



Metro Outer Joint Development Assessment Panel Agenda

Meeting Date and Time: Tuesday, 14 September 2021; 9:30am
Meeting Number: MOJDAP/124
Meeting Venue: Via Zoom

To connect to the meeting via your computer - <https://zoom.us/j/96079807030>

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 - 960 7980 7030

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

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Attendance

DAP Members

Mr Ian Birch (Presiding Member)
Mr Tony Arias (A/Deputy Presiding Member)
Mr Justin Page (A/Third Specialist Member)

Item 8.1

Mayor Kevin Bailey (Local Government Member, City of Swan)
Cr Rod Henderson (Local Government Member, City of Swan)

Item 8.2

Cr Julie Brown (Local Government Member, City of Gosnells)
Mayor David Goode (Local Government Member, City of Gosnells)

Item 8.3

Cr Suzanne Thompson (Local Government Member, City of Joondalup)
Cr Nige Jones (Local Government Member, City of Joondalup)

Officers in attendance

Item 8.1

Mr Philip Russell (City of Swan)
Mr Jonathan Lendich (City of Swan)

Item 8.2

Ms Ashleigh Maple (City of Gosnells)
Mr Andrew Lefort (City of Gosnells)

Item 8.3

Mr Tim Thornton (City of Joondalup)
Mr Chris Leigh (City of Joondalup)

Minute Secretary

Ms Adele McMahon (DAP Secretariat)
Ms Megan Ventriss (DAP Secretariat)

Applicants and Submitters

Item 8.1

Mr Ben Carter (Pinnacle Planning)

Item 8.2

Mr Jarrod Ross (Taylor Burrell Barnett Planning)

Item 8.3

Mr Michael Wilcock (Taylor Burrell Barnett Planning)
Ms Anna Holloway (Insite Architects)
Ms Cathy Williams (Insite Architects)
Mr Walt Coulston (CK Development Services)
Mr Tim Reynolds (Herring Storer Acoustics)
Mr David Wilkins (i3 Consultants)
Mr Gabriel Wright (Insight Project Services)
Mr Trent Will (Taylor Burrell Barnett)



Mr Michael Clare (Taylor Burrell Barnett)
Mr Brett Dorney
Ms Michelle Sullivan-Davis
Ms Melaine Legg
Ms Suzanne Apps

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

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

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 13 September 2021.

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 8.3, received on 7 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

Member	Item	Nature of Interest
Mr Jason Hick	8.2	Pecuniary Interest – Mr Hick is a shareholder, Director and employee of Emerge Environmental Services Pty Ltd (trading as Emerge Associates).

7. Deputations and Presentations

- 7.1** Mr Brett Dorney presenting in support of the recommendation for the application at Item 8.3. The presentation will address the adverse impact that the proposed development will have on the amenity of the residents in the surrounding area.
- 7.2** Ms Michelle Sullivan-Davis presenting in support of the recommendation for the application at Item 8.3. The presentation will address presenting on behalf of Jenni and Dre Templar of 35B Woodford Wells Way. They are directly affected. I will be reviewing the traffic assessment report and parking compliance.
- 7.3** Ms Melaine Legg presenting in support of the recommendation for the application at Item 8.3. The presentation will address my household safety and privacy regarding the open stairwell on the boundary fence, the bin allocation and location, the bulk and scale of the development.
- 7.4** Ms Suzanne Apps presenting in support of the recommendation for the application at Item 8.3. The presentation will address the specific impact on 20 Woodford Wells Way of the proposed development. Review non-compliance/Review of other similar centres/Reasons for refusal
- 7.5** Mr Michael Willcock (Taylor Burrell Barnett) presenting against the recommendation for the application at Item 8.3. The presentation will address merits of the proposal, confirmation that issues have been addressed and the compliance of the development application, demonstrate that any impact on residential amenity will be very low

The City of Swan, City of Gosnells and 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 7 (23) Masonry Way, Malaga

Development Description:	Warehouse Development
Applicant:	Pinnacle Planning
Owner:	Marshall Safro Pty Ltd
Responsible Authority:	City of Swan
DAP File No:	DAP/21/02019



8.2 Lot 9027 Logistics Boulevard, Kenwick

Development Description: Industry - Noxious
Applicant: Taylor Burrell Barnett
Owner: MKSEA Pty Ltd
Responsible Authority: City of Gosnells
DAP File No: DAP/21/02015

8.3 Lot 667 (73) Kingsley Drive & Lot 666 (22) Woodford Wells Way &, Kingsley

Development Description: Child Care Premises
Applicant: Taylor Burrell Barnett
Owner: Ms Regina Fisher & Ms Sharon Reid
Responsible Authority: City of Joondalup
DAP File No: DAP/21/02016

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



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
DAP Application Number	DAP21/02019
Responsible Authority	City of Swan
Property Location	Lot 7 Masonry Way, Malaga

Presiding Member Authorisation

Presiding Member Name	Mr Ian Birch
Signature	
Date	10 September 2021
Response Due	13 September 2021; 2:00pm

Nature of technical advice or information required*

1	DAP query	Condition 1 refers to approved plans “together with any requirements and annotations detailed thereon by the City of Swan”. Have there been any requirements and annotations noted on the plans, if so please provide details.
	Response	No additional requirements or annotations have been noted on the plans.
2	DAP query	Condition 2. Outline the planning purpose of this condition, given the application is for a “warehouse”.
	Response	Condition 1 is a standard condition applied by the City on all approvals to ensure compliance with the approved plans and any requirements or annotations detailed thereon by the City.
3	DAP query	Condition 12 requires 1% contribution of the development construction value toward Public Art. Outline the planning purpose of this condition given the purpose of the application and the locality. Has the City utilised public art contribution funds within the locality.

* 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.

	Response	<p>The objective of local planning policy POL-LP-1.10 Provision of Public Art is to ensure that new development within the City makes a fair and reasonable contribution toward public artworks.</p> <p>The warehouse development proposes a maximum of 20 staff members on site and experiences a small number of visitors to the site (noting the development is primarily used for the receiving and distribution of goods).</p> <p>The City of Swan recognises there is significant community benefit in the provision of Public Art. Public Art has the potential to improve and enhance the wellbeing of people in the environments where they live, work and play by:</p> <ul style="list-style-type: none"> • Helping define notions and perceptions of a place that create and enhance cultural and community identity; • Promoting the wider role and contexts in which art can contribute to the social, environmental and collaborative fabric of society; • Improving the public experience of buildings and spaces; and • Contributing to cultural tourism by enhancing visitor experiences of a place. <p>In response to the second part of your question, the City has utilised public art contribution funds within the locality.</p>
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Direction for Further Services from the Responsible Authority

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

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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/21/02016
Responsible Authority	City of Joondalup
Property Location	Lot 667 (73) Kingsley Drive & Lot 666 (22) Woodford Wells Way &, Kingsley

Presiding Member Authorisation

Presiding Member Name	Mr Ian Birch
Signature	<i>Ian Birch</i>
Date	2 September 2021
Response Due	9 September 2021; 12pm

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/21/02016 and accompanying plans (Attachment 2) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> , and the provisions of the City of Joondalup <i>Local Planning Scheme No. 3</i> : 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.

	<ol style="list-style-type: none"> <li data-bbox="485 230 1423 360">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. <li data-bbox="485 398 1423 528">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. <li data-bbox="485 566 1423 629">4. The lots included shall be amalgamated prior to occupancy certification. <li data-bbox="485 667 1423 730">5. A maximum of 82 children and 12 staff on the premises at any one time. <li data-bbox="485 768 1423 934">6. The hours of operation for the centre shall be between 7:00am to 6.00pm Monday to Friday, and 8:00am to 1:00pm Saturdays. Child Care Centre staff shall not arrive at the centre before 6:30am and be off site by 6:30pm weekdays, and shall not arrive at the centre before 7.30am and be off site by 1.30pm Saturdays. <li data-bbox="485 972 1423 1267">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 <i>Environmental Protection (Noise) Regulations 1997</i>. The operation of the Child Care Premises shall then be carried out in accordance with the approved Noise and Operations Management Plan. <li data-bbox="485 1305 1423 1471">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. <li data-bbox="485 1509 1423 1742">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. <li data-bbox="485 1780 1423 2013">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.
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		<p>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.</p> <p>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:</p> <ul style="list-style-type: none"> a. Provide landscaping that discourages the parking of vehicles within the verge; b. Provide details of the play equipment and shade structures within the outdoor play area, incorporating minimum concrete or brick paved areas; c. Provide all details relating to paving and treatment of verges; d. Be drawn at an appropriate scale of either 1:100, 1:200 or 1:500; e. Show spot levels and/or contours of the site; f. Be based on water sensitive urban design principles to the satisfaction of the City; g. Be based on Designing out Crime principles to the satisfaction of the City; h. Show all irrigation design details. <p>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.</p> <p>14. 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.</p> <p>15. 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.</p> <p>16. All street fencing shall be visually permeable (as defined in the Residential Design Codes) above 1.2 metres from natural ground level.</p> <p>17. 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.</p>
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	<p>18. The signage shall:</p> <ul style="list-style-type: none"> a. not be illuminated; b. not include fluorescent, reflective or retro reflective colours; c. be established and thereafter maintained of a high standard <p>to the satisfaction of the City.</p> <p>19. All stormwater shall be collected on-site and disposed of in a manner acceptable to the City.</p> <p>20. All development shall be contained within the property boundaries.</p> <p>Advice Notes:</p> <p>1. The City of Joondalup <i>Local Planning Scheme No. 3</i> defines 'Child Care Premises' as:</p> <p><i>“premises where:</i></p> <ul style="list-style-type: none"> a. <i>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</i> b. <i>a child care service as defined in the Child Services Act 2007 section 4 is provided.”</i> <p>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.</p> <p>3. 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.</p> <p>4. The Construction Management Plan shall be prepared using the City's Construction Management Plan template which can be provided upon request.</p> <p>5. The Residential Design Codes define visually permeable as:</p> <p><i>In reference to a wall, gate, door or fence that the vertical surface has:</i></p> <ul style="list-style-type: none"> a. <i>continuous vertical or horizontal gaps of 50mm or greater width occupying not less than one third of the total surface area;</i> b. <i>continuous vertical or horizontal gaps less than 50mm in width, occupying at least one half of the total surface area in aggregate; or</i>
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		<p>c. a surface offering equal or lesser obstruction to view. as viewed directly from the street.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>9. Ventilation to toilets and any other room which contains a w/c must comply with the <i>Sewerage (Lighting, Ventilation and Construction) Regulations 1971</i>.</p> <p>10. Development to be set up and run in compliance with the <i>Food Act 2008</i> and the <i>Australia New Zealand Food Standards Code</i>. 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.</p> <p>11. There is an obligation to design and construct the development to meet compliance with the requirements of the <i>Environmental Protection Act 1986</i> and the <i>Environmental Protection (Noise) Regulations 1997</i>.</p>
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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	Brett Dorney
Company (if applicable)	Click or tap here to enter text.
Please identify if you have any special requirements:	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> 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	14 September 2021
DAP Application Number	DAP/124
Property Location	Lot 667 (73) Kingsley Drive and Lot 666 (22) Woodford Wells Way, Kingsley
Agenda Item Number	8.3

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 <input checked="" type="checkbox"/>
Is the presentation in support of or against the <u>report recommendation</u> ? (<i>contained within the Agenda</i>)	SUPPORT <input checked="" type="checkbox"/> AGAINST <input type="checkbox"/>
Is the presentation in support of or against the <u>proposed development</u> ?	SUPPORT <input type="checkbox"/> AGAINST <input checked="" type="checkbox"/>
Will the presentation require power-point facilities?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> If yes, please attach



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	<i>The presentation will address:</i> The adverse impact that the proposed development will have on the amenity of the residents in the surrounding area.
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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.

Development (Planning) Application for a Child Care premises at Lot 667 (73) Kingsley Drive and Lot 666 (22) Woodford Wells Way, Kingsley.

With reference to the MOJDAP/124 item 8.3 I wish to lodge an objection to the proposal and support the City Of Joondalup's rejection of the application.

I thank you for the opportunity to make a submission in regard to the planning application for a new child care premises at the above address. As well as being a resident in Woodford Wells Way I have been asked to present on behalf of Ms Jodie Kitto who is unable to attend this session due to work commitments.

While appreciative/supportive of the need for urban renewal and that the composition of suburbs should be able to change over time to reflect contemporary community needs, the proposal does not reflect the Kingsley community needs and also is outside of current planning guidelines.

Specifically, I would like to express my concerns in regard to the proposal and how it interacts with the City of Joondalup's Child Care Premises Local Planning Policy (CCPLPP) and in particular the objective "...do not have an adverse impact on the amenity of surrounding areas, particularly residential areas."

While recognising that the area is zoned R20 (R20/R40 zoning is north of the proposed site) and that other commercial activity has been approved within the Kingsley locale, these buildings have primarily been of single storey and in keeping with the character of built form (Picture 1) within the immediate surrounds.

The proposed build is incompatible with existing single storey residences on Woodford Wells Way and the vast majority of residence in the surrounding area. Considerable renovation activity (Picture 2) has taken place in the vicinity and the likelihood of double storey builds (apart from this proposal) is minimal.

The property will directly abut three residences (north and west) and cannot fail to impact the amenity of those residents with the size of the proposed build towering over the existing dwellings (Pictures 3,4, 5) and creating shadow (west) and noise for both houses. Additionally, the building will impact the visual amenity of the premises south of the proposed build and impact properties sight lines to the south.

From my residence, 29 Woodford Wells Way, we will also lose the aesthetics of the neighbourhood as the new building will remove views to Kingsley Park and again be totally out of character and incompatible, with the existing landscape.

The proposed fencing is not in keeping with the existing streetscape in Woodford Wells Way (but it is acknowledged that high fencing is accepted on Kingsley Drive) and impacts the visuals for the southern residents of Woodford Wells Way.

The design, while cleverly constructed to comply, would fail any 'pub test' as it appears to use smoke and mirrors to have a 'pitched roof' to allow it to exceed acceptable height limits.

Should the proposal proceed, it is requested that the developer consider an alternative structure to minimise visual impact. It would be preferable to keep with the surrounding character and reduce the centre to single storey – thus allowing the Developer to operate commercial child care premises and minimising impact on the amenity of the area.

Given that the issue of noise has been raised by the developer and noise mitigation strategies have been identified it is uncertain how realistic these are (crying children will be taken inside to be comforted – if be an educator this will breach child care supervisory ratio numbers) and these will quite clearly directly impact the Northern (Picture 6), Western neighbours and the houses directly opposite on the south side.

5.6 Hours of Operation: This is quite clearly in breach of the required 7am – 6pm limit, as per the City’s CCPLPP. The operator is proposing to run from 6.30am - 6.30pm and has suggested that staff may be there half an hour before to set up and for an hour after close of business. This will be particularly intrusive for the neighbours as light intrusion from the proposed development will spill over – particularly in the winter months.

It is noted that waste collection, ‘..... or alternatively will be undertaken outside of business hours. Potentially this means we can have waste removal from 6am to 7am and after 6.30pm at night.

Additionally, the hours of external/specialist cleaning staff have been overlooked. Will they clean prior to 6am or after 7.30pm – whilst not impacting ‘official’ operating hours this does have the potential to impact resident amenity given the span of hours can now run from 5.30am – 8.00pm.

The CK Group operation plan August 21 states ‘with up to twelve (12) educators and administration staff’ yet in the provision of parking bays there is no allocation for administration staff. If we assume that the intent is to have at some time an entire complement of 82 children there must be administrative staff .- in fact a similar application has an additional 3 bays sets aside for admin staff.

Given concerns in regard to the bulk and scale of the proposed development, impacts in regard to noise and parking concerns, waste management etc, it does not appear that the Developer is able to demonstrate that this will not have an adverse impact on the amenity of surrounding areas. On this basis I would request that you support the City of Joondalup’s refusal of the development application.

Thank you for considering the points I have raised in regard to the adverse impact the proposed development will have on the amenity of the residents.

Yours sincerely,

Brett Dorney

Picture 1:

Woodfords Wells Way



Picture 2

Recently renovated



Picture 3

Current Southern View



Picture 4

Proposed streetscape



Picture 5

Current v Proposed streetscape



Picture 6.

Northern Boundary



Current Southern View



Proposed streetscape



Current v Proposed streetscape



Woodfords Wells Way



Northern Boundary



Recently renovated



Fencing





Presentation Request Form

[Regulation 40\(3\)](#) and [DAP Standing Orders 2020](#) cl. 3.5

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Presenter Details

Name	Michelle Sullivan-Davis
Company (if applicable)	Click or tap here to enter text.
Please identify if you have any special requirements:	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	Metro Outer
Meeting Date	14 September
DAP Application Number	DAP//2102016
Property Location	Lot 667 Kingsley Drive and Lot 666 Woodford Wells Way Kingsley
Agenda Item Number	8.3

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 <input checked="" type="checkbox"/>
Is the presentation in support of or against the <u>report recommendation</u> ? (<i>contained within the Agenda</i>)	SUPPORT <input checked="" type="checkbox"/> AGAINST <input type="checkbox"/>
Is the presentation in support of or against the <u>proposed development</u> ?	SUPPORT <input type="checkbox"/> AGAINST <input checked="" type="checkbox"/>
Will the presentation require power-point facilities?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> If yes, please attach



Presentation Content*

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Brief sentence summary for inclusion on the Agenda	<i>The presentation will address:</i> I am presenting on behalf of Jenni and Dre Templar of 35B Woodford Wells Way. They are directly affected. I will be reviewing the traffic assessment report and parking compliance.
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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 powerpoint.

DANGEROUS TRAFFIC HAZARD AND NON-COMPLIANT PARKING.

The traffic report by CK Development identifies the development site on Kingsley drive as “particularly busy” but does not accurately reflect the extreme traffic hazard this commercial proposal would cause in a residential area. The author states that his information is formulated from the not-for-profit childcare centre 700m from the proposed development. That single storey childcare has significantly less children and significantly more parking than the proposed development – and it still has traffic and parking congestion. The author acknowledges that Creaney Primary school is 80 metres from the site but does not identify the very real danger such traffic would place young children traversing too and from school, many of whom have special needs.

The HOA rezoning is expected to increase traffic on Kingsley Drive by an expected 526+ vehicles. Combined with the additional traffic from the proposed commercial site, the congestion will escalate that area of Kingsley Drive to a traffic blackspot. The residential location is not conducive to the additional volume of traffic and would adversely impact the amenity of residents.

The parking is inadequate and clearly does not comply with policy.

PARKING

The policy says that the development must provide: -

11 bays for visitors and 1 bay per employee

The applicant says they have provided **24**

I counted **23**, however this includes a ACROD bay/ Disabled parking, which by its purpose isn't openly available. The City and I have different opinions on this, the Disability Commission see ACROD parking, as space to be provided over and above requirements.

If we accept the cities viewpoint, that the ACROD bay is included, then this is **23** bays

The overview stated **12** educators however the justification / operating manual, states there are administration staff and I believe food prep staff as well. include, a cook (required for more than 20 children). It does not include the required cleaners to comply with Covid regulations who must clean the facility during operating hours. It also does not accommodate regular cleaning staff who must attend during operating hours or the proposal operating hours are inaccurate. Either way – there is an omission of relevant information and inadequate parking for staff.

This means even with 1 administrator the required parking has not been provided.

With cook/food prep the required parking has not been provided.

With 1 cleaner the parking has not been provided.

So, 11 visitor bays and 15 staff = 26

So, the development plans are short at least 3 bay and maybe MORE...

The policy states that all PARKING MUST BE PROVIDED ON SITE

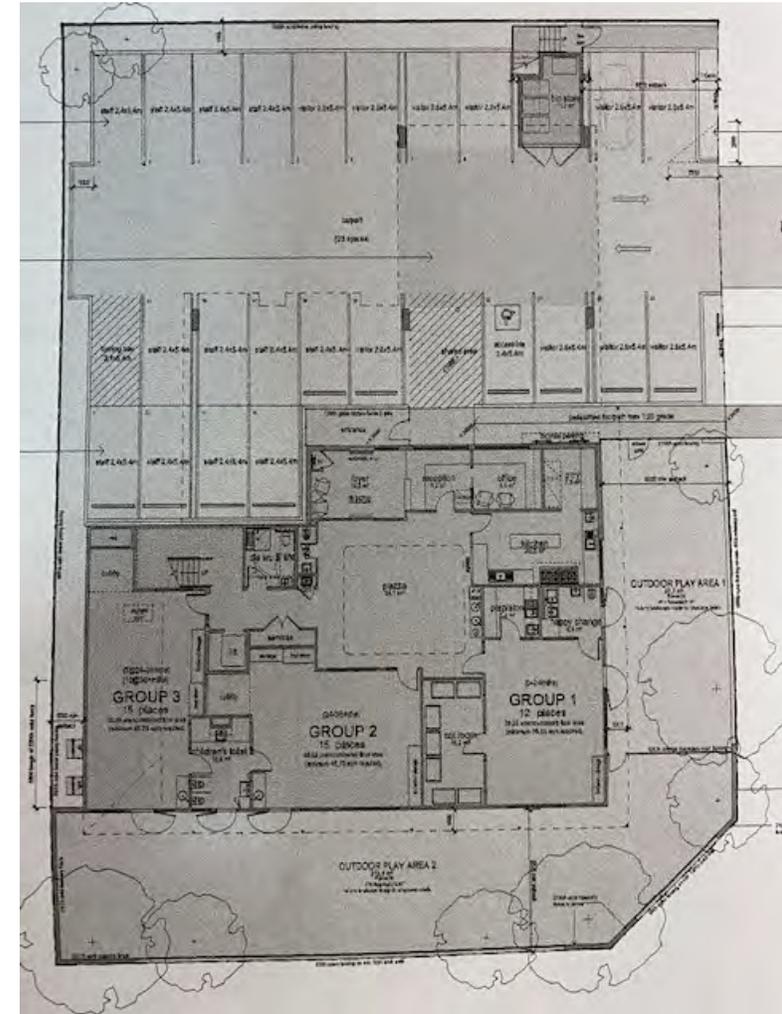
INADEQUATE PARKING ON SITE.

The proposal suggests that 11 staff bays will not be used before 7am. This equates to five staff parking bays for the minimum 12 education staff. Parking is therefore inadequate.

As the parking is tandem, bays 12 & 13 that would be available after 7am will be obstructed. This means staff will be required to move their vehicle to make room for other staff – leaving children without adequate supervision and causing HAVOC in the carpark at a peak time.

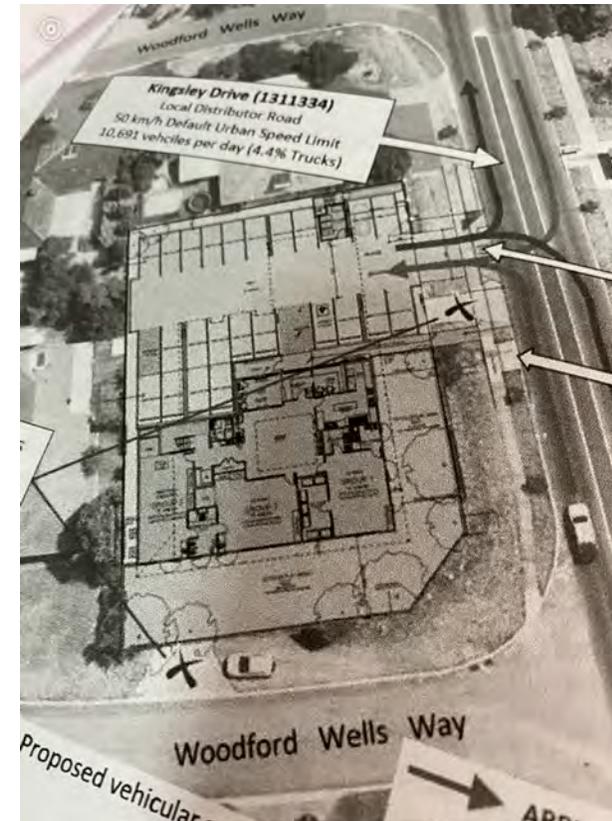
Alternatively – and most likely, staff will park in the visitors bay thereby reducing the number of bays for parents. Parents will then seek alternative street parking, increasing noise and negatively impacting the amenity of residents, or park in the public carpark and risk crossing the busy, congested Kingsley Drive.

EITHER WAY: PARKING IS NON COMPLIANT WITH POLICY



Ineffective turning bay and parking issues.

The guide to traffic management states the development should clearly prove that traffic is able to flow into and out of the development and is not hindered by drivers queueing for parking, exiting a space, or waiting for a particular space to become available. There should be sufficient storage for queues of vehicles departing the site so they can discharge onto the road network without interacting with pedestrian activity or parking/unparking movements. Similarly sufficient storage should be available for incoming vehicles prior to the first conflict point. With the volume of traffic, bus stopping for commuters and insufficient parking; traffic jams on Kingsley Drive will be unavoidable and tragedy inevitable.



Pedestrian access

Adequate pedestrian protection: aim to minimise conflict between pedestrians on site.

There is no safe route to walk amongst, or past the parked cars to reach the entrance as recommended by Austroads. Children and caregivers must cross the main driveway to enter the site.

The pedestrian link between the carpark and entrance doors requires pedestrians to cross a trafficked roadway or driveway. Small children moving within a congested, busy and inadequate parking area will result in a child being hit by a car.

Children will be at risk, it will not be safe to cross the driveway with heavy peak hour traffic in and out of the commercial centre. Lines of sight will certainly be obstructed by busses, traffic and trees – particularly the Jacarandas. This puts children at severe risk of injury or harm.

The footpath leads to the crosswalk attendant accommodating a high volume of children.



Pedestrian safety risk.

Jacarandas – as they grow, these trees will block line of sight from the proposed driveway.

This foot path used by residents, the elderly, disabled and school aged children. Many of the children have special needs and attend Creaney Primary School. Many other children use the footpath to access public transport. The footpath will become a safety risk for all pedestrians with the volume of traffic entering and exiting the commercial development.



Bus every 15 minutes.

The 445 bus is scheduled every 15 minutes in both directions.

Traffic leaving the commercial centre will have their line of sight impacted and traffic will be congested.

This risk is further exacerbated by the proximity of the bus stop and the subsequent line of sight obstructed by public transport vehicles as well as service vehicles.



Current public transport traffic hazard.



Carpark is full.

The adjacent carpark is full during peak times. Sport events result in the excess cars parking some distance from the park.



TRAFFIC

accidents and injury

Kingsley Drive near the primary school and park is well known by local residents as an area that has had several nasty accidents including a car accelerating through the brick wall on the corner of Kingsley Drive and Woodford Wells Way, adjacent to the proposed site. This required police and emergency service vehicles.

Recently a child was injured when hit by a car near the primary school.

Several days ago – there was a traffic incident within the vicinity that required Western Power to attend as residents and children at the local school were at risk of harm.

Local residents have no doubt it is very busy, congested and often dangerous area of road

Increasing traffic at this location will be fatal.



THIS PROPOSAL DOES NOT COMPLY WITH POLICY.

It is clear the parking is inadequate and does not comply with policy.

The proposal would adversely impact residents amenity – contravening policy.

The proposal would cause traffic hazards and pose a real safety risk.

Children – our most precious legacy will be at extreme risk of injury, harm or death.



Presentation Request Form

Regulation 40(3) and DAP Standing Orders 2017 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	Melaine Legg
Company (if applicable)	Click or tap here to enter text.
Please identify if you have any special requirements:	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> 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 Pane
Meeting Date	Tuesday, Sept 14 th , 2021
DAP Application Number	DAP/124
Property Location	Lot 667 (73) Kingsley Drive and Lot 666 (22) Woodford Wells Way, Kingsley
Agenda Item Number	8.3

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 <input checked="" type="checkbox"/>
Is the presentation in support of or against the <u>report recommendation</u> ? (<i>contained within the Agenda</i>)	SUPPORT <input checked="" type="checkbox"/> AGAINST <input type="checkbox"/>
Is the presentation in support of or against the <u>proposed development</u> ?	SUPPORT <input type="checkbox"/> AGAINST <input checked="" type="checkbox"/>
Will the presentation require power-point facilities?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> If yes, please attach



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.

<p>Brief sentence summary for inclusion on the Agenda</p>	<p>A major concern for us if this project moves forward is for the safety and privacy for our home and our young children.</p> <p>In the proposed plans by the developer they have placed an open stairway directly adjacent to our boundary fence. This stairwell is easily accessible to anyone. This will greatly effect our home in several different ways. At the first landing of the stairwell, as you can see here and in the adjacent 2 slides, it is positioned directly level with the top of our boundary fence enabling anyone to easily access our backyard by climbing over, jeopardising the safety of our family especially in the evenings when the facility is unattended. Not only does this allow easier access for break-ins but also because we have since added a pool this also adds liability if anyone used this stairwell to illegally access our property and was injured in the pool.</p> <p>The open stairwell also offers an elevated and clear view of our backyard and also into our young children’s bedrooms that lie adjacent to the stairwell. This greatly compromises the privacy and safety of our children.</p> <p>Since the initial pictures of our property we have also installed a pool into our backyard and the stairway would also allow direct line of sight into our pool area as well allowing anyone to see our young children and ourselves when accessing our backyard and pool greatly reducing our privacy.</p> <p>The bin allocation and location greatly concerns us as well for several different reasons.</p> <p>The bulk scale of this facility will greatly affect the amenity of our surrounding neighbourhood and our backyard views as well.</p>
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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:

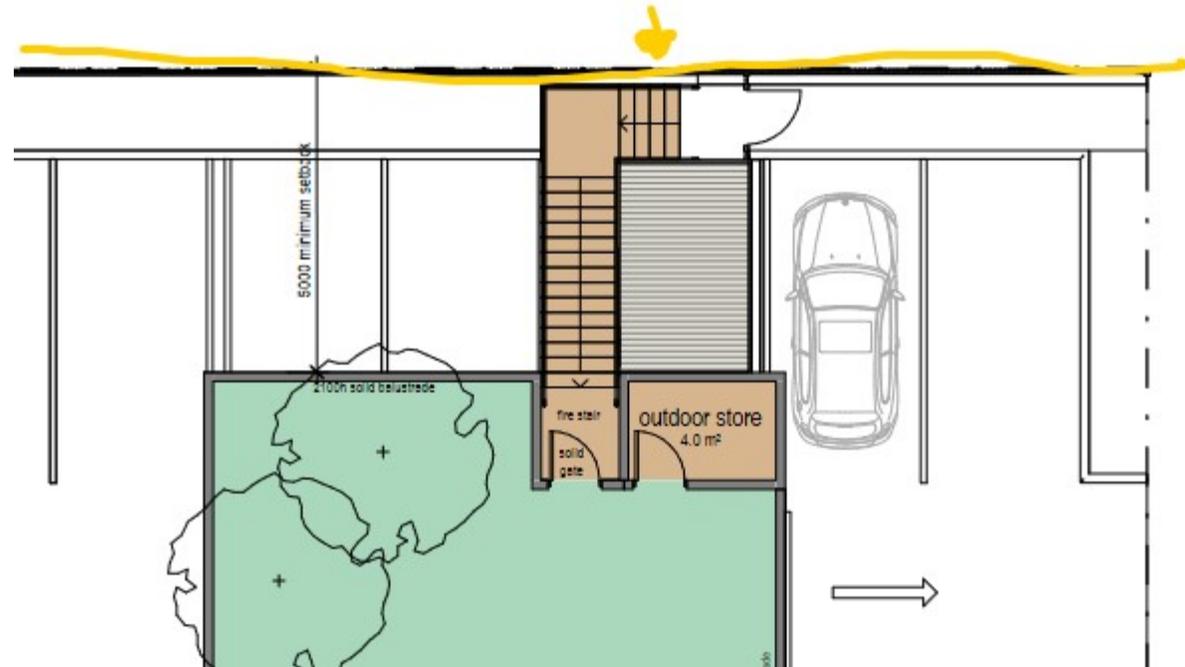
Click or tap here to enter text.

Safety and Privacy

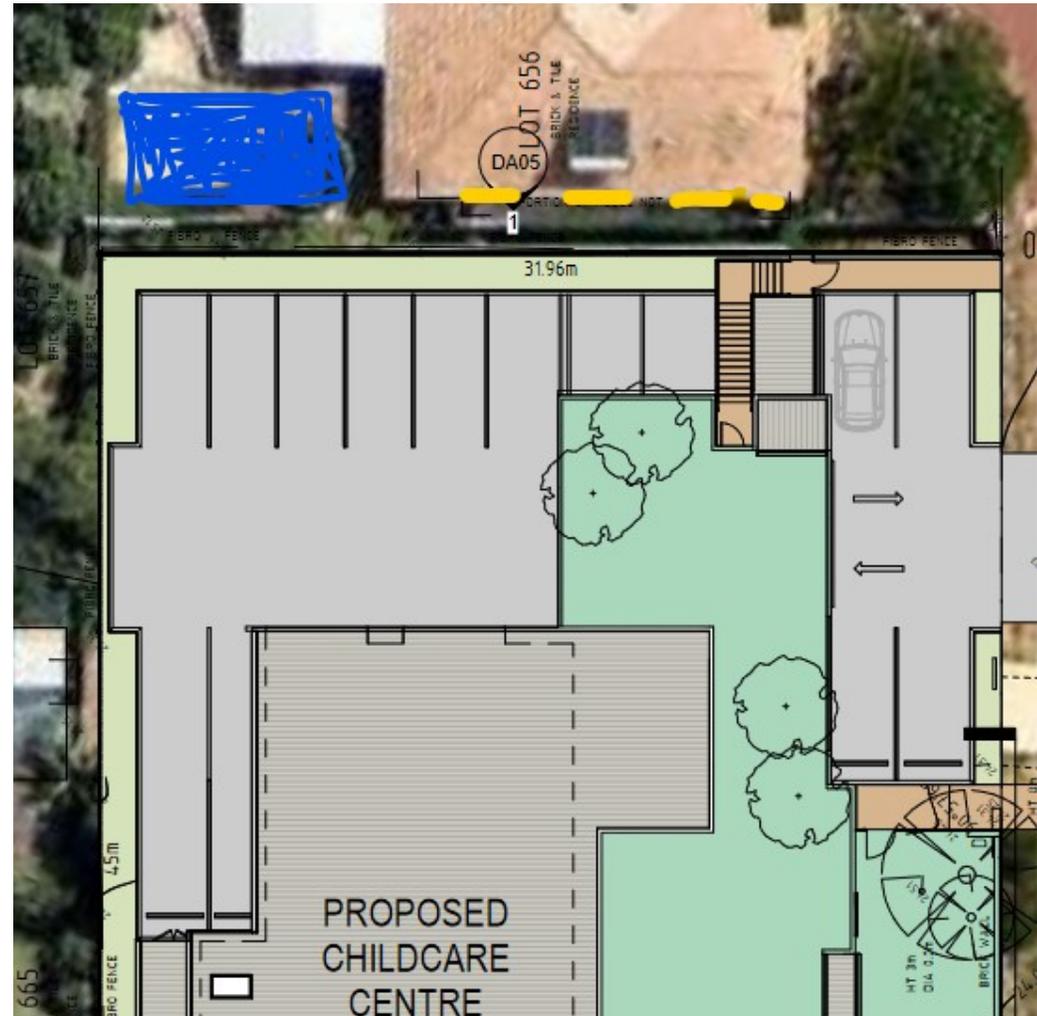
A major concern for us if this project moves forward is for the safety and privacy for our home and our young children.

In the proposed plans by the developer they have placed an open stairway directly adjacent to our boundary fence. This stairwell is easily accessible to anyone as only a small gate is blocking the entrance. This will greatly effect our home in several different ways.

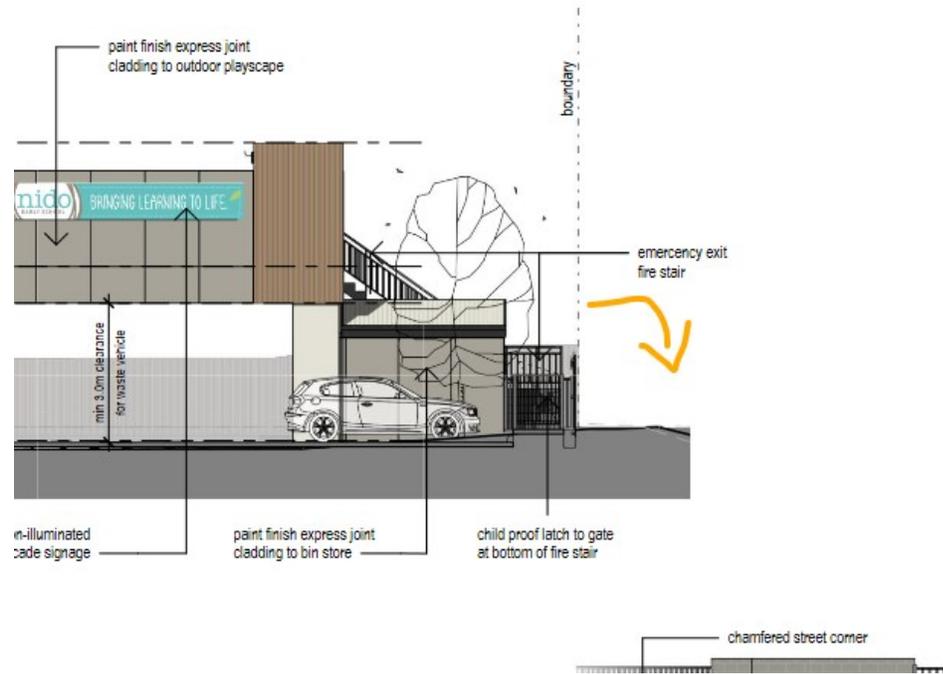
1. At the first landing of the stairwell, as you can see here and in the adjacent 2 slides, it is positioned directly level with the top of our boundary fence enabling anyone to easily access our backyard by climbing over, jeopardising the safety of our family especially in the evenings when the facility is unattended. Not only does this allow easier access for break-ins but also because we have since added a pool this also adds liability if anyone used this stairwell to illegally access our property and was injured in the pool.
2. The open stairwell also offers an elevated and clear view of our backyard and also into our young children's bedrooms that lie adjacent to the stairwell. This greatly compromises the privacy and safety of our children.
3. Since the initial pictures of our property we have also installed a pool into our backyard and the stairway would also allow direct line of sight into our pool area as well allowing anyone to see our young children and ourselves when accessing our backyard and pool, greatly reducing our privacy.



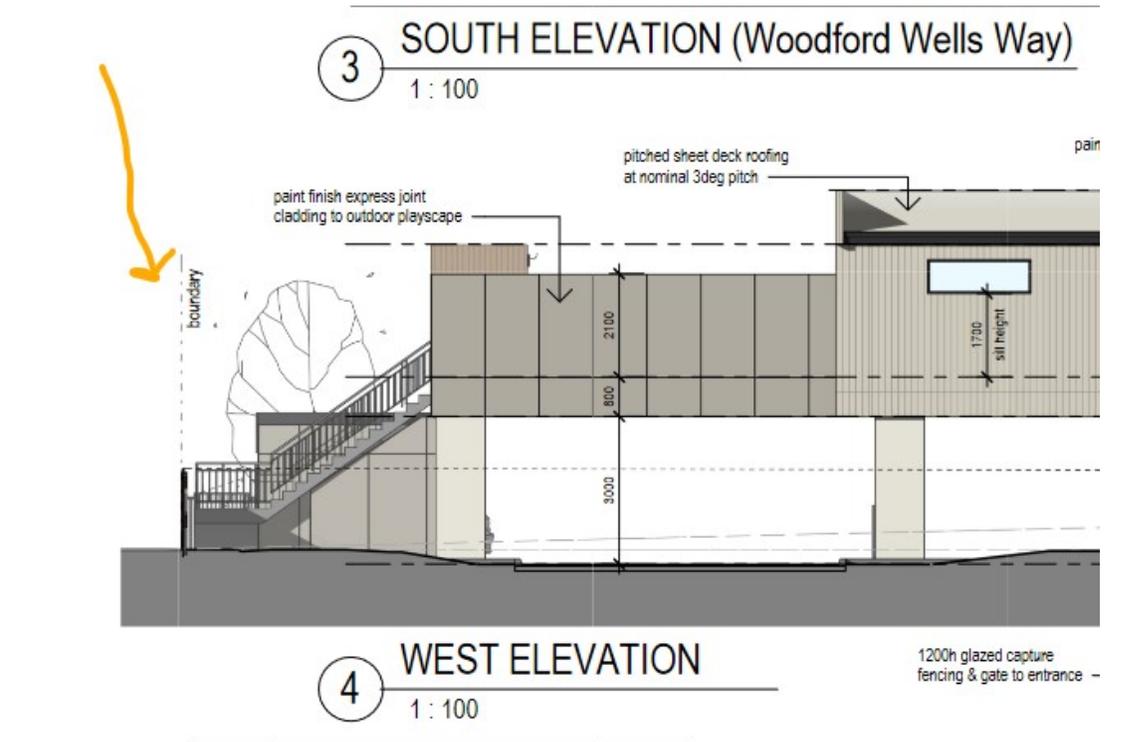
The highlighted yellow on adjacent home are the bedroom and bathroom windows. The stairwell when used would allow direct line of sight into each of these rooms compromising the safety and privacy of ourselves and our young children.



The stairwell would provide easy and direct access into our backyard.



Direct line of sight into our backyard and into the area where are children's bedroom and bathroom windows are located.

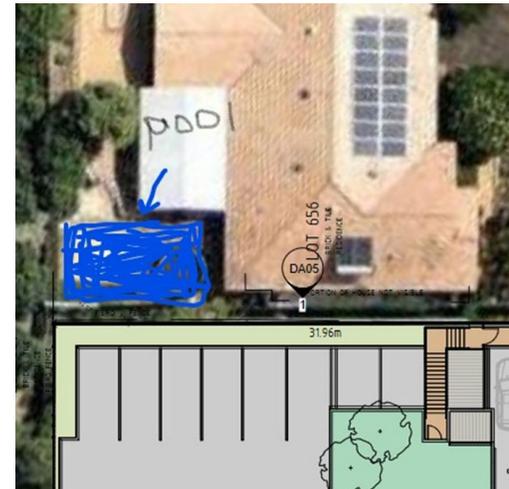
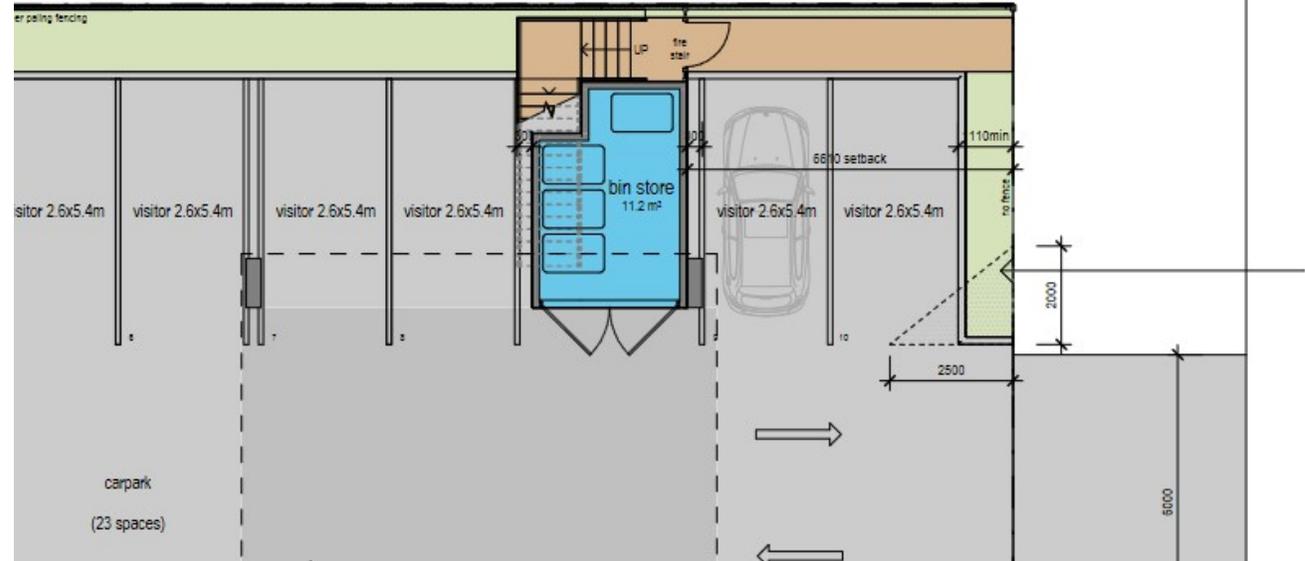


Bin Collection

-The additional setback of the bins that the council requested has instead placed them directly adjacent to our Master bedroom.

-There are currently only 2 660l bins for rubbish and are scheduled to only collected twice per week. This causes great concern when collection will occur as the stench of possibly 50+ children who are in nappies, this smell will be quite overpowering especially if allowed to sit over the weekend and in warmer weather, and will greatly affect the amenity of our daily living with the possible smell.

It has been stated that bin collection will be taken outside of operational hours. This would mean prior to 6 am or after 6:30pm. Which would not be in noise accordance for collection during those time periods and noise of the truck reversing would also be added. This would greatly affect the noise amenity for our household.



Bulk/Scale and Light Pollution

-The bulk and scale of this building would greatly affect the amenity of our home as it would greatly alter the view and line of sight from our yard. Currently all surrounding properties are single story dwelling allowing a clear view of the sky and nothing that overshadows our yard. We spend a great deal of time as a family in our back garden and this building would drastically affect the amenity with this building in it's bulk scale.

-Many childcares leave lights on throughout the night causing light pollution to our bedrooms because of the elevated property.





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

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

Presenter Details

Name	Suzanne APPS
Company (if applicable)	Click or tap here to enter text.
Please identify if you have any special requirements:	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	Outer Metro
Meeting Date	14 th September
DAP Application Number	DAP/21/02016
Property Location	Lot 66 Kingsley Drive/Lot 67 Woodford Wells Way, Kingsley
Agenda Item Number	8.3

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 <input checked="" type="checkbox"/>
Is the presentation in support of or against the <u>report recommendation</u> ? (<i>contained within the Agenda</i>)	SUPPORT <input checked="" type="checkbox"/> AGAINST <input type="checkbox"/>
Is the presentation in support of or against the <u>proposed development</u> ?	SUPPORT <input type="checkbox"/> AGAINST <input checked="" type="checkbox"/>
Will the presentation require power-point facilities?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> If yes, please attach



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	<i>The presentation will address:</i> The specific impact on 20 Woodford Wells Way of the proposed development. Review non compliance/Review of other similar centres/Reasons for refusal
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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 am presenting on behalf Leanne Marshall and her elderly parents Beryl and Kevin who reside at 20 Woodford Wells Way, which adjoins the development to west, in addition to wider community in Kingsley

The residents would like to thank the city for their considered report and wholly heartedly agree with the recommendation to refuse on the reason given

The proposed development will have a dramatic detrimental impact on Leanne and especially her aged parents, with Kevin currently in care, Beryl is very concerned about the whole proposal and really only wants to focus on her husband health and his return to their family home. The anticipated loss of amenity is very stressful for them. The applicant has stated they have taken a sensitive approach to the design, this is not the perception of those most affected.

