will enter and exit the car park in forward gear. Therefore, no waste vehicle will be reversing onto Stanford Road.
Design	• The building is over height which significantly impacts the amenity (visual and shadow impact) of the adjoining properties.	• The proposed pitch roof height and external wall heights comply with the maximum 9m and 6m heights required by the LPP.

	• The primary street setback variation will impact the streetscape amenity along Mullaloo Drive. • It is an unattractive commercial looking building in a residential area. It is not in keeping with the predominately single storey residential properties. • The windows are 1.6m sill height which may be compliant, but the average Australian is 172cm. Most people will be able to see into the adjoining southern properties back yard and pool area. • The proposal does not meet setback requirements to the south which further exacerbates the overlooking and overshadowing impact. • The schematic 3D image of the Stanford Road elevation is different to the elevation drawing – location of signage etc.	• A minor primary street setback variation is proposed, associated with the eastern building. The setback would not have a negative streetscape impact, noting: - The building is designed in an attractive and sensitive manner and presents well to the street. - The proposed setback is not out of character with the setback of other nearby buildings along Mullaloo Drive. - The building is substantially screened from the east by existing vegetation within the front setback area of Lot 641 and also by the dwelling on Lot 641. • The building is single storey in scale and includes an undercroft lower level which responds to the site's significant slope. It is noted that the locality is not only characterised by single storey buildings, there are also double storey buildings in the vicinity of the development site. • The building is designed to a high architectural standard in a residential manner with soft colour tones and domestic style materials. It is worth noting the architectural design approach as viewed from the street was generally supported by the City's Design Reference Panel. • With regard to the southern setback variation, it is noted that the majority of the variation is located opposite the driveway and garage of adjoining Lot 644.

		• The use of highlight windows is a compliant approach under the R-Codes and widely accepted method of achieving acceptable visual privacy to adjoining sites. Overlooking is not a material issue for this proposal. • With regard to overshadowing, it is important to recognise that approximately 87sqm of the shadow area falls over the front setback area, garage, and roof of the adjoining property. Therefore, the extent of the overshadowing impact is diminished.
Location	• Large commercial child care development should not be permissible adjoining any residential properties. The site is not adjacent to non-residential uses therefore does not meet the location criteria in the CCPLPP. • The proposal does not meet the objectives of the CCPLPP since its location has an adverse impact on the southern adjoining residential property by way of overshadowing, loss of privacy, increase in noise (commercial development adjoining a residential property's primary outdoor living area) and light pollution from the undercroft parking area. • Notes Planning Bulletin 72/2009 – location is not appropriate due to the following: o The site is not strategically located as there is a new child care premises being constructed within 500 metres of this proposal on Koorana Road. o Site is not serviced by public transport. o Not appropriate from a safety point of view since its sole access is from an access road which is not permitted under the CCPLPP.	• The proposed early learning centre would have a capacity of 80 children. Whilst the site is not directly adjacent to non-residential properties, it is in close proximity to a number of community facilities and is located along a Local Distributor Road. The site location is considered to be acceptable as the facility will be highly accessible to the locality in which it is located and would not create an unacceptable level of impact to adjoining properties. • Refer to earlier comments regarding overshadowing and privacy. With regard to noise, the development has been assessed by an acoustic consultant and compliance with the *Environmental Protection (Noise) Regulations 1997* is demonstrated at all times. • All external lighting associated with the development must meet the relevant Australian Standards with regard to obtrusive effects of outdoor lighting. Additionally, it is relevant to note the facility would operate from 6:30am to 6pm and

	○ Site is not a sufficient size and dimension to accommodate a development of this scale without affecting the amenity of the surrounding residential properties – development does not meet primary street, lot boundary setbacks, building height and overshadowing requirements. • Alternative unoccupied spaces exist in the local area that offer better alternatives to Stanford Road.	the car park would be closed outside of these times. • The traffic assessment prepared for the proposal demonstrates an insignificant impact on the surrounding road network and no inherent safety issues associated with the proposed access.
Demand	• Already a child care premise on Bridgewater Drive and an approved child care premises within 500 metres of this proposal on Koorana Road. Surrounding child care centres are not at capacity. • Notes 3.8 of PB 72/2009 – applicant is required to prove the commercial need for the premise since it has an obvious impact on the amenity of adjoining residential properties. Applicant has not justified the social need for this development. • The realestate.com website shows that over 86% of the demographic in Kallaroo and Mullaloo consist of mature and/or older couples and families and older residences.	• The perceived oversupply of a use or activity is not a relevant planning consideration. • Child Care Premises is a 'D' discretionary use in the Residential zone and its suitability for the site is determined based on an assessment against the applicable statutory planning framework.
Noise, smell and pollution	• Increased noise from undercroft parking, air conditioning, extractor fans, waste collection, increase traffic noise, daily operational noise and loud children. • The service compound, bin store and car parking areas will generate significant noise and adjoin the eastern and southern properties primary outdoor living areas. • Fumes from vehicles in undercroft carpark will have an undue health impact. • The noise levels may not exceed permitted noise levels, but further consideration and mitigation methods should be	• The proposed development is supported by an acoustic assessment which has considered noise associated with outdoor play, car parking, and air conditioning. The acoustic assessment has demonstrated compliance with the Noise Regulations and has been accepted by the City's health department. • The undercroft car park is open on three sides and will be naturally ventilated. No evidence has been presented to demonstrate a health impact would arise from vehicle utilising the car park.