Bulk and Scale

(Please refer to diagram in the power point)

The over height double storey commercial grey building will create a big overpowering concrete landscape from the kitchen, the family living area, the outdoor patio, and the formal room (used as a bedroom for Beryl)
The whole sky will be blocked off to the east of the homesite, the full extent of boundary on east side will be a concrete landscape. If this isn't a detrimental impact on the resident amenity, in regard to bulk and scale, I don't know what is!

Adding to this, is the inclusion of 2.2-2.3 solid cement wall to buffer the noise which is due to the poorly placed 2 condenser unit for the air conditioning system, at 2-3 meter from the bedroom and kitchen.

The boundary fence, including the verge (adjacent to proposed play area) is filled with lush trees and vegetation, the likely hood, is that none of this will survive the ground works and building process, roots will be torn up, this has been the case on many occasions despite the enthusiastic promises from the developers at planning meetings that it won't happen
If the over height double story commercial building goes ahead, the shadowing on the garden area will see no morning sun, it is then expected the residents will be left with a 2.2 cement wall as the background, this is instructive, unattractive, and harsh.



Noise

The air condition condenser unit (adjacent to boundary fence), have not been fully detailed, as such there is huge variable of unknowns, this means that an accurate assessment cannot be completed

The Acoustic report highlights that the WEST side is by far the most impacted by noise

Obviously, there is an already known issue, hence the inclusion of 2.2 cement fence

However, what is not known, and what cannot be confirmed, is WILL this be enough to alleviate noise disturbance from the units.

I note the City's RAR has some concerns around the ability to confirm that the noise levels can be contained, as I understand it, consideration had been given to relocating the units away from adjoining the next-door neighbour

The applicant has decided that this crucial issue can be sorted out later, and I believe is suggesting to the panel that they are to trust the applicant to find a solution to any breeches that may become evident.

I believe that this scenario would be insufficient to confirm that there won't be a detrimental impact on the amenities to the neighbours

Additionally, why should the resident be subjected to an over height cement wall that isn't compliant, as a solution to the developers planning problems

Car parks

The car park is located adjacent to the boundary fence of the Marshall's family, again the lush vegetation in this part of the garden will be not survive the building process, nor the most beautiful tree in the neighbours property, which will cut down.

The noise from the 100 cars coming and going every day, with the continually opening and slamming shut of car doors, compounded with refuse and delivery vehicles, with the constant beep beep beep, all within 6 m of the Leanne's bedroom and 3 m from the garden and outdoor living area, will have a huge impact. The outliving area will become unusable due to the constant noise.

No list of mitigation strategies or restriction can resolve this issue

Telling people to not make a noise, or not to slam the car door, or not to park in certain areas, to not play loud music in their cars, just doesn't work and there is no way to confirm it will not occur



Compounding this situation is the extended hours of operating, which in reality is having staff in attendance from 6am to 7.30pm, well before 7am and well after 6pm. There is also the issue of fluorescent LIGHTING in the car park blazing out, and this will create light intrusions to the adjoining residents.

Location of playgrounds

The location of the play area 2 is less than 6 metres from the residents with an open fence. Whilst the applicant suggests noise can be managed, in this context at 6 metres seems virtually impossible to eliminate noise intrusion on the adjoining resident.

At this point I'd like to introduce Millie, Beryl family dog. The area adjacent to the west is his area, this is where he plays, sleeps and eat, whilst not a planning issue, the personal impact on having access movements (200 per day approx.) 80 children and 80 adults coming to and from the adjoining property will cause anxiety for Millie (as it would for any family pet) the real concern is that Millie will start to bark, which will create a noise, and the last straw will be when the child care centre make a complaint to the rangers.

Again, not a planning consideration, but neither is the perceived need for childcare centres in this location.

However, the bulk and scale, and the overdevelopment of the site, the use of residential land for commercial activity, the noise intrusion, certainly are planning considerations.

Points of interests

Nido centre on Coolibah the adjoining residents advised that,

Parking was and still is an issue, despite the under-croft parking with separate in/out. One neighbour commented, "parent just see it as being easier to park out front", "it's a constant annoyance, when parents park in my driveway, on the verge and break the retic, we tried putting large rock out, but then a parent complained they were a hazard".

This neighbour has a solid cement fence on the boundary, however no one has painted it for them, it's been left blank, and the old fencing was not replaced, as it was on the dead side of the commercial development.

Nido Centre in Padbury

Parking was deemed an issue by the residents, as is the light that are left on all night, this was also commented on by the residents in Coolibah too. This level of light intrusion is unacceptable and detrimental to those residents adjoining the site.

In Moolanda, the local childcare centre has had a number of noise complaints.



The local Kingsley Early Child Care Centre (*as pictured*) is what the community is use too, as it fits neatly into the community, they currently have space for 42 children and have 11 staff on at any one time (this include front office etc), The site size is over 2 blocks, so a similar size to NIDO, but ½ the density, ½ the number of child but nearly the same staffing numbers

Parking -The operation manual states that up to 12 educators AND administration staff will be employed at the centre during peak period of demand 9.30-4 weekdays

Administration staff will consist of at least 1 to 2 cooks, 1 to 2 front office / admin staff

Therefore, the centre will have 15 staff members and as such the car parking provision are not compliant i.e., **11 bays for general and 15 for staff = 26**, Parking is provided at **23** this is including a disabled bay which is not a universal available parking

PARKING PROVISIONS ARE NOT COMPLIANT
& Will impact the surround community as detailed

Hours of Operation

Requested 6.30 to 6.30 however this actually means opening hours, whilst operating means i.e., when people enter the building 6am to 7.30pm

HOURS OF OPERATION ARE NOT COMPLIANT
& Will impact the surrounding community and compound noise control

- It is noted the applicant may have changed the request to alter the hours
- The concern is that this has occurred to ease the process of approval and that the applicant will lodge a request to extended hours after building has commenced, when least expected by the community

Noise

The acoustic report highlights concerns. A full assessment can't be completed without the full mechanical details

The proponent has decided to not take the recommendation of the city, to split the children's play times, into 2 groups, to avoid the anticipated noise breeches. The mitigation strategies suggested cannot be managed nor enforced, compliance cannot be achieved if the following cannot be controlled

Keep children quiet, stop them from making a noise,
stop them playing in groups

Stopping people from slamming door, especially car doors,

Ensuring people park in special bays at special times

Ensuring the rubbish truck and supplier vehicles come at the right time

In the operating manual, it states

"The majority of children will be brought **inside** from 11.30am to 2.00pm for rest time. The only children that may remain outside would be 3-5 years"

However, the 3-5-year cohort number 55 of a total of 82 children

So, actually the **MAJORITY**, which is the OLDER children will still be playing **outside**



Bulk and Scale/Location

To reconfirm what is already known

This is a residential area, yes opposite a park, you normally find parks in residential areas, near a school, yes you find schools in residential areas. Near a local shopping centre, but this site does not adjoin any shops, it adjoins several residential blocks in a residential area

In an area of single storey homes, (there is just 1 double story home within view)

The proposed development is an over height double storey commercial grey cement block, the view from the west and the north is pure concrete, the south is peppered with an open fence and greenery, whilst the front shouts out loudly to all who drive by,

Hi, I'm an oversized out of place large commercial childcare centre in a residential area

Summary

The community respectfully ask the panel to REFUSE this large commercial development. The residents support the City's RAR recommendations, we strongly believe that the testimonial from those most affected residents, who have in depth knowledge of the area have demonstrated, over and above the reports commissioned by the developer, that the residents' amenities will be without a doubt unduly impacted by this development.

LOCATION, BULK and SCALE, NOISE, PARKING. HOURS OF OPERATION

The applicant has not demonstrated the residents will not have their amenities unduly affected by this development and that is what is required when you are trying to build in a wholly residential area. The information provided by NIDO in how the operation model will mitigate issues does not stand up to scrutiny as identified neither does the waste management plans.

Whilst the traffic report suggests that the community will not be affected, the information provided from the residents provides a truer to life considered assessment, rather than a snapshot of 1 hour here or there, or the unreliable assumption based on what human behaviour is or isn't.

A number of childcare centres in similar locations have either been refused or deferred, for redesign, only to be withdrawn. (Woodvale and Kallaroo)

The Community is as always at a disadvantage, as the cost to seek such professional reports with a community centred focus, are out the reach of the general public, who have no way to offsetting the cost in a profit model.

DAP Presentation

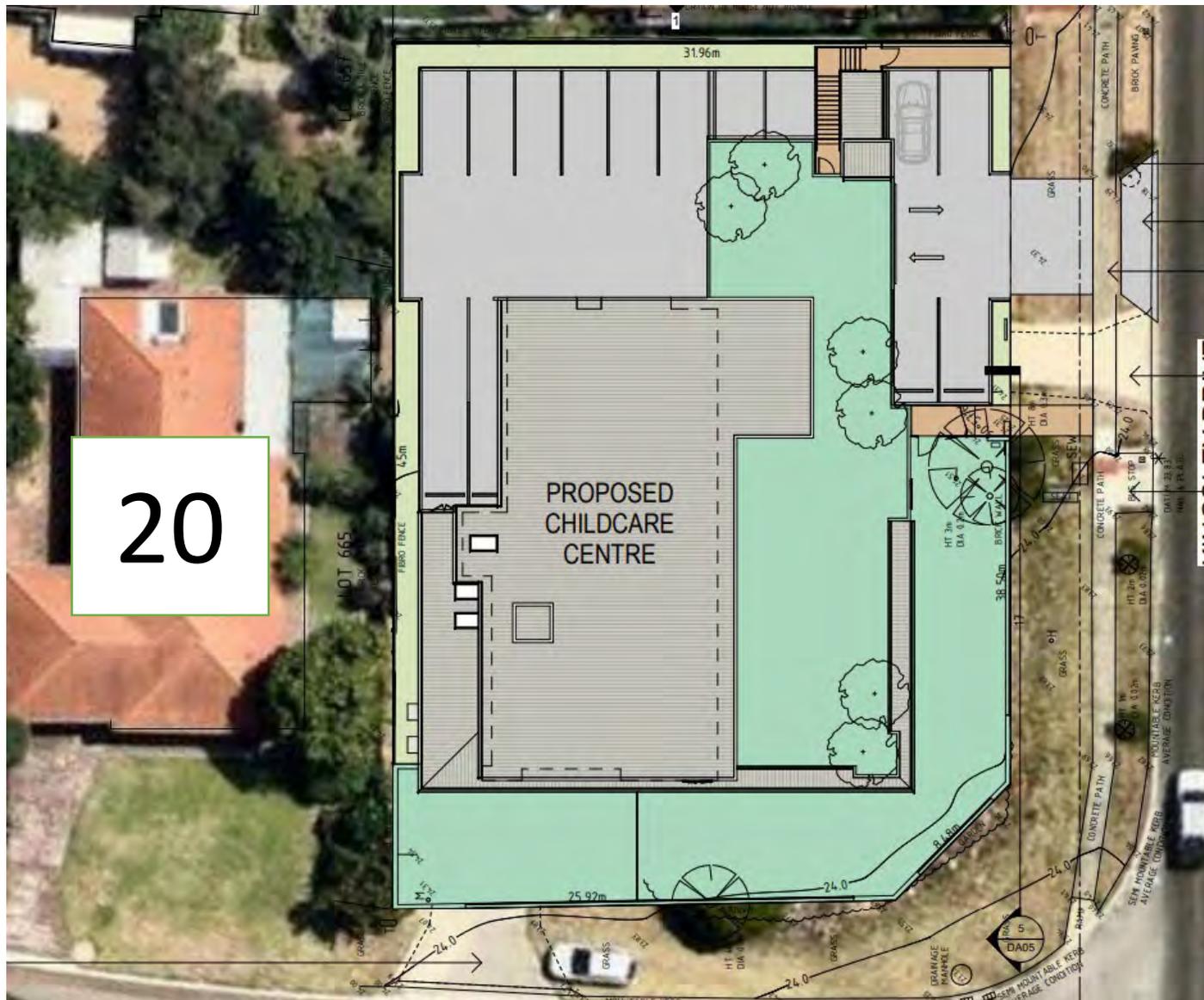
Kingsley Drive/Woodford Wells Way

Child care Centre

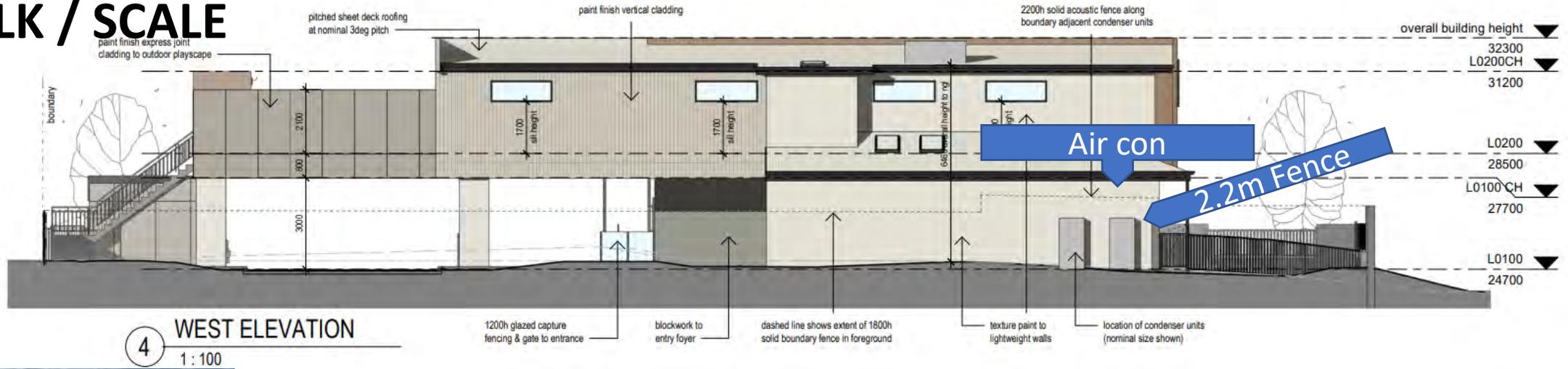
Presented by Suzanne APPS

On Behalf of the adjoining residents

20



BULK / SCALE



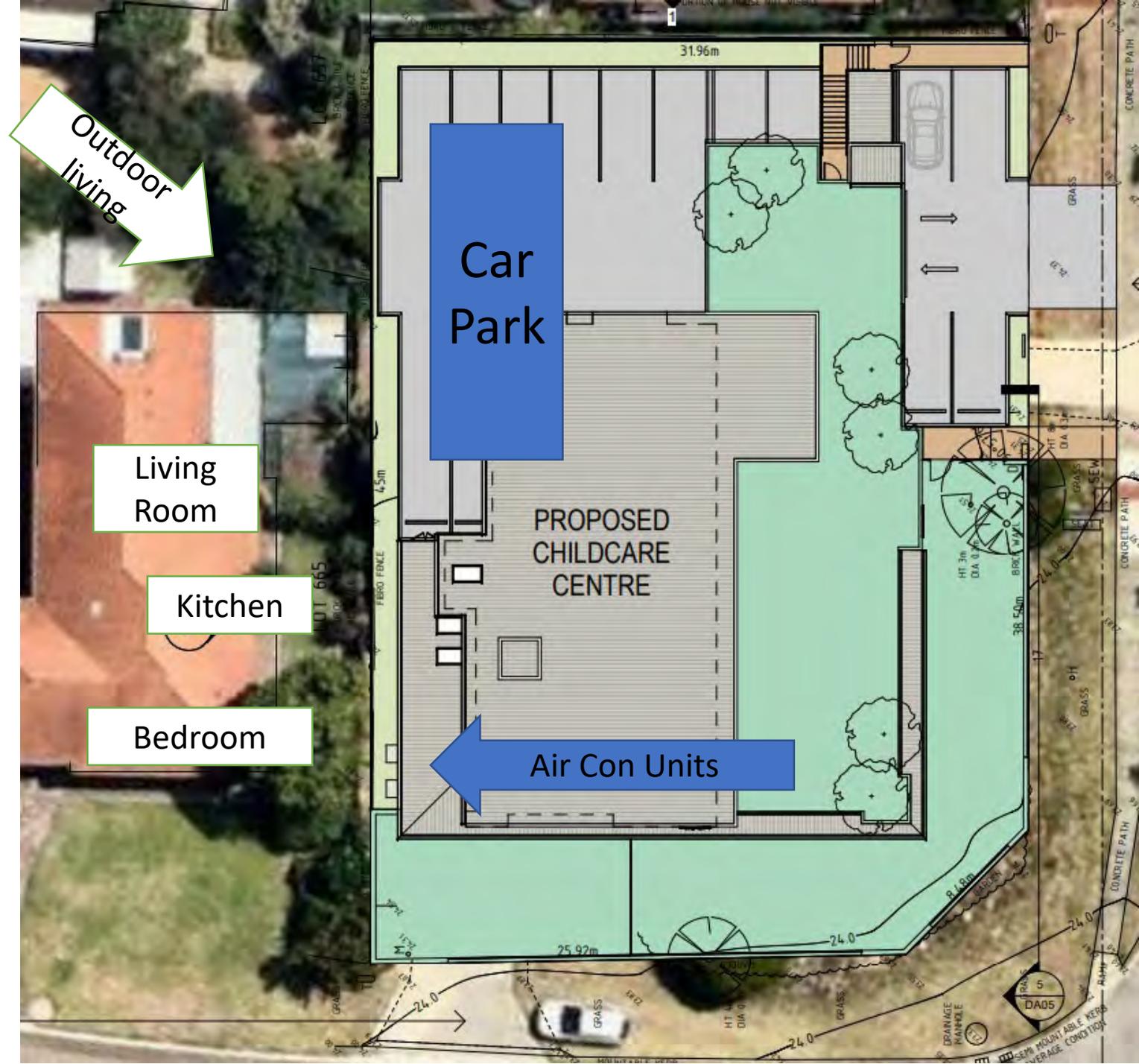
7.6m Over height commercial façade (LPP maximum built height 7m) 1.5m From Boundary

The full extent of the side boundary Fence

Cement wall to 2.2m

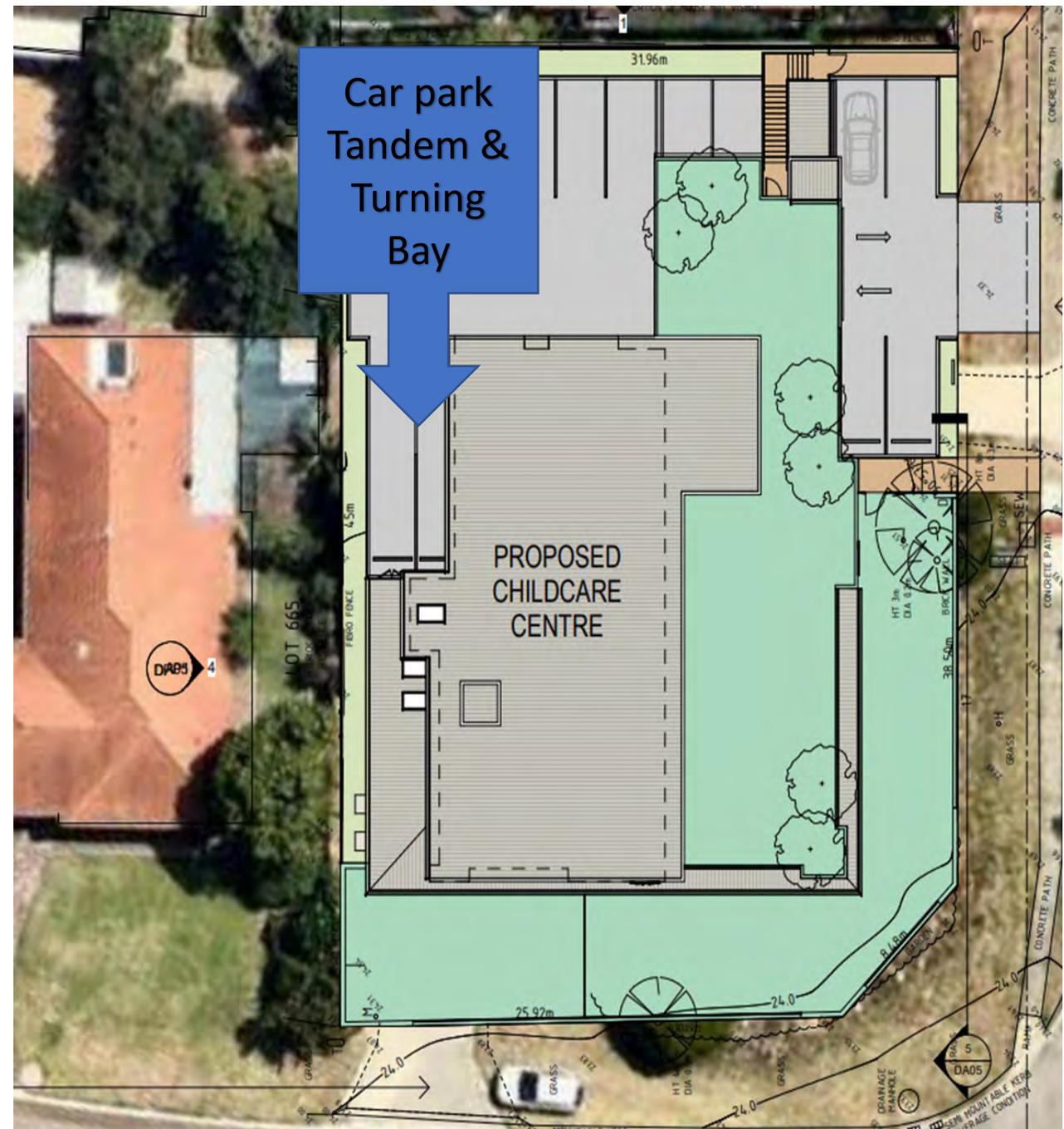
Noise

- Airconditioning condenser Unit
 - 1m from boundary fence
 - 3m from resident
- Mechanical Specification
 - NOT PROVIDED
 - Impact Unknown
- Why the need for an Acoustic Fence ?
- Fence is solid/harsh
- Will a fence be enough ?
- RAR raised concerns in relation to noise compliance



Car Park

- Located adjacent to boundary fence
 - Location 6 m from bedroom
 - Loss of trees/plants
 - Volume of cars –
 - 100 vehicles per day,
 - 200 movements per day
 - Noise controls
 - unable to manage/enforce
 - Extended hours
 - 6am to 7.30pm
 - Compounding noise
 - Artificial light - car park



Playground Location

- Play area 2
 - Located 6 metres from resident
 - Open fence
 - Inability to control noise



Millie
The most important
member of the
family



Other Child Care Centres

- Nido (Greenwood) Parking outside of centre
- Nido (Padbury) Parking outside of centre
- Moolanda Noise complaints

Kingsley Early
Learning Centre
42 children/11 staff
Over 2 residential
blocks
Low rise



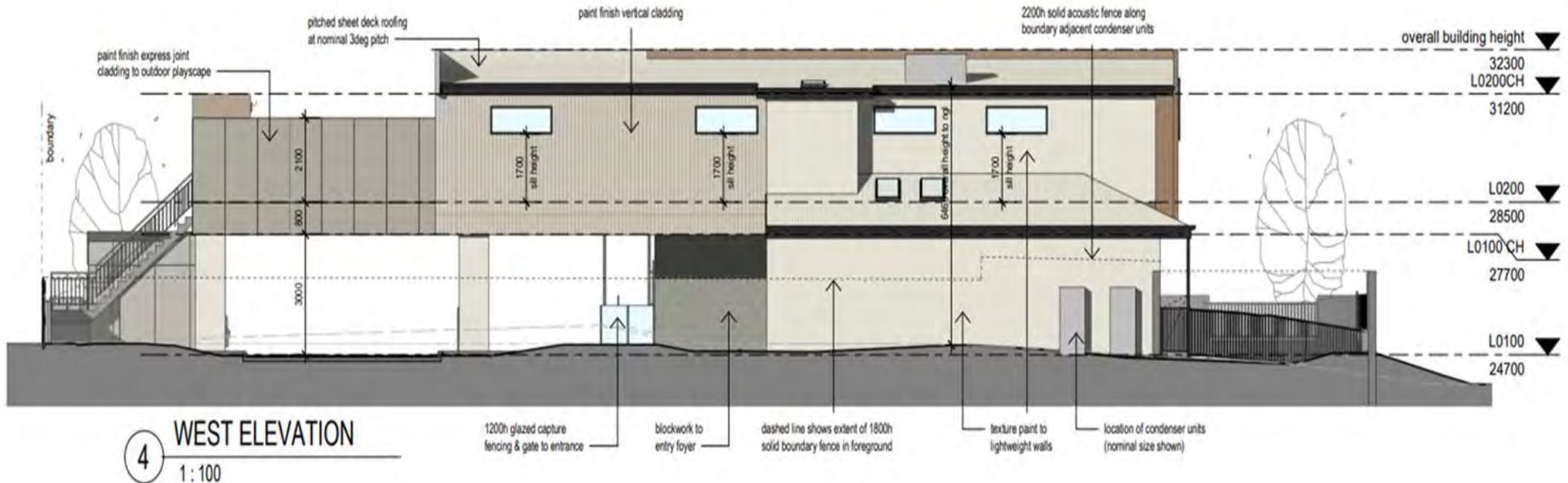
- Parking does not comply
 - 26 Bays required / 23 Bay provided
 - * admin staff inclusion
- Hours of Operation does not comply
 - 6.30am to 7.00pm –
 - * Staff will in be attendance **6.00am to 7.30pm**

I note the applicant may now be seeking 7am to 6pm
However that is 6.30am to 7.00pm with people in the building
and no doubt a request to extend hours will be made later !
- Noise
 - Applicant unwilling to change the location of air con units
 - Applicant unwilling to change outdoor group play times/size of groups
 - Applicant unable to manage and enforce suggested noise mitigation strategies
 - Applicant unwilling to determine mechanical specification

- Location

- Most definitely residential area
- All single story homes
- The residents don't consider this a sensitive placement

- Bulk and Scale



Summary

- The community respectfully request the panel refuse this large commercial development and whole heartly support the City's RAR recommendation to refuse
- The community strongly believe the testimonials, in-depth local knowledge and insight provided demonstrated over and above the commissioned reports from the developer, that the residents will have without a doubt, their amenities unduly impacted by this development
- **LOCATION, BULK/SCALE, NOISE, PARKING, HOURS OF OPERATION**
- The applicant has not demonstrated that the residents will not have their amenity unduly affected by this development



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	Michael Willcock
Company (if applicable)	Taylor Burrell Barnett
Please identify if you have any special requirements:	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	MOJDAP/124
Meeting Date	14 September 2021
DAP Application Number	DAP/21/02016
Property Location	Lot 666 Woodford Wells Way & Lot 667 Kingsley Drive, Kingsley
Agenda Item Number	8.3

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 <input checked="" type="checkbox"/>
Is the presentation in support of or against the <u>report recommendation</u> ? (<i>contained within the Agenda</i>)	SUPPORT <input type="checkbox"/> AGAINST <input checked="" type="checkbox"/>
Is the presentation in support of or against the <u>proposed development</u> ?	SUPPORT <input checked="" type="checkbox"/> AGAINST <input type="checkbox"/>
Will the presentation require power-point facilities?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> If yes, please attach



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	<i>The presentation will address:</i> <ul style="list-style-type: none">• Merits of the proposal;• Confirmation that issues have been addressed and the compliance of the development application;• Demonstrate that any impact on residential amenity will be very low
--	---

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:

A PowerPoint presentation and memorandum are attached.

PRESENTATION SUMMARY

To	Presiding Member, Metro Outer Joint Development Assessment Panel
From	Michael Willcock & Trent Will, Taylor Burrell Barnett
Date	9 September 2021
DAP Ref	DAP/21/02016
Subject	Presentation in support of Item 8.3 – Proposed Childcare Centre Lot 667 (73) Kingsley Drive and Lot 666 (22) Woodford Wells Way, Kingsley

To the Presiding Member and Panel Members,

Taylor Burrell Barnett (TBB) is acting on behalf of the landowner, CK Group, the proponent of the proposed childcare centre at the above address - Item 8.3 of the Metro Outer JDAP agenda for 14 September 2021.

Despite the recommendation for refusal, we consider there is strong justification for the application to be approved. The proposal is warranted for the following key reasons:

1. The height and scale of the development is entirely consistent with what can be expected on a residential property in this locality and is consistent with the R-Codes permissible heights;
2. The context of the site is highly appropriate with a local park, primary school and commercial centre located on the opposite side of the street, all within easy walkable distance of the site and the service catchment (having regard to Liveable Neighbourhoods, the LPP, and Planning Bulletin 72);
3. The proposal has been designed sensitively to the adjoining residential properties with landscaping strips and generous upper floor setbacks to the residential boundaries;
4. The proposal is consistent with the *Environmental Protection (Noise) Regulations 1997*, play areas are orientated away from other residential properties and the proposal does not unduly affect the amenity of adjoining properties.

These matters are discussed in further detail below.

1. Height and Scale

The RAR asserts that the development is not consistent with the scale of the locality and has undue impacts on adjoining properties. We contend the proposed height is entirely consistent with what should be expected for new development in the locality. We note the following:

- As is acknowledged in the RAR, **the building height is consistent with what could be approved for a residential development on the site**. The discrepancy with the heights in the Childcare Premises Policy is due to the policy not having been updated to accord with the recent revisions to the R-Codes Volume 1 which permit a concealed roof up to 8m in height.
- The proposed development is 7.6m at the highest point. The portion of the building nearest to the 20 Woodford Wells Way (western boundary) is 6.5m in height. The portion of the building nearest to 71 Kingsley Drive (northern boundary) is also 6.5m.

- The upper floor is generously set back from the adjoining residential properties. To the west, a small portion of the upper floor is setback 3.7m from the western boundary with the remainder of the building setback 5m or more. To the north, the upper floor is setback 5m from the play area and 13.25m from the wall. These setbacks provide adequate separation from the adjoining residential properties and cause no adverse impact on sunlight or ventilation between the properties. Furthermore, the shadow cast by the proposed development falls primarily over the road reserve and does not adversely affect adjoining properties.
- The RAR concludes that although the proposed height would be permitted with a residential development, it is considered inconsistent with the existing single storey context. Whilst the single storey nature of development is acknowledged, consideration must also be given to the future context of the area and the permissible building heights in this context. As mentioned above, the proposal is consistent with the permissible heights for the locality. Furthermore, there is an example of a recently redeveloped property at the corner of Greenwich Court and Kingsley Drive, just one block south of the subject site which comprises a two storey pitched roof development. The scale of this recently constructed development (2017) is not dissimilar to the proposal and could be reasonably expected in the future context, particularly for sites facing the park.



Two storey development at corner of Kingsley Drive and Greenwich Court, Kingsley

2. Site Context

We do not agree with the assessment in the RAR which deems the site inappropriate for a childcare centre as it is not 'wholly' located adjacent to non-residential uses.

For clarity, the relevant clause of the Childcare Premises Local Planning Policy states:

“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 terms 'preferable' and 'adjacent to' do not mean the site cannot share a boundary with another residential property. The land use is discretionary in a residential zone and there would be very few circumstances where residential sites abut non-residential uses on all sides. Attention should also be paid to the wording of the policy (which is guidance) which cites this as a 'preference' rather than a requirement.

Notwithstanding, we contend the proposal is ultimately consistent with the above clause because the site is adjacent to:

- Public open space (directly opposite the subject site);
- Kingsley Village Shopping Centre located approximately 200 metres to the south east. The closest commercial use is the service station, 70m to the south-east; and
- A primary school (on the opposite side of Kingsley Drive, 150m north).

The proximity to the abovementioned services and uses make it not only appropriate, but highly suitable for a childcare centre. Furthermore, there has been a number of approvals for childcare centres in similar contexts, as demonstrated in the attached presentation.

Design Response to Residential Character

The RAR raises concerns about the commercial appearance of the building. Whilst the building is designed in accordance with its purpose as a childcare premises, careful consideration has been given to the character of the area and the amenity of adjoining residential properties.

It would not be reasonable or necessary to replicate the prevailing suburban housing form of pitched roofs and face brick. Instead, the design proposes to complement the local area through suitable colour and material selection and by orientating the 'commercial' elements of the design (e.g. the play areas) toward Kingsley Drive and the public open space opposite. We contend that the design, which incorporates a modest second storey element softened with landscaping, is sensitive to and respectful of the suburban and leafy character of the area.

Moreover, the design respects the residential amenity and character by:

- Providing generous setbacks at ground level and from the upper floor to adjoining residential properties and providing landscaping and trees within the boundary setback areas to 'soften' the visual impact of the development;
- Orientating play areas toward the 'local distributor road' (Kingsley Drive) street frontage to limit noise to adjoining properties;
- Accepting and incorporating DRP feedback in relation to the materials and colours of the verandah and façade; and
- Providing open style fencing to maintain surveillance of the street and ensure the proposal complements the streetscape to both primary and secondary streets.

3. Noise and Residential Amenity

The RAR contends there is an adverse noise impact caused by the proposed development to adjoining residential properties. It is noted the basis for the City's concern on this matter is primarily the car park, as the RAR acknowledges the play areas are suitably orientated toward the street frontages.

We emphasise the proposed development has been assessed by the project acoustic consultant as being consistent with the *Environmental Protection (Noise) Regulations 1997*. This is not disputed in the RAR.

The location of the car park is appropriate as it ensures access is taken from Kingsley Drive (a local distributor road), avoiding additional traffic in the local streets. The alternative would be to provide more parking in the street setback areas, which may be seen as less preferable for the streetscape.

There is a 1.5m wide landscaping strip to provide a buffer between the car park and the adjoining residential boundaries. A standard (non masonry) 1.8m fence is proposed to the side boundaries as it was not deemed to require any further acoustic protection under the Noise Regulations. The proponent would not object to a masonry fence should this provide further comfort to the adjoining owners.

It is not clear how the provision of a car park within 1.5m of a residential boundary affects residential amenity, when the design has been assessed to meet noise regulations, and landscaping will also help to ameliorate some noise. We contend there is no adverse noise impact.

Conclusion

This proposal is generally consistent with the planning framework and specifically, the City's Childcare Premises Policy. The use of a childcare centre is discretionary in the Residential zone. In this instance, discretion is warranted and the site is clearly suitable for a childcare centre, noting it fronts a local distributor road (Kingsley Drive), and the opposite side of the road contains a park, primary school and shopping centre.

The design is sensitive to adjoining residential properties, play areas are orientated toward the streets and vehicle access is limited to Kingsley Drive to avoid additional traffic on the local streets. The setback areas are landscaped and the upper floor is generously set back from the adjoining residential properties.

Lastly, the proposal is consistent with the *Environmental Protection (Noise) Regulations 1997* and is not considered to cause any adverse noise impacts to adjoining residential properties.

Owing to the above, we respectfully request the JDAP approve the application in accordance with the alternative recommendation.

Kingsley Child Care Premises

JDAP Presentation

Date: 14/09/2021

Presented By: Michael Willcock



Site and Location

- Located on a corner site accessed from Kingsley Drive (Local Distributor Road).
- Having regard to LN's 'walkable catchment' of 400m (5 min walk):
 - Directly opposite Kingsley Park which provides clubrooms for sport and the Creative Kids Art Club Kingsley
 - Creaney Primary School is a 100m walk to the north-east
 - Kingsley Village Shopping Centre located approximately 200 metres to the south-east
 - Adjacent bus stops for the 445 Transperth service
- Two road frontages with good sightlines for the driveway and sufficient parking on-site
- Outdoor play areas oriented east away from residents, and compliant with the Noise Regulations.



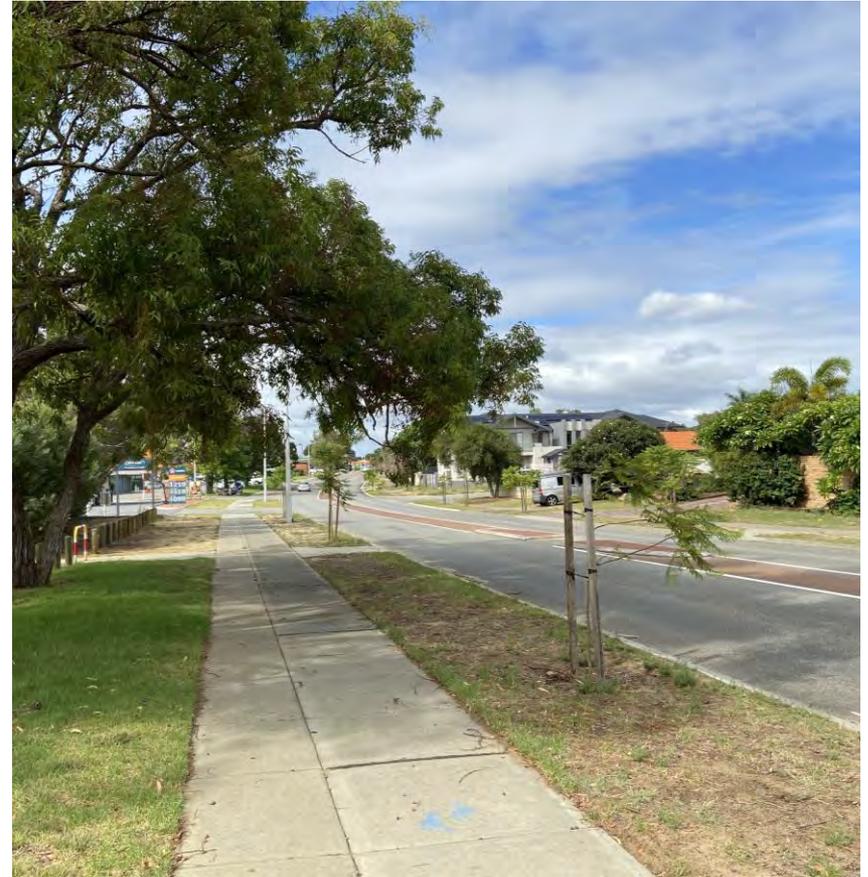
Development Application – existing conditions



Creaney Park (and bus shelter)



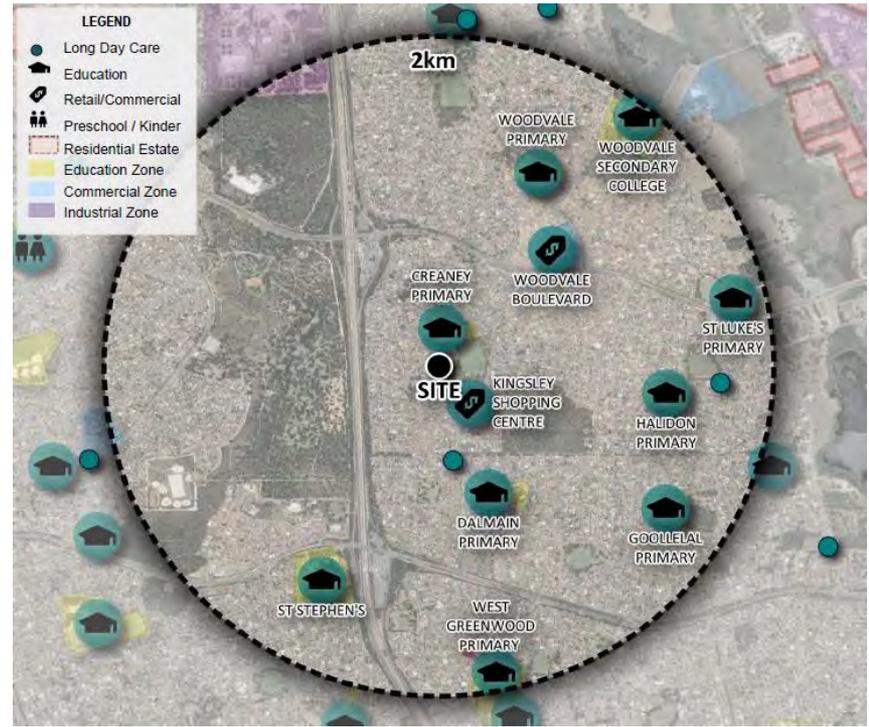
Kingsley Drive bus stops



Footpath connecting to the Kingsley activity centre (service station is the northern-most use within the Kingsley centre)

Local Need

- The local area has strong demand for child care services.
- Childcare Needs Assessment confirms the proposal would represent an attractive alternative in the market.
- Despite recent approvals, notable under-provision in Duncraig / Sorrento localities



Child Care Premises Landscaping

- Minimum 8% landscaping is exceeded, with proposed landscaping equating to 42.7% of the total site area.
- Landscaping on-site is extensive providing suitable spaces for play areas, shade, and amenity.
- 6 shade trees proposed (car park) and additional tree planting on verge and on-site.



Above: landscape concepts



No Traffic Safety/Impact Issues

- The entrance to the car park has been designed to allow vehicles to enter and exit in a forward gear, and provides sight lines that exceed minimum requirements. This ensures vehicles have greater visibility which improves safety for vehicles and pedestrians utilising Kingsley Drive.
- City of Joondalup (refer to page 4 of the RAR) confirmed the Transport Impact Statement and findings were acceptable.
- Development anticipated to increase traffic during peak hour, within the capacity of the road function and safety parameters.



Design Considerations

- Sensitively designed so that outdoor play areas wrap around the south and east frontages and are on the first floor.
- Compliant with the Noise Regulations.
- Compliant with Residential Design Code building height and building setbacks.
- Streetscape character considered within design, and as such open style fencing, generous setbacks and considerable vegetation proposed to deliver a more 'domestic style' of development.

- DRP feedback generally positive.
- DRP recommended glass panels provided above car park – has been incorporated.
- DRP recommended increased setback of bin store – has been provided.



Management

- Operations Management Plan and Noise Management Plan will be implemented, should the application be approved. Refer to Condition 7 of the Alternate Recommendation.
- Operations Management Plan provides the ability for any neighbour concerns to be raised and addressed without City involvement. City also has enforcement and compliance capabilities.
- Hours of operation requested to be 6.30am to 6.00pm Monday to Friday.



Similar Scale Development in Close Proximity to site

- Approximately 100m from subject site



2 Greenwich Ct, Kingsley

Comparable child care premises in City of Joondalup



Short walk to the Duncraig activity centre

Adjacent to a Local Distributor Road

Adjacent to residential



29-31 Acacia Way, Duncraig

Comparable child care premises in City of Joondalup



Short walk to the Greenwood activity centre

Fronting a Local Distributor Road

Opposite Calectasia Reserve & Hall

Adjacent to residential



20-22 Coolibah Drive, Greenwood

Comparable child care premises – Padbury



Short walk to the Padbury activity centre

Fronting a Local Distributor Road

Opposite MacDonald Park and Padbury School

Adjacent to residential

1-3 Forrest Road, Padbury



Conclusion

- Clear need for child care services in this location.
- Site is zoned 'Residential R20' and Child Care Premises is a 'D' discretionary use.
- The development is compliant with waste, traffic, parking, pedestrian safety, noise, privacy, building heights, building setbacks, landscaping and fencing requirements.
- Minor variations to location criteria should be considered on their merits, noting overall compliance with the Scheme and Local Planning Policy.
- No Traffic Safety concerns identified.
- Noise levels are modelled to be compliant with the *Environmental Protection (Noise) Regulations 1997*.
- Design and scale consistent with several other child care centres within the City of Joondalup.
- Management mechanisms are detailed to mitigate potential impacts (if any) to adjoining properties.

THANK YOU

We shape exceptional places where communities prosper and people belong.

Contact: Michael Willcock



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taylorburrellbarnett.com.au



LOT 7 (No.23) MASONRY WAY, MALAGA - WAREHOUSE DEVELOPMENT

Form 1 – Responsible Authority Report (Regulation 12)

DAP Name:	Metro Outer	
Local Government Area:	City of Swan	
Applicant:	Pinnacle Planning	
Owner:	Marshall Safro Pty Ltd	
Value of Development:	\$2,100,000 million <input checked="" type="checkbox"/> Mandatory (Regulation 5) <input type="checkbox"/> Opt In (Regulation 6)	
Responsible Authority:	City of Swan	
Authorising Officer:	Philip Russell - Manager Statutory Planning	
LG Reference:	DA-508/2021	
DAP File No:	DAP-21/21/02019	
Application Received Date:	15 June 2021	
Report Due Date:	30 August 2021	
Application Statutory Process Timeframe:	60 Days with an additional 21 days agreed	
Attachment(s):	Accompanying Plans 1. Location Plan 2. Cover Page A0 (Rev J) 3. Site Survey Plan A1 (Rev J) 4. Site Plan A2 (Rev J) 5. Floor Plans A3 (Rev J) 6. Elevations A4 (Rev J) 7. Landscape Concept Plan (Rev A)	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	<input checked="" type="checkbox"/> Yes	Complete Responsible Authority Recommendation section
	<input type="checkbox"/> N/A	
	<input type="checkbox"/> No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

Endorse the staff recommendation on the application to the Metro Outer Joint Development Assess Panel.

Officer Recommendation

It is recommended that the Metro Outer DAP resolves to:

Approve DAP Application reference DAP/21/02019 and Accompanying Plans in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and pursuant to Clause 26(1) the Metropolitan Region Scheme and the provisions of Clause 10.3 of the City of Swan Local Planning Scheme No.17, subject to the following conditions:

Conditions

1. The approved development must comply in all respects with the attached approved plans, as dated, marked and stamped, together with any requirements and annotations detailed thereon by the City of Swan. The plans approved as part of this application form part of the development approval issued.
2. This approval is for 'Warehouse' as defined in the City of Swan Local Planning Scheme No.17 and the subject land may not be used for any other use without the prior approval of the City.
3. Prior to occupation or use of the development, 37 vehicle parking bays must be provided on the lot in accordance with the approved plans. The design of vehicle parking and access must comply with AS/NZ 2890.1 (as amended). Accessible parking bays must comply with AS/NZ 2890.6 (as amended).
4. Vehicle parking, access and circulation areas must be sealed, kerbed, drained and maintained to the satisfaction of the City of Swan, in accordance with the approved plans.
5. Prior to a building permit being issued, stormwater disposal plans, details and calculations must be submitted for approval by the City of Swan and thereafter implemented, constructed and maintained on-site to the satisfaction of the City of Swan.
6. The development must be connected to the Water Corporation's sewer where available.
7. No fluid other than uncontaminated stormwater is to enter any stormwater drain without prior approval from the City of Swan on advice from the Environmental Protection Authority.
8. Refuse bin areas adequate to service the development must be provided to the satisfaction of the City of Swan prior to occupation or use of development.
9. External lighting shall comply with the requirements of AS 4282 – Control of Obtrusive Effects of Outdoor Lighting.
10. The approved landscaping and reticulation plan must be implemented within the first available planting season after the initial occupation of the development, and maintained thereafter, to the satisfaction of the City of Swan. Any species that fails to establish within the first two (2) planting seasons following implementation must be replaced in consultation with, and to the satisfaction of, the City of Swan.
11. All crossovers must be built and maintained in accordance with the City's specifications.