	provided since this is a commercial development adjoining residential properties. • Recommendations within the Environmental Noise Assessment are not realistic, and the language is not enforceable i.e., crying children 'should' be taken inside the building. • Noise report shows that the noise of the air con will exceed night time limits of noise. Reduced capacity programming prior to 7.00am is not sufficient, staff will arrive prior to 7.00am. This needs to be addressed at the planning stage not building. • The smell from nappies and waste products will impact direct neighbours and will attract rodents to the area. • Environmental Noise Assessment notes that the fencing enclosure requires no gaps and a surface mass of greater than 8Kg/m^2. The current design has a mixture of solid brick wall and slatted fence, with Plexiglas with an unknown thickness or product only installed on the play areas. • The undercroft car park is partially enclosed on all three sides with openings between the building and the fence. With common westerly winds the undercroft will create a wind funnelling effect, permeating odour across the boundary. Suggestion to locate the bin store near the lift well to act as a wind break. • Impact of alarms if they were activated on the weekends or evenings.	• The facility's bin storage area is fully enclosed and would be serviced two times per week, and cleaned on a regular basis as set out within the waste management plan produced in support of the proposal. • All external fencing is designed consistent with the recommendations of the acoustic assessment. • The perceived impact of alarms is no different to a typical household which also has alarms.
Miscellaneous	• The residential tenancy vacancy rate is already below 1% in Kallaroo, meaning there's two less family homes available in the area. • 11 Councillors and the Mayor of Joondalup all voted to change the wording of the policy to stop Childcare Premises being	• The residential tenancy vacancy rate is not a matter addressed by the planning framework. • The development proposal is assessed against the local planning policy framework currently in force.

	located adjoining or opposite a residential property. This development is clearly unwanted and unwarranted. • Many concerns from the Joondalup Design Reference Panel (JDRP) have not been addressed – air con location, amenity/bulk impact on eastern and southern adjoining properties. • Application should not have been advertised because it lacks information. No waste management plan, noise management plan is unclear and unrealistic, TIS does not include data that is dated, rendering it irrelevant, no contingency plan for access to emergency vehicles in case of fire or muster point for evacuation. • The *Child Care Services (Child Care) Regulations 2006* advises that a maximum of 16 staff is not sufficient for 80 children. • The presence of a commercial property in a residential area will increase the risk of crime. • Decreased property value. • Are there any measures in place to reduce the risk of anti-social behaviour, graffitti on the boundary walls etc.	• The development is designed in accordance with the requirements of the *Education and Care Services Regulations 2012.* • The risk of crime is not a relevant planning consideration. Further, no evidence has been provided linking the proposed development to an increased risk of crime or antisocial behaviour. • Perceived impacts on property values are not a relevant planning consideration.

SUBMISSIONS IN SUPPORT OF THE PROPOSAL		
Design element	**Comment**	**Applicant response**
Demand	• Will attract young families into the area. • Great opportunity for the local area to grow, bring in new construction, ongoing jobs and also	• All comments are noted and agreed.

	provide an essential service which is in high demand. • High number of new families moving into the area – mothers and fathers are often seen walking newborns and toddlers in strollers in the morning. • Current wait times for child care centres are rather extensive. • The demographic is changing and the needs of the residents are changing, therefore the services provided within our area need to grow as well.	
Design	• The design of the building complements existing dwellings in the area. • Functional looking building.	• All comments are noted and agreed.

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

Energy efficiency

Environmentally sustainable design aims to reduce energy use through energy efficiency measures that can include the use of renewable energy and low energy technologies.

Do you intend to incorporate into your development:

- ○ renewable energy technologies (e.g. photo-voltaic cells, wind generator system, etc); and/or
- ☑ low energy technologies (e.g. energy efficient lighting, energy efficient heating and cooling, etc); and/or
- ☑ natural and/or fan forced ventilation

Water efficiency

Environmentally sustainable design aims to reduce water use through effective water conservation measures and water recycling. This can include stormwater management, water reuse, rainwater tanks, and water efficient technologies.

Does your development include:

- ○ water reuse system(s) (e.g. greywater reuse system); and/or
- ○ rainwater tank(s)

Do you intend to incorporate into your development:

- ☑ water efficient technologies (e.g. dual-flush toilets, water efficient showerheads, etc)

Materials efficiency

Environmentally sustainable design aims to use materials efficiently in the construction of a building. Consideration is given to the lifecycle of materials and the processes adopted to extract, process and transport them to the site. Wherever possible, materials should be locally sourced and reused on-site.

Does your development make use of:

- ○ recycled materials (e.g. recycled timber, recycled metal, etc)
- ☑ rapidly renewable materials (e.g. bamboo, cork, linoleum, etc); and/or
- ☑ recyclable materials (e.g. timber, glass, cork, etc)
- ☑ natural/living materials such as roof gardens and “green” or planted walls

Indoor air quality enhancement

Environmentally sustainable design aims to enhance the quality of air in buildings, by reducing volatile organic compounds (VOCs) and other air impurities such as microbial contaminants.

Do you intend to incorporate into your development:

- ☑ low-VOC products (e.g. paints, adhesives, carpet, etc)

‘Green’ Rating

Has your proposed development been designed and assessed against a nationally recognised “green” rating tool?

- ○ Yes
- ☑ No

If yes, please indicate which tool was used and what rating your building will achieve:

_____

_____

_____

If yes, please attach appropriate documentation to demonstrate this assessment.

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:

Further ESD elements will be determined and incorporated into the development at detailed design phase.

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

Further ESD elements will be determined and incorporated into the development at detailed design phase.

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: Alessandro Stagno **Contact Number:** 0416 672 501

Applicant's Signature: **Date Submitted:** 11/5/21

Accepting Officer's Signature:

Checklist Issued: March 2011