12. Prior to the commencement of operation, the landowner must contribute a sum of 1% of the total development construction value toward Public Art in accordance with the City of Swan Local Planning Policy for the Provision of Public Art (POL-LP-1.10), by either:
 - a. Payment to the City of a cash-in-lieu amount equal to the sum of the 1% contribution amount (\$21,000). This must be paid to the City prior to the date specified in an invoice issued by the City, or prior to the issuance of a building permit for the approved development, whichever occurs first; or
 - b. Provision of Public Art on-site to a minimum value of the 1% contribution amount (\$21,000). The following is required for the provision of Public Art on-site:
 - i. the landowner or applicant on behalf of the landowner must seek approval from the City for a specific Public Art work including the artist proposed to undertake the work to the satisfaction of the City in accordance with POL-LP-1.10 and the Developers' Handbook for Public Art (as amended). The City may apply further conditions in regard to the proposed Public Art;
 - ii. no part of the approved development may be occupied or used until the Public Art has been installed in accordance with the approval granted by the City; and,
 - iii. The approved Public Art must be maintained in compliance with the approval granted by the City and any conditions thereof, to the satisfaction of the City.
13. External illumination shall not flash or pulsate to the satisfaction of the City of Swan.
14. No bunting is to be erected on the site (including streamers, streamer strips, banner strips or decorations of similar kind).
15. All building works to be carried out under this development approval are required to be contained within the boundaries of the subject lot.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Industrial
Local Planning Scheme	City of Swan Local Planning Scheme No.17
Local Planning Scheme - Zone/Reserve	General Industrial
Structure Plan/Precinct Plan	N/A
Structure Plan/Precinct Plan - Land Use Designation	N/A
Use Class and permissibility:	Warehouse ('P')
Lot Size:	2,730m ²
Existing Land Use:	Vacant land
State Heritage Register	No
Local Heritage	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Heritage List <input type="checkbox"/> Heritage Area
Design Review	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Local Design Review Panel <input type="checkbox"/> State Design Review Panel <input type="checkbox"/> Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

The application has been lodged to create an industrial premises to accommodate the head office and distribution centre of Safro Group. The proposed development includes a warehouse and two-storey incidental office building.

The Warehouse development is intended to be used for the purposes of storage and distribution of goods as well as the head office for business administration functions.

The application consists of the following:

- 1,435m² of warehouse space, and a 346m² office component. The office component supports the warehouse predominant use proposed, and is not intended to be sub-let or designed to facilitate the sharing of the site between various businesses;
- A maximum of 20 staff members will be on site;
- A total of 37 vehicle parking bays are proposed within two (2) separate parking areas, which serves several functions, including the housing of staff parking behind a secured lock up garage, ensure adequate parking for visitors to the front of the building, and to leave free the EV charger parking bays;
- A two-way crossover is proposed off Masonry Way; and
- Signage.

Legislation and Policy:

Legislation

Planning and Development Act 2005

Planning and Development (Local Planning Schemes) Regulations 2015

Planning and Development (Development Assessment Panels) Regulations 2011

Local Planning Policies

POL-TP-124 Building and Development Standards - Industrial Zones

POL-TP-129 Vehicle Parking Standards

POL-C-070 Advertising Signs within the Commercial and Industrial Zones

POL-LP-1-10 Provision of Public Art

Consultation:

Public Consultation

No public consultation was undertaken for the proposal.

Referrals/consultation with Government/Service Agencies

No referrals were required for this proposal

Planning Assessment:

Zoning and Land Use Permissibility

The subject site is zoned 'Industrial' under the Metropolitan Region Scheme and 'General Industrial' under the City of Swan Local Planning Scheme No.17. A 'Warehouse' is a permissible ('P') use within the 'General Industrial' zone with the 'Office' component of the development incidental to the predominant 'Warehouse' land use.

Built Form

As DesignWA is specific and does not apply to warehouse developments, the proposal has been assessed against Local Planning Policy POL-TP-124 Building and Development Standards - Industrial Zones and is generally compliant, with the exception of the following:

Setback Requirements

A balcony is located on the primary street façade of the development and protrudes 2.5m into the 9m primary street setback area.

Despite the balcony presenting as a variation to the setback requirement, it is not considered to contribute to the perceived building bulk as viewed from the street. The overall development is well articulated across the site with over 70% of the development exceeding the minimum setbacks prescribed. Additionally, landscaping is proposed on the ground floor underneath the balcony including 'shade trees' as depicted on the landscaping concept plan which are expected to screen the balcony over time.

Plot Ratio Requirements

A plot ratio of 0.6:1 (1,638m²) is required to meet policy requirements. A plot ratio of 0.68:1 (1,862.35m²) is proposed representing a 0.8:1 (224.35m²) variation.

Similar to the setback variation, the additional plot ratio area is not considered to contribute to the perceived building bulk as viewed from the street. The variation has no bearing or impact on setbacks, landscaping, parking provision or overall built form outcome. Accordingly, the plot ratio variation is inconsequential, and given there are no demonstrated offsite impacts resulting from the variation, it is capable of being supported.

Landscaping Requirements

273m² is required to be provided as landscaped areas. 232.05m² of landscaping has been provided representing a 40.95m² shortfall.

The shortfall proposed is considered negligible as although the development demonstrates a reduced level of landscaping than that of the 10% policy requirement, the development provides an 8.5% (232.05m²) increase in landscaping as no landscaping is provided on the site at the moment.

Additionally, verge landscaping is proposed which increases the overall landscaped area to approximately 390m². Therefore it is considered that the level of landscaping is appropriate as it is an increase to what exists on site, is wholly contained within the street setback area, and improves the visual appearance and amenity of the area as viewed from the street.

Parking

In accordance with the City's Local Planning Policy POL-TP-129 Vehicle Parking Standards, the 'Warehouse' land use class has a requirement of two (2) spaces per 100m² GLA. The development requires 37 parking bays which has been provided as demonstrated on the submitted site plan.

Access

Primary vehicle access into the site is proposed via a new two-way crossover on Masonry Way.

The application was accompanied by a Transport Impact Statement (TIS) which demonstrated all vehicle movements to and from the site can be accommodated and was anticipated to have no material impact on the surrounding local network. The TIS was reviewed by City staff who concur with the findings and are satisfied the existing road network can deal with the proposed traffic generation to and from the site.

Signage

Pursuant to Schedule 5A of the City of Swan Local Planning Scheme No.17 the signage associated with the development is not exempt from requiring planning approval, by virtue of the signage being more than 5m above natural ground level.

An assessment against the City's Local Planning Policy POL-C-070 Advertising Signs within Commercial and Industrial zones was undertaken and confirmed that the proposed signage is entirely consistent with Council Policy.

Public Art

In accordance with the City's Local Planning Policy POL-LP-1.10 Provision of Public Art, the owner is liable to make a contribution to public art, either monetarily or through development onsite, should the development be approved.

The policy aims to ensure that certain developments in excess of \$2 million construction cost will contribute toward public artworks that promote and recognise the identity of the local community. The intent of the policy is to encourage owners to develop public art on their property. As this is not always feasible however, the owner is granted discretion to make a monetary contribution toward public art instead.

The approximate cost of the proposed development as stated on the MRS Form 1 and DAP Form 1 is \$2.1 million. This construction cost requires either a cash-in-lieu contribution of \$21,000 (being 1% of the construction cost) or the provision of public art onsite (as approved by the City) to the value of \$21,000. Should Public Art be constructed onsite, a Notification under Section 70A is required to be lodged on the Certificate of Title of the subject lot to advise future landowners of the need to maintain the Public Art.

Conclusion:

The application is considered capable of support for the following reasons:

- The proposed development is consistent with the intent of the zone;
- The proposed development is generally consistent with the relevant Local and State Government Planning Policies; and
- Vehicle movements to and from the site can be accommodated and will have no material impact on the surrounding local network.



PROPOSED OFFICE AND WAREHOUSE DEVELOPMENT

BRICKWORKS ESTATE MALAGA

TABLE OF CONTENTS	
Drawing No.	Drawing Name
A0	Cover Page
A1	Site Survey Plan
A2	Site Plan
A3	Floor Plans
A4	Elevations



DA - ISSUED FOR DEVELOPMENT APPROVAL

Client:
Fila Constructions
 Project Title:
Lot 7 #23 Masonry Way Malaga

Cover Page

SHEET SIZE:	A1	START DATE:	17.03.21	Project Number:	2119	Drawing Number:	A0
DRAWN:	MB	CHECKED:	MB				

REVISION	DATE	DESCRIPTION
F	02.06.21	Internal layout changes and elevation design
G	04.06.21	Issued for Development Approval
H	06.06.21	Client Changes
J	21.07.21	Internal car bay added

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SEC Dome
Power Pole
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Water Conn.
[TP 10.00] Top Pillar/Post
[TW 10.00] Top Wall
[TR 10.00] Top Retaining
[TF 10.00] Top Fence

BEWARE: POSSIBLE SERVICE RUN IN & COST

DISCLAIMER:
 Lot boundaries drawn on survey are based on landgate plan only. Survey does not include title search and as such may not show easements or other interests not shown on plan. Title should be checked to verify all lot details and for any easements or other interests which may affect building on the property.

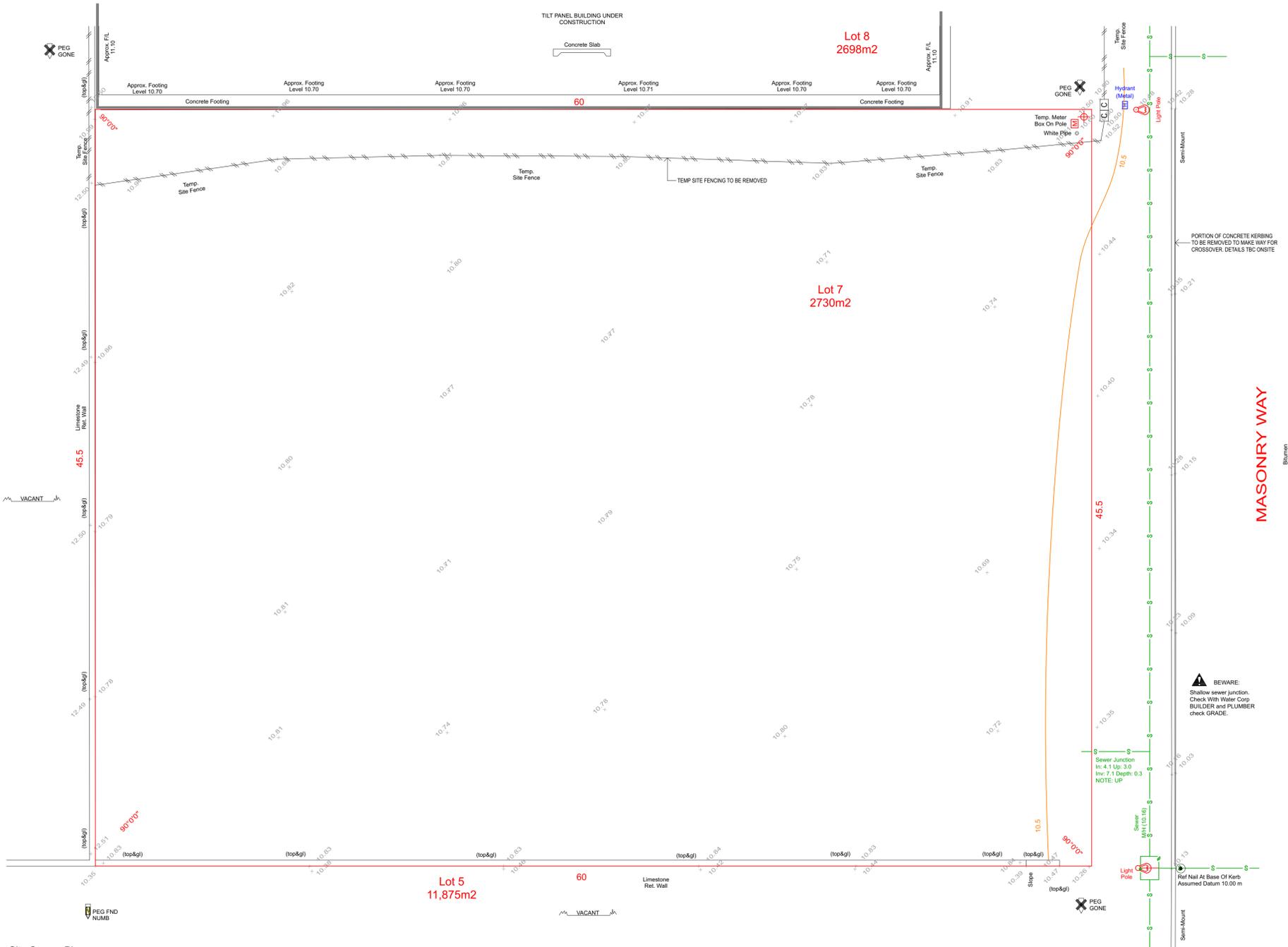
DISCLAIMER:
 Survey does not include verification of cadastral boundaries. All features and levels shown are based on orientation to existing pegs and fences only which may not be on correct cadastral alignment. Any designs based or dependent on the location of existing features should have those features' location verified in relation to the true boundary.

DISCLAIMER:
 Survey shows visible features only and will not show locations of underground pipes or conduits for internal or mains services. Verification of the location of all internal and mains services should be confirmed prior to finalisation of any design work.

DISCLAIMER:
 Cottage & Engineering surveys accept no responsibility for any physical on site changes to the parcel or portion of the parcel of land shown on this survey including any adjoining neighbours levels and features that have occurred after the date on this survey. All Sewer details plotted from information supplied by Water Corporation.

LOT MISCLOSE
 0.000 m

SOIL DESCRIPTION
 Sand
 Light Grass Cover



Site Survey Plan
 1:150



Fila Constructions
 The peak body for the building design profession Member

GENERAL NOTES:
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DA - ISSUED FOR DEVELOPMENT APPROVAL

Client:
Fila Constructions

Project Title:
Lot 7 #23 Masonry Way Malaga

Site Survey Plan

SHEET SIZE:	A1	START DATE:	17.03.21	Project Number:	2119	Drawing Number:	A1
DRAWN:	MB	CHECKED:	MB				

REVISION	DATE	DESCRIPTION
F	02.06.21	Internal layout changes and elevation design
G	04.06.21	Issued for Development Approval
H	06.06.21	Client Changes
J	21.07.21	Internal car bay added



PO Box 2655, Malaga WA 6944
 Email: mike@qds.com.au Mobile: 0403 165 270

NOTES:
 - DO NOT SCALE FROM THE SITE SURVEY PLAN.
 - THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT SPECIFICATIONS, REPORTS, CONTRACTS AND DRAWINGS.

DESIGN NOTES

COUNCIL:
CITY OF SWAN
LOCAL PLANNING SCHEME No. 17

ZONING:
GENERAL INDUSTRIAL

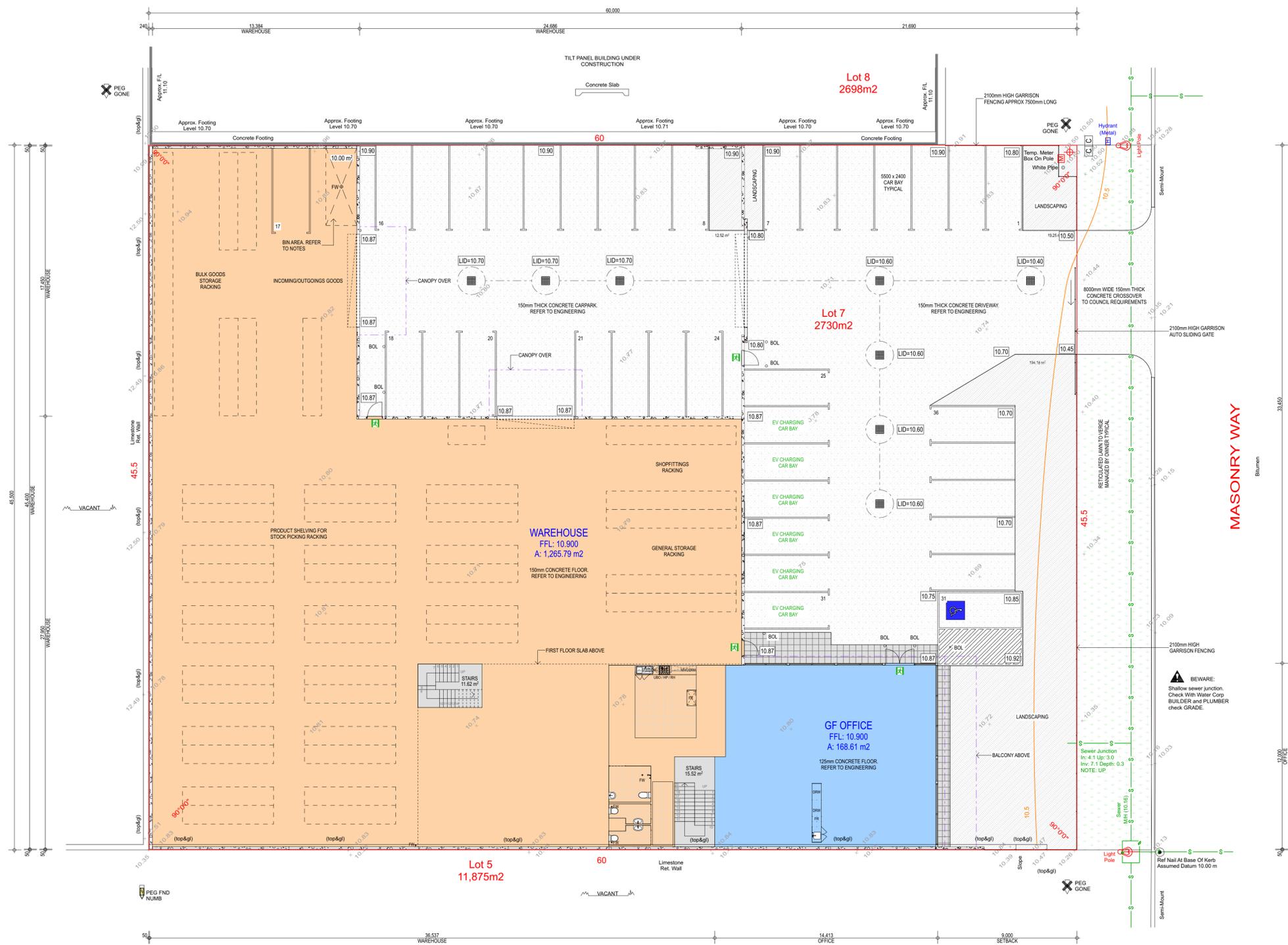
SETBACKS:
PRIMARY STREET - 9m
SECONDARY STREET - 9m
SIDE AND REAR BOUNDARIES - NIL

USE DEFINITION:
WAREHOUSE: MEANS A BUILDING WHEREIN GOODS ARE STORED AND MAY BE OFFERED FOR SALE BY WHOLESALE.

OFFICE: MEANS PREMISES USED FOR ADMINISTRATION, CLERICAL, TECHNICAL, PROFESSIONAL OR OTHER LIKE BUSINESS ACTIVITIES.

DESIGN CALCULATIONS

TOTAL SITE AREA:	2730m ²
BUILDING AREA:	1862.35m ²
PLOT RATIO:	68.22%
REQUIRED LANDSCAPING (10%):	273.00m ²
PROVIDED LANDSCAPING (8.5% + VERGE):	232.05m ²
GF WAREHOUSE PARKING: (1269.66/50m ²)	25.39
GF OFFICE PARKING: (165.60/50m ²)	3.31
GF STAIRS AREA: (26.29/0m ²)	0.00
FF OFFICE PARKING: (180.95/50m ²)	3.62
FF STORAGE PARKING: (165.67/50m ²)	3.31
FF STAIRS AREA: (27.49/0m ²)	0.00
FF BALCONY AREA: (29.37/0m ²)	0.00
REQUIRED PARKING:	35.63
PROVIDED PARKING:	36.00



Site Plan
1:150

ABBREVIATIONS:
 - FE = FIRE EXTINGUISHER
 - FHR = FIRE HOSE REEL
 - COL = COLUMN
 - DP = DOWNPIPE
 - PJ = PANEL JOINT

NOTES:
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 - ALL BUILDING WORK TO BE CARRIED OUT IN ACCORDANCE WITH THE REQUIRED AUSTRALIA STANDARDS AND THE NCC.
 - ALL DIMENSIONS TAKEN TO STRUCTURAL SURFACES UNLESS OTHERWISE NOTED (STUD FRAMING / CONCRETE PANELS ETC), NO ALLOWANCE FOR INTERNAL AND EXTERNAL SHEETING. ANY DISCREPANCY CONFIRM WITH OWNER OR BUILDER.
 - CARE SHOULD BE TAKEN TO INCLUDE AN ALLOWANCE IN CALCULATION OF CLEARANCE REQUIRED FOR FIXINGS ETC.

SITE NOTES:
 - EXTEND COMPACTION 1.5m PAST THE BUILDING.
 - TELSTRA PIT & POWER DOME POSITIONS TO BE CONFIRMED ON SITE. CONDUIT RUNS ARE INDICATIVE ONLY. CONTRACTOR TO CONFIRM ON SITE.
 - NBN FTTP AVAILABLE. DEVELOPMENT MUST COMPLY WITH NBN STANDARDS.



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Client:
Fila Constructions

Project Title:
Lot 7 #23 Masonry Way Malaga

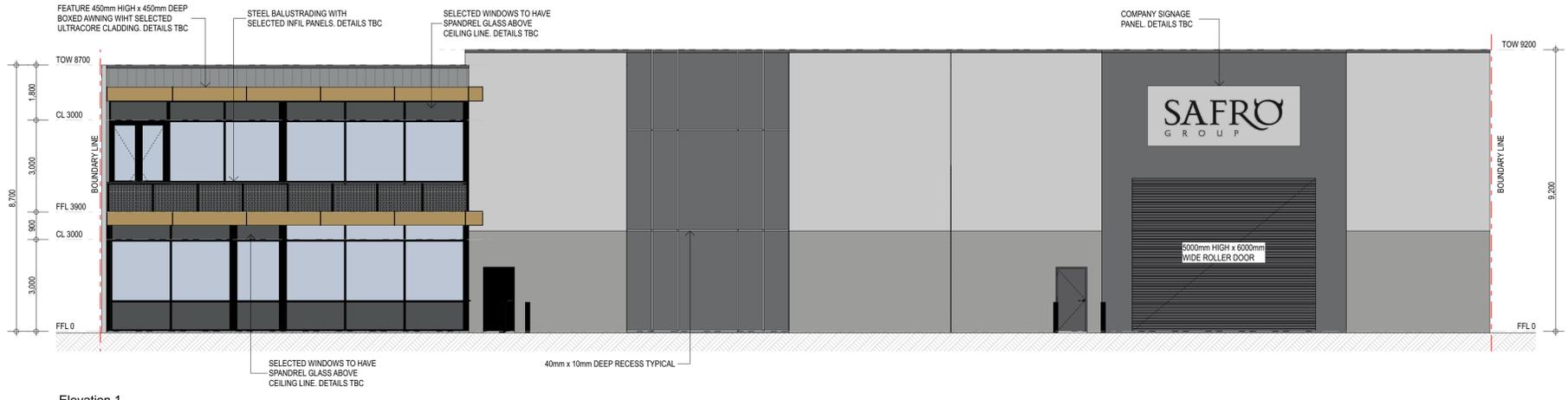
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DRAWN:	MB	CHECKED:	MB	2119		A2	
SCALE:	1:150, 1:100, 1:30, 1:1, 1:50						
REVISION	DATE	DESCRIPTION					
F	02.06.21	Internal layout changes and elevation design					
G	04.06.21	Issued for Development Approval					
H	06.06.21	Client Changes					
J	21.07.21	Internal car bay added					

QDS QUALITY DESIGN SOLUTIONS

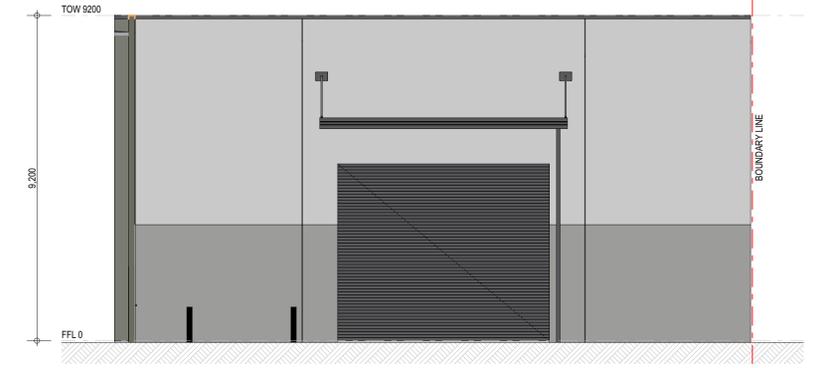
PO Box 2655, Malaga WA 6944
 Email: mike@qds.com.au Mobile: 0403 165 270

ALL CONTRACTORS WORKING ON THIS PROJECT TO CHECK ALL DIMENSIONS AND NOTES PRIOR TO INITIATING ANY WORKS. ALL DISCREPANCIES TO BE NOTIFIED TO THE PROJECT MANAGER STRAIGHT AWAY.

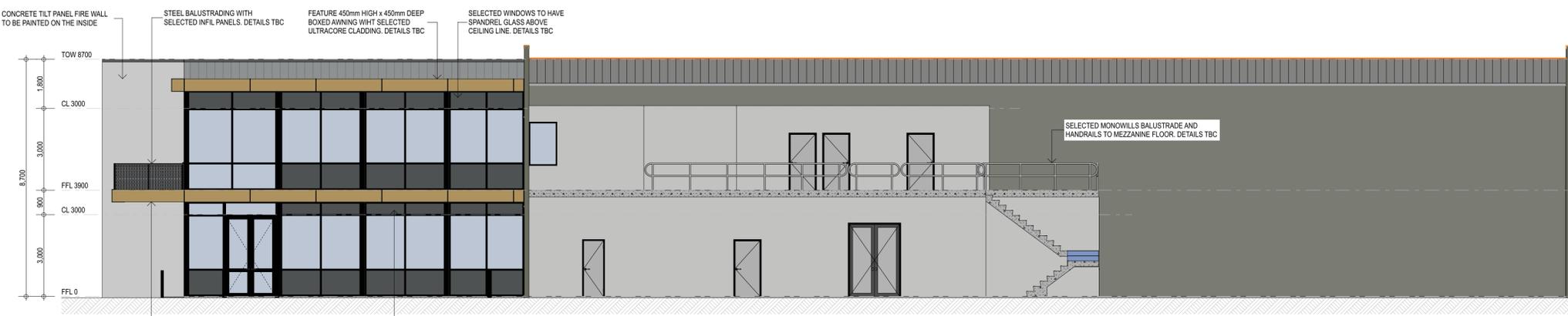
CITY OF SWAN
RECEIVED
21 Jul 2021



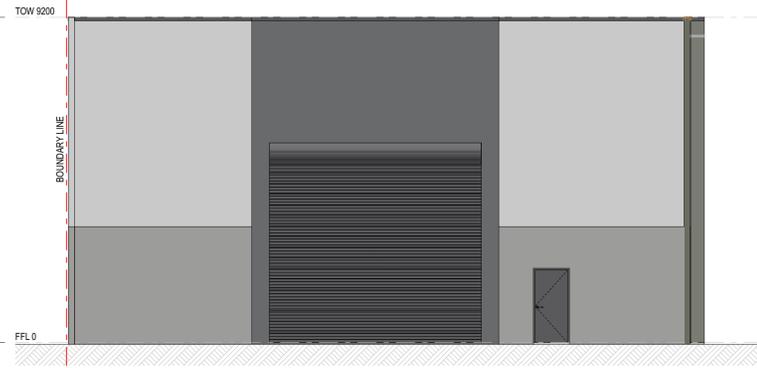
Elevation 1
1:100



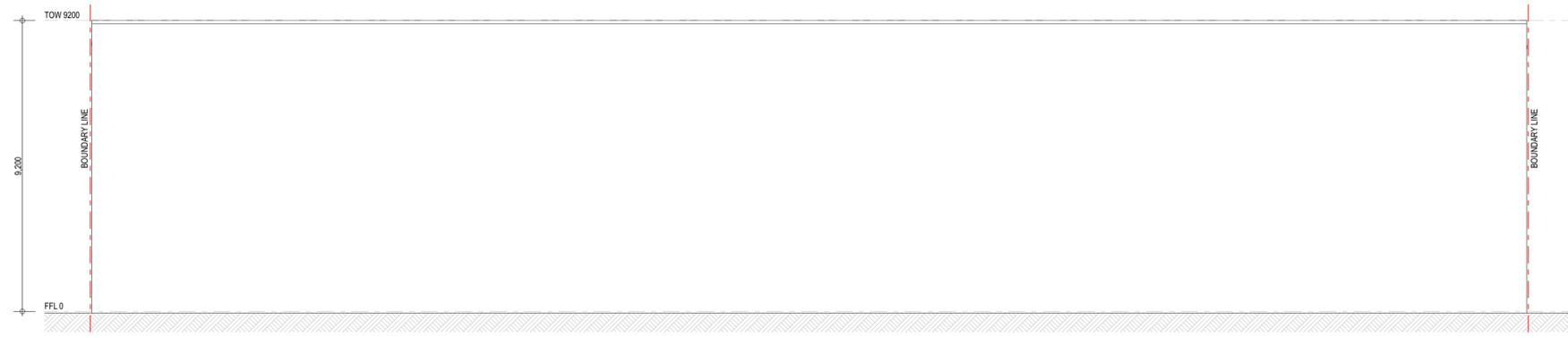
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1:100



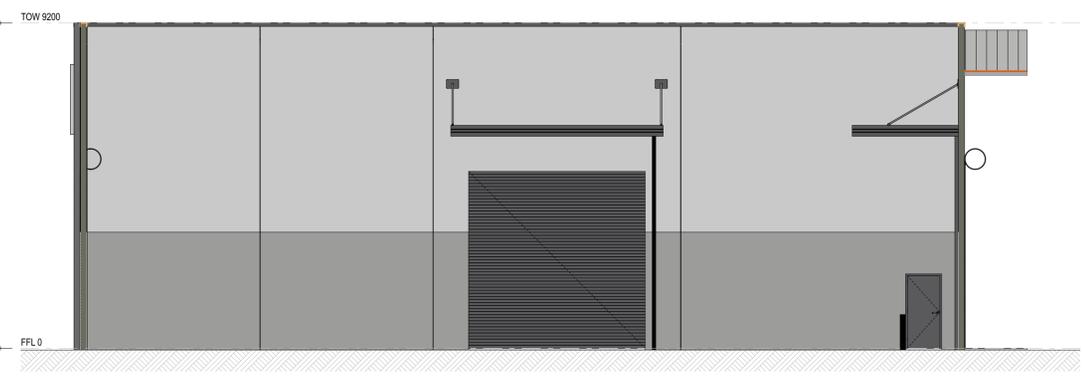
Elevation 2
1:100



Elevation 7
1:100



Elevation 3
1:100



Elevation 6
1:100



Elevation 4
1:100

NOTES:
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ABBREVIATIONS:
- FE = FIRE EXTINGUISHER
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Client:
Fila Constructions
Project Title:
Lot 7 #23 Masonry Way Malaga

Elevations			
SHEET SIZE:	A1	START DATE:	17.03.21
DRAWN:	MB	CHECKED:	MB
SCALE:	1:100	Project Number:	2119
		Drawing Number:	A4
REVISION	DATE	DESCRIPTION	
F	02.06.21	Internal layout changes and elevation design	
G	04.06.21	Issued for Development Approval	
H	06.06.21	Client Changes	
J	21.07.21	Internal car bay added	



REV	DATE	DWN	APP	DESCRIPTION
A	13.05.2021	KD	KD	LANDSCAPE CONCEPT PLAN

LEGEND

TREES
SELECTED VERGE TREE
EG. WEeping PEPPERMINT
SELECTED SHADE TREES
EG. CORAL GUM

FEATURE PLANTS
SELECTED FEATURE PLANTING
EG. KANGAROO PAWS

PLANTING
VERGE PLANTING (GROUNDCOVERS 2/m²)
PLANTING TYPE 01 (GROUNDCOVERS 3/m²)
PLANTING TYPE 02 (SHRUBS 2/lin.m)
PLANTING TYPE 03 (MIXED PLANTING/STRAPPY 3/m²)

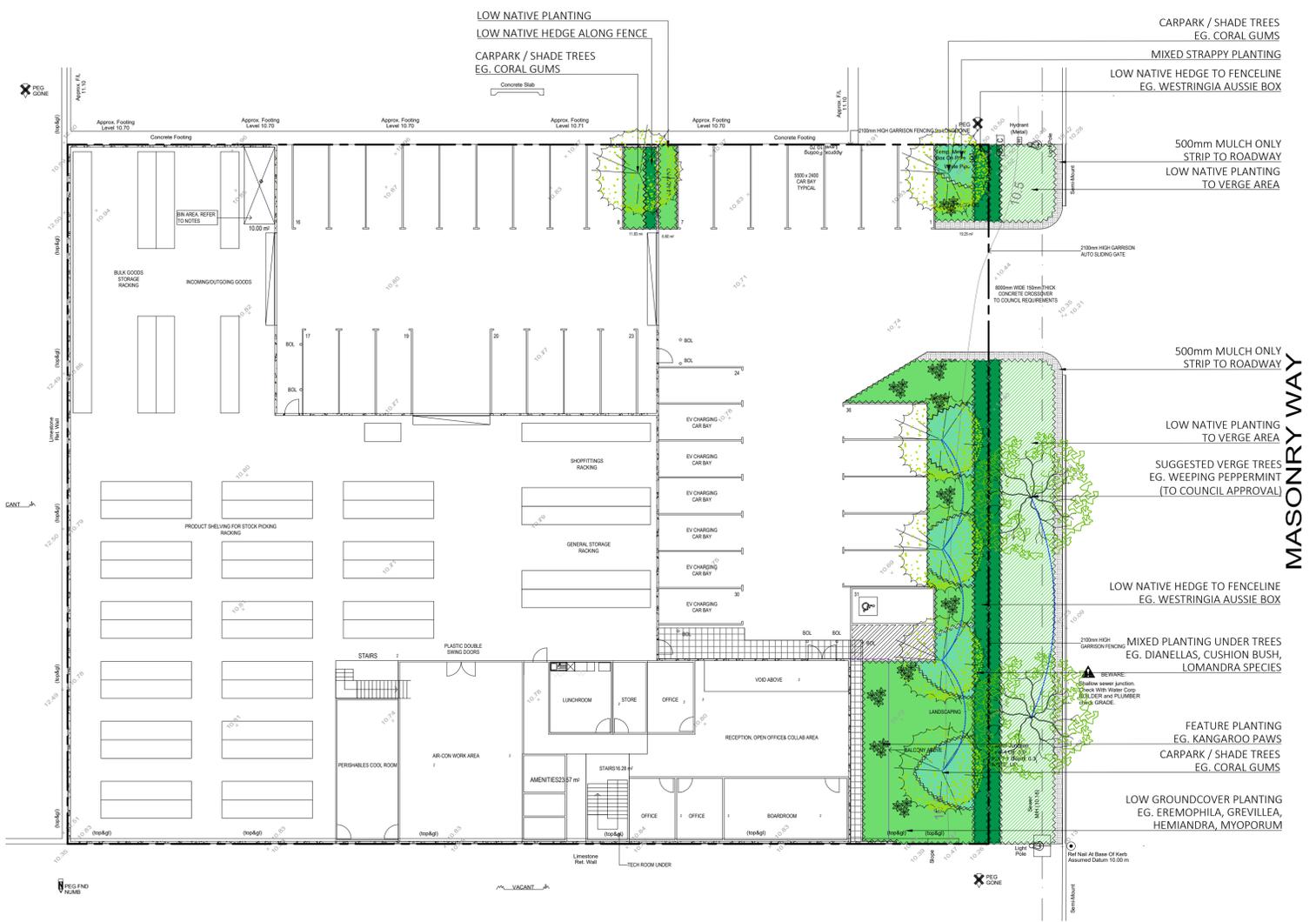
SURFACE TREATMENT
MULCH ONLY (WOOD CHIP MULCH)

PLANTING PALETTE

Symbol	Species	Common Name	Quantities	Size
Trees:				
AGOfie	Agonis flexuosa	Weeping Peppermint	As Shown	100L
CORfic	Corymbia ficifolia	WA Red Flowering Gum	As Shown	100L
EUCtor	Eucalyptus torquata	Coral Gum	As Shown	100L
EUCvic	Eucalyptus victrix	Little Ghost Gum	As Shown	100L
HAKlau	Hakea laurina	Pin Cushin Hakea	As Shown	100L
Shrubs and Groundcovers:				
ANlGol	Anigozanthos 'Gold Velvet'	Yellow Kangaroo Paw	3/m ²	140mm
ANlRub	Anigozanthos 'Ruby Velvet'	Red Kangaroo Paw	3/m ²	140mm
CASgla	Casuarina glauca	Cousin It	3/m ²	140mm
DIABla	Dianella tasmanica 'Emerald Arch'	Emerald Arch	3/m ²	140mm
DIABla	Dianella tasmanica 'Blaze'	Blaze	3/m ²	140mm
EREblu	Eremophila 'Blue Horizon'	Blue Horizon	3/m ²	140mm
GREcri	Grevillea crithmifolia prostrata	Crithmifolia	3/m ²	140mm
GREgin	Grevillea 'Gin Gin Gem'	Gin Gin Gem	3/m ²	140mm
HEMPun	Hemandra pungens	Snake Bush	3/m ²	140mm
LEUbro	Leucophya brownii	Silver Cushion Bush	3/m ²	140mm
LOMTan	Lomandra 'Tanika'	Tanika	3/m ²	140mm
MYOpar	Myoporum parvifolium 'Yareena'	Yareena	3/m ²	140mm
PIMfer	Pimelea ferruginea 'Bonnie Petite'	Roe Flower	3/m ²	140mm
RHAori	Rhapiolepis 'Oriental Pearl'	Dwarf Indian Hawthorn	2/linm	200mm
SCAhum	Scaevola humilis 'Purple Fusion'	Fan Flower	3/m ²	140mm
WESaus	Westringia 'Aussie Box'	Aussie Box	2/linm	200mm
WESbox	Westringia 'Grey Box'	Grey Box	2/linm	200mm

NOTES

- GENERAL**
 - ALL SCALES ARE AS NOTED AND TO SUIT A1 PAPER SIZE
 - THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT SCHEDULES, REPORTS AND DRAWINGS AND PROJECT SPECIFICATIONS
 - FOR ALL FINISHED LEVELS, DRAINAGE DESIGN AND WATER CONNECTION POINTS REFER TO ASSOCIATED PROJECT DOCUMENTATION (BY OTHERS).
 - FOR ALL ASSOCIATED IRRIGATION DESIGN REFER TO IRRIGATION DOCUMENTATION AND SPECIFICATION.
 - PLANTING SETOUT SHOULD BE CHECKED BY SUPERINTENDENT BEFORE INSTALLATION BEGINS.
- SOIL PREPARATION**
 - ALL AREAS ARE TO BE FINE GRADED EVENLY TO CONFORM TO KERB LEVELS AND SURROUNDING FINISHES.
 - SURFACES SHALL BE FREE FROM DEPRESSIONS, IRREGULARITIES AND NOTICEABLE CHANGES IN GRADE. GENERALLY, GRADES SHALL DEVIATE IN LEVEL NO GREATER THAN 20mm IN ONE LINEAR METRE.
 - PLANTED AREAS SHALL BE SPREAD WITH MIN. 50mm OF APPROVED STANDARD SOIL CONDITIONER THAT SHALL BE RIPPED INTO EXISTING SOIL TO A MIN. DEPTH OF 200mm.
 - PLANTING AREA SOIL PROFILES TO BE PREPARED AS SPECIFIED AND REVIEWED BY SUPERINTENDENT BEFORE PLANTING AND CONNECTING IRRIGATION.
 - ALL SITE AND IMPORTED SOILS, POTTING MIX, SOIL CONDITIONERS AND MULCHES TO BE IN ACCORDANCE TO RELEVANT AUSTRALIAN STANDARDS.
- PLANTING**
 - PLANTED AREAS SHALL BE MULCHED WITH AN ORGANIC WOOD-CHIP MULCH UNLESS OTHERWISE STATED TO A MINIMUM DEPTH OF 75mm.
 - ADVANCED TREES SHALL BE STAKED W/ 50x50mm DIA HARDWOOD POSTS. POSTS SHALL BE PAINTED BLACK AND INSTALLED TO A MIN DEPTH OF 500mm. TREES SHALL BE SECURED TO POLES W/ RUBBER TIES IN FIGURE 8.
 - TREES PLANTED WITH IN 1000mm OF BOUNDARY WALLS AND/OR PARKING AREAS SHALL BE INSTALLED WITHIN 600mm DEPTH NYLON ROOT BARRIER MEMBRANE. MEMBRANE SHALL BE INSTALLED AS PER MANUFACTURERS RECOMMENDATIONS.
 - FINAL PLANTING TO BE SELECTED FROM SUGGESTED PLANTING PALETTE SCHEDULE.
 - ALL VERGE LANDSCAPING TO LOW NATIVE (WATER WISE) GROUNDCOVERS. PLANTS SHALL BE KEPT BELOW 500mm HIGH IN ACCORDANCE TO COUNCIL REGULATIONS. PLANTING TO BE AT 2/m² SPACING.
 - TREES ON VERGE IN ACCORDANCE TO CITY OF SWAN TREE GUIDELINE POLICY.
 - TREES WITHIN PROPERTY PROPOSED AT A RATIO OF 1:6 CAR BAYS.
 - PLANTS TO BE SET OUT WITH EVEN SPACING TO FILL THE DESIGNATED AREAS.
 - IN AREAS OF MIXED PLANTING, SPECIES TO BE SPREAD OUT AT RANDOM, IN GROUPINGS OF 2 OR 3.
 - PLANTS SHALL BE SUPPLIED FROM AN INDUSTRY ACCREDITED WHOLESALE NURSERY. PLANTS SHALL BE IN APPROPRIATE SIZE FOR THE LISTED POT SIZE AND IN GOOD HEALTH.
 - IF SPECIES ARE UNAVAILABLE (OR IN SIZES SPECIFIED), SUBSTITUTES MUST BE APPROVED BY SUPERINTENDENT BEFORE DELIVERY AND INSTALLATION.
 - SUPERINTENDENT TO REVIEW SAMPLES OF ALL TREE SPECIES AND PLANTS AT SOURCE OR BY PHOTOGRAPH PRIOR TO DELIVERY AND INSTALLATION.
- IRRIGATION**
 - PLANTING AREAS TO BE IRRIGATED VIA A FULLY AUTOMATIC SYSTEM FROM MAINS.
 - WATER PRESSURE TO HAVE A MINIMUM FLOW RATE OF 30l/pm AT 300kPa FROM THE WATER CONNECTION POINT (OR AS STIPULATED).
 - CONTROLLER TO BE LOCATED IN SERVICE ROOM (OR AS SHOWN ON IRRIGATION DETAILS - TO FUTURE DETAIL).
 - SLEEVES BENEATH PAVED SURFACES AND TO BASED PLANTING AREAS TO BE PROVIDED BY OTHERS.
 - IRRIGATION TO GARDEN BEDS TO BE NETAFIM TECHLINE, SUB SURFACE IRRIGATION. INSTALLED TO MANUFACTURERS SPECIFICATION. IRRIGATION TO TREES TO BE BUBBLERS, TORO FLOOD BUBBLERS OR SIMILAR.
 - ASCON DRAWINGS, MANUALS AND 12 MONTH WARRANTY SHALL BE SUPPLIED BY THE IRRIGATION CONTRACTOR TO THE CLIENT UPON PRACTICAL COMPLETION.
 - PLEASE REFER TO IRRIGATION DRAWING SET FOR FINAL LAYOUT AND SCHEDULE (TO FUTURE DETAIL).



LOT 9027 LOGISTICS BOULEVARD KENWICK – INDUSTRY - NOXIOUS

Form 1 – Responsible Authority Report (Regulation 12)

DAP Name:	Metro Outer Joint Development Assessment Panel	
Local Government Area:	City of Gosnells	
Applicant:	Taylor Burrell Barnett	
Owner:	MKSEA Pty Ltd	
Value of Development:	\$5.4 million <input type="checkbox"/> Mandatory (Regulation 5) <input checked="" type="checkbox"/> Opt In (Regulation 6)	
Responsible Authority:	City of Gosnells	
Authorising Officer:	Andrew Lefort Manager Development Services	
LG Reference:	DA21/00358	
DAP File No:	DAP/21/02015	
Application Received Date:	11 June 2021	
Report Due Date:	1 September 2021	
Application Statutory Process Timeframe:	90 Days	
Attachment(s):	<ol style="list-style-type: none"> 1. Site, Floor and Elevation Plans 2. Location Plan 3. Schedule of Submissions 4. Consultation Plan 5. DWER Referral Recommendation 6. DFES Referral Recommendation 	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	<input type="checkbox"/> Yes	Complete Responsible Authority Recommendation section
	<input checked="" type="checkbox"/> N/A	
	<input type="checkbox"/> No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

That the Metro Outer Joint Development Assessment Panel resolves to:

1. **Accept** that the DAP Application reference DAP/21/02015 is appropriate for consideration as a “Industry - Noxious” land use and compatible with the objectives of the zoning table in accordance with Clause 3.2 of the City of Gosnells Town Planning Scheme No. 6;
2. **Approve** DAP Application reference DAP/21/02015 and accompanying plans (DA02 Rev 0 dated 25.5.2021, DA03 Rev 0 dated 25.5.2021, DA04 Rev 0 dated 25.5.2021, DA05 Rev 0 dated 25.5.2021, DA5b Rev 1 dated 25.5.2021, DA6 Rev 1 dated 25.5.2021) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of Town Planning Scheme No. 6, subject to the following conditions:

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.
2. This decision constitutes planning approval only and is valid for a period of four 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. Prior to applying for a Building Permit, the applicant shall submit, have approved, and thereafter implement, a drainage design, prescribing a functional drainage system, including detailed engineering drawings, and necessary technical information to demonstrate functionality of the design in accordance with the relevant Urban Water Management Plan, to the satisfaction of the City of Gosnells.
4. Prior to applying for a Building Permit, a Landscape Plan for the development site and the adjoining road verge(s) is to be submitted to and approved by the City of Gosnells. The following details are to be included:
 - (i) Existing street trees and vegetation to be retained on the site and adjacent verge.
 - (ii) Landscape treatments such as lawn, mulch areas, paving and bin collection areas.
 - (iii) The location, species, quantity and pot size of proposed trees and shrubs.
 - (iv) Areas to be irrigated.
 - (v) A 3m wide landscaping strip provided along the Coldwell Street boundary.
5. Prior to applying for a Building Permit, a schedule of materials, finishes and colours shall be submitted to and approved by the City of Gosnells. Prior to the occupation of the development, the approved external finishes and colour schemes are to be implemented to the satisfaction of the City of Gosnells and maintained thereafter.

6. Following the approval of the drainage design, prior to the occupation of the development, the proponent is to submit a D-Spec survey of the drainage modifications to the swale in the road verge required as a result of the crossovers associated with the approved development.
7. Prior to the occupation of the development, all crossovers are to be located and constructed to the City of Gosnells specifications.
8. Prior to the occupation of the development, the proposed hardstand area is to be paved, sealed and drained to the satisfaction of the City of Gosnells.
9. Prior to the occupation of the development, any road widening and truncations, etc., required around the existing street lights that are currently within the development site are to be given up free of cost to the Crown to the satisfaction of the City of Gosnells.
10. Prior to the occupation of the development, the landscaping and irrigation of the development site and the adjoining verges is to be installed in accordance with the approved landscape plan and thereafter maintained to the satisfaction of the City of Gosnells.
11. Prior to the occupation of the development, the street light located along Coldwell Road, conflicting with the crossover, is to be relocated to the satisfaction of the City.
12. Prior to the commencement of development, the Bushfire Management Plan and Risk Management Plan is to be endorsed by the Department of Fire and Emergency Services.

Advice Notes

1. You are advised of the need to obtain a Building Permit prior to the commencement of work.
2. The submitted Building Permit application plans are to be consistent with the plans that form part of the relevant Development Approval, to the satisfaction of the City of Gosnells.
3. Your attention is drawn to the following to minimise the impact of development works:
 - (i) All development works must be carried out in accordance with Control of Noise Practices set out in section 6 of AS2436-1981. For further details please contact the Department of Water and Environment Regulation.
 - (ii) Development work shall only be permitted between 0700 hours and 1900 hours on any day which is not a Sunday or public holiday, without the written approval of the City.
 - (iii) Development work shall comply in all respects with the *Environmental Protection (Noise) Regulations 1997*.
4. The operation/development is to comply with the *Environmental Protection (Noise) Regulations 1997*.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Industrial
Local Planning Scheme	Town Planning Scheme No. 6
Local Planning Scheme - Zone/Reserve	General Industry
Structure Plan/Precinct Plan	Maddington Kenwick Strategic Employment Area Precinct 3A
Structure Plan/Precinct Plan - Land Use Designation	General Industry
Use Class and permissibility:	Industry – Noxious – A use
Lot Size:	12.0676ha
Existing Land Use:	Vacant Land
State Heritage Register	No
Local Heritage	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Heritage List <input type="checkbox"/> Heritage Area
Design Review	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Local Design Review Panel <input type="checkbox"/> State Design Review Panel <input type="checkbox"/> Other
Bushfire Prone Area	Yes
Swan River Trust Area	No

Proposal:

The proposal includes the following:

- Industrial building comprising:
 - A Warehouse and Office building 2,545m² in area, accommodating a main office (1 level), warehouse zone 1, warehouse zone 2 and amenities, setback 26.7 from Logistics Boulevard and built up to the north eastern side boundary.
 - A grease decant 299m² in area, setback 24.6m from Coldwell Road and built up to the north eastern side boundary.
 - An 11kL bulk oil tank zone, accommodating 8 x 40ft tanks, spaced 600mm apart, setback 36.8m from Coldwell Road.
 - 24 car parking bays and 6 bicycle spaces.
- The use of the site for the bulk storage, blending and distribution of oil and lubricants. This specifically includes:
 - Stores of bulk oils in 110,000L to 40L dual skinned containers. The total volume of lubricant storage is proposed to be approximately 1.5 million litres, comprising:
 - 1,300 intermediate bulk containers (IBCs) (1,200,000L);

- 735 drums (180,000L); and
 - Pails/small packs (50,772L).
- Blending and mixing of various oils/lubricants to create custom mixes from 44 gallon drums for distribution;
- Distribution of lubricants in a variety of volumes, from ICBs through to oil tankers; and
- Receipt of returned empty ICBs, cleaning, repair and then preparing ICBs for refilling and distribution.
- Crossovers and access ways associated with the development as follows:
 - Two crossovers to Logistics Boulevard, one being an 18m wide dedicated truck entry and one being a 6m wide passenger vehicle entry/exit.
 - One crossover to Coldwell Road, being a 22.7m wide dedicated truck exit crossover; and
- Garrison style fencing to the north west and south east boundaries, chain link fence to the north east boundary, green wall and perforated metal sheet panel with embossed logo to the south west boundary and landscaping fronting the primary and secondary streets.

A copy of the site, floor and elevation plans are contained as Attachment 1.

Background:

The subject site is within the south western portion of the Maddington Kenwick Strategic Employment Area (MKSEA) Precinct 3A, known as the Roe Highway Logistics Park. The site is situated at the intersection of Logistics Boulevard, Coldwell Road and Grove Road with the main access to the site being from Logistics Boulevard.

The development site is part of a larger parent lot that has subdivision approval from the Western Australian Planning Commission (WAPC). A plan showing the location of the development site is contained as Attachment 2.

The MKSEA has been strategically planned for industrial development since the late 1990's and is located in close proximity to major freight routes (Tonkin Highway, Roe Highway) and similar industrial areas including Kewdale/Welshpool, Forrestfield, Perth Airport and Hazelmere.

Legislation and Policy:

Legislation

- *Planning and Development Act 2005*
- Metropolitan Region Scheme
- Town Planning Scheme No. 6
- *Planning and Development (Local Planning Schemes) Regulations 2015*
- *Environmental Protection Act 1986*
- *Environmental Protection Regulations 1987*

State Government Policies

- State Planning Policy 3.7 – Planning in Bushfire Prone Areas (SPP 3.7)
- Government Sewerage Policy – Perth Metropolitan Region
- EPA Guidance Statement No. 3 - Separation Distances Between Industrial and Sensitive Land Uses

Structure Plans/Activity Centre Plans

- MKSEA Precinct 3A

Local Policies

- Local Planning Policy 4.1 Public Consultation
- Local Planning Policy 4.9 Signage and Flags

Consultation:

Public Consultation

The proposal was advertised for public comment for 14 days, during which time nine submissions were received, eight providing no objection and one providing comment on the proposal. A schedule of submissions and comments and technical responses is contained as Attachment 3. A map identifying the location of each submission is contained as Attachment 4. In terms of the consultation plan, the following is noted:

- Two submissions raising no objection to the proposal did not provide details of the affected property that their submission originated from; and
- One submission raising no objection was located outside the consultation area.

All three submissions have not been shown on the consultation plan.

The main concerns raised during consultation relate to odour and trade waste treatment, which is discussed further in the report.

Referrals/consultation with Government/Service Agencies

The proposal was referred to the following government agencies:

- Department of Water and Environmental Regulation (DWER)
- Department of Fire and Emergency Services

The application was referred to DWER as the proposed use will be considered a Prescribed Premises under the *Environmental Protection Regulations 1987* (EP Regulations). The *Environmental Protection Act 1986* (EP Act) requires a works approval to be obtained before constructing a prescribed premises. In response, DWER raised no objection to the proposal. DWER's referral recommendation is contained as Attachment 5.

The application was referred to DFES as the proposed use is considered to be a high risk land use under the State Planning Policy 3.7 – Planning in Bushfire Prone Areas (SPP 3.7), which requires joint endorsement of the Bushfire Management Plan (BMP) by the local government and the Department of Fire and Emergency Services (DFES). In response, DFES raised concern with the vegetation classification contained within the BMP and the cumulative impact this will have on Bushfire Attack Level (BAL) ratings on the site. The DFES referral recommendation is contained as Attachment 6. This is discussed further below.

Design Review Panel Advice

Not applicable.

Planning Assessment:

Town Planning Scheme No. 6

Land Use Permissibility

The subject site is zoned General Industry under TPS 6 and is designated General Industry under the MKSEA Precinct 3A Structure Plan. Industry – Noxious is an ‘A’ use within the General Industry zone, meaning that the use is not permitted unless the local government has exercised its discretion by granting planning approval after undertaking consultation in accordance with Clause 64 of the *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2.

Car Parking

TPS 6 does not include parking standards for an Industry – Noxious use. Clause 4.13.1 of TPS 6 states:

“Where a development is not specified in Table No. 3A the Council shall determine car parking requirements having regard to the nature of development, the number of vehicles likely to be attracted to the development and the maintenance of desirable safety, convenience and amenity standards.”

In considering the matter, the following is provided:

- The application documentation includes information relating to the use which stipulates the tenant will have a maximum of 19 employees on site at any one time and a maximum of four visitors on site at any one time. This is spread across the hours of operation and these numbers are generally not expected to be on site at the same time.
- The application proposes 24 car parking bays on site, which safely accommodates all the staff and visitors expected on site, at the same time.
- In the event a future tenant would require parking for additional staff or visitors, there is sufficient space on site to accommodate additional car parking if/when required.

As demonstrated above, the parking provided on site is considered acceptable in this instance.

Setbacks

For development within industrial zones, Table 2B of TPS 6 stipulates a 15m primary street setback and 4.5m secondary street setback. The application proposes a 17m primary street (Logistics Boulevard) setback to the warehouse and office building, a 25m secondary street (Coldwell Road) setback to the grease decant. The setbacks of the proposed development are therefore compliant with TPS 6.

Site Drainage and Landscaping

Table 2B of TPS 6 stipulates that a landscaping strip with a minimum width of 3m is required abutting all street frontages, except for approved crossovers. The proposal includes a 3m-4.5m wide landscape strip to Logistics Boulevard and a 3m wide landscape strip to Coldwell Road. There is a section of Coldwell Road where landscaping has not been provided along the frontage, but instead as hardstand. In the event the application is approved a condition should be imposed requiring the landscaping plan to include a 3m wide landscape strip along the Coldwell Road frontage.

During the consultation period, concerns were raised relating to possibility of oil entering the stormwater system and what measures would be put into place to ensure the inter-connected downstream network is not impacted. The proponent advised that the spill drain will be fully bunded with a canopy roof over and the spill drain will be completely independent of the site stormwater.

The proposed trade waste treatment system will not be permitted to discharge into the stormwater network and separate approvals are required to demonstrate this. As such the management measures in place for the containment of oil spills on site is considered acceptable.

Facades

For development within industrial zones, TPS 6 requires each façade of the building to be constructed of masonry, concrete or glass (or a combination of one or more of those materials or similar materials as approved). Where the bottom portion of the building is masonry (to a height of 2m), the use of metal, timber, or other panelling above the masonry may be approved.

The facades of the building include masonry (tilt panels) for the façade of the warehouse and office building and grease decant with a steel framed entry and glazed panels to the front façade of the office building. The facades of the proposed development comply with TPS 6.

Waste Management

For development within industrial zones, Clause 4.9 of TPS 6 specifies minimum standards for individual warehouse unit refuse storage areas. The applicant advised that refuse will be managed by the tenant through a number of bulk bins proposed to be stored adjacent to the southern façade of the warehouse building. The bin store is screened from view from Logistics Boulevard by a screen wall and rain water tank and from Coldwell Road by the location of the bulk oil tanks

Sewer

The subject site is not currently serviced by a reticulated sewer and it was not required as a condition of subdivision approval. In this regard, Clause 4.9.5 of TPS 6 stipulates:

"Where connection to a comprehensive reticulated sewerage system is not available, no development with on-site effluent disposal in excess of that of a single house or single residential equivalent, shall be approved unless the proposed development is in accordance with the provisions of the Government Sewerage Policy."

Given that connection to reticulated sewer is not available, the development must incorporate an Alternative Treatment Unit (ATU) that is acceptable to the Department of Health (DoH). The development is proposed to be connected to an ATU.

Traffic and Access

The application proposes a total of three crossovers, comprising two to Logistics Boulevard (one being an 18m wide dedicated truck entry and one being a 6m wide passenger vehicle entry/exit) and one crossover to Coldwell Road, being a 22.7m wide dedicated truck exit. The truck exit crossover to Coldwell Road conflicts with an existing street light. In the event the application is approved, a condition should be imposed requiring the street light to be relocated to the satisfaction of the City. In addition, the two crossovers to Logistics Boulevard conflict with an existing swale drain located in the road reserve. In the event the application is approved, a condition should be imposed requiring modifications to the swale drain, to the satisfaction of the City.

A Transport Impact Statement (TIS) was submitted in support of the application which assessed the traffic operations, access and car parking of the proposed development. The TIS identified the proposed development would generate 23 trips in the AM peak, 23 trips in the PM peak on the busiest day and a total of 66 daily trips (including truck movements), which is equivalent to one movement every 2 minutes in the peak hours. This level of traffic generation will be adequately catered for by the surrounding road network.

Odour

During the consultation period concerns were raised relating to the potential odours associated with the storage, decanting or mixing activities and whether odours associated with the use will extend beyond the property boundary. In this regard the proponent advised that:

- *"The operations are odourless. The products in the warehouse are all fully packaged and have no odour.*
- *The Bulk Oil Facility and Grease Repackaging both operate in a fully sealed/contained environment with no odour emissions.*
- *The washdown area involves cleaning of dirt and small amounts of grease and as such emit very limited odours.*
- *There is no manufacture, no use of open chemical containers, no heating or other process that would in itself create odours."*

The City considers that there will be no odour impact from the proposed use on surrounding properties.

State Planning Policy 3.7 – Planning in Bushfire Prone Areas (SPP 3.7)

The subject site and surrounding area is identified as bushfire prone and the provisions of SPP 3.7 therefore apply.

In accordance with the requirements of SPP 3.7, a Bushfire Management Plan (BMP) was prepared in support of the MKSEA Precinct 3A Structure Plan, which incorporates the subject site. The purpose of the BMP was to identify bushfire hazards within and in the vicinity of the Structure Plan area, and to ensure that the threat posed by any hazard is appropriately mitigated in accordance with the requirements of the WAPC's bushfire Protection Guidelines.

The applicant provided an updated BMP, containing an assessment against the SPP 3.7 bushfire protection criteria. The proposed development and use of the land is considered to be a high risk land use, defined by SPP 3.7 as:

“A land use which may lead to the potential ignition, prolonged duration and/or increased intensity of a bushfire. Such uses may also expose the community, fire fighters and the surrounding environment to dangerous, uncontrolled substances during a bushfire event.”

SPP 7.3 requires the BMP to be referred to, and endorsed, by DFES, along with a risk management plan.

During the referral period DFES raised concern with some vegetation classifications within the BMP and the cumulative impact this will have on BAL ratings on the site. In an effort to address these concerns, the proponent revised the BMP, and vegetation classifications have been applied in accordance with DFES advice and the worst case scenario has been applied. While the revised BMP has not been referred to DFES, the City considers the changes made are consistent with DFES advice and in the event DFES require further amendments, these changes will not impact on the siting of the building and structures on site and the buildings can safely be located outside of BAL-40 or BAL Flame Zone classifications. In the event the application is approved, a condition should be imposed requiring the BMP be endorsed by DFES as well as requiring the preparation and endorsement of a risk management plan.

EPA Guidance Statement No. 3 - Separation Distances Between Industrial and Sensitive Land Uses

The purpose of the Guidance Statement is to provide advice to proponents, responsible authorities, stakeholders and the public, about the minimum separation distances between specific industry and sensitive land uses to avoid or minimum the potential for land use conflict. With regard to the proposed use, the statement prescribes a minimum separation distance of 300m to 500m. However it should be noted that it is not intended to be an absolute separation distance, but rather, a default distance for the purpose of identifying specific buffers in the absence of site specific studies.

With regard to the subject proposal, the nearest residential dwelling is approximately 60m from the subject site. Although it is unclear whether this dwelling is occupied for residential purposes as it is located within MKSEA Precinct 2 and zoned Industrial

under the MRS. The application was also referred to DWER which raised no objection to the proposal.

In considering this issue, a prescribed premises must hold a works approval prior to commencing any work or construction. DWER can refer any proposal that needs a works approval to the Environmental Protection Authority (EPA) if the Department is of the view that the proposal has the potential to cause significant external impacts.

Local Planning Policy 4.9 – Signage and Flags (LPP 4.9)

LPP 4.9 provides guidance for the assessment and determination of applications for signage and/or flags. The proposed signage complies with all provisions of LPP 4.9 with the exception of the following:

Signage	Assessment Element	LPP 4.9 Sign Standards	Assessment
Monolith sign	Maximum Number	One per property, however, no such sign is permitted if there are any pylon signs on the same site.	Two monolith signs are proposed to be located along the Logistics Boulevard frontage, one being an estate sign, adjacent to the car park entry/exit and one proposed feature letterbox sign adjacent to the truck entry.

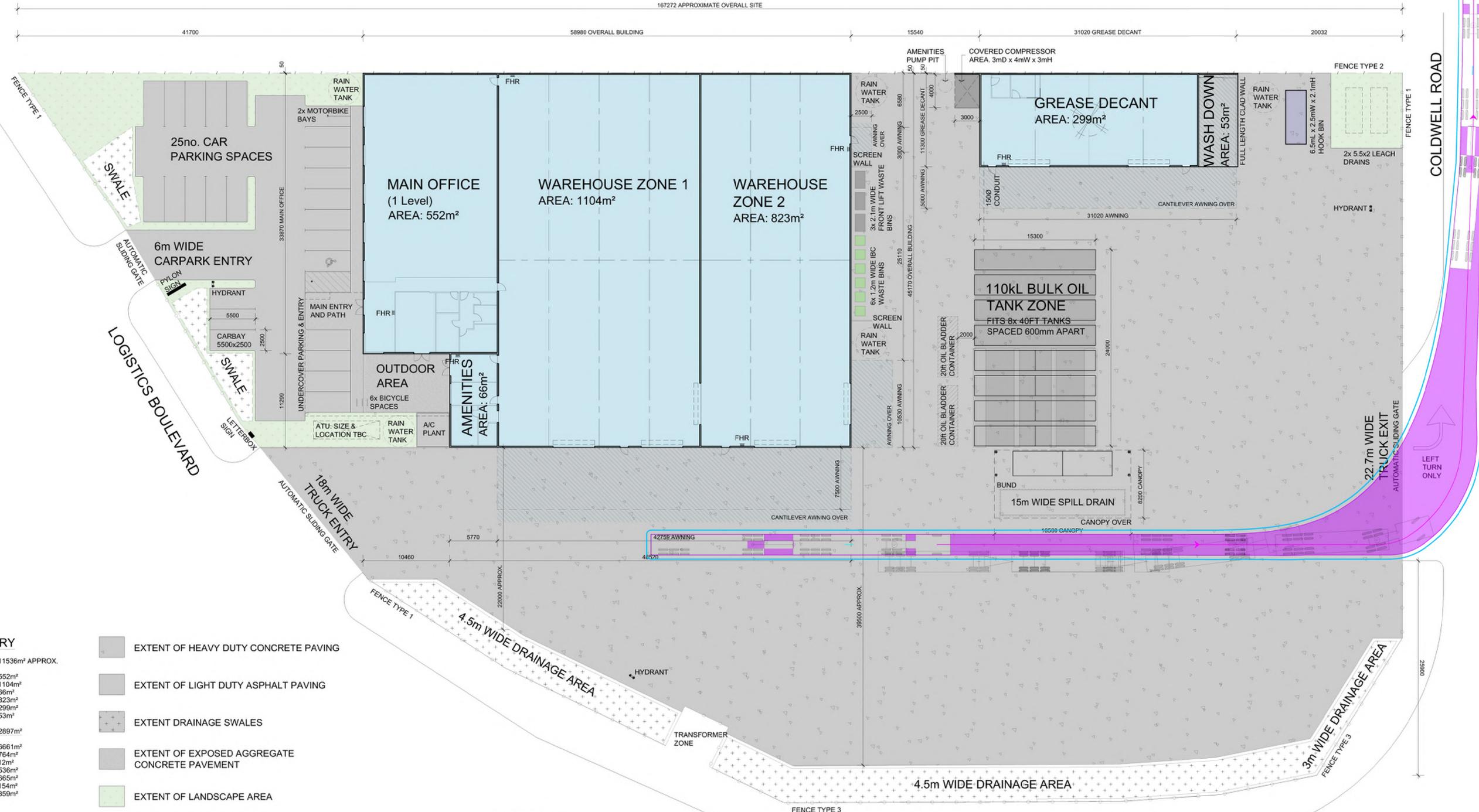
In considering the matter, the following is relevant:

- The proposed sign is below the size permitted by LPP 4.9 (being 2.1m and 5m in height, in lieu of the permissible 7m);
- The site has a 116m wide frontage and the signs are to be located 20m apart providing a good level of separation;
- The signs include a 0.2m² and 1.96m² plate, respectively and are consistent with the standard of signage previously approved in the estate and it is therefore not considered to be an over proliferation of signage.

The proposed variation to LPP 4.9 is therefore considered minor in the context of the overall development and the variation is therefore supported.

Conclusion:

The proposed development is consistent with the planning framework for MKSEA Precinct 3A and is therefore recommended for approval subject to conditions.



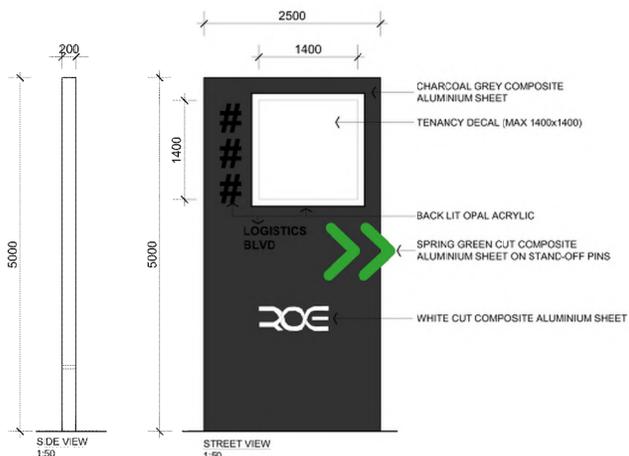
DEVELOPMENT SUMMARY

SITE AREA:	11536m² APPROX.
OFFICE:	552m²
WAREHOUSE ZONE 1:	1104m²
WH AMENITIES:	66m²
WAREHOUSE ZONE 2:	823m²
GREASE DECANT:	299m²
WASHDOWN:	53m²
OVERALL FLOOR AREA:	2897m²
HEAVY DUTY PAVING AREA:	6661m²
LIGHT DUTY PAVING AREA:	764m²
COMPRESSOR PAVING:	12m²
AWNING AREA (warehouse/decant):	536m²
DRAINAGE AREA:	665m²
PAVING AREA:	154m²
LANDSCAPE AREA:	359m²

- EXTENT OF HEAVY DUTY CONCRETE PAVING
- EXTENT OF LIGHT DUTY ASPHALT PAVING
- EXTENT DRAINAGE SWALES
- EXTENT OF EXPOSED AGGREGATE CONCRETE PAVEMENT
- EXTENT OF LANDSCAPE AREA

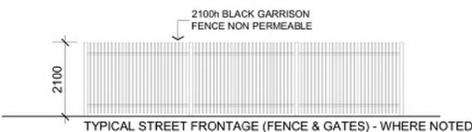
SITE PLAN

SCALE 1 : 250



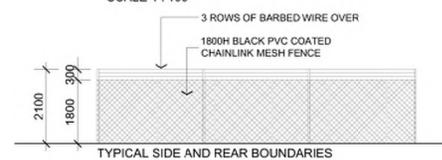
MONOLITH SIGN
SCALE 1 : 50

LETTERBOX SIGN
SCALE 1 : 50

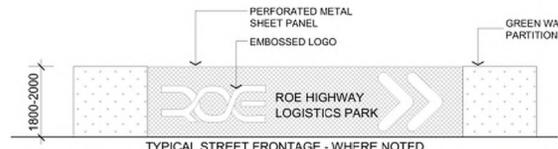


FENCE TYPE 1

SCALE 1 : 100



FENCE TYPE 2
SCALE 1 : 100



FENCE TYPE 3 (PERFORATED SCREEN/ GREEN WALL)
SCALE 1 : 100

REV	DATE	ITEM	DRN
0	25.05.21	ISSUED FOR DEVELOPMENT APPROVAL	JP



ABN 17 051 265 546 Reg. 8429
131 Dixon Rd., Rockingham, WA, 6168
ph. 9599 1500 e. reception@shelford.com.au

PROJECT:
PROPOSED INDUSTRIAL FACILITY
CLIENT ADDRESS:
Lot 43 logistics Blvd, Kenwick (Sinopec)
Roe Highway Logistics park

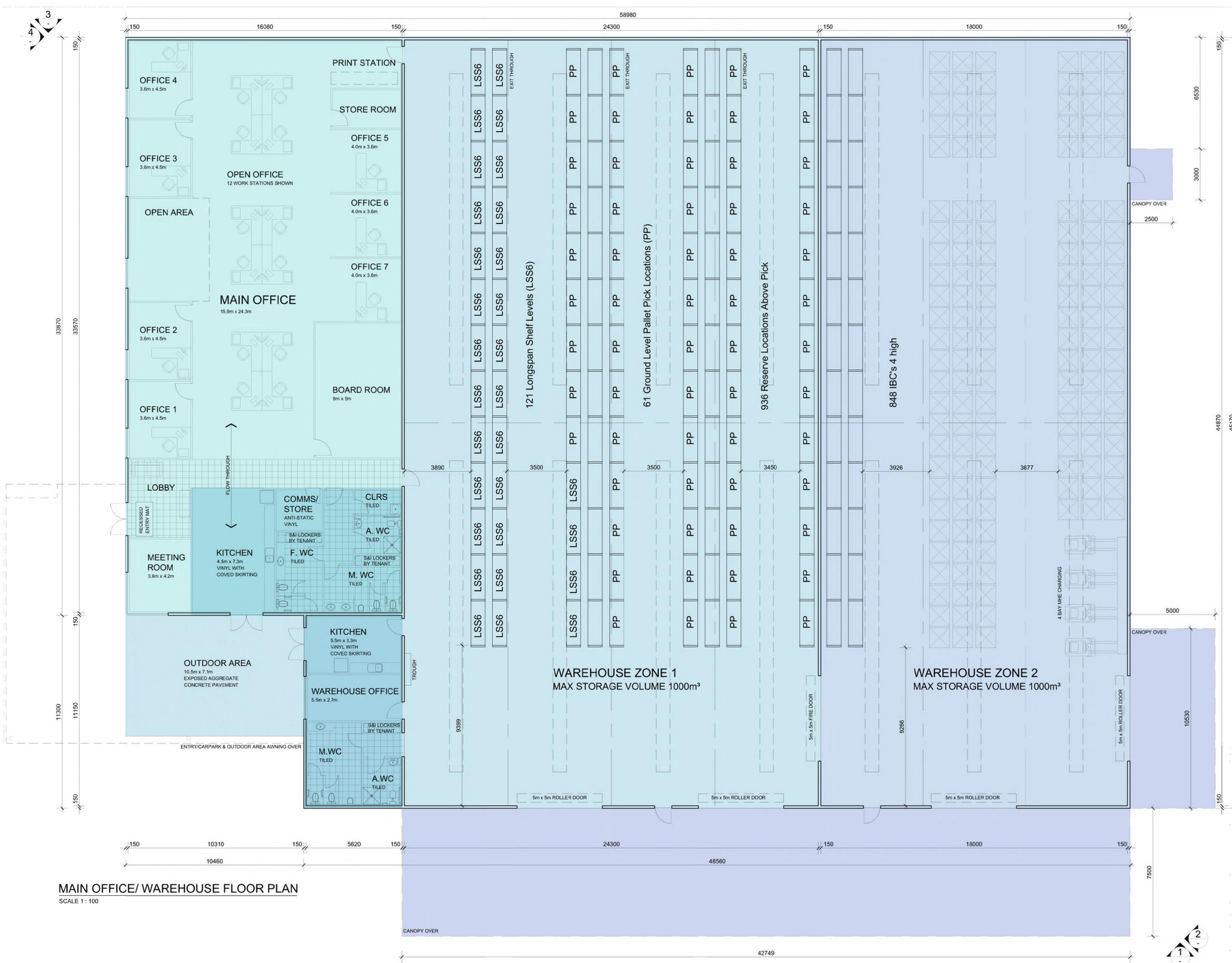
SITE/LAYOUT PLAN

SCALE: 1:250 @ A1 DATE: 25.05.21

DRAWN: JP CHECKED:

JOB No: **43-LOG** DRAWING: **DA2** REV: **0**

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SHELFORD CONSTRUCTIONS
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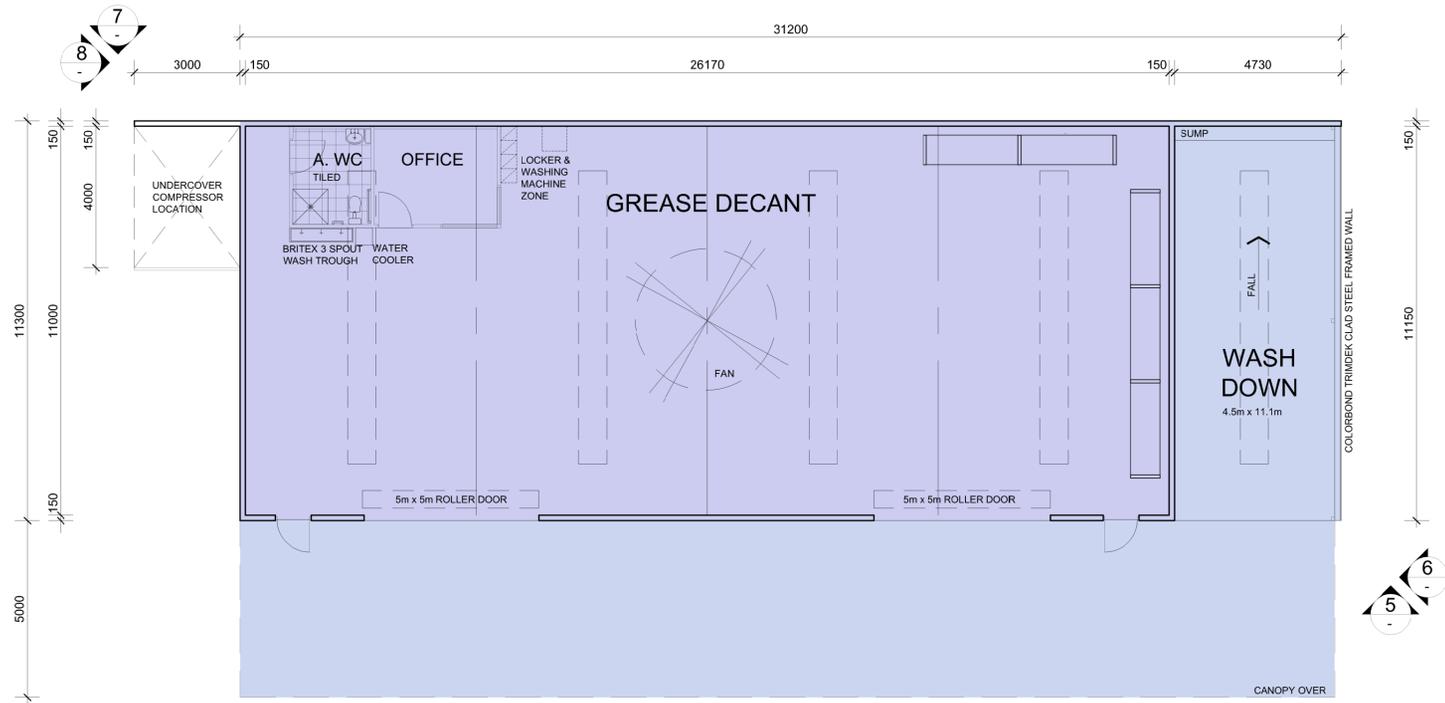
PROJECT: **PROPOSED INDUSTRIAL FACILITY**
 CLIENT ADDRESS: Lot 43 logistics Blvd, Kenwick (Sinopec) Roe Highway Logistics park

DRAWING TITLE: **OFFICE/WAREHOUSE PLAN**

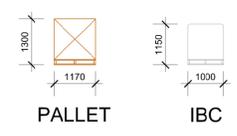
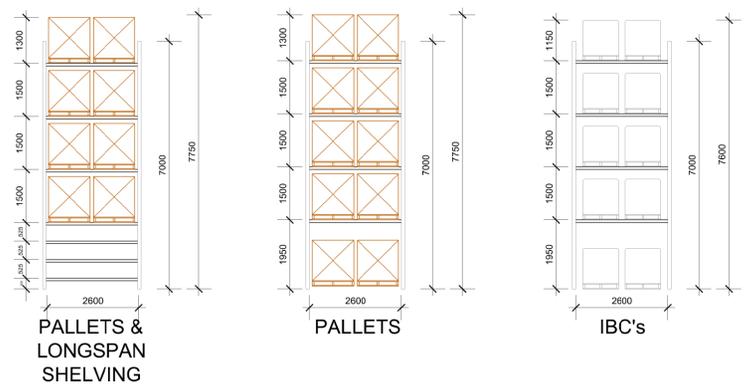
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 DRAWN: JP CHECKED:
 JOB No.: **43-LOG** DRAWING: **DA3** REV: **0**

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GREASE DECANT FLOOR PLAN
SCALE 1 : 100



RACKING LAYOUT
SCALE 1 : 100

REV	DATE	ITEM	DRN
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SHELFORD CONSTRUCTIONS
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 ph. 9599 1500 e. reception@shelford.com.au

PROJECT: **PROPOSED INDUSTRIAL FACILITY**
 CLIENT ADDRESS: Lot 43 logistics Blvd, Kenwick (Sinopec)
 Roe Highway Logistics park

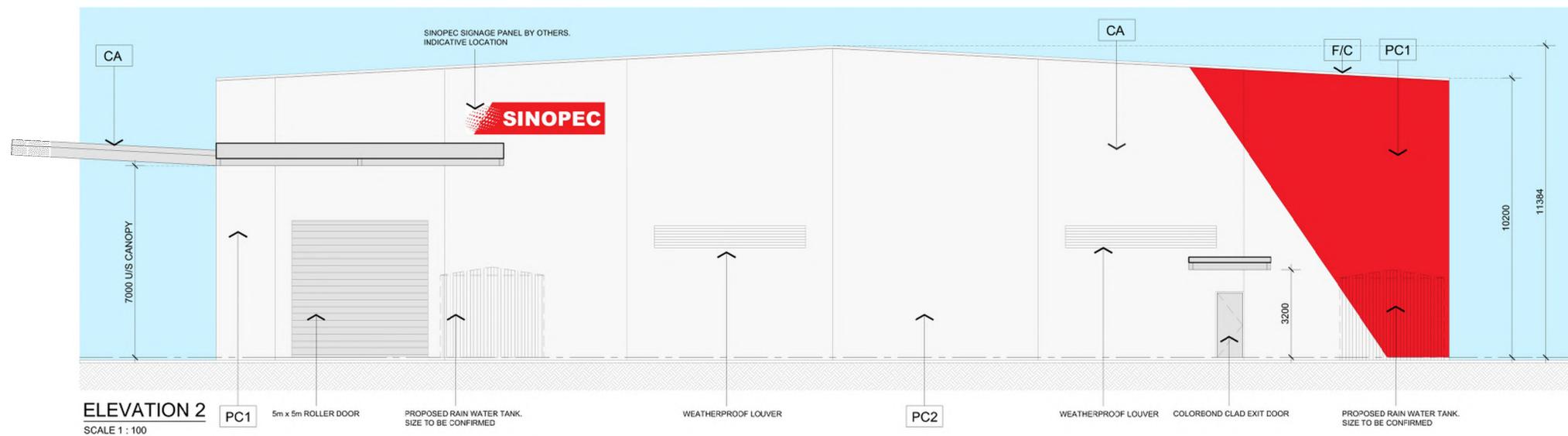
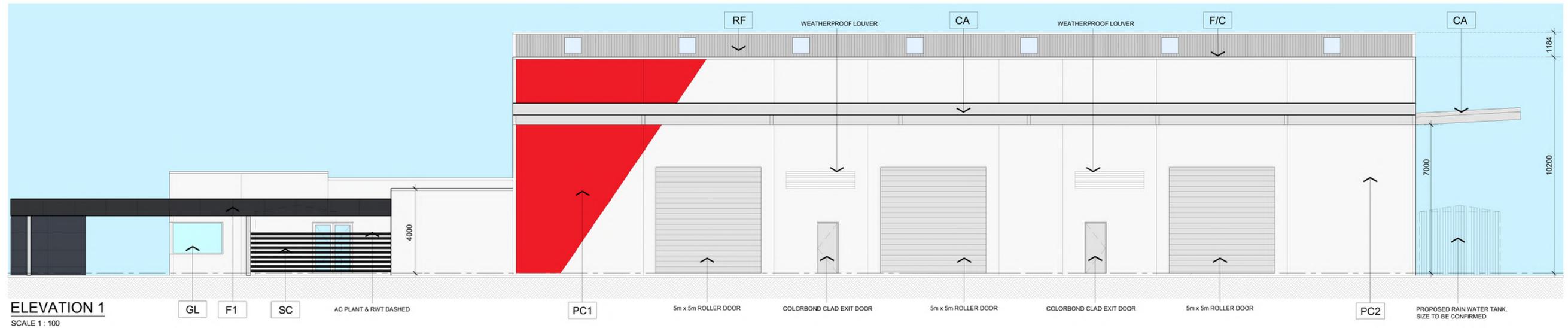
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SCALE: 1:100 @ A1 DATE: 25.05.21

DRAWN: JP CHECKED:

JOB No.: **43-LOG** DRAWING: **DA4** REV: **0**

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FINISHES SCHEDULE

- PC1 TILT UP CONCRETE PANELS IN SINOPEC CORPORATE COLOUR
- PC2 TILT UP CONCRETE PANEL IN LIGHT GREY PAINT FINISH
- RF ZINCALUME ROOF SHEETING WITH TRANSLUCENT SHEETING WHERE SHOWN
- F/C COLORBOND FLASHINGS AND CAPPINGS IN SURFMIST COLORBOND COLOUR
- CA CANTILEVER STEEL FRAMED WAREHOUSE CANOPY WITH SURFMIST COLORBOND COLOUR CAPPINGS
- GA 150 x150 COLORBOND SURFMIST EAVES GUTTER
- GL COMMERCIAL POWDERCOATED ALUMINIUM WINDOW FRAMES WITH GLAZING TO ENERGY REPORT
- LA METAL FRAMED LOUVERED AWNING
- F1 STEEL FRAMED ENTRY, CARPORT AND OUTDOOR AWNING BOX-OUT WITH NON COMBUSTABLE ALUMINIUM COMPOSITE CLADDING IN CLOSEST COLOUR TO SINOPEC COLOUR
- SC COMPOSITE SCREENING TO OUTDOOR AREA
- CL COLORBOND TRIMDEK WALL SHEETING
- BLC BULK LOAD CANOPY - STEEL FRAMED CANOPY WITH PAINTED COLUMNS AND COLORBOND FLASHINGS

REV	DATE	ITEM	DRN
0	25.05.21	ISSUED FOR DEVELOPMENT APPROVAL	JP



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PROJECT:
PROPOSED INDUSTRIAL FACILITY
CLIENT ADDRESS:
Lot 43 logistics Blvd, Kenwick (Sinopec)
Roe Highway Logistics park

DRAWING TITLE:
OFFICE / WAREHOUSE ELEVATIONS

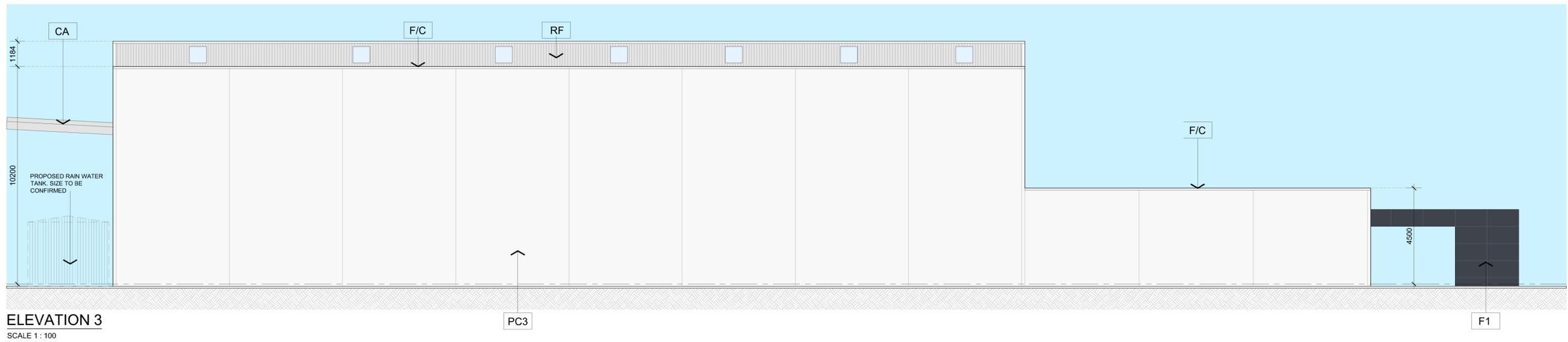
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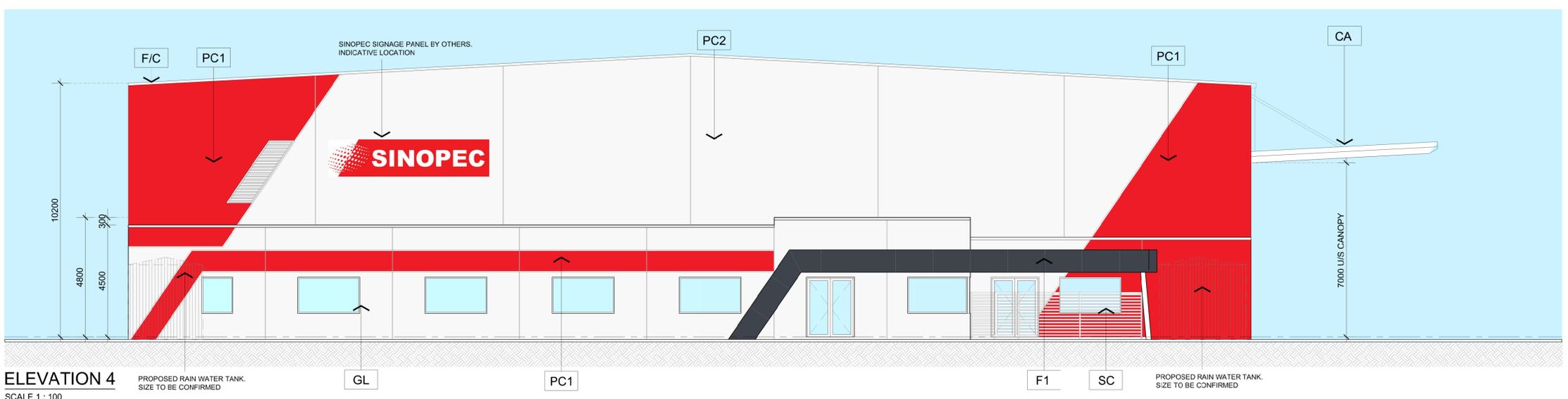
JOB No: **43-LOG** DRAWING: **DA5** REV: **0**

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ELEVATION 3
SCALE 1 : 100



ELEVATION 4
SCALE 1 : 100

FINISHES SCHEDULE

- PC1 TILT UP CONCRETE PANELS IN SINOPEC CORPORATE COLOUR
- PC2 TILT UP CONCRETE PANEL IN LIGHT GREY PAINT FINISH
- RF ZINCALUME ROOF SHEETING WITH TRANSLUCENT SHEETING WHERE SHOWN
- F/C COLORBOND FLASHINGS AND CAPPINGS IN SURFMIST COLORBOND COLOUR
- CA CANTILEVER STEEL FRAMED WAREHOUSE CANOPY WITH SURFMIST COLORBOND COLOUR CAPPINGS
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- SC COMPOSITE SCREENING TO OUTDOOR AREA
- CL COLORBOND TRIMDEK WALL SHEETING
- BLC BULK LOAD CANOPY - STEEL FRAMED CANOPY WITH PAINTED COLUMNS AND COLORBOND FLASHINGS

REV	DATE	ITEM	DRN
1	22.06.21	REVISED ELEVATION WINDOWS	JP
0	25.05.21	ISSUED FOR DEVELOPMENT APPROVAL	JP

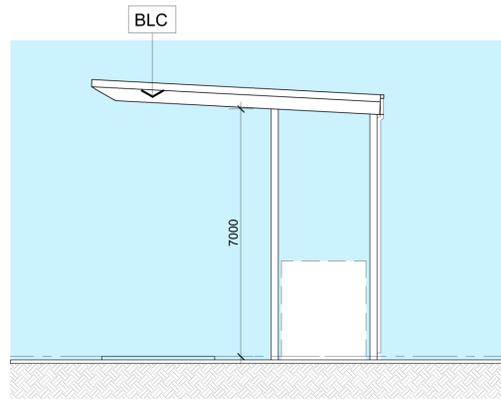
SHELFORD CONSTRUCTIONS
 ABN 17 051 265 546 Reg. 8429
 131 Dixon Rd., Rockingham, WA, 6168
 ph. 9599 1500 e. reception@shelford.com.au

PROJECT:
PROPOSED INDUSTRIAL FACILITY
 CLIENT ADDRESS:
 Lot 43 logistics Blvd, Kenwick (Sinopec)
 Roe Highway Logistics park

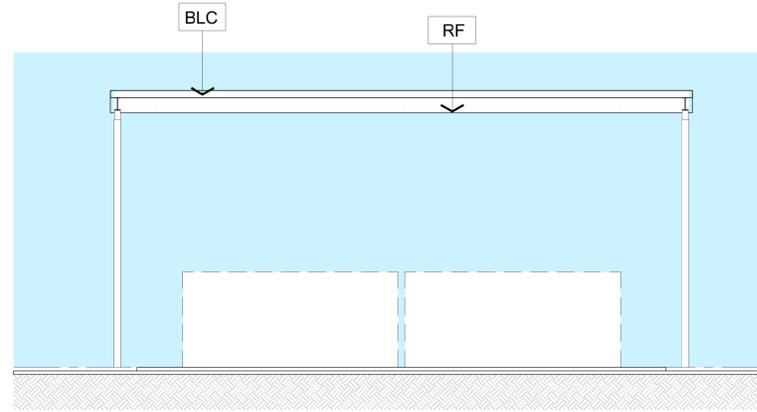
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OFFICE / WAREHOUSE ELEVATIONS

SCALE: 1:100 @ A1	DATE: 25.05.21
DRAWN: JP	CHECKED:
JOB No.: 43-LOG	DRAWINGS: DA5b REV: 1

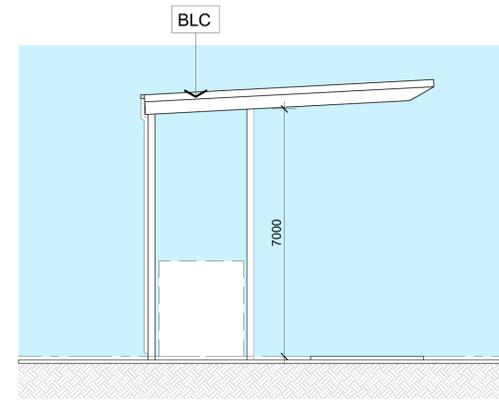
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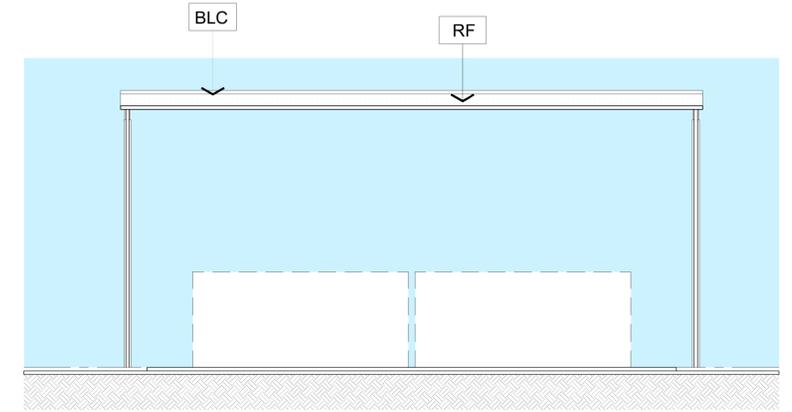
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COLDWELL STREET ELEVATION**
SCALE 1 : 100



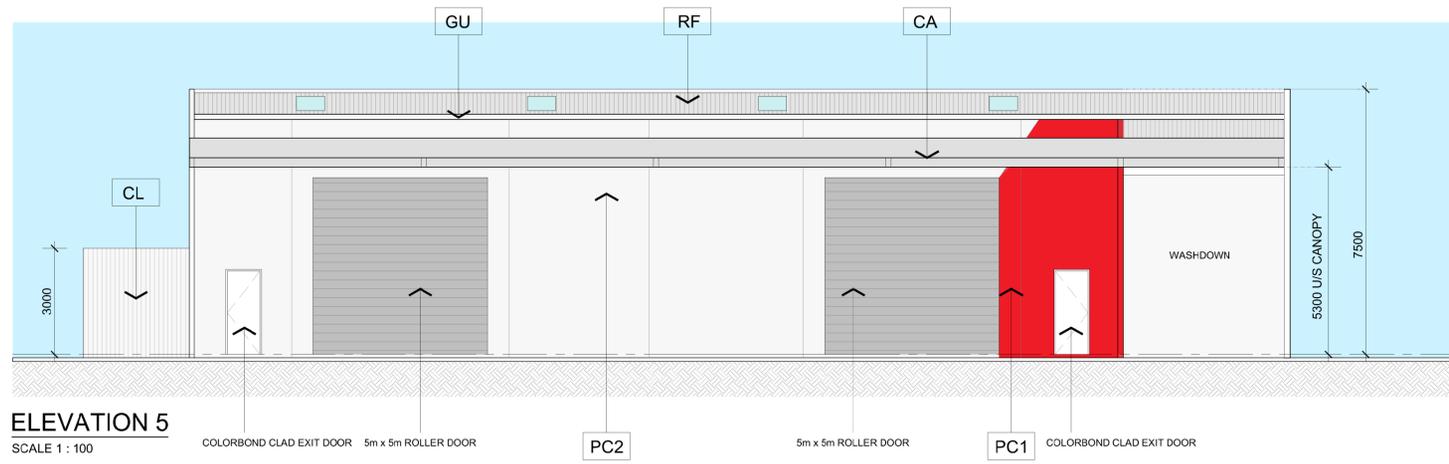
**BULK LOAD OUT AREA AWNING
LOGISTICS BLVD ELEVATION**
SCALE 1 : 100



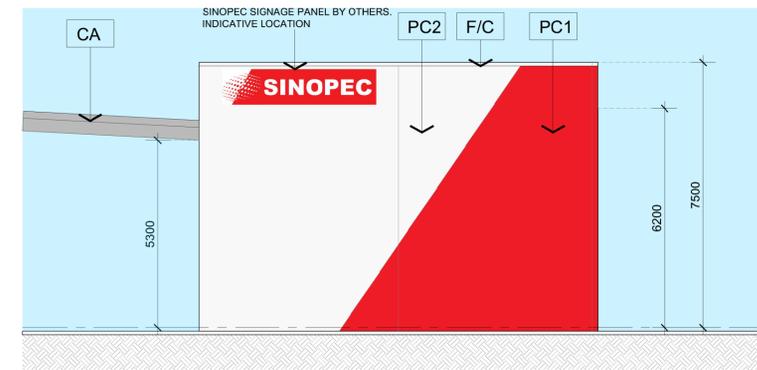
**BULK LOAD OUT AREA AWNING
REAR WAREHOUSE ELEVATION**
SCALE 1 : 100



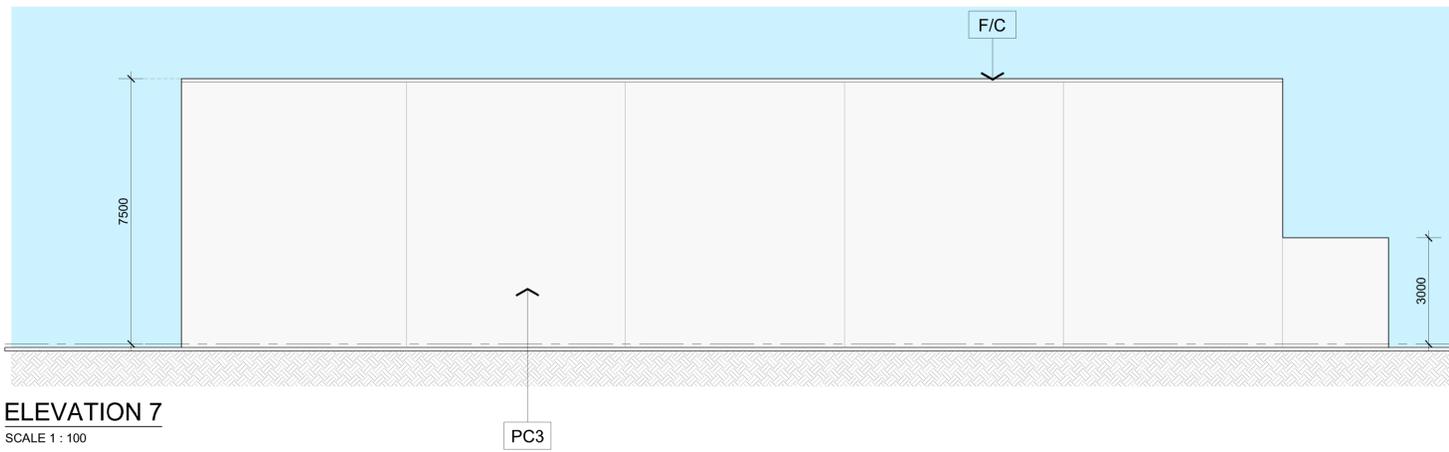
**BULK LOAD OUT AREA AWNING
GREASE DECANT ELEVATION**
SCALE 1 : 100



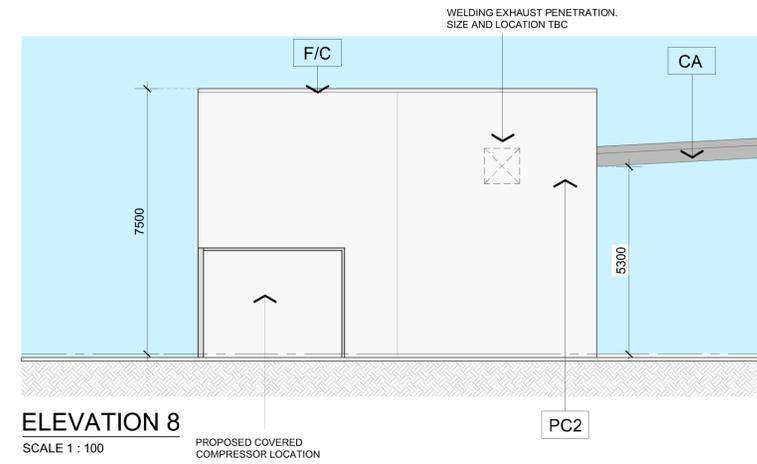
ELEVATION 5
SCALE 1 : 100



ELEVATION 6
SCALE 1 : 100



ELEVATION 7
SCALE 1 : 100



ELEVATION 8
SCALE 1 : 100

FINISHES SCHEDULE

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- CL COLORBOND TRIMDEK WALL SHEETING
- BLC BULK LOAD CANOPY - STEEL FRAMED CANOPY WITH PAINTED COLUMNS AND COLORBOND FLASHINGS

REV	DATE	ITEM	DRN
1	22.06.21	REVISED WASHDOWN PANEL WALL	JP
0	25.05.21	ISSUED FOR DEVELOPMENT APPROVAL	JP



ABN 17 051 265 546 Reg. 8429
131 Dixon Rd., Rockingham, WA, 6168
ph. 9599 1500 e. reception@shelford.com.au

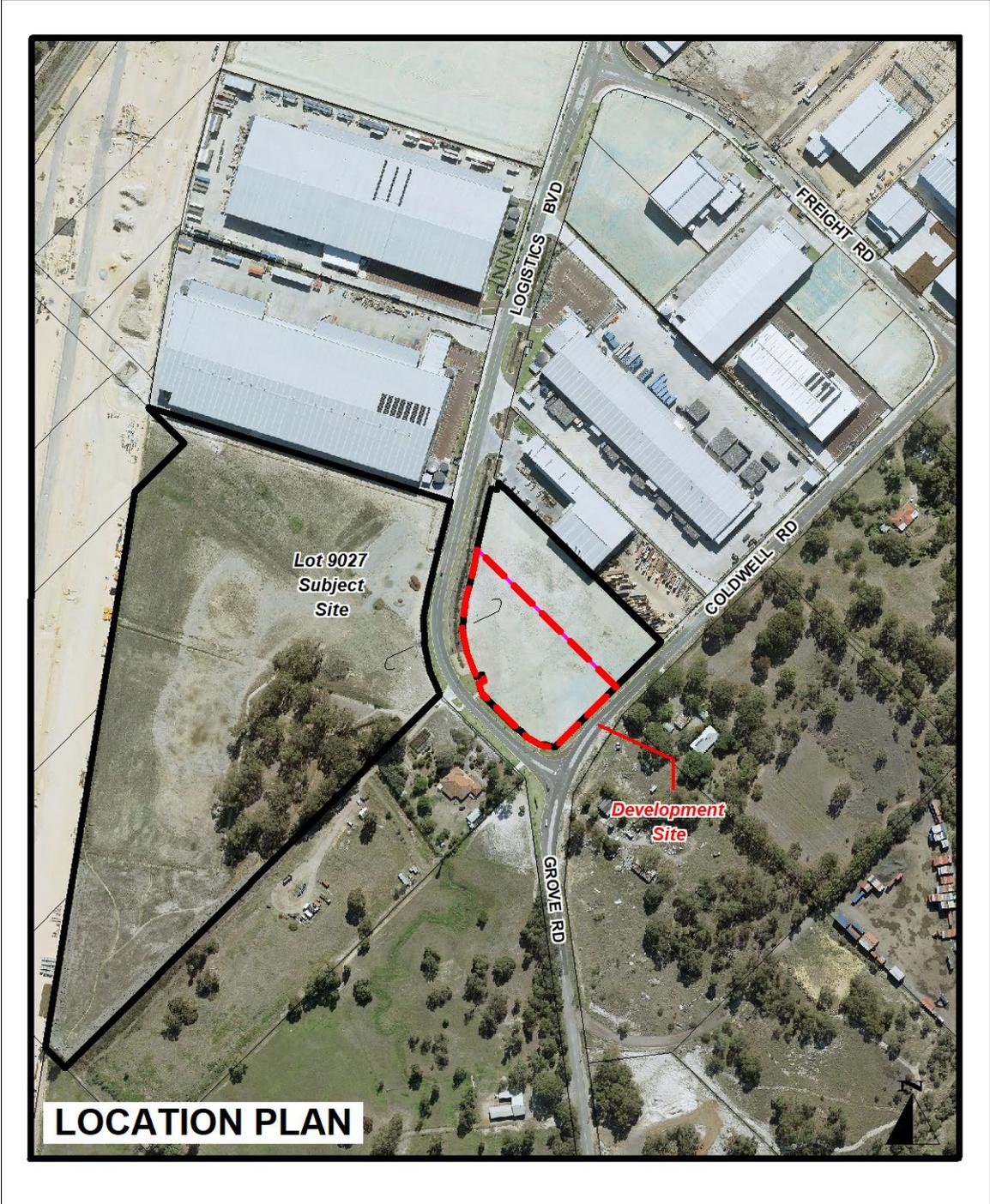
PROJECT:
PROPOSED INDUSTRIAL FACILITY
CLIENT ADDRESS:
Lot 43 logistics Blvd, Kenwick (Sinopec)
Roe Highway Logistics park

DRAWING TITLE:
**DECANT & CANOPY
ELEVATIONS**

SCALE: 1:100 @ A1	DATE: 25.05.21
DRAWN: JP	CHECKED:
JOB No.: 43-LOG	DRAWING: DA6 REV: 1

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DEVELOPMENT APPLICATION – LOT 9027 LOGISTICS BOULEVARD KENWICK –
INDUSTRY - NOXIOUS



**DEVELOPMENT APPLICATION – LOT 9027 LOGISTICS BOULEVARD KENWICK –
INDUSTRY - NOXIOUS**

Schedule of Submissions

1.	Affected Property: Unkown	Postal Address: Level 3, 338 Barker Road SUBIACO WA 6008
Summary of Submission		Comment
No objection to the proposal. Support for the proposal. Sinopec is a major industrial operator and their inclusion within the Roe Highway Logistics Park adds to the strength of the precinct as a strategic industrial destination.		Noted.
2.	Affected Property: 106 Logistics Boulevard Kenwick	Postal Address: Level 3, 338 Barker Road SUBIACO WA 6008
Summary of Submission		Comment
No objection to the proposal. Support for the proposal. Sinopec is a major industrial operator and their inclusion within the Roe Highway Logistics Park adds to the strength of the precinct as a strategic industrial destination.		Noted.
3.	Affected Property: 84 Logistics Boulevard Kenwick	Postal Address: Level 3, 338 Barker Road SUBIACO WA 6008
Summary of Submission		Comment
No objection to the proposal. Support for the proposal. Sinopec is a major industrial operator and their inclusion within the Roe Highway Logistics Park adds to the strength of the precinct as a strategic industrial destination.		Noted.
4.	Affected Property: 82 Logistics Boulevard Kenwick	Postal Address: Level 3, 338 Barker Road SUBIACO WA 6008
Summary of Submission		Comment
No objection to the proposal. Support for the proposal. Sinopec is a major industrial operator and their inclusion within the Roe Highway Logistics Park adds to the strength of the precinct as a strategic industrial destination.		Noted.
5.	Affected Property: Lot 9027 Logistics Boulevard Kenwick	Postal Address: Level 3, 338 Barker Road SUBIACO WA 6008
Summary of Submission		Comment
No objection to the proposal. Support for the proposal. Sinopec is a major industrial operator and their inclusion within the Roe Highway Logistics Park adds to the strength of the precinct as a strategic industrial destination.		Noted.

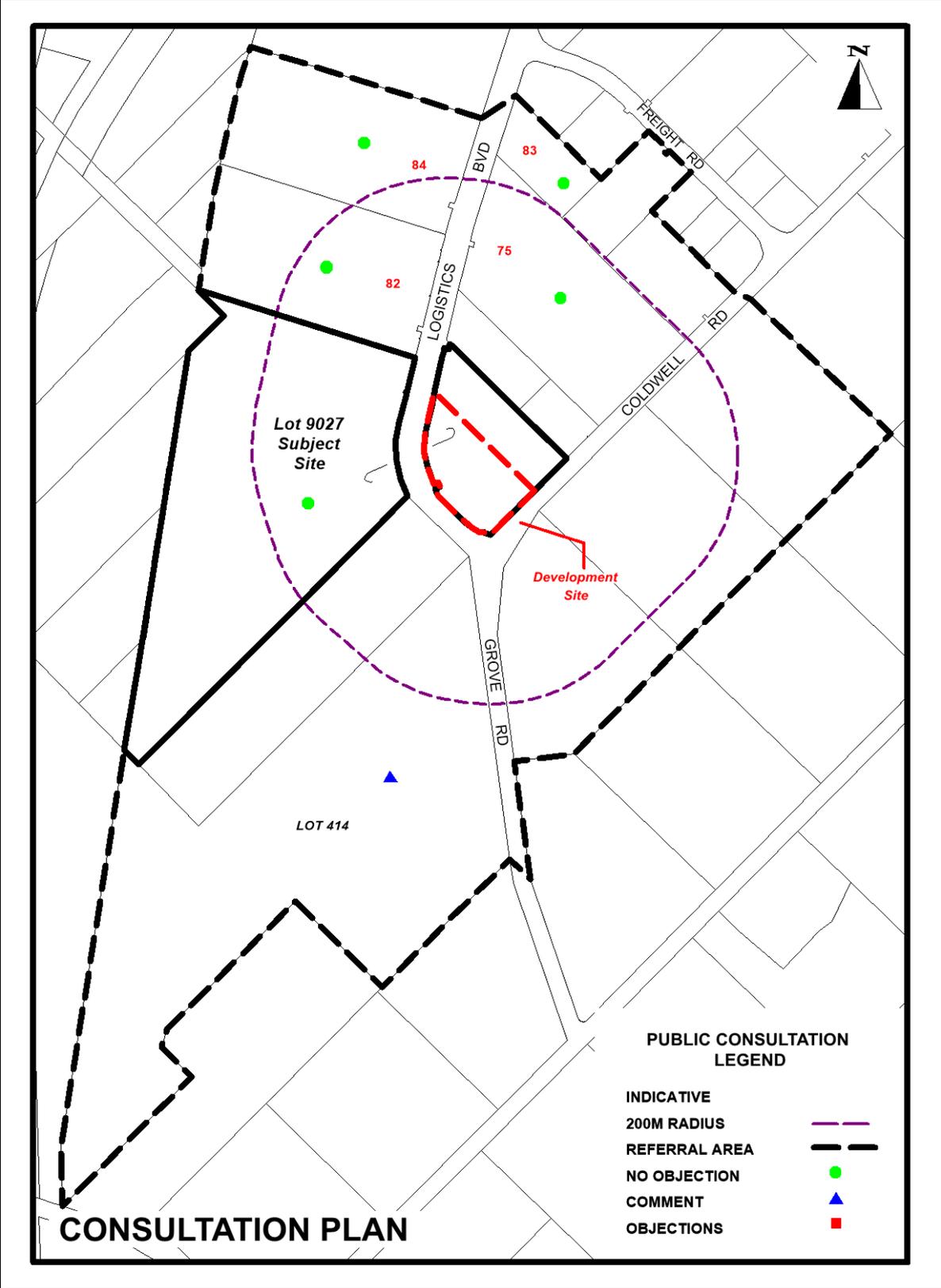
6.	Affected Property: 75 Logistics Boulevard Kenwick	Postal Address: Level 3, 338 Barker Road SUBIACO WA 6008
Summary of Submission		Comment
No objection to the proposal. Support for the proposal. Sinopec is a major industrial operator and their inclusion within the Roe Highway Logistics Park adds to the strength of the precinct as a strategic industrial destination.		Noted.

7.	Affected Property: 83 Logistics Boulevard Kenwick	Postal Address: Level 3, 338 Barker Road SUBIACO WA 6008
Summary of Submission		Comment
No objection to the proposal. Support for the proposal. Sinopec is a major industrial operator and their inclusion within the Roe Highway Logistics Park adds to the strength of the precinct as a strategic industrial destination.		Noted.

8.	Affected Property: unknown	Postal Address: Email address provided
Summary of Submission		Comment
No objection to the proposal. The sooner our side of the road is also permitted for development the better given the strong obvious demand from industrial users to locate in this area where the existing zoning on our land is now clearly out of line with what should be industrial.		Noted.

9.	Affected Property: Lot 414 Grove Road Kenwick	Postal Address: PO Box 456 APPLECROSS WA 6953
Summary of Submission		Comment
Comment on the proposal. 9.1 We support industrial development in this location and do not object to the application provided the following matters are considered and addressed. 9.2 The application does not address odours/fumes. Any odours associated with the storage, decanting or mixing activities to be mitigated to ensure they do not extend beyond the property boundary. 9.3 We note there is reference to a 15m wide spill drain under a bunded canopy adjacent to the bulk oil tank zone. Other than this, the application does not appear to specifically address measures to ensure that in the event of a spill or rainfall event the oil being stored/mixed/handled does not enter the site stormwater system and potentially impact the interconnected downstream storage network		Noted. Refer to the Odour section within the report. Refer to Site Drainage and Landscaping section within the report.

DEVELOPMENT APPLICATION – LOT 9027 LOGISTICS BOULEVARD KENWICK –
INDUSTRY – NOXIOUS





Your ref: DA21/00358
Our ref: RF36-16, PA 043269
Enquiries: Diana Nussey, Ph 6250 8014
Email: diana.nussey@dwer.wa.gov.au

Ashleigh Maple
City of Gosnells
PO Box 662
GOSNELLS WA 6990

Via email – amaple@gosnells.wa.gov.au

Dear Ashleigh,

Development Application – Lot 9027 Logistics Boulevard, Kenwick – Industry – Noxious

Thank you for providing the above referral for the Department of Water and Environmental Regulation (Department) to consider. The Department has identified that the proposed development has the potential to impact on environment and water values and management. Key issues and recommendations that should be addressed are provided below:

Maddington-Kenwick Strategic Employment Area Precinct 3A

The site is located within the Maddington-Kenwick Strategic Employment Area (MKSEA) Precinct 3A and adjacent to Precinct 3B which is currently being formally assessed by the Environmental Protection Authority (EPA).

It is noted that whilst the site is cleared and not directly adjacent to areas with significant environmental values, the site is near the Edward Street black cockatoo roost and wetland areas containing occurrences of a Threatened Ecological Community (TEC), and within the Yule Brook catchment. The management of water quality within this area is important to protect the nearby wetlands and Yule Brook. Water management for the site should be consistent with the Local Water Management Strategy, prepared by Emerge Associates dated January 2017, and associated Urban Water Management Plan. It is noted that the site's stormwater management design incorporates bio-retention swales, which is supported.

It is noted that development of Precinct 3A is occurring without reticulated sewerage being available. The EPA's determination on City of Gosnells Town Planning Scheme 6 Amendment 165 provided advice that connection to reticulated sewerage should be available prior to development of the area. The City should ensure the development meets the requirements of the Government Sewerage Policy (2019).

Industry Regulation

The Department regulates emissions and discharges from the construction and operation of prescribed premises through a works approval and licensing process, under Part V, Division 3 of the *Environmental Protection Act 1986* (EP Act).

The categories of prescribed premises are outlined in Schedule 1 of the *Environmental Protection Regulations 1987*.

The EP Act requires a works approval to be obtained before constructing a prescribed premises and makes it an offence to cause an emission or discharge from an existing prescribed premises unless they are the holder of a works approval or licence (or registration) and the emission is in accordance with any conditions to which the licence or works approval is subject.

The provided development referral request was reviewed in relation to works approval and licence requirements under Part V Division 3 of the EP Act.

Based on the information provided, the proposed operations will cause the premises to be considered a prescribed premise as per Schedule 1 of the *Environmental Protection Regulations 1987* for the following categories:

Category	Category description	Production or design capacity
33	Chemical blending or mixing: premises on which chemicals or chemical products are mixed, blended or packaged in a manner that causes or is likely to cause a discharge of waste into the environment. causing a discharge: premises on which chemicals or chemical products are mixed, blended or packaged in a manner that causes or is likely to cause a discharge of waste into the environment.	500 tonnes or more per year
73	Bulk storage of chemicals etc.: premises on which acids, alkalis, or chemicals that- a) contain at least one carbon to carbon bond; and b) are liquid at STP (standard temperature and pressure) are stored.	1 000m ³ in aggregate

The proposal may trigger other categories (e.g. 74 or 75) rather than 33, depending on further information with respect to production / design capacity and emissions and discharges.

The Department has not received an application for a works approval or licence for this premises to date. As such, the Department recommends that the applicant lodge an application for a works approval (or licence) with the Department.

The applicant is advised to refer to the information and Guideline: Industry Regulation Guide to Licensing available at <http://www.der.wa.gov.au/our-work/licences-and-works-approvals> and / or if they have queries relating to works approval and licence applications to contact the Department at info@dwer.wa.gov.au or 6364 7000 for more information.

The application will need to demonstrate compliance with the general provisions of the EP Act and all relevant regulations, including *Environmental Protection (Noise) Regulations 1997* and *Environmental Protection, and Environmental Protection (Unauthorised Discharges) Regulations 2004*.

Please note that this advice is provided based on information provided. Should this information change, the works approval and/or licensing requirements may also change. Applicants are encouraged to contact the Department at the above contact details to clarify requirements, should there be changes to information.

If you would like more information regarding this matter, please contact Diana Nussey on 6250 8014 or diana.nussey@dwer.wa.gov.au.

Yours sincerely,



Diana Nussey
A/Senior Natural Resource Management Officer
Planning Advice
Swan Avon Region

29 July 2021



Our Ref: D21646
Your Ref: DA21/00358

Ashleigh Maple
City of Gosnells
council@gosnells.wa.gov.au

Dear Ms Maple

RE: HIGH RISK - LOT 9027 LOGISTICS BOULEVARD, KENWICK - NOXIOUS INDUSTRY - DEVELOPMENT APPLICATION

I refer to your email dated 29 July 2021 regarding the submission of a Bushfire Management Plan (BMP) (Version B), prepared by Emerge Associates and dated 20 July 2021, for the above development application.

Plans will need to be submitted to DFES Built Environment Branch for assessment, due to the fact that the building will have a total floor area of more than 500m². It is noted that the building is proposed to be served by three on-site hydrants, which should provide adequate hydrant coverage. Depending on the building This building may also be considered as a Large Isolated Building, however, that determination will be made at such time as an assessment is made by Build Environment Branch.

The Built Environment Branch additionally notes that the building is to be used for storing bulk volumes of oil and, thus may also need to comply with requirements of *AS 1940 - The Storage and Handling of Flammable and Combustible Liquids*. These requirements may also specify the need for additional water for firefighting purposes, which should be considered, and advice sought from the Department of Mines, Industry Regulation and Safety.

This advice relates only to *State Planning Policy 3.7: Planning in Bushfire Prone Areas* (SPP 3.7) and the *Guidelines for Planning in Bushfire Prone Areas* (Guidelines). It is the responsibility of the proponent to ensure the proposal complies with relevant planning policies and building regulations where necessary. This advice does not exempt the applicant/proponent from obtaining approvals that apply to the proposal including planning, building, health or any other approvals required by a relevant authority under written laws.

1. Policy Measure 6.5 a) (ii) Preparation of a BAL contour map

Issue	Assessment	Action
<p>Vegetation Classification – Plot 3</p>	<p>Vegetation plot 3 cannot be wholly substantiated as Class G Grassland with the limited information and photographic evidence available.</p> <p>Attention is drawn to the following:</p> <ul style="list-style-type: none"> - Photo ID 5 and ID 6 identifies vegetated areas in the background where the crown canopy cover appears to exceed 30%. - There is insufficient photography to validate the classification of vegetation in the immediate vicinity of the dwelling partially captured by photo ID 3. <p>If unsubstantiated, the vegetation classification should be revised to consider the vegetation at maturity as per AS3959:2018,</p>	<p>Modification to the BMP is required.</p>
<p>Vegetation Classification – Plot 4</p>	<p>Vegetation plot 4 cannot be wholly substantiated as a non-vegetated area with the limited information and photographic evidence available.</p> <p>Attention is drawn to the following:</p> <ul style="list-style-type: none"> - Photo ID 11 does not evidence management to low threat. The BMP assumes clearing to a non-vegetated state is to occur under 'WAPC 157914'. - Photo ID 12 does not evidence management to low threat. The BMP assumes clearing to a non-vegetated state is to occur under 'WAPC 157914'. - There is no management statement and/or photography or provided to validate the exclusion of immediately abutting land to the Northeast of the site as managed to low threat. <p>It is unclear if 'WAPC 157914' provides a legal, enforceable mechanism for the decision maker to consider management of the adjacent balance lots to a low-threat standard in perpetuity. The timing of implementation of the management measures are also unclear. This is required to provide certainty that the proposed management measures within the BMP can be enforced by the City of Gosnells.</p> <p>If unsubstantiated, the vegetation classification should be revised to consider the vegetation at maturity as per AS3959:2018, or the resultant BAL ratings may be inaccurate.</p>	<p>Insufficient information. The decision maker to be satisfied with the vegetation exclusions and vegetation management proposed can be enforced by the City of Gosnells.</p>

Issue	Assessment	Action
Vegetation Classification – Roadside Drainage Swale	<p>The roadside drainage swale cannot be substantiated as managed to low threat with the limited information and photographic evidence available.</p> <p>Photo ID 17 does not evidence management to low threat (limited to grassland within the swale). The BMP assumes management by the City of Gosnells to a low threat condition.</p> <p>It is unclear if the City of Gosnells has agreed to the ongoing management of the swale to a low-threat standard.</p> <p>If unsubstantiated, the vegetation classification should be revised to consider the vegetation at maturity as per AS3959:2018, or the resultant BAL ratings may be inaccurate.</p>	<p>Insufficient information. The decision maker to be satisfied with the vegetation exclusions and vegetation management proposed. can be enforced by the City of Gosnells.</p>
Vegetation Classification – Plot 5	<p>Vegetation plot 5 cannot be substantiated as managed to low threat with the limited information and photographic evidence available.</p> <p>Attention is drawn to the following:</p> <ul style="list-style-type: none"> - Photo ID 13 and ID 14 does not evidence grassland managed in a low fuel condition. The crown canopy cover appears to exceed 10%. - Photo ID 15 does not evidence management to low threat. Reticulated garden beds and lawn that may otherwise validate a 'cultivated garden' is not evidenced. - Photo ID 16 does not evidence management to low threat. Reticulated lawn that may otherwise validate 'maintained public reserves and parklands' is not evidenced, nor has the potential for regeneration and further revegetation been considered. <p>If unsubstantiated, the vegetation classification should be revised to consider the vegetation at maturity as per AS3959:2018, or the resultant BAL ratings may be inaccurate.</p>	<p>Modification to the BMP is required.</p>
Landscaping	<p>DFES notes that the UDLA Landscaping Plan (version B) may not comply with Schedule 1: Standards for Asset Protection Zones contained in the Guidelines.</p> <p>Specifically, building separation from the '100lt trees' is less than six metres, and less than two metres from 'plant mix 2'.</p>	<p>Comment only.</p>

Issue	Assessment	Action
Vegetation Management	DFES does not accept fire break notices on adjoining land as part of the vegetation management required to achieve an asset management zone (APZ) or low-threat classification. Fire break notices may only apply for part of the year and may be varied from year to year by the responsible local government.	Comment only.

2. Policy Measure 6.5 c) Compliance with the Bushfire Protection Criteria

Element	Assessment	Action
Siting & Design	<p>A2.1 – not demonstrated</p> <p>The BAL ratings cannot be validated for the reason(s) outlined in the above table.</p> <p>Section 4.6 of the Taylor Burrell Barnett development application report acknowledges that from a bushfire hazard management perspective, a key issue that is likely to require management and/or consideration as part of future development within the site is ensuring that the lot is managed to a low threat standard in accordance with the asset protection zone (APZ) requirements outlined in the Guidelines. Notwithstanding, Table 6 of the BMP prescribes the management action to maintain the site in a low threat condition as per AS 3959:2018.</p> <p>The acceptable solution A2.1 is for every habitable building to be surrounded by APZ managed in accordance with the Schedule 1: Standards for Asset Protection Zones.</p>	Modification of the BMP required.

3. Policy Measure 6.6.1 Vulnerable or High-risk Land Uses

Issue	Assessment	Action
Risk Management Plan	<p>The referral has not included a <i>'Risk Management Plan'</i> for any flammable on-site hazards for the purposes of addressing the policy requirements.</p> <p>DFES' HAZMAT Branch is unable to provide any comment pertaining to the potential additional risk posed by the flammable on-site hazards at this time.</p>	Comment only.

Recommendation – not supported modifications required

It is critical that the bushfire management measures within the BMP are refined to ensure they are accurate and can be implemented to reduce the vulnerability of the development to bushfire. The proposed development is not supported for the following reasons:

1. The development design has not demonstrated compliance to –
Element 1: Location, and
Element 2: Siting and Design.

As this planning decision is to be made by a Joint Development Assessment Panel please forward notification of the decision to DFES for our records.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Paul Simpson', is written over a light blue rectangular background.

Paul Simpson
A/DIRECTOR LAND USE PLANNING

16 August 2021

CC amaple@gosnells.wa.gov.au

73 KINGLSEY DRIVE (LOT 667) AND 22 WOODFORD WELLS WAY (LOT 666), KINGSLEY – CHILD CARE PREMISES

Form 1 – Responsible Authority Report (Regulation 12)

DAP Name:	Metro Outer JDAP	
Local Government Area:	City of Joondalup	
Applicant:	Taylor Burrell Barnett	
Owner:	Regina Michelle Fisher and Sharon Leanne Reid	
Value of Development:	\$2.1 million <input type="checkbox"/> Mandatory (Regulation 5) <input checked="" type="checkbox"/> Opt In (Regulation 6)	
Responsible Authority:	City of Joondalup	
Authorising Officer:	Dale Page Director Planning and Community Development	
LG Reference:	DA21/0611	
DAP File No:	DAP/21/02016	
Application Received Date:	10 June 2021	
Report Due Date:	26 August 2021	
Application Statutory Process Timeframe:	90 Days with an additional 7 days agreed	
Attachment(s):	1. Location Plan 2. Development Plans and Elevations 3. Landscaping Plan 4. Building Perspectives 5. Transport Impact Statement 6. Summary of Submissions and Applicant Response 7. Environmental Acoustic Assessment 8. Environmentally Sustainable Design Checklist 9. Operations Management Plan 10. Waste Management Plan 11. Applicant's Design Statement and Explanatory Report	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	<input type="checkbox"/> Yes	Complete Responsible Authority Recommendation section
	<input checked="" type="checkbox"/> N/A	
	<input type="checkbox"/> No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

That the Metro Outer JDAP resolves to:

1. **Refuse** DAP Application reference DAP/21/02016 and accompanying plans (dated 13 July 2021 and 17 August 2021) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the City of Joondalup *Local Planning Scheme No. 3*, for the following reasons:

Reasons

1. In accordance with Schedule 2, Clause 67(g) of the *Planning and Development (Local Planning Scheme) Regulations 2015* the proposed development does not comply with the provisions of the City's *Child Care Premises Local Planning Policy* as:
 - a. the proposed development is not wholly located adjacent to non-residential uses;
 - b. the car parking for the development is located such that it is likely to have a noise impact on surrounding residential properties;
 - c. the bulk and scale of the development is incompatible with the surrounding residential context of the locality; and
 - d. the proposed hours of operation are likely to result in a noise impact on the amenity of adjoining residential properties.
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 located adjacent to 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.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	City of Joondalup <i>Local Planning Scheme No. 3</i> (LPS3)
Local Planning Scheme - Zone/Reserve	Residential
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 666: 714.221m ² Lot 667: 693.016m ² 1,407.237m ² combined.
Existing Land Use:	Single House
State Heritage Register	No
Local Heritage	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Heritage List <input type="checkbox"/> Heritage Area
Design Review	<input type="checkbox"/> N/A <input checked="" type="checkbox"/> Local Design Review Panel <input type="checkbox"/> State Design Review Panel <input type="checkbox"/> Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

Proposed Land Use	Child Care Premises
Proposed Net Lettable Area	N/A
Proposed No. Storeys	Two
Proposed No. Dwellings	N/A

The proposed development includes the following:

- A two storey child care centre, catering for 82 children and 12 staff.
- 23 parking bays, including 12 staff bays, 10 visitor bays and one universal access bay.
- Operating hours are between 6.30am and 6.30pm Monday to Friday.
- Three play spaces, comprising ground floor spaces fronting Kingsley Drive and Woodford Wells Way and an upper floor space predominantly fronting Kingsley Drive.
- A single vehicle access point from Kingsley Drive.

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

Background:

The applicant seeks approval for a Child Care Premises at Lot 667 (73) Kingsley Drive and Lot 666 (22) Woodford Wells Way, Kingsley (the site).

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

The site currently contains single storey dwellings and is bound by Kingsley Drive to the east and Woodford Wells Way to the south (of Lot 666), and residential lots to the north and west. The immediate area is comprised predominantly of single storey residential dwellings, with Kingsley Park located on the opposite side Kingsley Drive (Attachment 1 refers).

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

Legislation and Policy:

Legislation

- *Planning and Development Act 2005*.
- *Metropolitan Region Scheme* (MRS).
- *Planning and Development (Local Planning Schemes) Regulations 2015* (Regulations).
- *City of Joondalup Local Planning Scheme No. 3* (LPS3).

State Government Policies

- *State Planning Policy 7.0 Design of the Built Environment* (SPP7).

Local Policies

- *Child Care Premises Local Planning Policy* (Child Care LPP).
- *Residential Development Local Planning Policy* (RDLPP).
- *Residential Design Codes Volume 1* (SPP7.3).
- *Advertisements Local Planning Policy* (Advertisements LPP).

Consultation:

Public Consultation

The proposal was advertised for a period of 14 days, commencing on 4 August 2021 and concluding on 18 August 2021. Consultation was undertaken in the following manner:

- Letters were sent directly to 30 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.

A total of 54 submissions were received, with 44 opposing the development and 10 in support of the development. The concerns raised in the submissions and the City's responses are included in the table below. The applicant's response to submissions received during consultation is included in Attachment 6.

Issue Raised	Officer comments
<p>Traffic:</p> <ul style="list-style-type: none"> • Photos used in the traffic report are from a quiet day. • Difficult to turn into Kingsley Drive from Woodford Wells Way during peak times due to the closeness of the football park entry and the school carpark exit. • Amount of traffic generated will change the whole feel of the quiet street (Woodford Wells Way). • The stretch of Kingsley Drive from Whitfords Avenue to the shops, where this day care is going to be situated is so busy with speeding traffic making it difficult to get out of the driveway. There's already tripling of units on a block which is causing traffic issues but doing nothing for the safety of children at the local school or the sports oval. 	<p>A Transport Impact Statement (TIS) was provided with the application demonstrating that the existing road network can adequately cater for the additional traffic generated by the development.</p> <p>The City has reviewed the submitted TIS and considers the findings on the matters assessed to be acceptable. This is discussed further in the assessment section below.</p>
<p>Location:</p> <ul style="list-style-type: none"> • Should be located in the nearby commercial or mixed use area instead of next to residential properties. • Shocked that such a business was even considered for this specific location. • Poor location for a large early learning centre as it creates additional traffic in an already high traffic area. 	<p>Child Care Premises is a discretionary use in the Residential zone, and therefore can be considered, subject to the requirements of the Child Care LPP.</p> <p>The Child Care 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.</p>
<p>Parking:</p> <ul style="list-style-type: none"> • The proposal of 23 car bays is insufficient for the size of the Child Care Premises (82 children and a dozen staff). • Concerns of overflow parking into Woodford Wells Way. 	<p>The parking provided on-site meets the requirements of the City's Child Care LPP and is therefore considered to be appropriate.</p>

Issue Raised	Officer comments
<ul style="list-style-type: none"> • Cars parking on grass verge areas due to limited car parks at the school in the afternoons. • Currently Creaney Primary School overwhelms the existing parking measures during the school drop off and pick up times. 	
<p>Pedestrian Safety:</p> <ul style="list-style-type: none"> • The proposed location of the entrance/exit to the proposed car park will pose safety risks to local pedestrians, including young school students who frequently walk in front of this car park entrance/exit location. • Creaney Primary School is close by and the increased traffic will create a hazard for children getting to school as the cross walk attendant at the school is not full time and often not in attendance. 	<p>The development provides adequate vehicle sightlines to ensure there is a view of the footpath when entering and exiting the site.</p>
<p>Noise:</p> <ul style="list-style-type: none"> • Impact from car doors slamming and engines starting at an early hour. • Air conditioning units will be noisy for nearby residents. • Sound of children playing will have an impact. 	<p>The predicted noise generated from the development has been assessed in the applicant's Environmental Acoustic 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 does not meet the locational criteria given it is adjacent to residential properties. This is discussed further in the assessment section below.</p>
<p>Similar business in the area:</p> <ul style="list-style-type: none"> • There is an after-school centre and childcare centre on Kingsley Drive so another centre is unnecessary. 	<p>The existence of other similar centres in the vicinity is not a valid planning matter that should be taken into account as part of decision-making.</p>
<p>Over development:</p> <ul style="list-style-type: none"> • Too much redevelopment in Kingsley. Meant to be a suburb with residential housing, not two storey commercial buildings. 	<p>The bulk and scale of the development is considered to impact the amenity of the surrounding properties. This is discussed further in the assessment section below.</p>

Issue Raised	Officer comments
<p>Privacy:</p> <ul style="list-style-type: none"> Loss of privacy due to the commercial building being two storeys. 	<p>The setback of non-highlight windows from the adjoining property to the north is 13.8 metres, relating to a staff room and atelier. The applicable visual privacy setbacks in a residential zone are 7.5 metres. As the setback exceeds what would ordinarily be expected for a residential property, the windows are considered appropriate.</p>
<p>Petition to Council:</p> <ul style="list-style-type: none"> Why has the petition to Council to change the wording of their policy, so that no child care premises can be built adjoining a residential property not yet been actioned? 	<p>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 Child Care LPP so no childcare operations are to be located adjoining or opposite a residential property.</p> <p>Further, at its meeting on 17 August 2021 (C78-08/21 refers), Council requested the Chief Executive Officer to prepare a report for the November 2021 Council meeting detailing possible amendments to the Child Care LPP to prevent childcare premises being built in residential areas.</p> <p>The City has been progressing the necessary analysis and work required to present a revised policy to Council for consideration.</p>
<p>Landscaping</p> <ul style="list-style-type: none"> Three Jacaranda trees within the verge which should be protected 	<p>Two of the three existing verge trees are able to be retained. One of the jacaranda trees conflicts with the proposed vehicle access to the development.</p> <p>The application proposes two replacement jacaranda trees within the verge which is considered to be acceptable.</p>
<p>Fencing</p> <ul style="list-style-type: none"> The 2.2m high dividing fence is over regulation height. The street fencing is inconsistent with the existing streetscape of Woodford Wells Way. 	<p>The height of the street fencing is not considered appropriate for its residential context. This is discussed further in the assessment section below.</p>

Issue Raised	Officer comments
<p>Building height</p> <ul style="list-style-type: none"> • The site is already elevated above natural ground level. • A double storey building is out of character with the area. 	<p>The building height proposed is considered to impact the amenity of the surrounding properties. This is discussed further in the assessment section below.</p>
<p>Financial impact</p> <ul style="list-style-type: none"> • Home owners will be unable to move away due to drop in house prices as a result of the development. 	<p>The impact on property values is not a valid planning consideration that should be taken into account as part of decision-making.</p>
<p>Disability access</p> <ul style="list-style-type: none"> • Building plans do not provide sufficient detail regarding accessibility to people with disabilities. No disability access report or assessment has been made available to establish disability access within or around the building. • Non-compliance and misalignment with City of Joondalup Disability Access and Inclusion Plan. 	<p>Disability access is a requirement of the National Construction Code (Building Code of Australia) and details demonstrating compliance with relevant Australian Standards would be required at a Building Permit stage, if the application were to be approved.</p>
<p>Waste</p> <ul style="list-style-type: none"> • Bin store is an insufficient size. • Noise from waste trucks. • Trucks will have to reverse out onto Kingsley Drive and across the footpath. • Bin store gates open into a driveway. 	<p>The City is satisfied that the manoeuvring space on-site is sufficient to allow on-site pickup to take place, subject to visitor bays remaining available for parking and manoeuvring during pickup times.</p> <p>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 include relevant details to ensure that waste collection is undertaken at an acceptable time and in an acceptable manner.</p>

The comments received in support of the proposal were:

- Addresses a significant shortage of childcare available in Kingsley.
- Close proximity to Creaney Primary School is convenient for parents utilising both the school and child care.
- Lollipop pedestrian crossing will ensure safe crossing on Kingsley Drive.
- Reputable organisation, well organised and offering high quality child care.

Design Review Panel Advice

The proposal was referred to the Joondalup Design Reference Panel (JDRP) on 24 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
Really good that there's a well-designed outdoor space, which is a really good outcome.	Noted.
Some detail around landscaping in the play spaces is needed (ie. plant and tree species). Details are also needed on how the landscaping over slab areas will work.	<p>The landscaping plan notes each specific tree species proposed as part of the application. Please refer to updated landscaping plans.</p> <p>With regard to the tree species query on level one, the proposed planters are 600mm deep, so the 75 litre trees are comfortably accommodated.</p>
The right hand side of the elevation is not in keeping with the streetscape and looks more commercial rather than residential. It should be made to look less like a bin store and car park with signage. Noting that 'outdoor play area 3' does not meet the required street setback of six metres to Kingsley Drive, it is recommended that the design of the blank wall slab above the carpark be reviewed and opened up with some windows/openings in addition to the signage.	<p>These comments have been noted and as such the following updates have been incorporated into the development plans:</p> <ul style="list-style-type: none"> • The bin store has been moved further into the site resulting in an adjusted carpark and fire stairs in both plan and elevation. The bin store is now in excess of the minimum six metre front setback from the Kingsley Drive frontage. • Glass balustrade panels have been included within the first floor playscape and also solid balustrading that sits above the car park entrance to soften its outlook. • Vertical timber cladding has been included into the first floor boundary wall fronting Kingsley Drive to ensure it is more in keeping with the residential area and presents in a less commercial way.
Resolved abutting neighbours really well. Good and architecturally interesting design.	Noted.
Noting that the bin store does not meet the required street setback of six metres (4 metres proposed) the location is considered to be inappropriate and the design with the skillion roof is out of place. Requested that the design is reviewed and modified.	<p>These comments have been noted and as such the following updates have been incorporated into the development plans:</p> <ul style="list-style-type: none"> • The bin store has been moved further into the site resulting in an adjusted carpark and fire stair in both plan and elevation. The bin store is now in excess of the minimum six metre front setback from Kingsley Drive frontage.

JDRP comments	Summary of Applicant's response
Dislike the eaves with columns around the building. Could the eaves be cantilevered instead?	Noted. Columns to the ground floor have been reduced, options of a cantilevered roof were explored but we feel that the proposed option is the best resolution. Posts provide both structural support and practical downpipe locations.
Noted that the proposal is in a location surrounded by residential development which is at odds with the City's Local Planning Policy.	This comment is noted, however in response we believe the proposed child care premises is in an ideal location and is compliant with the locational criteria of the Child Care LPP for the following reasons: <ul style="list-style-type: none"> • The child care premises is located on a corner property and therefore its sensitive boundaries is reduced to only two dwellings to its west and north. • The site is located opposite a non residential use in a park, school and shopping centre to the south. • The proposal has demonstrated amenity impacts would be negligible to adjoining dwellings through the use of technical reports (WMP, acoustic, TIS) and the development represents built form that is consistent with what is appropriate for a dwelling compliant with its R20 coding.
Would like to see some detail regarding landscaping/shade sails in the upper floor play spaces.	Please refer to updated landscape plan.

The role of the JDRP is to provide independent, expert design advice to assist with the assessment of a planning application. Statutory weight is able to be given to advice provided by the JDRP pursuant to Clause 67 (zc), Schedule 2, Part 9 of the *Planning and Development (Local Planning Schemes) Regulations 2015* which was inserted as part of Amendment No. 4 to the City's *Local Planning Scheme No. 3*, gazetted on 18 February 2020.

In addressing the comments made by the JDRP the following key changes were made to the proposal:

- Bin store facing Kingsley Drive has been set back an additional 2.5 metres from the primary street boundary;
- Additional glass balustrading and timber-look cladding have been added to the eastern elevation at the upper level to the section of the development above the carpark.

Based on the additional information provided by the applicant, it is considered that the amendments have not fully resolved the concerns raised by the JDRP, particularly those relating to locational requirements and commercial nature of the building.

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

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

Provision	Requirement	Proposal	Assessment
Child Care 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 adjoins residential properties to the north and west, with Kingsley Park opposite Kingsley Drive.	The application is not in accordance with the locational requirements of the Child Care 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 the access immediately adjacent a residential property.	
	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.	Kingsley Drive is a Local Distributor Road and Woodford Wells Road is an Access Road. Vehicle access to the site is from Kingsley Drive, therefore the development does not rely on an Access Road.	

The proposed child care premises is located within a predominately residential area, with the site sharing its northern and western boundaries with three residential properties.

In terms of non-residential uses, the following is within the locality:

- Kingsley Park is located directly opposite the proposed child care premises on the eastern side of Kingsley Drive.
- Creaney Primary School is located approximately 150 metres to the north of the proposed child care premises.
- A service station is approximately 70 metres to the south-east, forming part of the Kingsley Neighbourhood Centre which includes shop, office, medical, restaurant and tavern uses.

Whilst these non-residential uses are within the locality, they are not in close enough proximity to be considered as co-located with the proposed child care.

As the site is not co-located with non-residential uses, as per the Child Care LPP 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 a number of areas of discretion in relation to street setbacks and building height. In considering the impact of the building height on the amenity of the surrounding residential area the scale of the development is considered to have an adverse impact on amenity as follows:

- While two storey dwellings are permitted, the proposed Child Care Premises occupies two lots rather than one which results in the size and scale of the development being greater than a normal two storey dwelling, or even two, two-storey dwellings built next to one another on separate lots. Given the area is predominately characterised by single storey dwellings, the scale of the development is considered out of character with the area.
- The finished floor level of the development is raised approximately 0.7 metres above the natural ground level of the verge, which increases the prominence of the development's height within the streetscape.
- The architectural design of the development is considered commercial in nature and not representative of the suburban context in which it is proposed.

To address noise impacts, an Environmental Acoustic Assessment (EAA) was submitted with the application (refer to Attachment 6) to consider the potential noise impacts. The EAA demonstrates that although the proposal is adjoining residential properties, through design and management strategies, noise can be mitigated such that it will comply with the *Environmental Protection (Noise) Regulations 1997*. However, some of the main sources of noise generation, including the car park and the mechanical plant and air conditioning units are directly adjacent to active spaces of the adjoining properties and, in particular, three bedrooms of the residential property to the north. Since the development is not co-located with non-residential uses and directly adjoins noise sensitive areas of the adjoining property, the location of the car park and mechanical plant and air conditioning units is not considered to address the policy and will likely result in an adverse amenity impact.

Building Design

The Child Care LPP policy statement stipulates that the location, siting 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 height

Provision	Requirement	Proposal	Assessment
Child Care LPP	Top of external wall with a concealed roof: 7 metres	7.6 metres	It is considered that the building height will have an impact on the amenity of the adjoining residential properties, as discussed below.

The Child Care LPP permits a maximum wall height of seven metres for a concealed roof design. The application proposes a maximum wall height of 7.6 metres.

As outlined above, while the proposed height is consistent with what could be approved for a two-storey residential development, the scale and commercial elements in the design results in a greater impact on the area, above what would typically be expected within the Residential zone.

The building height is therefore considered to have an adverse impact on the surrounding residential area and is not supported.

Building setbacks

Provision	Requirement	Proposal	Assessment
Child Care LPP – street setback	Clause 5.4.1 Building Setbacks Primary Street (Kingsley Drive): 6.0m Secondary Street (Woodford Wells Way): 1.5m	Building: 5.1m to upper floor Building: 6.8m	The setbacks to the primary street, western boundary and northern boundary are considered to have minimal impact on the street or adjoining properties and are therefore supported. Refer to comments below.

SPP7.3 – Residential Design Codes Volume 1 – lot setbacks	Northern boundary: 1.0m	0m to the stairway
	Western boundary: 1.0m	1.5m

The Child Care LPP requires a minimum primary street setback of six metres, however the development proposes a setback of 5.1 metres from the upper floor play space to the Kingsley Drive street boundary. The section of the building which is located closer than six metres to the primary street relates to a timber-look clad signage panel that sits forward of the upper floor glass balustrading.

Given the development faces Kingsley Park, and the section of the building forward of the permitted street setback line relates to an unroofed section of the outdoor play space, the setback reduction is not considered to impact on the amenity of the neighbouring properties or the streetscape.

The reduced setback of the building to the northern lot boundary is considered minimal given this relates to the stairway between the carpark and the upper floor. The height of the stairs above the dividing fence relates to visually permeable balustrading which will have minimal bulk impact on the neighbouring property to the north. It is further noted that these stairs are provided for emergency access only and as they will not be used regularly it is not considered to create a privacy issue for the adjoining property.

Street fencing

The application proposes a maximum front fence height of 2.3 metres solid brick along the corner truncation of the lot intersecting Kingsley Drive and Woodford Wells Way. Generally the fencing is open style bar fencing affording street surveillance, being entirely open style facing Kingsley Drive and being open style above 1.3 metres facing Woodford Wells Way.

In considering the appropriateness of the proposed street fencing, while there are no fencing requirements stipulated in the Child Care LPP, given the development proposal is within the Residential zone, the fencing requirements of the City’s Residential Development Local Planning Policy (RDLPP) which includes replacement provisions for SPP7.3 can be used as a guide.

The RDLPP permits solid street fencing to a height of 1.2 metres above natural ground level with no height limit for visually permeable fencing. The fencing facing Kingsley Drive is therefore compliant, being visually permeable for its length along the street boundary, however the section of fencing along the site’s corner truncation includes solid brick fencing up to 2.3 metres in height. The RDLPP permits brick columns up to a width of 0.4 metres, whereas the proposed brick sections are up to 3.5 metres in width. The EAA also suggests that while the noise from the ground floor play space would meet the acceptable noise level, solid fencing for the entirety of the truncation would further reduce the noise impacts.

Typically solid street fencing in residential areas is discouraged, except where providing attenuation of traffic impacts or screening to the residence’s primary outdoor living area along major roads.

As the land use is for a Child Care Premises and is not adjacent a major road, it is deemed that the normal considerations for an increased fence height for traffic and noise do not apply. As the development is in a residential area and has a greater need to be consistent with the residential character, the proposed portions of solid fencing are not considered appropriate. It is however acknowledged that with some minor modifications the height of the fence would be in accordance with the requirements of the RDLPP. In the event the proposal is approved, the City would recommend a condition being included that requires the fence to be modified to be visually permeable above 1.2 metres. The applicant would need to demonstrate that they would still be able to meet noise requirements.

Noise

Provision	Requirement	Proposal	Assessment
Child Care 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)	The carpark is located adjacent to residential properties to the north and to the west.	The EAA demonstrates that the proposal meets the <i>Environmental Protection (Noise) Regulations 1997</i> .

The applicant submitted an Environmental Acoustic Assessment (EAA) as part of the application, demonstrating that the development can meet the requirements of the *Environmental Protection (Noise) Regulations 1997*. The EAA includes the following noise mitigation measures to ensure compliance with the permitted noise limits:

- 0–24 month, 2-3 years and ten of 3+ year old’s outdoor play will be at ground level, with the other forty 3+ year old children within the first floor outdoor play area.
- Balustrading around the first floor outdoor play area being 2.1 metres high, thus providing a substantial barrier to the neighbouring residences.
- Locating the babies to the western side of the ground floor play area.
- Restrictions on car parking in bays closest to neighbouring properties prior to 7.00am and instructing staff to “close their doors quietly” when arriving prior to 7.00am.
- All air conditioning units are to be installed with night period low noise modes.
- Air conditioning and exhaust on the western side of the building subject to further detailed design demonstrating compliance with the *Environmental Protection (Noise) Regulations 1997*.

In accordance with Clause 5.4.2 of the Child Care 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 to Kingsley Drive and Woodford Wells Way, however the vehicular access, car park and plant equipment are directly adjacent to the residential properties to the north and west. 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 LPP	Monday to Friday: 7.00am to 6.00pm Saturday 8.00am to 1.00pm	Monday to Friday 6.30am to 6.30pm Saturday 8.00am to 5.00pm for occasional open days or for marketing purposes.	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 Child Care LPP.

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

The Child Care LPP 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 extended hours on the weekend, with the car parking area directly adjoining the northern and western residential properties. This is particularly relevant for this application as the car park and the mechanical plant and air conditioning units are directly adjacent to active spaces of the adjoining properties, and in particular three bedrooms of the residential property to the north.

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 to be an amenity impact on the area and it is not considered appropriate for the hours of operation to exceed the Child Care LPP.

For this reason, it is recommended that should the application be approved, a condition of approval is applied to restrict the opening time to 7.00am and closing time to 6.00pm on weekdays and from 8.00am to 1.00pm on Saturdays, in accordance with the provisions of the Child Care LPP.

Traffic

A Transport Impact Statement (TIS) was provided as part of the application (Attachment 5 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 66 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 of the existing transport network', which would equate to a traffic increase of more than 100 vehicle trips during the development's peak hour. As the proposed development is predicted to result in a maximum increase of 66 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 agree with the recommendations relating to the impact of traffic. It is therefore considered that the additional traffic generated by the development will not have a material impact on the existing road network and is considered appropriate.

Waste

The applicant provided a Waste Management Plan as part of the application (Attachment 10 refers).

The development includes a bin enclosure on the northern side of the building which can be accessed from the vehicle access way. On-site collection of waste by a private contractor is proposed, utilising the visitor bays at the front of the development for parking and manoeuvring. Should the development be approved it is recommended that a condition of approval requires these two visitor bays located at the front of the site to be signposted as 'loading zones' between 10am and 2pm outside of peak drop off/pickup times to facilitate waste pickup outside of times that may impact on noise during early hours or on-site parking. As this restriction would apply outside the peak drop off/pick up times, it is considered appropriate.

Parking

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

The Child Care LPP requires a total of 23 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.

The proposal provides 12 staff parking bays on the northern side of the site, including 10 tandem bays. A total of 10 visitor bays and an accessible bay with an associated shared space is proposed. All visitor parking meets the minimum width requirements for manoeuvrability. A turnaround bay has also been incorporated into the parking layout.

The City has reviewed the parking arrangement and supports the layout and the number of bays proposed meets the amount required under the Child Care LPP.

Landscaping

Provision	Requirement	Proposal	Assessment
Child Care LPP	Clause 5.5 – the landscaped area shall include a minimum strip of 1.5 metres wide adjacent to all street boundaries	1.5m wide landscaping strip provided to all street boundaries.	Landscaping meets the requirements of the Child Care LPP.
	8% of lot area to be landscaped	38% when outdoor play spaces included.	

The development proposal satisfies the landscaping requirements of the Child Care LPP which requires a minimum of 8% of the total site area provided as landscaping and for a 1.5 metre landscaping strip to be provided to all street boundaries. Given the above, it is considered that the proposed landscaping plan achieves the objectives of the Child Care LPP.

Signage

Provision	Requirement	Proposal	Assessment
Advertisements Local Planning Policy	Maximum of one wall sign. 1.2m ² for a non-residential building.	Three wall signs proposed with two facing Kingsley Drive and one facing Woodford Wells Way. An additional freestanding monolith sign is proposed near the vehicle entry. All signage exceeds the 1.2m ² size.	The application does not satisfy the requirements of Clause 5.2.1 of the City's <i>Advertisements Local Planning Policy</i> .

Clause 5.2.1 of the City's Advertisements LPP 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. Further, a development may not have more than one wall sign that is a maximum of 1.2m² in size.

The application includes three signs located on the building: two facing Kingsley Drive and one facing Woodford Wells Way, and a fourth sign adjacent to the vehicle entry. The three wall signs measure 2.25m² and 4.24m² respectively, and the freestanding sign measures 4.11m².

In considering whether the signage proposed is appropriate, regard is to be given to the objectives of the Advertisements LPP which are as follows:

- To provide guidance on the design and placement of advertisements located within the City of Joondalup.
- To encourage advertisements that are well-designed, well-positioned and appropriate to their location, and maintain the visual quality, amenity, and character of the locality.
- To facilitate appropriate advertisements that are commensurate to the realistic needs of business.
- To ensure the safe and efficient use of roads from which advertisements are visible.
- To ensure advertisements are clear and efficient in communicating to the public and do not lead to visual clutter on and around buildings and within streetscapes and localities.

The signs are spread across two frontages, are simplistic in nature and integrated with the building design. Given this, the signage is considered 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 positioning of the development's car parking area adjoining residential properties, combined with the height and commercial appearance of the development 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.

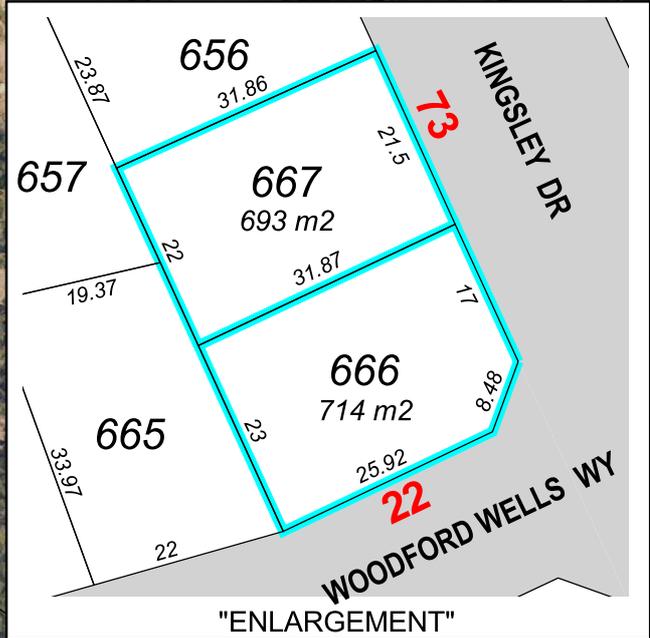
Should the JDAP resolve to approve the application, this determination needs to be made based on valid planning considerations as outlined under clause 67 of the *Planning and Development (Local Planning Schemes) Regulations 2015* and as set out in the *Development Assessment Panel Practice Notes: Making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



Subject Lots
 Lot 666 & 667 Plan 13156
 22 Woodford Wells Way, Kingsley
 73 Kingsley Drive, Kingsley



PROPOSED CHILDCARE CENTRE

73 KINGSLEY DRIVE, KINGSLEY WA



DRAWING REGISTER PLANNING

SHEET NUMBER	SHEET NAME	ISSUE	DESCRIPTION	DATE
DA01	SITE PLAN	1	DA WITH DRP REVISION	13/07/2021
DA02	GROUND FLOOR PLAN	2	TODDLER & BABIES ROOM FLIP	17/08/2021
DA03	FIRST FLOOR PLAN	2	TODDLER & BABIES ROOM FLIP	17/08/2021
DA04	ROOF PLAN	1	DA WITH DRP REVISION	13/07/2021
DA05	ELEVATIONS	2	TODDLER & BABIES ROOM FLIP	17/08/2021
DA06	SHADOW DIAGRAMS - JUNE SOLSTICE	1	DA WITH DRP REVISION	13/07/2021

GENERAL NOTES		
DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT. PREPARATION OF SHOP DRAWINGS OR MANUFACTURING FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALING.		
VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.		
ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA BUILDING ACT 1975 AS AMENDED, STANDARD BUILDING BY-LAWS AND RELEVANT AUSTRALIAN STANDARDS.		
2	TODDLER & BABIES ROOM FLIP	17/08/2021
1	DA WITH DRP REVISION	13/07/2021
0	DEVELOPMENT APPLICATION ISSUE	02/06/2021
ISSUE	DESCRIPTION	DATE

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ARCHITECTS

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CLIENT:
CK Development Services

PROJECT:
PROPOSED CHILDCARE CENTRE (82 places)

FILE: T:\PROJECTS\Child Care Centres\Coolton Group\Kingsley, Kingsley Dve WA05_Architectural Drawings\03_Planning Drawings\REVIT\0000487_Kingsley Dve_Kingsley DA.rvt

LOCATION:
73 Kingsley Drive, Kingsley WA 6026

DRAWING TITLE:
COVER SHEET

SCALE: DATE: APRIL 2021

DRAWN: CW PRINTED: 17/08/2021 4:28:39 PM

CHECKED: AH JOB No.: J0000487

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DA00₂

D/A ISSUE



1 KEY PLAN
1 : 2000

- relocate or replace existing 2m street tree to the satisfaction of the responsible authority
- construct new vehicle crossing to the satisfaction of the responsible authority
- retain existing concrete footpath
- remove existing vehicle crossing and continue concrete footpath to the satisfaction of the responsible authority
- retain and protect existing bus stop

CHILDCARE CENTRE ANALYSIS

OPERATION HOURS 6:30am to 6:30pm Monday to Friday
with up to four days open on the weekend for open days

GROUP ROOM 1	0-24months	12 PLACES	3 STAFF
GROUP ROOM 2	24-36months	15 PLACES	3 STAFF
GROUP ROOM 3	24-36months	5 PLACES	1 STAFF
GROUP ROOM 4	36+ months	10 PLACES	1 STAFF
GROUP ROOM 5	36+ months	20 PLACES	2 STAFF
		82 PLACES	12 STAFF

AREA ANALYSIS

TOTAL SITE AREA 1407m²
 SITE COVERAGE 656m² (47%)
 BUILDING AREA
 GROUND FLOOR 379m² gross
 FIRST FLOOR 282m² gross
 FF PLAYSCAPE 305m² gross
 PARKING REQUIREMENTS
 23 bays required
 (1 per employer + 11 per 81-88 places)
 PARKING PROVIDED
 23 bays provided (including one accessible)

remove existing vehicle crossing to the satisfaction of the responsible authority

2 SITE PLAN
1 : 200

GENERAL NOTES

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

VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.

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

ISSUE	DESCRIPTION	DATE
1	DA WITH DRP REVISION	13/07/2021
0	DEVELOPMENT APPLICATION ISSUE	02/06/2021



CLIENT:
CK Development Services

PROJECT:
PROPOSED CHILDCARE CENTRE (82 places)

LOCATION:
73 Kingsley Drive, Kingsley WA 6026

DRAWING TITLE:
SITE PLAN

SCALE: As indicated @A1 DATE: APRIL 2021
 DRAWN: Author PRINTED: 17/08/2021 4:28:41 PM
 CHECKED: Checker JOB No.: J0000487



DA01₁

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1 GROUND FLOOR PLAN
1:100

WOODFORD WELLS WAY

KINGSLEY DRIVE

LEGEND

- UNENCUMBERED PLAYSPACE
- LANDSCAPING
- BUILDING AREA
- CARPARK
- PAVING or similar
- PROPOSED TREE nominal location shown

GENERAL NOTES		
DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT. PREPARATION OF SHOP DRAWINGS OR MANUFACTURING FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALING.		
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PROPOSED CHILDCARE CENTRE (82 places)

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GROUND FLOOR PLAN

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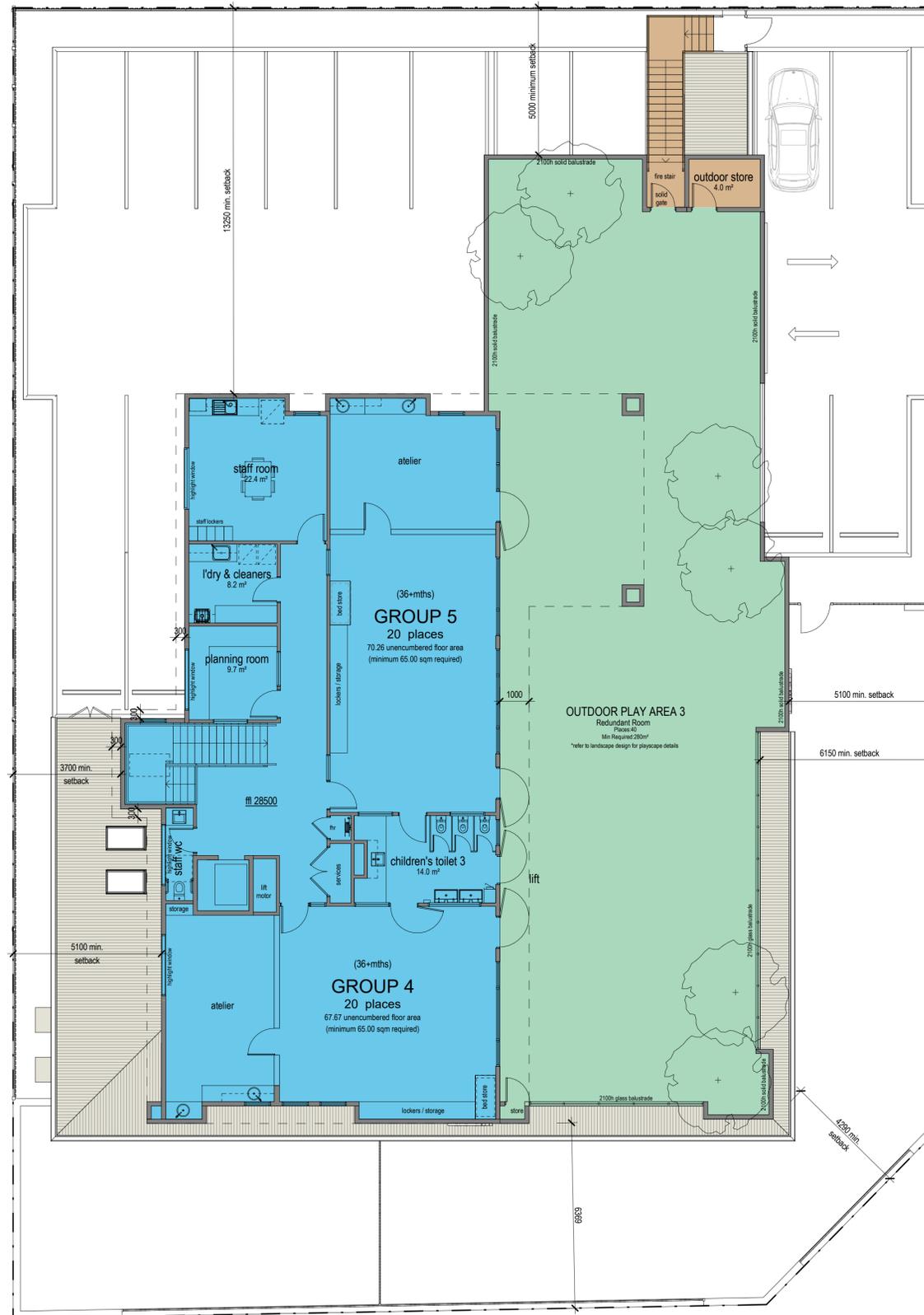
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DA02₂

D/A ISSUE



KINGSLEY DRIVE

1 FIRST FLOOR PLAN
1 : 100

WOODFORD WELLS WAY

- LEGEND**
- UNENCUMBERED PLAYSPACE
 - LANDSCAPING
 - BUILDING AREA
 - CARPARK
 - PAVING or similar
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DA03₂

D/A ISSUE



1 SITE PLAN
1 : 100

WOODFORD WELLS WAY

KINGSLEY DRIVE

- LEGEND**
- UNENCUMBERED PLAYSPACE
 - LANDSCAPING
 - BUILDING AREA
 - CARPARK
 - PAVING or similar
 - PROPOSED TREE nominal location shown

GENERAL NOTES		
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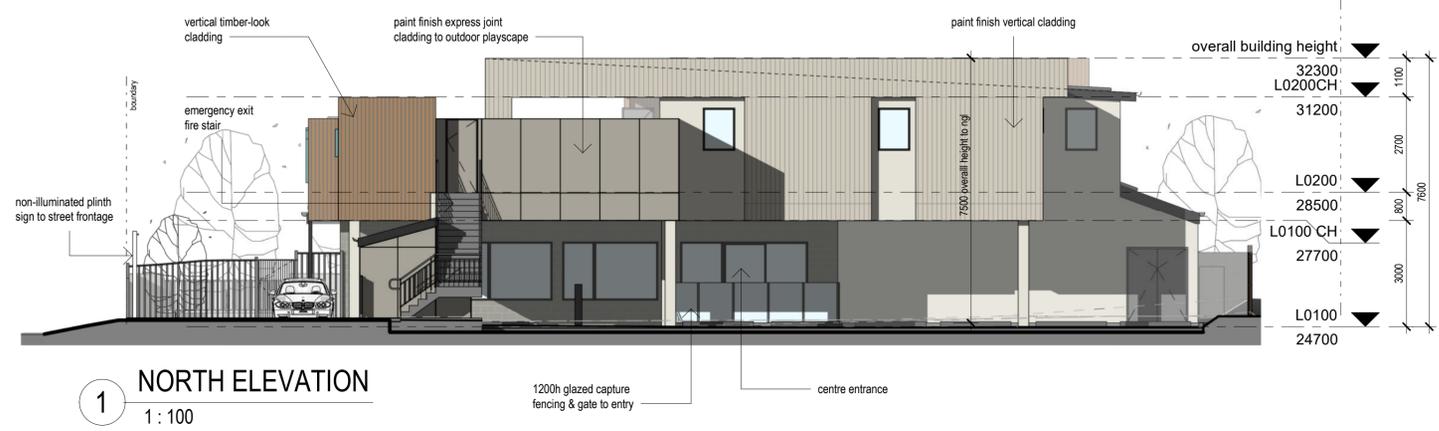
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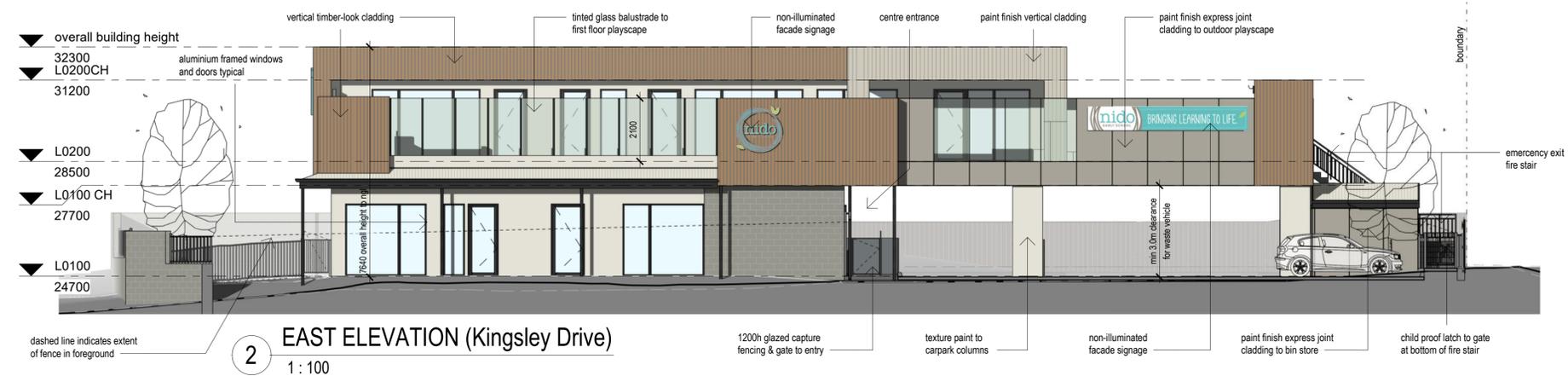


DA04₁

D/A ISSUE



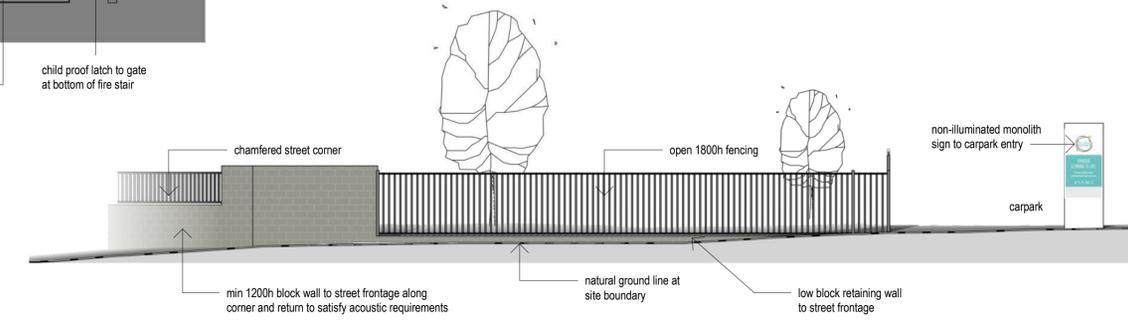
1 NORTH ELEVATION
1:100



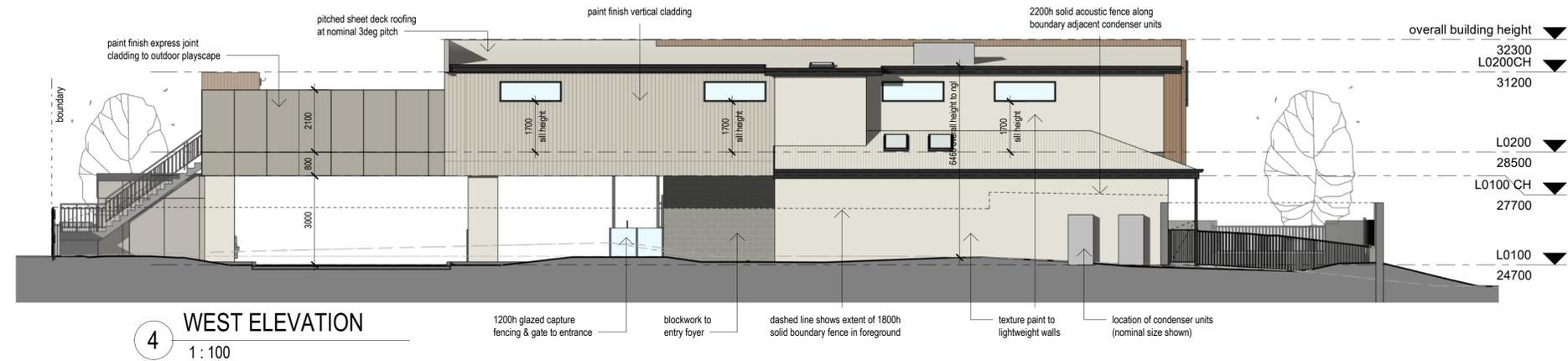
2 EAST ELEVATION (Kingsley Drive)
1:100



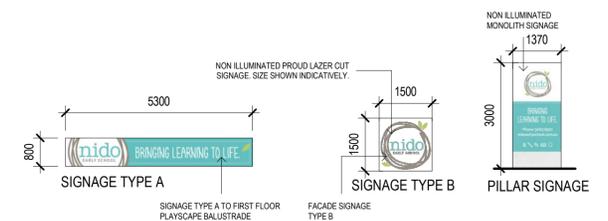
3 SOUTH ELEVATION (Woodford Wells Way)
1:100



5 KINGSLEY DRIVE STREETSCAPE FENCE
1:100



4 WEST ELEVATION
1:100



6 SIGNAGE DETAILS
1:100

MATERIAL/COLOUR SCHEDULE

texture paint lightweight walls	dulux 'white duck quarter'
express joint sheeting	dulux 'paving stone'
roofing	colorbond 'surf mist'
gutters, window & door frames	colorbond 'monument'
feature entry awning	dulux 'water cooler'
feature vertical cement cladding	territory woodlands 'teak'
paint finish vertical scyon axon cladding	dulux 'white duck'
glazing	translucent glass (unless noted otherwise)
balustrade glazing	tinted balustrade glass
blockwork	austral masonry gb smooth block 'nickel'

GENERAL NOTES
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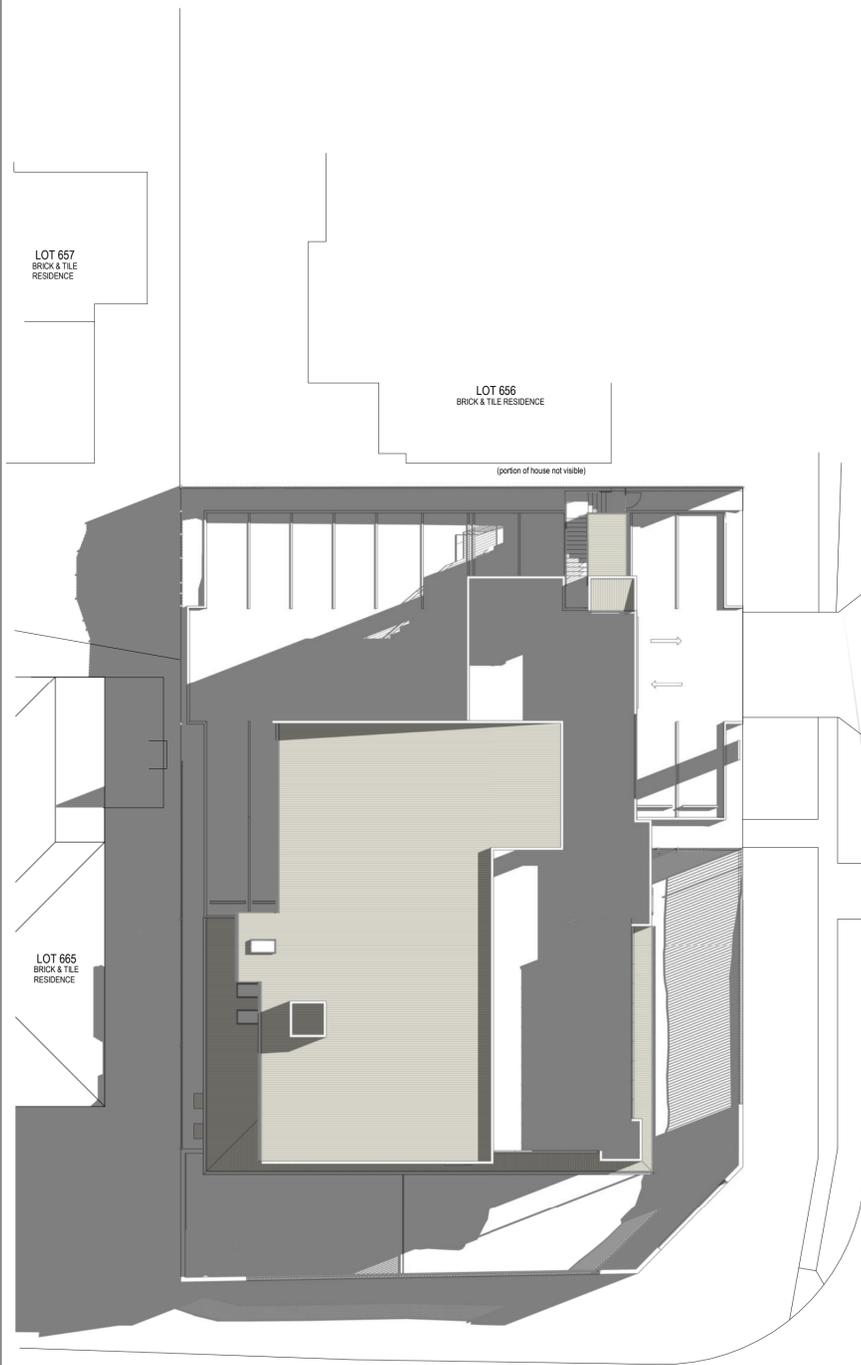
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ELEVATIONS

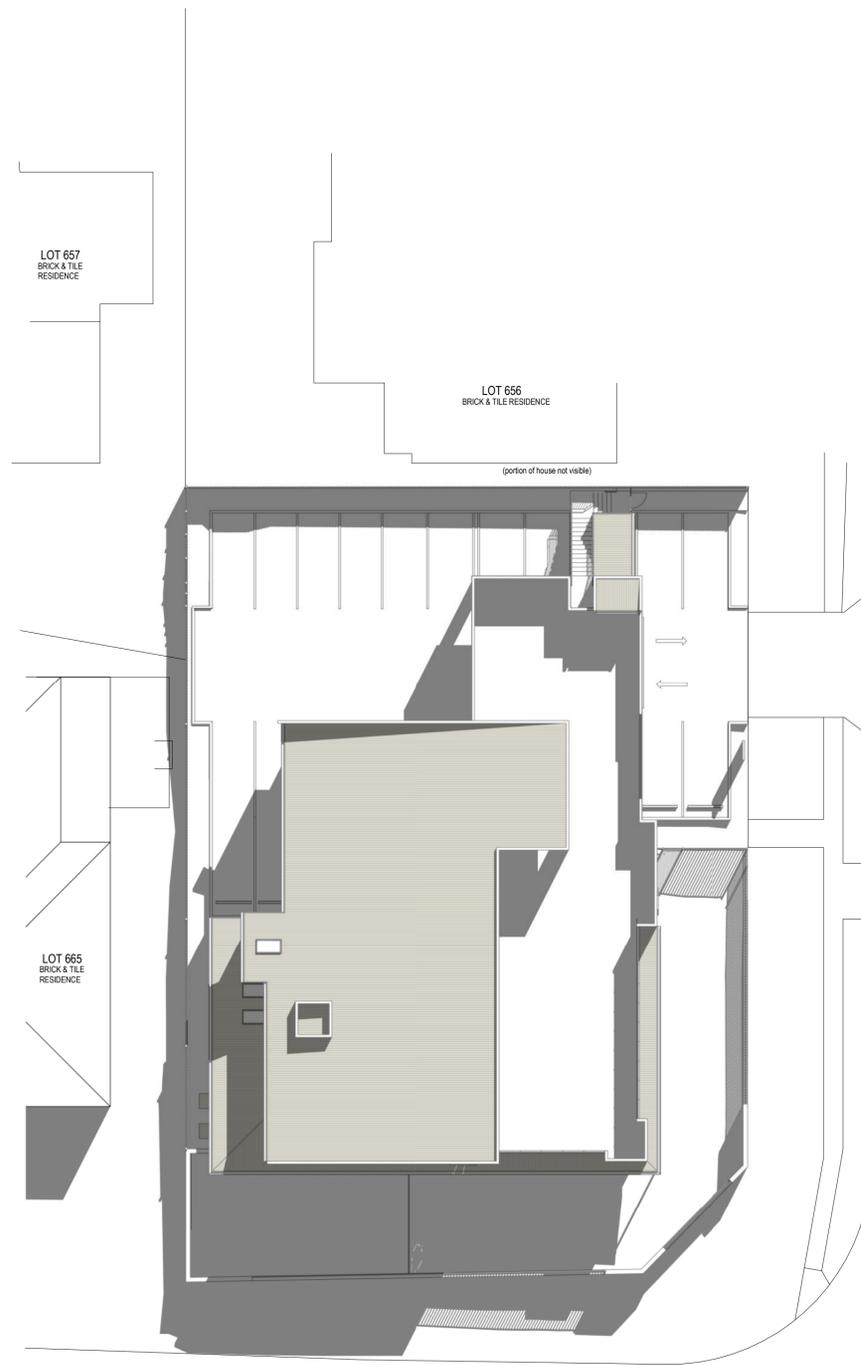
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DA05₂

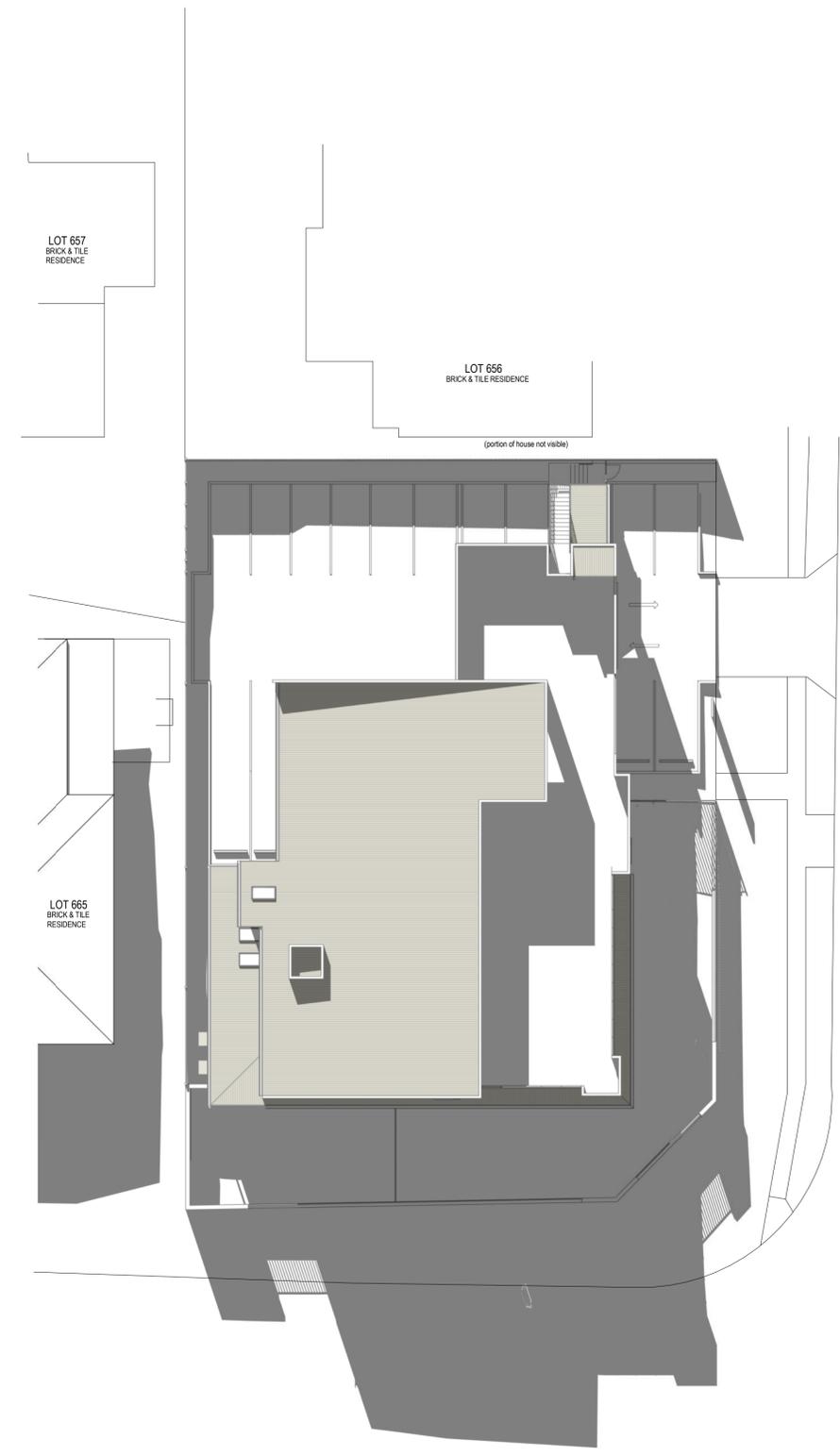
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1 SHADOW DIAGRAM 9am



2 SHADOW DIAGRAM 12noon



3 SHADOW DIAGRAM 3pm

GENERAL NOTES

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SHADOW DIAGRAMS - JUNE SOLSTICE

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DA06₁

D/A ISSUE



- ┌───┐ AREA 1 - GROUND FLOOR
0-24 month
- ┌───┐ AREA 2 - GROUND FLOOR
24-36 month
- ┌───┐ AREA 3 - FIRST FLOOR
36 mnt+

WOODFORD WELLS WAY

KINGSLEY DRIVE



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

NIDO KINGSLEY

73 Kingsley Drive, Kingsley
LS101 - AREA PLAN



Job No: 4549
Rev: B
Date: Jul 2021
Design: WG



LEGEND

- A** READING BENCH CORNER (L013901)
- B** ACTIVITY PANEL - KNOBS & WINDOWS (L007009)
- C** PULL UP BAR (L030000)
- D** ORGANIC WATER PLAY TROUGH (L004902) with WATER FOUNTAIN (L006202)
- E** SAND PIT
- F** ARBOUR DOME (L000800)
- G** MINI FALCON - CONCRETE SLIDE (L015902)
- H** WATER CREEK - 1 PIECE (L003005) with WATER FOUNTAIN (L006202)
- I** BALANCE SLEEPER 1.8m (L005207)
- J** CAR CUBBY (L028101)

- AREA 1 - GROUND FLOOR 0-24 month
- AREA 2 - GROUND FLOOR 24-36 month

- ARTIFICIAL TURF
- QUARTZ SAND
- SAWDUST
- MULCH
- CONCRETE
- SHADE SAIL
- ROCK BOULDERS
- CONCRETE STEPPER
- BUSH POLES
- TIMBER SLEEPER
- LOG
- CONCRETE KERB
- BLOCK EDGE
- EXISTING TREE
- PROPOSED TREE
- PLANTS
- FALL ZONE
- FENCE



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LS102 - CONCEPT PLAN AREA 1 & 2

Scale Approx 1:100 @ A1
1:200 @ A3
0 1 2 3 4 5 10m



Job No: 4549
Rev: B
Date: Jul 2021
Design: WG



LEGEND

- A** BALANCE SLEEPER 1.8m (L005207)
- B** CONCRETE STEPPERS (L010500)
- C** STILT HONED CONCRETE STEP (L004307)
- D** ORGANIC WATER PLAY TROUGH (L004902) with WATER FOUNTAIN (L006202)
- E** CONCRETE SLIDE SINGLE 1200MM (L000213)
- F** THE BOX HANGOUT (L036000)
- G** VEGE GARDEN - LARGE (L020301)
- H** TIMBER PLANTER - LARGE (L010800)
- I** POTTING SHED (L032900)
- J** 1.5m WEATHERING STEEL PLANTER
- [Dashed Blue Box]** AREA 3 - FIRST FLOOR 36 mnt+

- ARTIFICIAL TURF
- QUARTZ SAND
- SAWDUST
- MULCH
- CONCRETE
- SHADE SAIL
- CONCRETE STEPPER
- BUSH POLES
- TIMBER SLEEPER
- LOG
- CONCRETE KERB
- BLOCK EDGE
- EXISTING TREE
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- PLANTS
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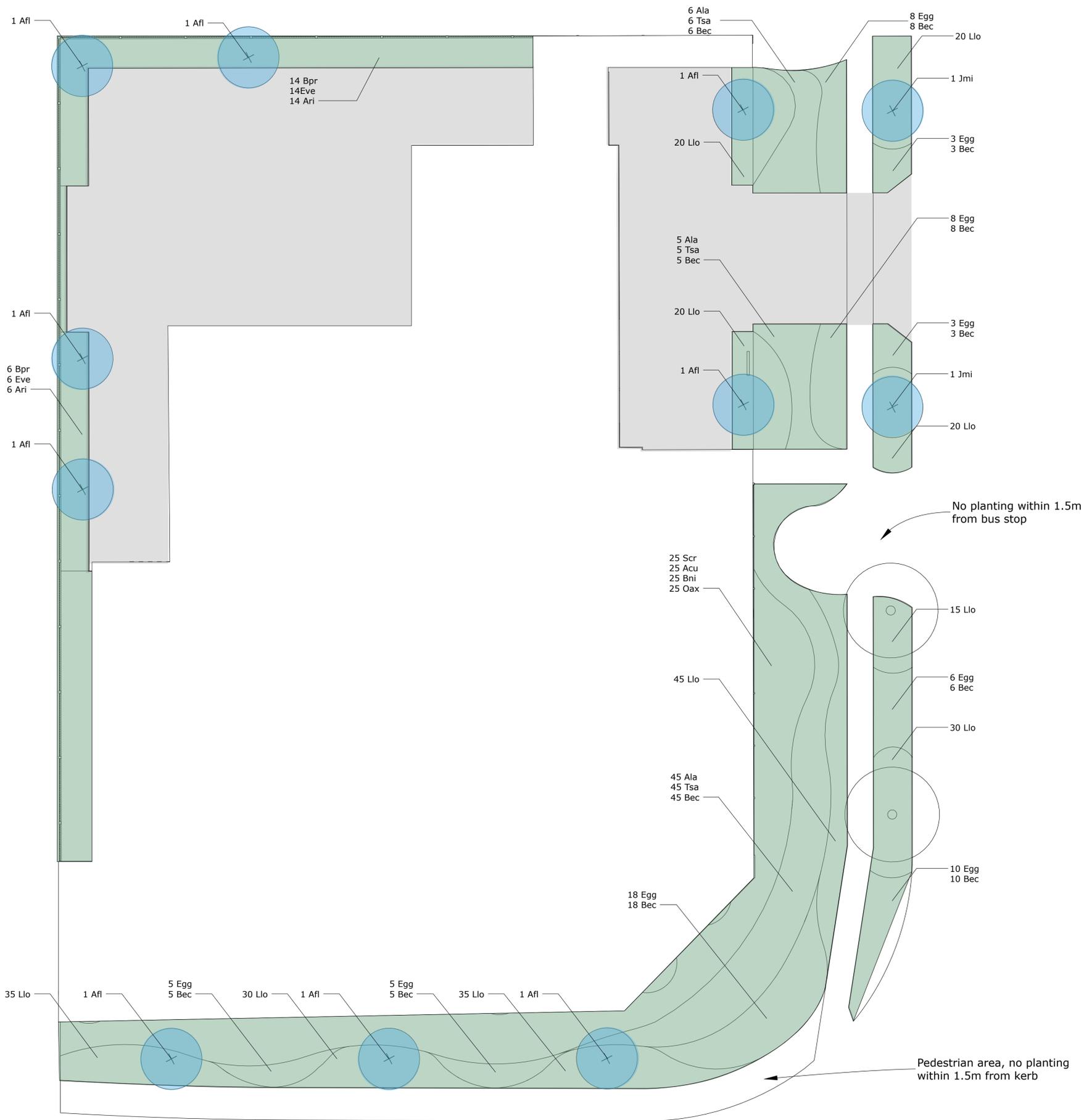
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73 Kingsley Drive, Kingsley
LP103 - CONCEPT PLAN AREA 3

Scale Approx 1:100 @ A1
1:200 @ A3
0 1 2 3 4 5 10m



Job No: 4549
Rev: B
Date: Jul 2021
Design: WG



CODE	SPECIES	SIZE	POT SIZE	QTY
PLANTS				
Acu	Adenanthos cuneatus	1m	140mm	25
Ari	Adenanthos sericeus 'Pencil Perfect'	3m	5L	20
Ala	Acacia lasiocarpa prostrate	GC	140mm	56
Bec	Banksia blechnifolia	GC	140mm	124
Bni	Banksia nivea	2m	200mm	25
Bpr	Banksia prionotes Dwarf	1.5m	140mm	20
Egg	Eremophila grabla 'Kalbarri Carpet'	GC	140mm	66
Eve	Eremophila nivea	1.5m	140mm	20
Lve	Lomandra 'Verday'	0.5	140mm	270
Oax	Olearia axillaris 'Little Smokie'	1m	140mm	25
Scr	Scaevola crassifolia 'Flat Fred'	1m	140mm	25
Tsa	Thryptomene saxicola 'Mingenew'	0.8m	140mm	66
				742 Plants
TREES				
Afl	Agonis flexuosa	8m	100L	9
Jmi	Jacaranda mimosifolia	10m	100L	2
				11 Trees



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73 Kingsley Drive, Kingsley

LP104 - VERGE/ CARPARK PLANTING

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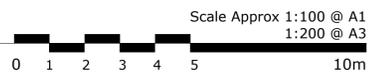
CODE	SPECIES	SIZE	POT SIZE	QTY
PLANTS				
Acu	Adenanthos cuneatus	1m	140mm	7
Her	Assorted herbs/ vegies	-		2
Ala	Acacia lasiocarpa prostrate	GC	140mm	23
Dgr	Dietes grandiflora	0.5m	140mm	10
Egg	Eremophila grabla 'Kalbarri Carpet'	GC	140mm	12
Eve	Eremophila nivea	1.5m	140mm	6
Lve	Lomandra 'Verday'	0.5	140mm	42
Wsz	Westringia fruticosa 'Smokie'	1m	140mm	8
				110 Plants
TREES				
Erq	Eucalyptus torquata	3-7m	100L	2
Can	Cupaniopsis anacardioides	8-12m	100L	2
Gtr	Gleditsia tri.Sunburst	8m	100L	1
Man	Cirus - Dwarf Mandarin	3m	30L	1
Ceu	Citrus - Lemon eureka	3m	30L	1
				7 Trees



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NIDO KINGSLEY

73 Kingsley Drive, Kingsley
 LP106 - PLANTING AREA 3



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 Rev: B
 Date: Jul 2021
 Design: WG







PROPOSED CHILD CARE CENTRE (82 PLACES)

LOTS 667 (73) KINGSLEY DR & 666 (22) WOODFORD WELLS WAY, KINGSLEY

TRANSPORT IMPACT STATEMENT



Final 1

Prepared by i3 consultants WA for
CK Development Services

Proposed Child Care Centre (82 Places) | Lots 667 (73) Kingsley Dr & 666 (22) Woodford Wells Way, Kingsley | Transport Impact Statement

Prepared by

David Wilkins | Senior Traffic & Road Safety Engineer

Contact

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Published by

i3 consultants WA

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Description

A Transport Impact Statement for a proposed Child Care Centre for 82 children (Babies to Kindy) on Lots 667 (Street No 73) Kingsley Dr and 666 (Street No 22 Woodford Wells Way) on the northwest corner of Kingsley Ave/ Woodford Wells Way in the City of Joondalup suburb of Kingsley prepared in accordance with the WAPC 2016 Transport Impact Assessment Guidelines.

Client

CK Development Services

Project ID 37905

Version Final 1

Publication Date 13 July 2021

Pages 53

File Name 37905-TIS-F1

This is not an approved document unless certified below.

About the Author

David Wilkins is an RTA NSW Certified Level 3 Lead Auditor (RSA-08-0178) and Main Roads Western Australia (MRWA) accredited Senior Road Safety Auditor (SRSA 0101). In addition to this, David is an MRWA accredited Crash Investigation Team Leader and Roadworks Traffic Manager (MRWA-RTM-10-RTM20). David has undertaken over 400 road safety audits in Australia since 2001 across the full range of stages from feasibility through to pre-opening, including roadworks, existing roads, schools, and mine sites.

David's specialist skills are in the management and development of transport infrastructure and planning, particularly with respect to road safety engineering, safe system assessments, roadworks traffic management, traffic engineering, crash investigation, road safety audits, alternative transport systems (TravelSmart, shared paths, cycle facilities), transport impact statements, transport impact assessments, parking demand management, local area traffic management, speed management, accessible environments and innovation.

David specialises in undertaking and preparing traffic impact assessments in accordance with either the WAPC *Transport Impact Assessment Guidelines* or Austroads *Guide to Traffic Management Part 12: Integrated Transport Assessments for Developments*. He has authored over 200 of these since 2001.

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1 INTRODUCTION

1.1 ASSESSMENT LEVEL

This Transport Impact Assessment report has been prepared in accordance with the WAPC publication *Transport Impact Assessment Guidelines* (1). These guidelines indicate that a Transport Impact Statement (TIS) “is required for those developments that would be likely to generate moderate volumes of traffic and therefore would have a moderate overall impact on the surrounding land uses and transport networks, (in accordance with Table 1.)”

LAND USE	MODERATE IMPACT	HIGH IMPACT
	Transport Impact Statement required	Transport Impact Assessment required
	10 – 100 vehicle trips in the peak hour	> 100 vehicle trips in the peak hour
Residential	10–100 dwellings	>100 dwellings
Schools	10–100 students	>100 students
Entertainment venues, restaurants, etc.	100–1000 persons (seats) OR 200–2000 m ² gross floor area	>1000 persons (seats) OR >2000 m ² gross floor area
Fast food restaurants	50–500 m ² gross floor area	>500 m ² gross floor area
Food retail /Shopping centres with a significant food retail content	100–1000 m ² gross floor area	>1000 m ² gross floor area
Non-food retail	250–2500 m ² gross floor area	>2500 m ² gross floor area
Offices	500–5000 m ² gross floor area	>5000 m ² gross floor area
Service Station	1–7 refueling positions	>7 refueling positions
Industrial/Warehouse	1000–10,000 m ² gross floor	>10,000 m ² gross floor area
Other Uses	Discuss with approving authority	Discuss with approving authority

Table 1 - Level of TIA required by land use and size

Table 1 above does not identify a Child Care Centre Land Use. In accordance with ‘Other Uses’ the level of TIA required has been discussed with the City of Joondalup (the approving authority for the development). The City has indicated that a Transport Statement is to be submitted as per City of Joondalup *Child Care Premises Local Planning Policy* (2). This is consistent with the forecast peak hour traffic volumes of 66 (AM) and 33 (PM), i.e., between 10 and 100 (as described in **Section 1.2**) described as a Moderate Impact that warrants a Transport Impact Statement, as indicated in Table 1 above and Figure 1 on the following page.

The preparation of a TIS in accordance with the WAPC Guidelines is consistent with, and ensures compliance with, Clause 67(t) of the *Planning and Development (Local Planning Schemes) Regulations 2015* (3) which state “due regard should be given 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”.

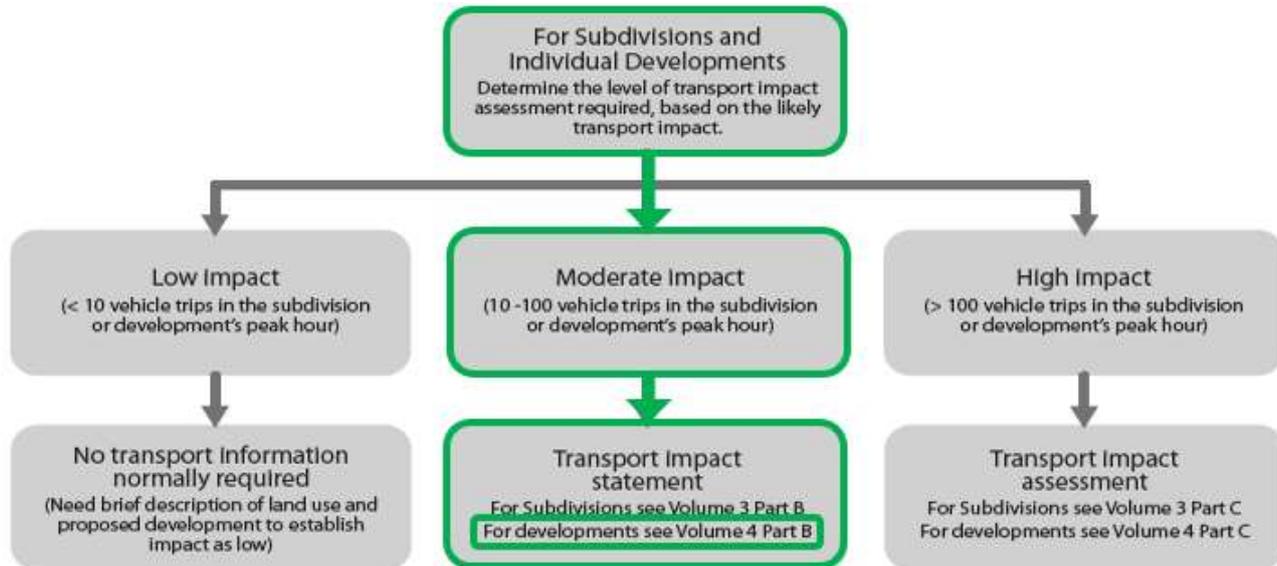


Figure 1 – Level of assessment required (Source Figure 2 WAPC Guidelines Vol 4)

Part B (Transport impact statement) of Volume 4 of the WAPC Guidelines states:

“A transport impact statement is a brief statement outlining the transport aspects of the proposed development. The intent of the statement is to provide the approving authority with sufficient transport information to confirm that the proponent has adequately considered the transport aspects of the development and that it would not have an adverse transport impact on the surrounding area.

It is envisaged that the transport impact statement will generally be from two to three pages up to several pages in length, but this will depend upon the number and nature of any specific issues that need to be addressed.

It is expected that most, if not all, of the information to be provided will be of a nontechnical nature, that is, will not require input from a specialist in transportation planning or traffic engineering. This will, however, depend upon the nature of the specific issues to be addressed and specialist technical input may be required on occasions.”

Section 5.7 of the City of Joondalup *Child Care Premises Local Planning Policy* requires that a ‘Traffic and Road safety Impact Report’ is submitted with the development application. As such, this TIS has been prepared by a credited Senior Road Safety Auditor, Crash Investigation Team Leader and Senior Road Safety Engineer and includes technical details with respect to the existing and forecast performance of the road network and parking areas, i.e., traffic modelling using SIDRA Intersection 9 software, swept path analysis using AutoTURN software and Crash Analysis using the Main Roads WA ‘Crash Analysis Reporting System’ (CARS) software.



1.2 CHILD CARE CENTRE TRIP GENERATION

Local Authorities regularly request that trip generation for child care centres is based on the RTA NSW ‘Guide to Traffic Generating Developments (RTA NSW), as shown in Table 2 below.

Centre Type	Peak Vehicle Trips / Child		
	7.00-9.00am	2.30-4.00pm	4.00-6.00pm
Pre-school	1.4	0.8	-
Long-day care	0.8	0.3	0.7
Before/after care	0.5	0.2	0.7

Table 2 – RTA NSW child care centre Trip Generation Rates

The above rates are based on surveys undertaken in Sydney in 1992, i.e., approximately twenty years ago.

Section 7.10 (Development generation and distribution) of the Volume 4 of the WAPC Guidelines states “*The trip generating potential of the development is to be determined for the assessment years and time periods. The trips rates used should be based on surveys of comparable developments or extracted from recognised land use traffic generation databases.*”

In order to add value to the decision-making process regarding the selection of an appropriate trip generation rate for this proposed child care centre, the author surveyed child care centres in Kingsley (45 children), Bentley (62 children), Osborne Park (37 children) and Attadale (100 children) to determine staff and parent arrival and departure trips during the AM and PM peak hours. The results of these surveys are summarised in Table 3 below. The term ‘Early Afternoon’ refers to the child care centre afternoon peak time (i.e., 2.30 – 4.30 PM) which is generally earlier than the road network peak hour (i.e., 4.30-5.30 PM).

Surveyed Child Care Centre	Trips IN	Trips OUT	Trips IN/ Child	Trips OUT/ Child	Trips/ Child	Average
Attadale Morning	32	25	0.32	0.25	0.57	0.7
Bentley Morning	25	21	0.40	0.34	0.74	
Osborne Park Morning	18	15	0.50	0.42	0.92	
Attadale Early Afternoon	18	21	0.18	0.21	0.39	0.4
Bentley Early Afternoon	12	11	0.19	0.18	0.37	
Osborne Park Early Afternoon	11	10	0.30	0.28	0.58	

Table 3 – Surveyed Trips – various child care centres in Western Australia

The data in Table 3 suggests that using RTA NSW trip generation rates may result in an under-estimation of forecast trips during the early afternoon peak hour, i.e., 0.3. The local survey data indicates that a more appropriate early afternoon traffic generation rate would be 0.4. On this basis, **the adopted trip generation rates for this TIS are 0.8 for the morning peak hour and 0.4 for the early afternoon peak hour.**



An estimation of peak hour traffic generation based on a maximum of 82 children attending the child care centre using the adopted traffic generation rates discussed on the previous page is shown in Table 4 below.

	Rate per child	No. Children	Trips		
			Total	IN	OUT
Morning Peak Hour	0.80	82	66	36	30
Afternoon Peak Hour	0.40	82	33	18	15

Table 4 – Estimation of Trip Generation

Analysis of the redacted sign-in and sign-out records for a child care centre in Osborne Park has been undertaken to obtain a better understanding of the peak drop-off and pick-up times at Child Care Centres in Western Australia, as has been done in Queensland. This data is provided as Figure 2 below.

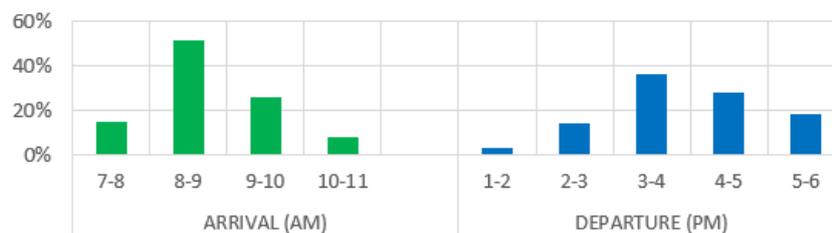


Figure 2 – Analysis of recorded sign-in and sign-out times for a child care centre in WA

The current site contains 2 dwellings that were recorded to generate 2 trips during the proposed child care centre’s morning peak hour and therefore the assessed impact is 64 additional trips in the morning peak hour. The road network afternoon peak hour does not coincide with the child care centre afternoon peak hour and hence the forecast additional trips in the afternoon peak hour remains the same at 33.

Based on the above, the proposed development is likely to result in an increase of up to 64 trips during the morning peak hour and up to 33 trips during the afternoon peak hour. As indicated in **Section 1.1**, the *WAPC Transport Assessment Guidelines for Developments (WAPC Guidelines)* ⁽¹⁾ indicates that a development that results in an increase of between 10 and 100 trips during its peak hour is considered to be a moderate impact that requires a Transport Impact Statement (TIS).

In accordance with the WAPC Guidelines and the assessed level of impact, the extent of this assessment includes, as a minimum:

- The proposed development site.
- All roads fronting the site, for the extent of the site frontage plus 100 metres beyond the site.
- Pedestrian routes to the nearest bus stops (for all bus routes passing within 400 metres of the site).
- Pedestrian routes to nearest train station(s) (if within 800 metres).
- Pedestrian/ cycle routes to any major attractors within 400 metres, (five-minutes’ walk) of the site.
- The area(s) likely to be affected by any site-specific issue(s).

The location of the development site in the context of the road, public transport, cycling and pedestrian network and 400 and 800 metre radii, is shown in Figure 3 on the following page.

Lots 172 and 173 are currently zoned “Residential R-20” in the *City of Joondalup Scheme No 3*.

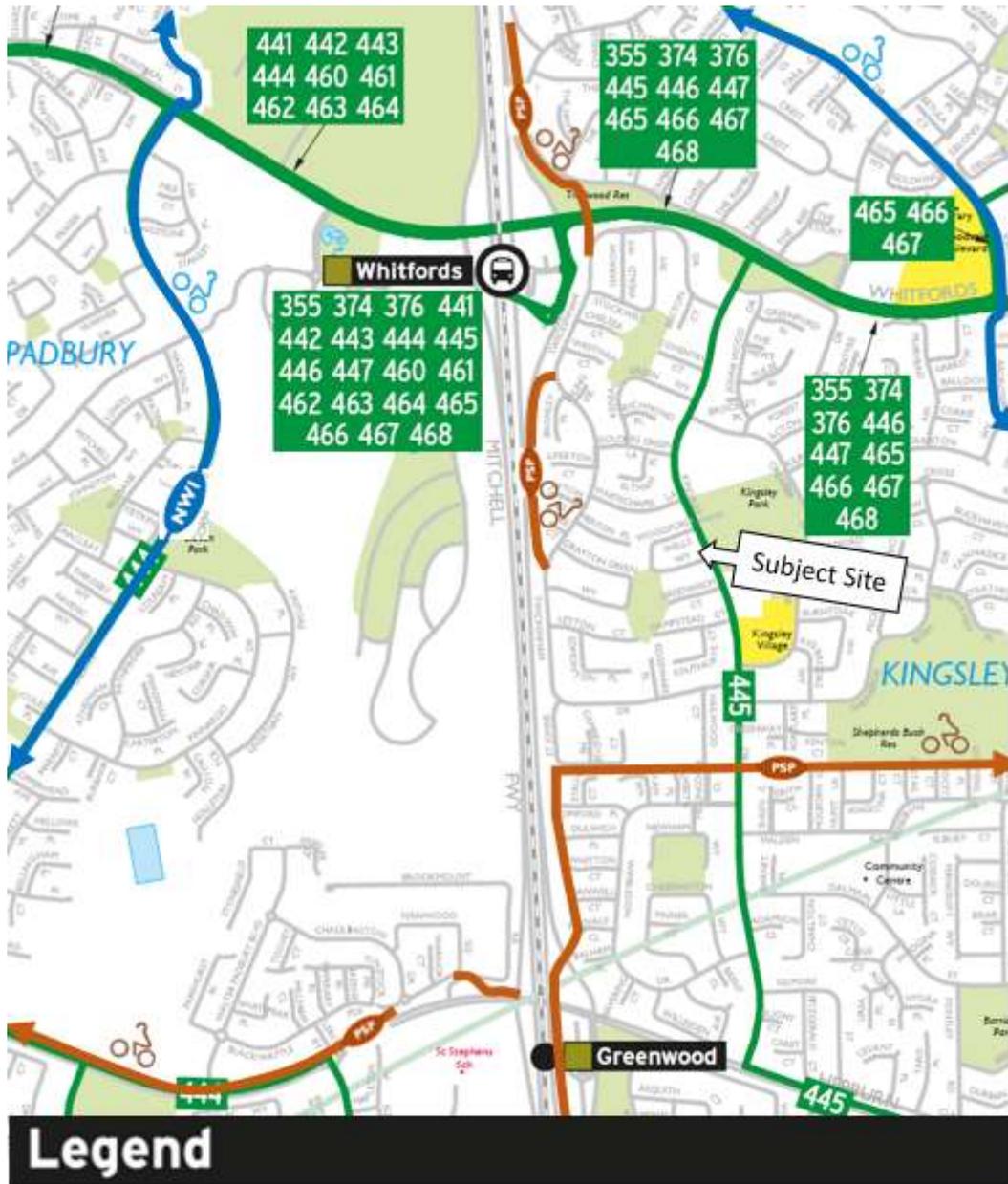


Figure 3 – Development Site location, road, public transport and cycling network



2 PROPOSED DEVELOPMENT

It is proposed to demolish the two existing single dwellings (one on each Lot) and construct a compliant Child Care Centre for 82 children as shown in Table 5 below and the Development Drawings included in **Appendix A**.

Room	Children	Nos	Required Educators	WA Educator-Child Ratios
1	Babies 0-24 months	12	3	0 to 2 yrs 1 to 4
2	Toddlers 24-36 months	15	3	2 to 3 yrs 1 to 5
3	Toddlers 24-36 months	5	1	2 to 3 yrs 1 to 5
	Pre-Kindy 36 months->	10	1	3+ yrs 1 to 10
4	Pre-Kindy 36 months->	20	2	3+ yrs 1 to 10
5	Pre-Kindy 36 months->	20	2	3+ yrs 1 to 10
TOTAL		82	12	

Table 5 – Child Care and Staff Numbers

3 VEHICLE ACCESS AND PARKING

The Development Drawings (**Appendix A**) show that all vehicular access (including bicycle and pedestrian) is proposed off Kingsley Drive, a Local Distributor Road. This results in arrival and departure routes via a Local Distributor road and hence does not generate traffic on any local road, as shown in Figure 4 below.

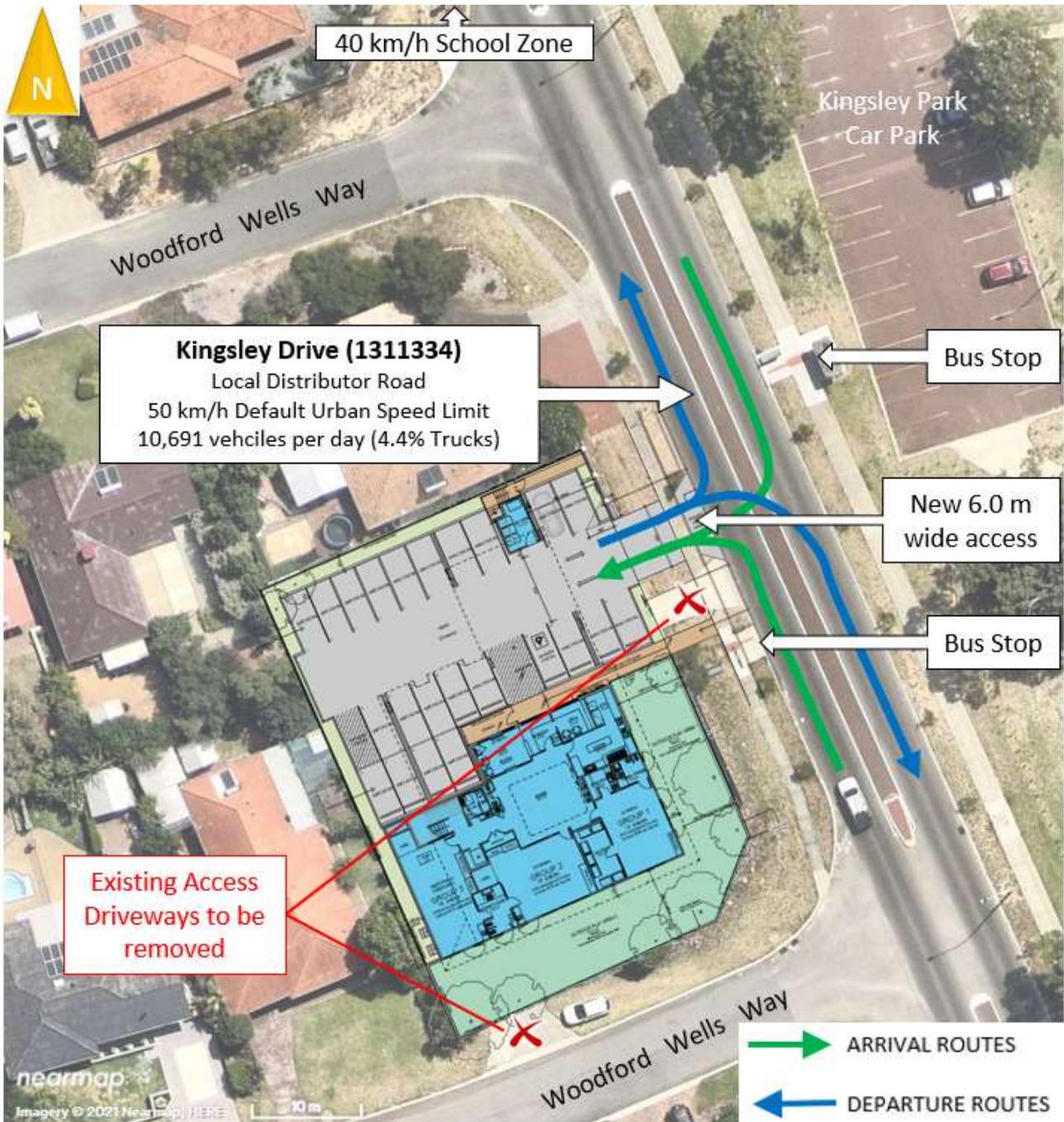


Figure 4 – Proposed vehicular access and parking

Figure 4 on the previous page, and the Development Drawings (**Appendix A**) show it is proposed to provide 23 on-site parking bays. 12 bays are designated for staff use (2.4 m x 5.4 m), 10 bays are allocated for visitors/ parents/ carers (2.6 m x 5.4 m) and 1 bay is designated for use by people with a disability (2.4 m x 5.4 m plus adjacent shared space 3.5 m x 5.4m).

Section 5.2 (Parking and Access) of the City of Joondalup’s *Child Care Premises Local Planning Policy* (2) requires the provision of 1 car parking bays for each employee plus 11 car parking bays for use by parents/ carers, as shown in the extract provided as Table 6 below.

Use Class	Number of on-site parking bays
Child Care Premises	1 per employee plus 5 per ≤ 25 children 6 per 26–30 children 7 per 31–56 children 8 per 57–64 children 9 per 65–72 children 10 per 73–80 children 11 per 81–88 children 12 per 89–96 children 13 per 97–104 children 14 per 105 + children

Table 6 – Extract from City of Joondalup’s *Child Care Premises Local Planning Policy*

An assessment of the required on-site parking bays and the number of on-site parking bays proposed indicates compliance, as shown in Table 7 below.

Parking Bay Designation	Required	Provided
Employee	12	12
Visitor/ parent/ carer	11	10
Person with a disability		1
Total	23	23

Table 7 – Required and provided parking bays

The layout of the parking area has been assessed against the dimensions in *AS/ NZS 2890.1* (4) and is compliant in this respect. In addition to complying with the standard, it also includes a turning bay to allow drivers to turn around and leave the car park in a forward direction should they not be able to find a vacant parking space. This has been requested by the City with previous Child Care Centre designs.

Sight lines to and from the Proposed Access Driveway have been checked on-site and exceed the 45 m specified in Figure 3.2 of *AS 2890.1* (4), based on the frontage road speed of 50 km/h and Minimum SSD, as shown in Figure 5 below, Photograph 1 and Photograph 2 on the following page.



Figure 5 – Clear 45 m sight distance to and from proposed access



Photograph 1 – Looking south from proposed Child Care Centre Access Driveway



Photograph 2 – Looking north from proposed Child Care Centre Access Driveway

Photograph 1 and Photograph 2 demonstrate that the existing sight lines at the proposed access driveway exceed the minimum sight distance requirement of 35 m. It should also be noted that the required sight line to the north is less than 35 m due to the 40 km/h School Zone limit that applies between 7.30-9 AM and 2.30-4 PM on School Days.

Section 5.2.3 (Bicycle Parking Standards) of the *Child Care Premises Local Planning Policy* has a requirement for 1 employee/ visitor bicycle parking facility for each 8 employees. This results in a requirement for facilities that provide for the secure parking of two bicycles to be provided on site. These are provided near the entrance, as shown on the extract from the Development Drawings in **Appendix A** provided as Figure 6 on the following page.

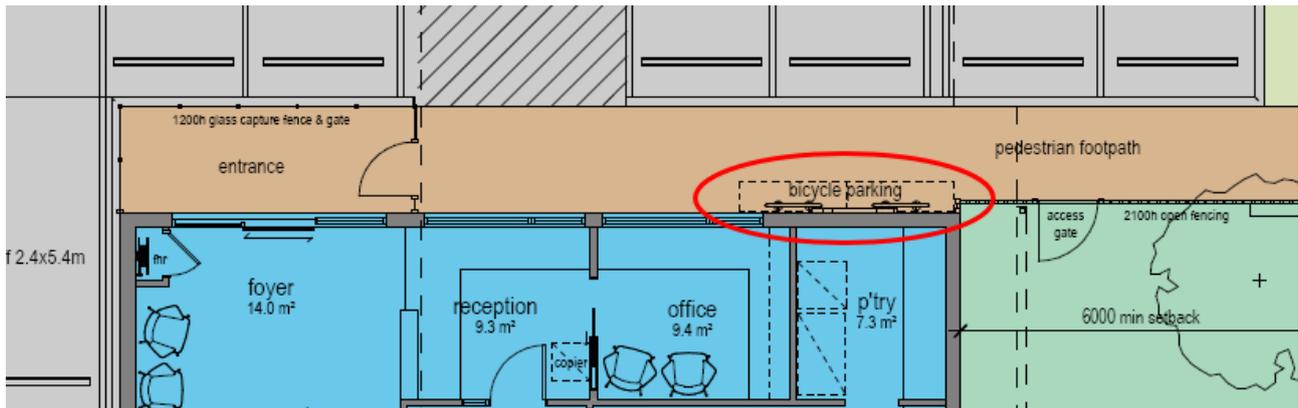


Figure 6 – Extract from Development Drawing showing location of bicycle parking facilities for 2 bikes

A summary assessment of the proposed car park and access design against the requirements of the *Child Care Premises Local Planning Policy* is provided as Table 8 below.

Design Element	Development Requirement	Assessment
(a) Car park location	(i) All car parking is to be provided on-site; verge parking is not permitted.	Complies.
	(ii) Car parks must be clearly visible from the street to encourage parking on-site instead of on the road verge.	Complies.
(b) Car park design	(i) Car parks shall be designed in accordance with Australian Standard AS 2890.1 (4) and/ or AS 2890.2 (5) as amended from time to time.	Complies.
(c) 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.	Complies. Vehicle access is off a Local Distributor Rd (Kingsley Dr).
	(ii) Vehicle access with separate entry and exit points is preferred. Alternatively, 'two-way' vehicle access is required.	Complies. Two-way vehicle access provided.
	(iii) Where practicable, existing vehicle access points should be utilised instead of proposing new access points.	Complies. Not practicable to use the two existing access points, particularly as one is off a local access road (Woodford Wells Way).
	(iv) Vehicles are required to enter and exit the site in forward gear.	Complies.
(d) Pedestrian Access	(i) A footpath must be provided from the car park and the street to the building entrance.	Complies.

Table 8 – Car park access and design assessment against *Child Care Premises Local Planning Policy*

There is a 39-bay public car park with no parking restrictions opposite the proposed Child Care Centre that is provided for Kingsley Park. Whilst this is used extensively by parents of children at Creaney Primary School, it still has spare capacity during the school morning and afternoon peak periods, as shown in Photograph 3 and Photograph 4 on the following page.



Photograph 3 – Kingsley Park Car Park during peak school use during the morning



Photograph 4 – Kingsley Park Car Park during peak school use during the afternoon

The availability of additional off-street parking in the immediate vicinity of the proposed Child Care Centre reduces the potential for verge parking to occur.



4 PROVISION FOR SERVICE VEHICLES

The Design Vehicle in the Australian Standards is the Small Rigid Vehicle (SRV) as shown below. It has a clearance height of 3.5 m and a design turning radius of 7.1 m.

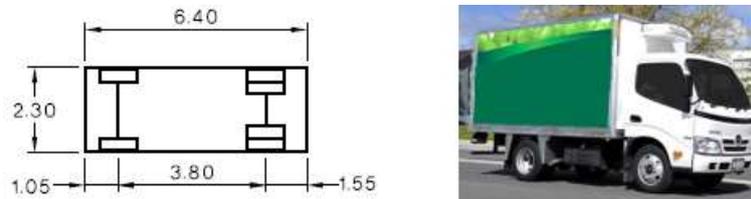


Figure 7 – SRV Dimensions and example

The applicant has indicated that service deliveries to the site will be by a smaller domestic and commercial vehicle than the design vehicle that will be able to access the undercroft car park in terms of its height. Examples of the larger types of these commercial service vehicles and their heights are the Volkswagen Crafter (2.80 m), Ford Transit (2.78 m) and Renault Traffic (1.97 m). Given that the headroom is 3.0 m, these vehicles are able to enter the car park beyond the first 4 parking bays but any service vehicle higher than 3.0 m will not. It is therefore proposed that the first four ‘Visitor’ bays are signed as ‘Loading Zones’ between 10 AM and 2 PM, i.e., outside the peak drop-off and pick-up times, to allow for service vehicles higher than 3.0 m to enter the site in a forward direction, reverse to the pedestrian path at the front of the centre for loading/unloading and then drive forward out of the site, as shown in the swept path diagram provided as Figure 8 below. **Refer separate Waste Management Plan (WMP) for details regarding on-site waste collection.**

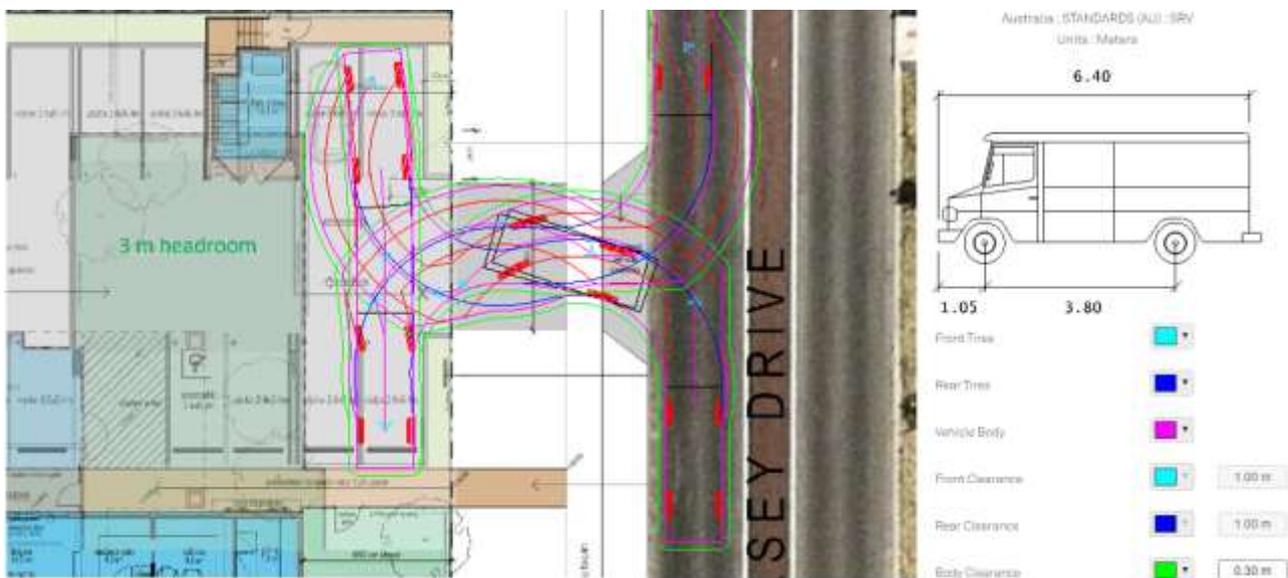


Figure 8 – SRV Manoeuvre: Forward IN and Forward OUT (3.0 m headroom)



5 HOURS OF OPERATION

The proposed hours of operation are 6.30 AM to 6:30 PM weekdays, with staff accessing this site no earlier than 6.00 AM to set up the site for the day's activities. Staff may also be on site for up to an hour at the end of each day for general cleaning activities. Occasional openings may occur between 8.00 AM and 5.00 PM on Saturdays, purely for community open days and/ or marketing purposes.



6 TRAFFIC VOLUMES AND VEHICLE TYPES

As indicated in **Section 1.2**, the total forecast trips for the proposed development during the road network AM and PM peak hours are 66 and 33 respectively, as shown in Table 9 below. Vehicle types are predominantly light vehicles (i.e., cars & 4WDs).

	Rate per child	No. Children	Total	Trips	
				IN	OUT
Morning Peak Hour	0.80	82	66	36	30
Afternoon Peak Hour	0.40	82	33	18	15

Table 9 – Forecast trips

Main Roads WA data indicates that Kingsley Drive carries approximately 10,700 vehicles per day just north of Hepburn Ave. There is no known data for Woodford Wells Way.

Kingsley Dr is particularly busy in the vicinity of the subject site during the morning and afternoon school peak hours due to the proximity of the Creaney Primary School (approximately 80 m north of the subject site on the opposite side of Kingsley Dr) and the use of the Kingsley Park Car Park opposite the subject site that is used by parents during these times.

Based on the above, the author undertook video surveys of traffic in and around the subject site, and a smaller Child Care Centre site at 135 Kingsley Dr (approximately 700 m south on the same side), between 7.45 and 8.45 AM and 2.30 and 3.30 PM on Thursday 21st April 2021 to determine peak hour traffic volumes at this location and the likely north/ south split for traffic to and from a Child Care Centre of this road. The Kingsley Dr/ Woodford Wells Way traffic data is shown in Figure 9 on the following page.

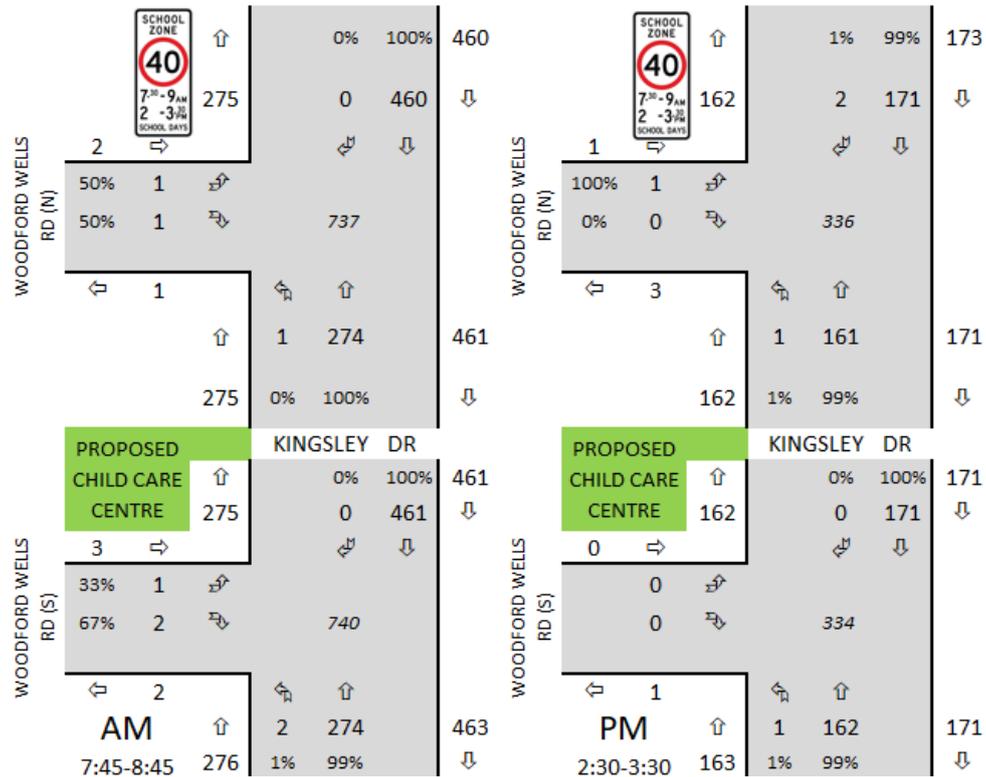


Figure 9 – Existing (April 2021) Weekday AM and PM Peak Hour Intersection Volumes

The above data was used to develop an Intersection Performance Model within SIDRA Intersection 9 network modelling software. This model measures and predicts key intersection performance criteria such as Degree of Saturation, Level of Service, Average Delay and Queue Lengths, as described in Table 10 on the following page.



Degree of Saturation (DoS) Volume/ Capacity Ratio (v/c)	LoS	Average Delay per vehicle (d) in seconds				v/c Range	Performance Comments
		Unsignalised intersections	Roundabouts	Signalised intersections	All (RTA)		
< 0.6	A	$d \leq 10$	$d \leq 10$	$d \leq 10$	$d \leq 14.5$	≤ 0.44	Good operation and plenty of spare capacity <i>Stable free flow conditions where drivers are able to select desired speeds and to easily manoeuvre within the traffic stream.</i>
	B	$10 < d \leq 15$	$10 < d \leq 20$	$10 < d \leq 20$	$14.5 < d \leq 28.5$		
	C	$15 < d \leq 25$	$20 < d \leq 35$	$20 < d \leq 35$	$28.5 < d \leq 42.5$	0.45 - 0.64	Acceptable delays and spare capacity <i>Stable flow but most drivers are restricted to some extent in their ability to select their desired speed and to manoeuvre within the traffic stream.</i>
0.6 - 0.7							
0.7 - 0.8	D	$25 < d \leq 35$	$35 < d \leq 50$	$35 < d \leq 55$	$42.5 < d \leq 56.5$	0.65 - 0.84	Acceptable delays (Expected typical peak hour conditions) <i>Close to the limit of stable flow. All drivers are restricted in their ability to select their desired speed and to manoeuvre within the traffic stream. Small increases in traffic flow may cause operational problems.</i>
0.8 - 0.9							
0.9 - 1.0	E	$35 < d \leq 50$	$50 < d \leq 70$	$55 < d \leq 80$	$56.5 < d \leq 70.5$	0.85 - 1.04	Near capacity and sensitive to disturbances in flows <i>Traffic volumes are close to capacity and there is virtually no freedom to select desired speeds. Flow is unstable and minor disturbances within the traffic stream will cause breakdown leading to long queues and delays.</i>
> 1.0	F	$50 < d$	$70 < d$	$80 < d$	$70.5 < d$	> 1.25	At Capacity - Requires other control mode and/ or additional lanes <i>In the zone of forced flow where the amount of traffic approaching the point under consideration exceeds that which can pass. Flow breakdown occurs and extensive queues and delays result.</i>

Table 10 – Intersection Performance Criteria

The SIDRA Intersection 9 network model indicates that during the assessed morning and afternoon weekday peak hours all roads and intersections operate with a Degree of Saturation less than 0.6, as shown in Figure 10 on the following page. This is representative of good operation with plenty of spare capacity and is consistent with the video recordings and observations on site. In the absence of an existing Child Care Centre Access this has been used in the existing model to represent the existing access driveways to the residence at 81 Kingsley Dr. The model does not allow for 0 trips for any movement, hence a minimum of 1 trip has been used for all movements with no recorded trips. SIDRA Intersection Summary Reports showing all other key intersection performance data are included in **Appendix C**.

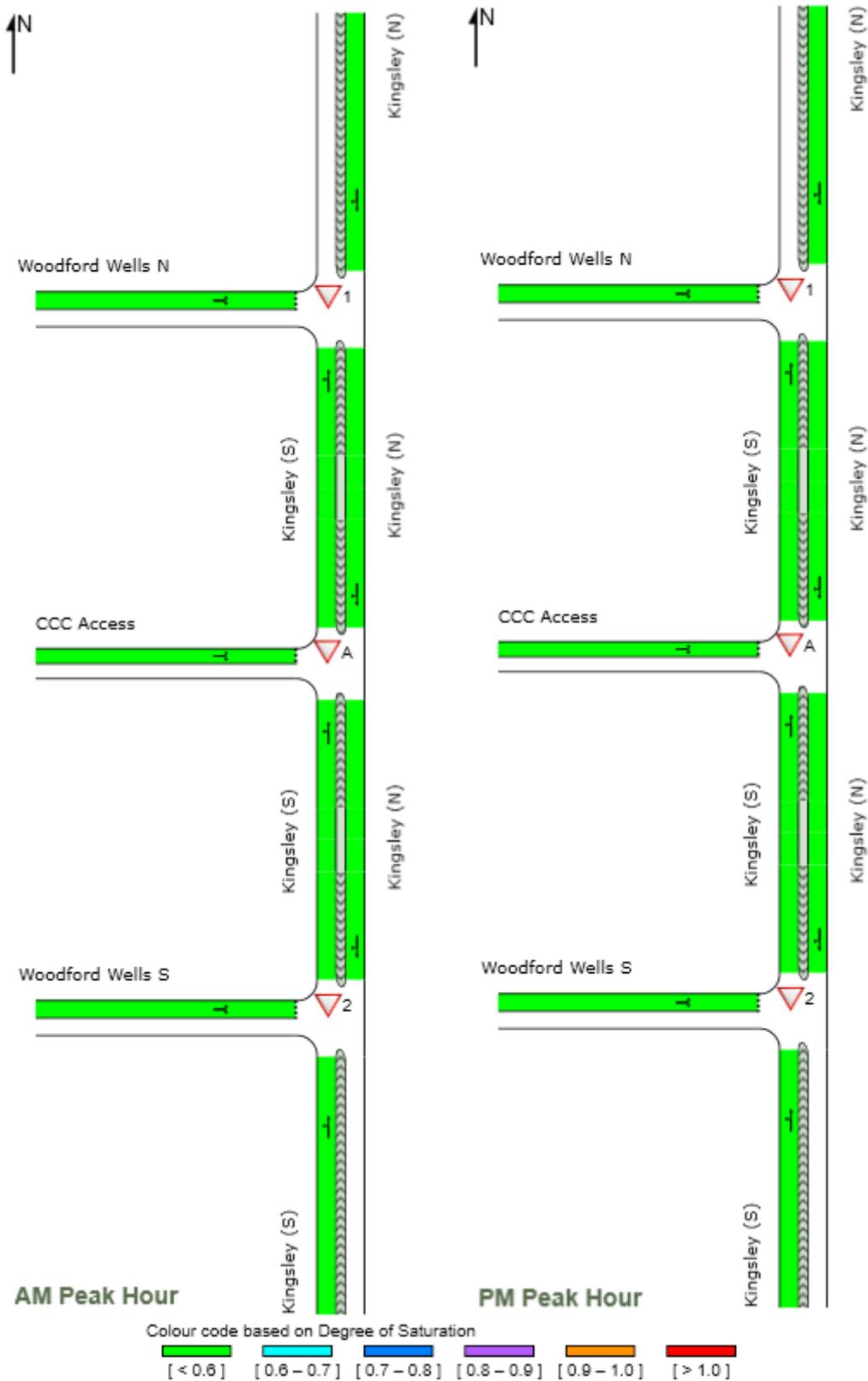


Figure 10 – Existing Degree of Saturation

The forecast peak hour trips to and from the proposed Child Care Centre during the morning peak hour and the afternoon school peak hour have been assigned to Kingsley Drive according to the recorded percentage of Child Care Centre movements at 135 Kingsley Drive and is shown in Figure 11 on the following page.

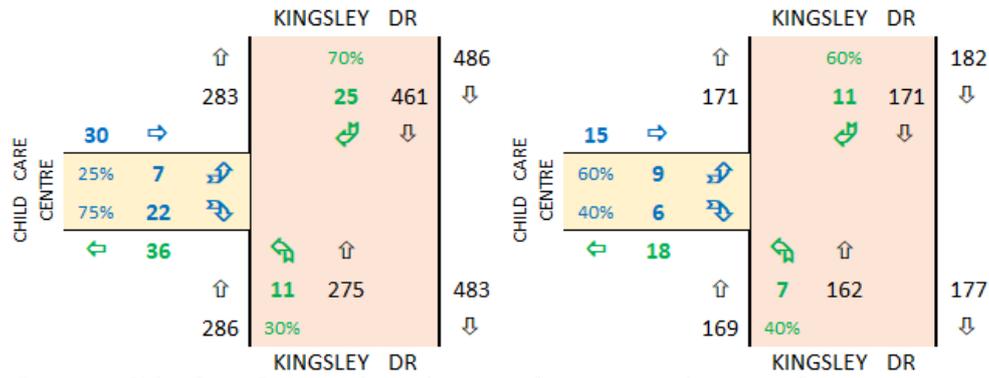


Figure 11 – Forecast Child Care Centre trip assignment for the morning and afternoon school peak hours

The SIDRA Intersection model was re-run with the additional Child Care Centre trips. This indicates that all roads and intersections will continue to operate at a good level with spare capacity, including the proposed Child Care Centre access driveway, as defined in Table 10 on page 19 and as shown in Figure 12 on the following page.

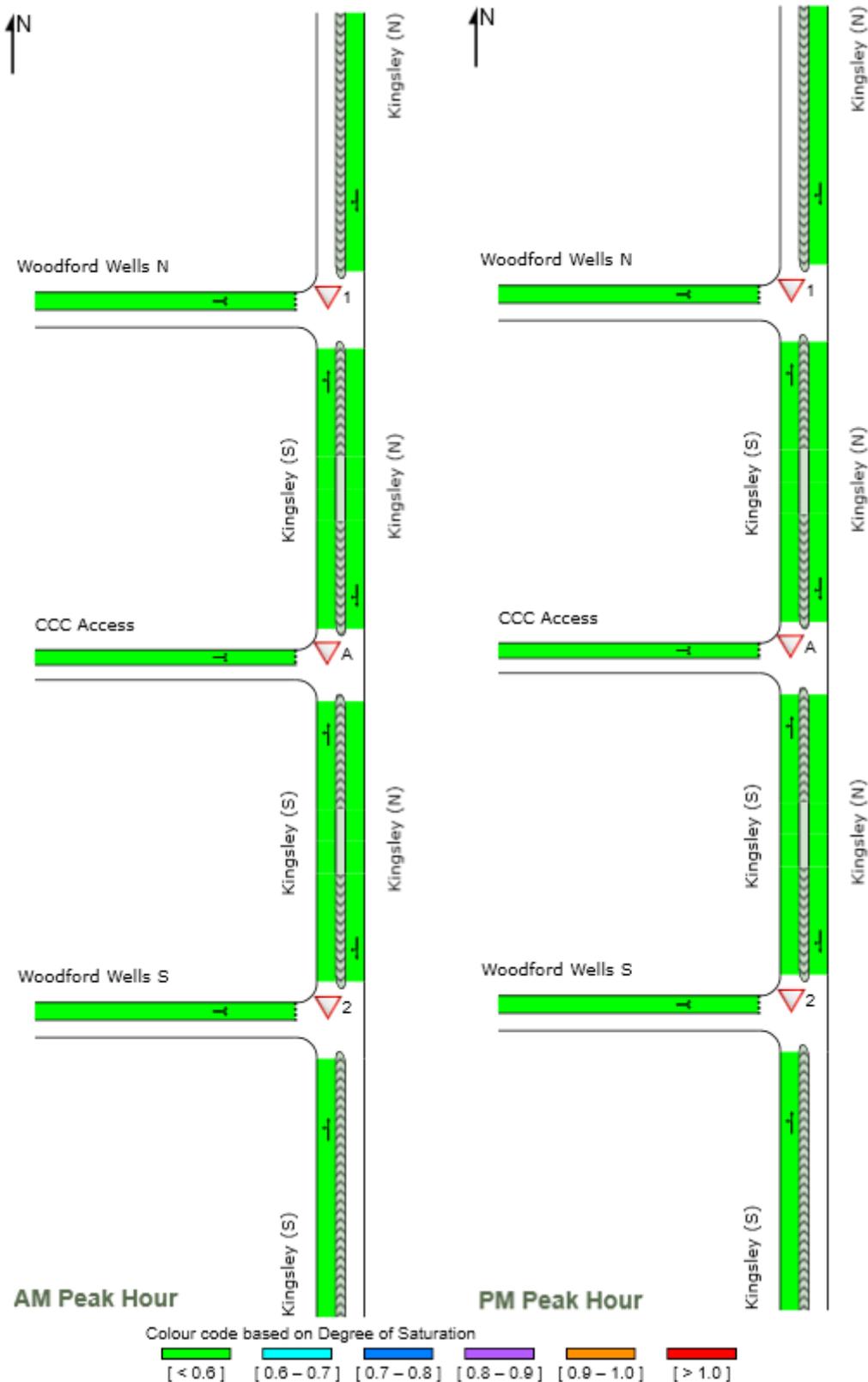


Figure 12 – Assessed Existing + Child Care Centre Peak Hour Degree of Saturation

Figure 12 above indicates that the proposed Child Care Centre is not expected to have a noticeable impact on the performance of Kingsley Dr, or the Woodford Wells Way intersections based on accepted traffic engineering parameters.

7 TRAFFIC MANAGEMENT ON FRONTAGE STREETS

The layout of Kingsley Dr in the vicinity of the subject site is best described through the annotated aerial photograph provided as Figure 4 on page 10 and Photograph 5 below.

Kingsley Dr is subject to the default urban speed limit of 50 km/h with a 40 km/h school zone (7.30-9 AM, 2-2.30 PM School Days) north of the northern Woodford Wells Way intersection. The 2 m wide median and 4.0 m wide lane prohibits on-street parking as it is illegal to park on a road with a median unless there is 3.0 m or more clearance between the parked car and the median (Road Traffic Code 2000 Part 12 Division 8 r 176 Para 6).

Both Woodford Wells Way intersection approaches are uncontrolled 'T' intersections, i.e., Give Way without signs or holding lines.

Refer **Section 8** regarding the bus stop shown in Photograph 5.



Photograph 5 – Looking south on Kingsley Drive approach to proposed Child Care Centre access (on right)

8 PUBLIC TRANSPORT ACCESS

The nearest bus stops to the subject site are located immediately adjacent, and opposite to, the proposed Child Care Centre, as shown in Figure 13 below. These bus stops are served by Transperth route 445 which travels between Warwick and Whitfords Train Stations via Greenwood College with 4 to 5 services per hour during peak times, as shown in Figure 14 below.

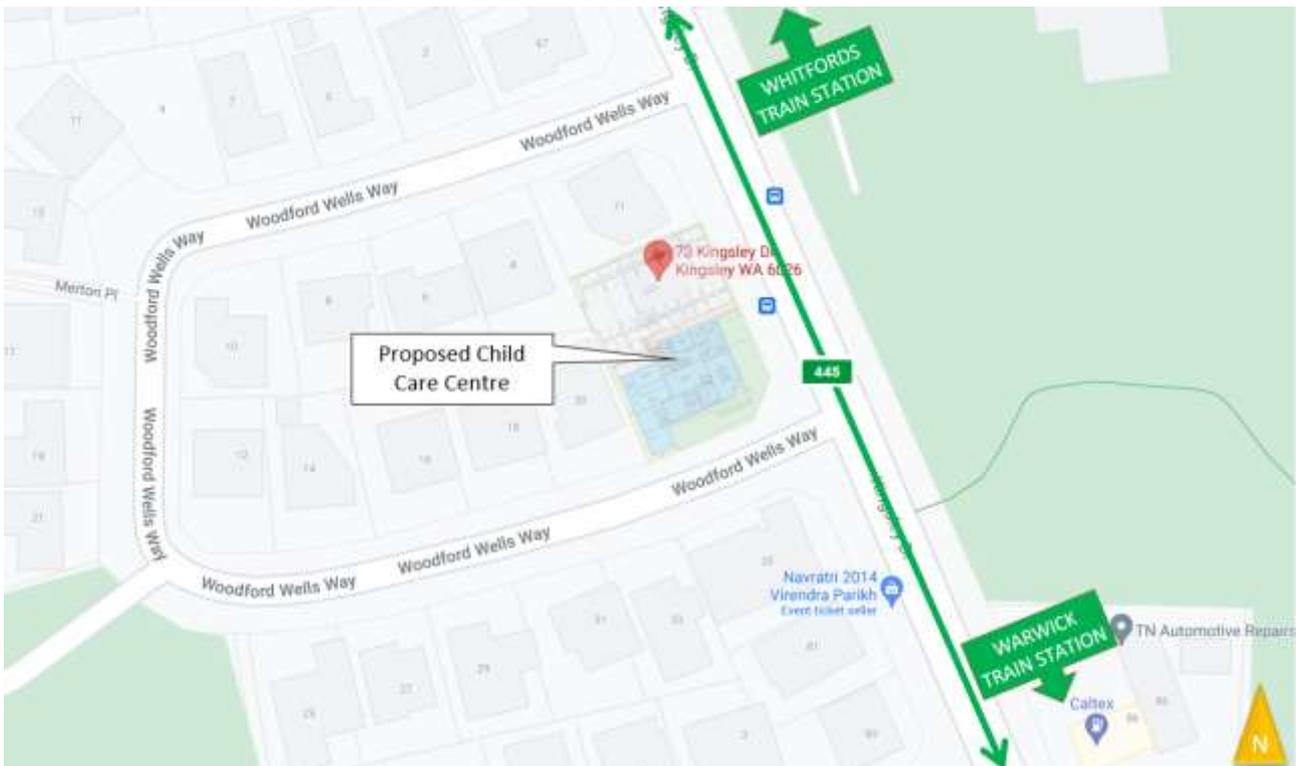


Figure 13 - Nearest bus stops and walking distance and routes to these

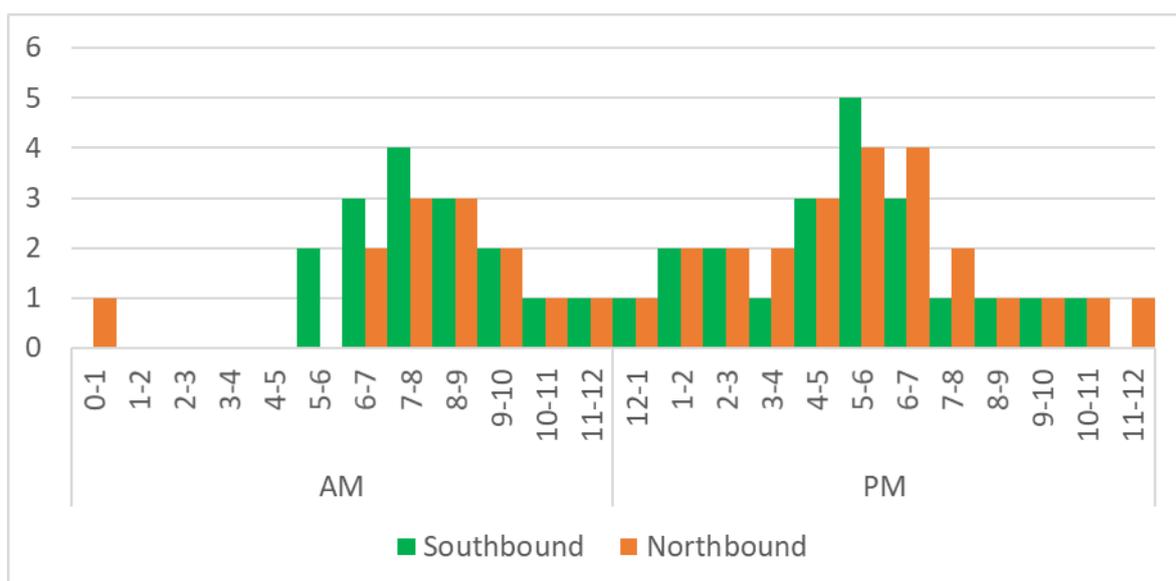


Figure 14 – Transperth Bus Route 445 weekday service frequency at nearest bus stops to development site

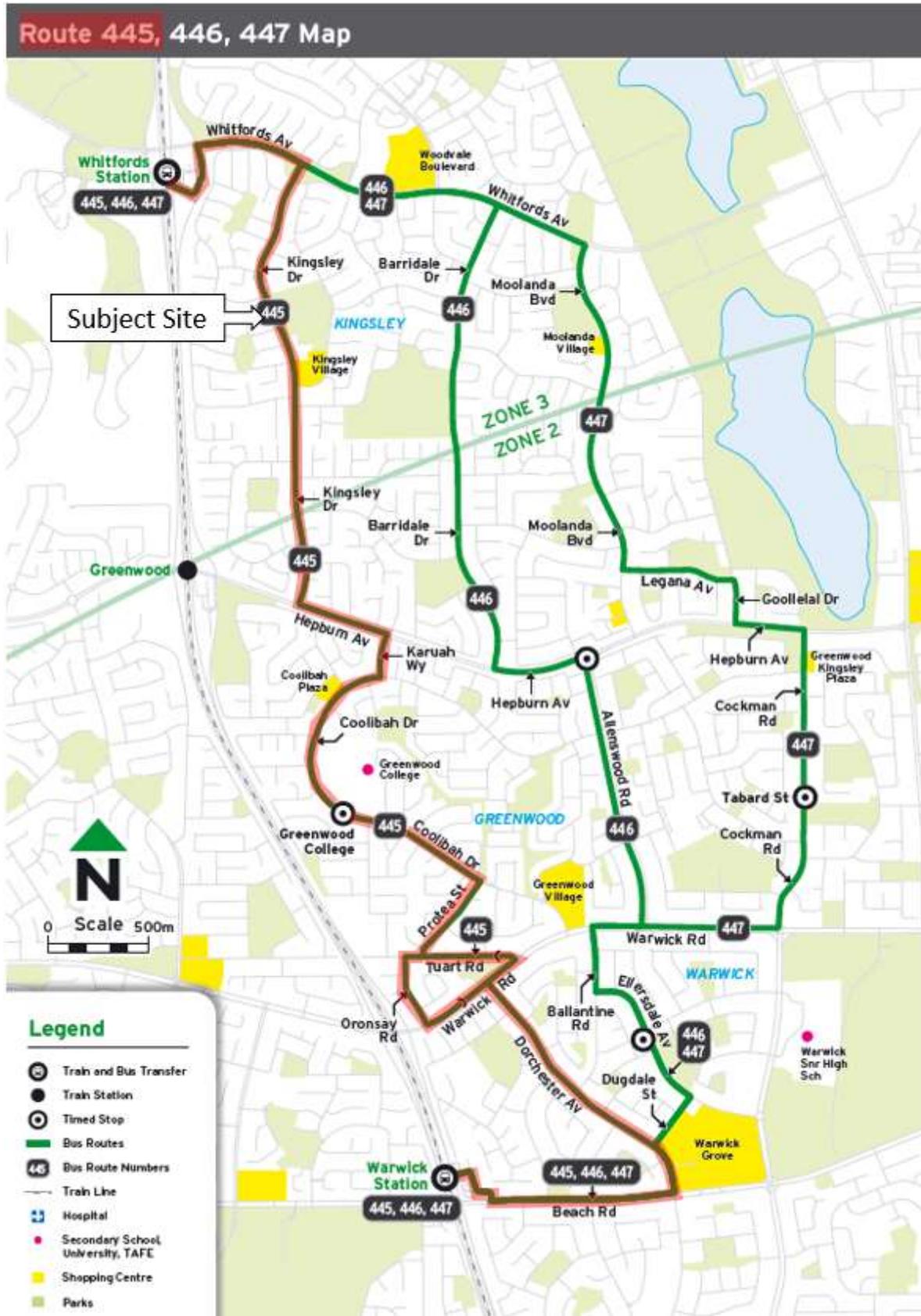


Figure 15 – Transperth Bus Service 445 Route Map

9 CAR, PEDESTRIAN, CYCLE AND PUBLIC TRANSPORT ACCESS

There are paths on both sides of Kingsley Dr with a Guard Controlled Children’s’ Crossing operating on School Days between 7.45 to 8.45 AM and 3.00 to 4.00 PM approximately 300 m north of the proposed Child Care Centre site. There are pedestrian refuge islands on Kingsley Dr 30 m south and 90 m north of the proposed Child Care Centre, as per the example shown in Photograph 6 below.



Photograph 6 – Typical pedestrian refuge island crossing on Kingsley Dr

Staff and parents/ carers arriving by car will park in the car park and walk to the front entrance via a dedicated path, including a new path link, as shown in the Development Drawings in **Appendix A**.

Parents and staff arriving by bicycle are expected to use the paths on both sides of Kingsley Dr, crossing where necessary via the pedestrian crossing facilities provided north and south of the site as described above.

Facilities for the secure parking of 2 bicycles have been provided onsite near the front entrance, as shown on the Development Drawings (**Appendix A**).

Parents and staff arriving by public transport, i.e., bus, will arrive at either of the two bus stops located adjacent or opposite the site and travel to the site via the paths and pedestrian crossing facilities described.

10 SITE SPECIFIC ISSUES

The City of Joondalup initiated a Local Housing Strategy (LHS) in 2012 that is aimed at catering for population growth, providing for the future housing needs within the City, and to meet residential infill targets set by the State Government.

The City used key criteria to identify suitable areas, specifically areas within close proximity to key public transport corridors and major activity centres for higher density development. Ten areas were identified where increased residential densities were considered appropriate at that time. These areas are called Housing Opportunity Areas, or HOAs.

The final LHS was endorsed by the Western Australian Planning Commission on 12 November 2013.

To implement the LHS, an amendment was made to the City’s planning scheme and associated local planning policies were developed. Further amendments to the type of development within HOAs were included in Local Planning Scheme No. 3 in January 2021.

HOA 6 covers an area to the north of the proposed Child Care Centre, as shown in the annotated extract provided as Figure 16 below.



Figure 16 – Annotated extract of City of Joondalup’s HOA 6 Map showing HOA Lots to the north on either side of Kingsley Dr



Assuming that each of the 282 identified lots within the HOA shown are developed with an average of 3 dwellings on each, this results in a potential yield of an additional 564 dwellings. Although it is located close to Whitfords Train Station there is no direct pedestrian link between the station and the area of HOA 6 shown. Using published average trip generation rates, this is likely to result in an additional 107 trips on Whitfords Ave in the morning peak hour and an additional 85 trips in the afternoon peak hour, as shown in Table 11 below.

Land Use	Trip Generation Rates	Units	Peak Hour Trips	IN	OUT	IN	OUT
High Density Residential Flat (Sydney Urban) AM Ave	0.19 per 1 unit	564	107	20%	80%	21	86
High Density Residential Flat (Sydney Urban) AM Min	0.07 per 1 unit	564	39	20%	80%	8	32
High Density Residential Flat (Sydney Urban) AM Max	0.32 per 1 unit	564	180	20%	80%	36	144
High Density Residential Flat (Sydney Urban) PM Ave	0.15 per 1 unit	564	85	65%	35%	55	30
High Density Residential Flat (Sydney Urban) PM Min	0.06 per 1 unit	564	34	65%	35%	22	12
High Density Residential Flat (Sydney Urban) PM Max	0.41 per 1 unit	564	231	65%	35%	150	81
High Density Residential Flat (Sydney Urban) Daily Ave	4.58 per 1 unit	382	1750	50%	50%	875	875

Table 11 – RMS Update (6) trip generation rates and assessed trips based on additional 564 dwellings

Adding these trips to the existing volumes on Whitfords Ave, using 50% north and 50% south trip assignment, allows for the impact of the Child Care Centre on the road network with full development of the HOA to the north to be assessed. This has revealed that this will not change the assessed impact, as shown in Figure 17 on the following page.

Note: The City of Joondalup passed a motion at its 18th May 2021 Council Meeting to bring forward a review of its Housing Strategy. This included the provision of funding in the 2021/22 budget to undertake project planning and management of the project and the engagement of a multi-disciplinary consultant team. This review, along with the release of the Medium Density Housing Code this calendar year is likely to result in a change in the number of additional dwellings that can, and are likely, be constructed within the HOAs.

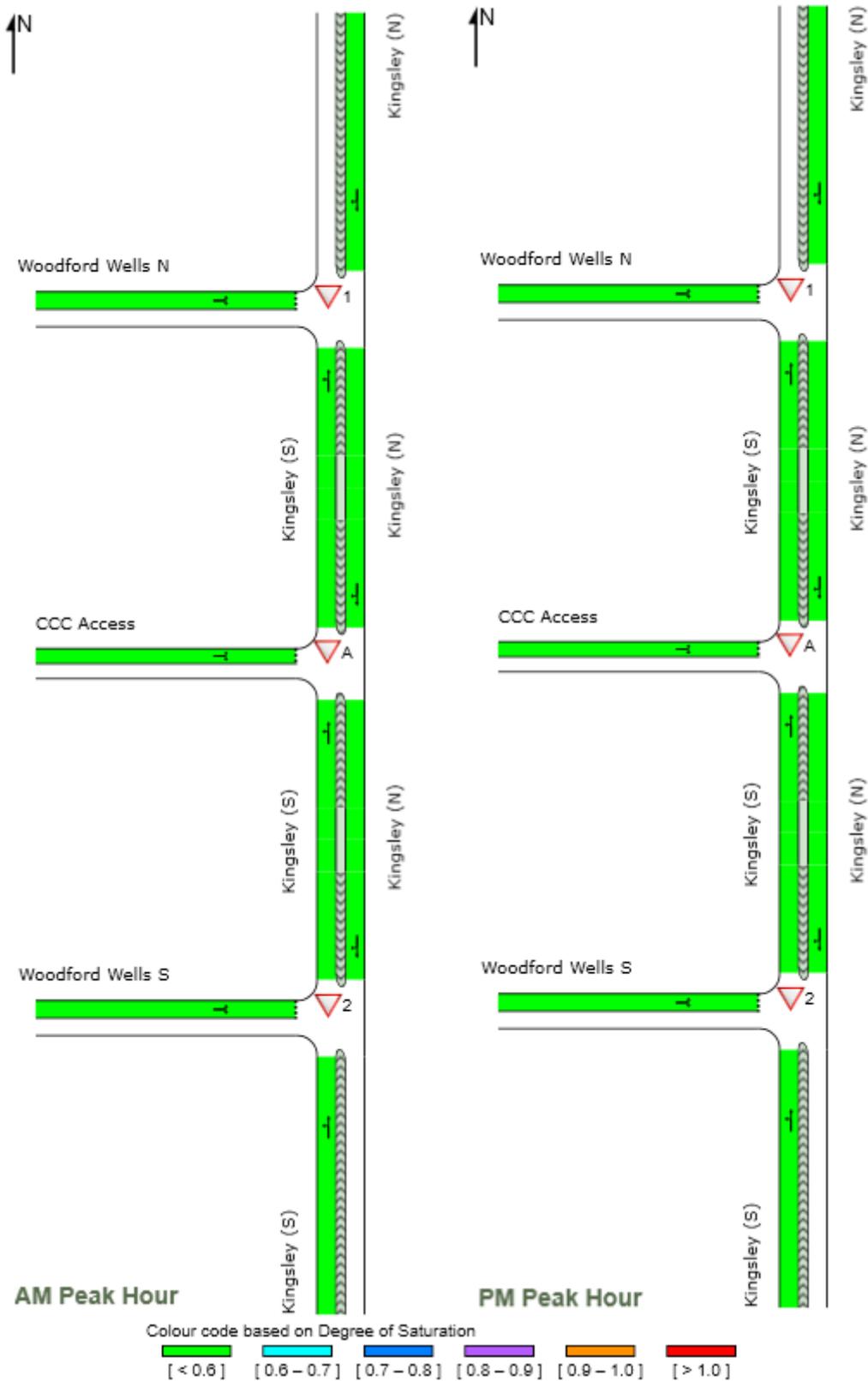


Figure 17 – Assessed Existing + Child Care Centre + HOA Peak Hour Degree of Saturation

SIDRA Intersection Summary Reports showing all other key intersection performance data are included in **Appendix C.**

11 SAFETY ISSUES

Analysis of the five-year crash record ending 31 December 2020 for Kingsley Drive in the vicinity of the proposed Child Care Centre has indicated that there have been seven (7) reported crashes, three (3) of which resulted in injuries. The Crash Collision Diagram indicates that all crashes occurred away from the subject site.

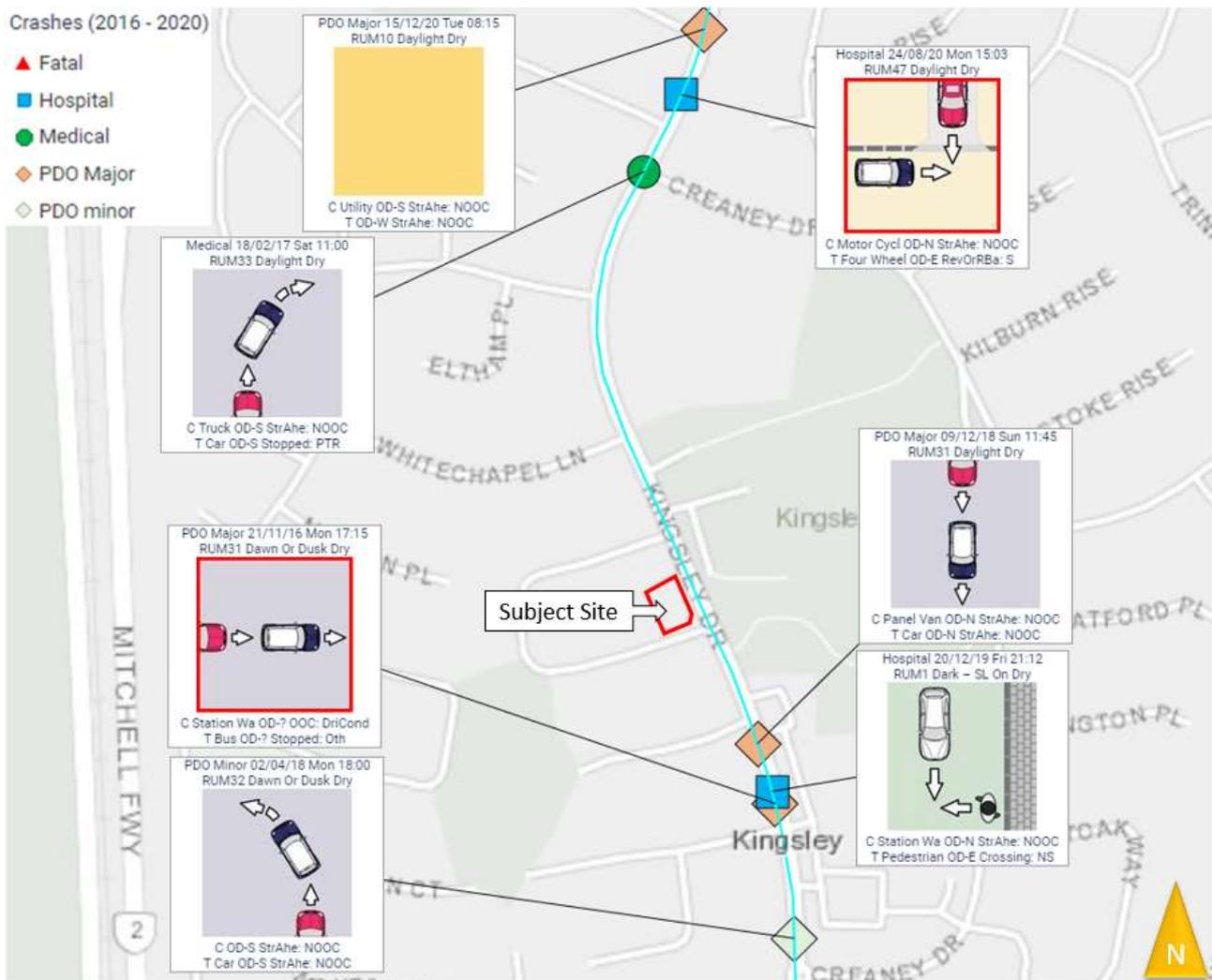


Figure 18 – Crash Collision Diagram – 1 Jan 2016 to 31 Dec 2020

There are a number of non-residential developments along Kingsley Dr, including a service station approximately 50 m south of the proposed Child Care Centre, as shown in Photograph 7 on the following page. This service station is expected to generate around 100 trips during its peak hour and the crash record indicates that there have not been any reported crashes associated with this development on Kingsley Drive.

There is nothing in the crash record to indicate that the subject site already has a history of crashes and there are no observed road safety concerns with respect to sight lines or pedestrian crossing facilities that suggests this will change with the provision of the proposed Child Care Centre.



Photograph 7 – Service Station on the east side of Kingsley Dr approx. 50 m south of the proposed Child Care Centre



References

1. **Western Australian Planning Commission.** *Transport Impact Assessment Guidelines*. Department of Planning, Government of Western Australia. Perth, Western Australia : Western Australian Planning Commission, August 2016. p. 182, Revised August 2016. The current version of the TIA guidelines (August 2016) has been endorsed by the WAPC.
2. **City of Joondalup.** *Child Care Premises Local Planning Policy*. Joondalup, WA : City of Joondalup, March 2020 (Amendment). p. 5, Local Planning Policy.
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5. —. *AS 2890.2-2002 Parking facilities Part 2: Off-street commercial vehicle facilities*. Second. Sydney : Standards Australia International, 2002. p. 49. Vol. 2. ISBN 0 7337 4870 8.
6. **NSW Government.** *Guide to Traffic Generating Developments Updated traffic surveys*. Transport, Roads & Maritime Services. Sydney : NSW Government, August 2013. p. 22, Technical Direction. RMS.13.298.
7. **Institute of Transportation Engineers (USA).** *Trip Generation Manual, 9th Edition*. 9th Edition. Washington : Institute of Transportation Engineers (USA), September 2012. ISBN-13: 978-1-933452-64-7; ISBN-10: 1-933452-64-1.
8. **Roads and Traffic Authority NSW.** *Guide to Traffic Generating Developments*. Transport Planning Section. Sydney, New South Wales, Australia : Roads and Traffic Authority NSW, October 2002. p. 174. Version 2.2. ISBN 0 7305 9080 1.
9. **Standards Australia/ Standards New Zealand.** *AS/ NZS 2890.6-2009: Parking facilities Part 6: Off-street parking for people with disabilities*. Sydney & Wellington : Standards Australia and Standards New Zealand, 2009. p. 25. Vol. 6. ISBN 0 7337 9285 5.
10. **Austrroads.** *Guide to Traffic Management Part 12: Integrated Transport Assessments for Developments*. Austrroads. Sydney, NSW : Austrroads Ltd, April 2020. p. 113, Guide to Traffic Management. ISBN 978-1-925854-86-2.
11. **Australian Building Codes Board (ABCB).** *The Building Code of Australia*. Canberra : Australian Building Codes Board (ABCB), 2010. The Building Code of Australia (BCA) is Volumes One and Two of the National



Construction Code (NCC). The BCA is produced and maintained by the Australian Building Codes Board (ABCB) on behalf of the Australian Government and State & Territory Governments.

APPENDIX A DEVELOPMENT DRAWINGS

PROPOSED CHILDCARE CENTRE

73 KINGSLEY DRIVE, KINGSLEY WA



DRAWING REGISTER PLANNING

SHEET NUMBER	SHEET NAME	SCALE	DESCRIPTION	DATE
DA01	SITE PLAN	1	DA WITH-DEPT REVISION	1.08.2021
DA02	GROUND FLOOR PLAN	1	DA WITH-DEPT REVISION	1.08.2021
DA03	FIRST FLOOR PLAN	1	DA WITH-DEPT REVISION	1.08.2021
DA04	ROOF PLAN	1	DA WITH-DEPT REVISION	1.08.2021
DA05	ELEVATIONS	1	DA WITH-DEPT REVISION	1.08.2021
DA06	SHADOW DIAGRAMS - LINE SKETCH	1	DA WITH-DEPT REVISION	1.08.2021

GENERAL NOTES

1. ALL WORK TO BE IN ACCORDANCE WITH THE LOCAL GOVERNMENT'S REQUIREMENTS AND THE NATIONAL BUILDING REGULATIONS.

2. THE CLIENT IS RESPONSIBLE FOR OBTAINING ALL NECESSARY APPROVALS AND PERMITS FROM THE LOCAL GOVERNMENT AND OTHER RELEVANT AGENCIES.

3. THE DESIGNER HAS CONDUCTED VISUAL IMPACT ASSESSMENTS AND HAS TAKEN INTO ACCOUNT THE LOCAL GOVERNMENT'S REQUIREMENTS AND THE NATIONAL BUILDING REGULATIONS.

4. THE DESIGNER HAS CONDUCTED VISUAL IMPACT ASSESSMENTS AND HAS TAKEN INTO ACCOUNT THE LOCAL GOVERNMENT'S REQUIREMENTS AND THE NATIONAL BUILDING REGULATIONS.

5. THE DESIGNER HAS CONDUCTED VISUAL IMPACT ASSESSMENTS AND HAS TAKEN INTO ACCOUNT THE LOCAL GOVERNMENT'S REQUIREMENTS AND THE NATIONAL BUILDING REGULATIONS.




CLIENT: CK Development Services

LOCATION: 73 Kingsley Drive, Kingsley WA 6026

PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

DRAWING TITLE: COVER SHEET

SCALE: 1:100

DATE: 08/11/2021

DESIGNER: IN SITE

DATE: 08/11/2021

DA00

D/A ISSUE



1 GROUND FLOOR PLAN
1:100

WOODFORD WELLS WAY

LEGEND

- UNENCLOSED PLAYSPACE
- LANDSCAPING
- BUILDING AREA
- CARPARK
- PAVING or similar
- PROPOSED TREE nominal location shown

GENERAL NOTES

1	NO WORK BEYOND PERMITTED	15/03/2021
2	NO WORK BEYOND PERMITTED	15/03/2021
3	NO WORK BEYOND PERMITTED	15/03/2021
4	NO WORK BEYOND PERMITTED	15/03/2021
5	NO WORK BEYOND PERMITTED	15/03/2021
6	NO WORK BEYOND PERMITTED	15/03/2021
7	NO WORK BEYOND PERMITTED	15/03/2021
8	NO WORK BEYOND PERMITTED	15/03/2021
9	NO WORK BEYOND PERMITTED	15/03/2021
10	NO WORK BEYOND PERMITTED	15/03/2021

insite
ARCHITECTS

nido
ARCHITECTS

11 Cape Mudge Drive, Kingsley WA 6026
08 9437 8888
www.insitearchitects.com.au

CLIENT: CK Development Services

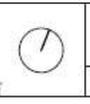
LOCATION: 73 Kingsley Drive, Kingsley WA 6026

SCALE: 1:100 (A4) DATE: APRIL 2021

PROJECT: PROPOSED CHILDCARE CENTRE (82 places) GROUND FLOOR PLAN

DRAWING TITLE: GROUND FLOOR PLAN

DRAWN: OW/AM PRINTED: 15/03/2021
CHECKED: AM JOB NO.: J004447



DA02
D/A ISSUE

Transport Impact Statement

Proposed Child Care Centre (82 Places), Lots 667 (73) Kingsley Dr & 666 (22) Woodford Wells Way, Kingsley
 Prepared for CK Development Services



1 SITE PLAN
1:100

WOODFORD WELLS WAY

GENERAL NOTES
 CONDITIONS TO BE OBSERVED ON SITE PRIOR TO COMMENCEMENT OF WORKS TO BE DETERMINED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY.
 ALL CONSTRUCTION WORK SHALL BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA, AS AMENDED BY ANY SUBSEQUENT AMENDMENTS AND ANY APPLICABLE STANDARDS.
 THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY.

NO.	REVISION	DATE
1	ISSUE FOR PERMIT	13/03/2021
2	DEVELOPMENT APPLICATION ISSUE	15/04/2021
3	ISSUE FOR PERMIT	15/04/2021



CLIENT:
CK Development Services

PROJECT:
PROPOSED CHILDCARE CENTRE (82 places) ROOF PLAN

LOCATION:
73 Kingsley Drive, Kingsley WA 6026

DRAWING TITLE:
PROPOSED CHILDCARE CENTRE (82 places) ROOF PLAN

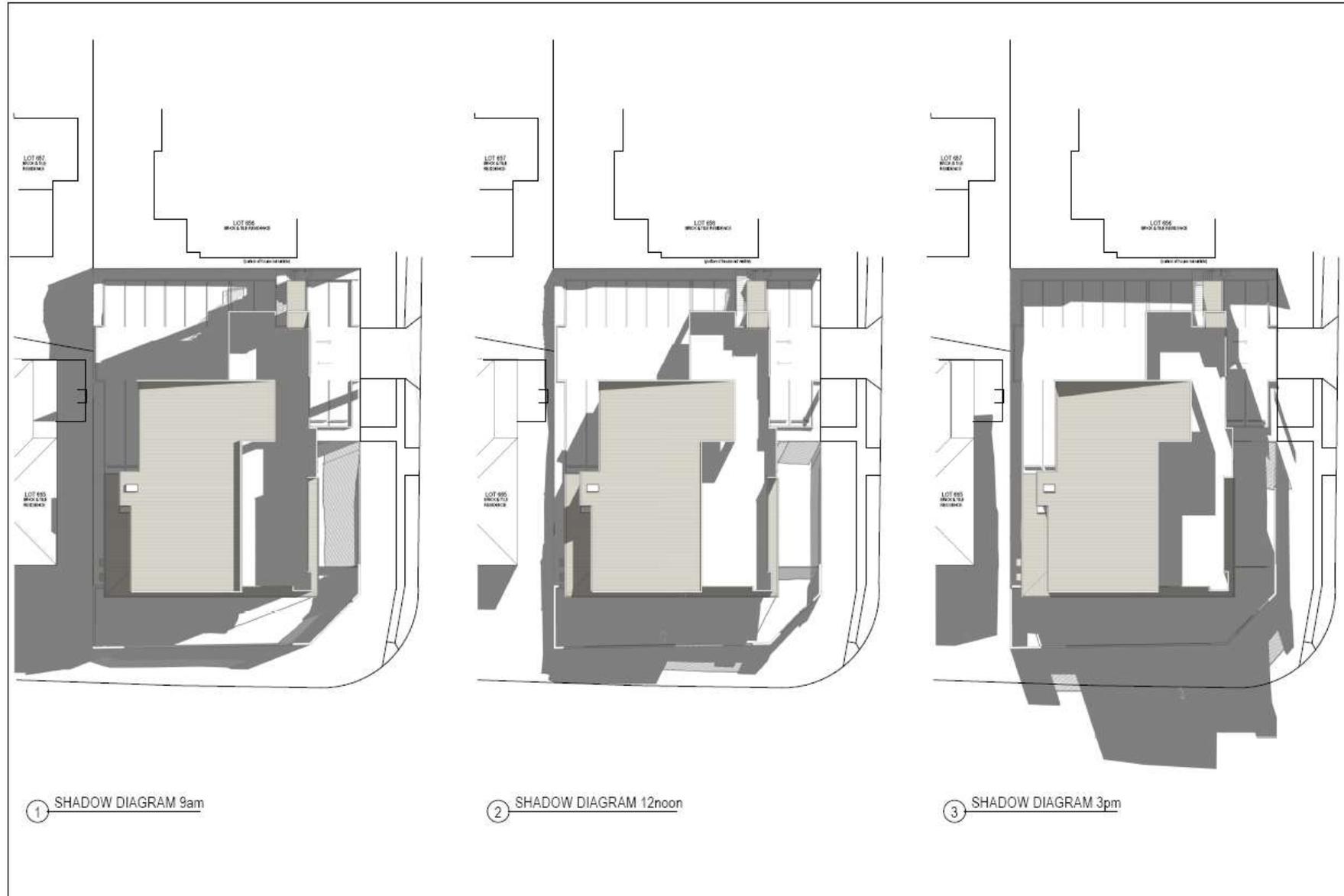
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 DRAWN: CW PRINTED: 13/03/2021 4:13:33 PM
 CHECKED: AH JOB No.: J009487



DA04
 D/A ISSUE

Transport Impact Statement

Proposed Child Care Centre (82 Places), Lots 667 (73) Kingsley Dr & 666 (22) Woodford Wells Way, Kingsley
 Prepared for CK Development Services



① SHADOW DIAGRAM 9am

② SHADOW DIAGRAM 12noon

③ SHADOW DIAGRAM 3pm

GENERAL NOTES

1	CONSTRUCTION TO BE COMPLETED BY 31/12/2021
2	CONSTRUCTION TO BE COMPLETED BY 31/12/2021
3	CONSTRUCTION TO BE COMPLETED BY 31/12/2021
4	CONSTRUCTION TO BE COMPLETED BY 31/12/2021
5	CONSTRUCTION TO BE COMPLETED BY 31/12/2021
6	CONSTRUCTION TO BE COMPLETED BY 31/12/2021
7	CONSTRUCTION TO BE COMPLETED BY 31/12/2021
8	CONSTRUCTION TO BE COMPLETED BY 31/12/2021
9	CONSTRUCTION TO BE COMPLETED BY 31/12/2021
10	CONSTRUCTION TO BE COMPLETED BY 31/12/2021



CLIENT: CK Development Services
 PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 73 Kingsley Drive, Kingsley WA 6026
 DRAWING TITLE: SHADOW DIAGRAMS - JUNE SOLSTICE

SCALE: @A1 DATE: APRIL 2021
 DRAWN: CW PRINTED: 12/11/2021
 CHECKED: JOB NO.: J058447



DA06
 DIA ISSUE



APPENDIX B TRAFFIC DATA

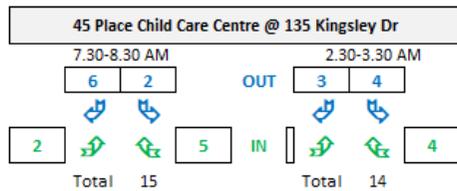
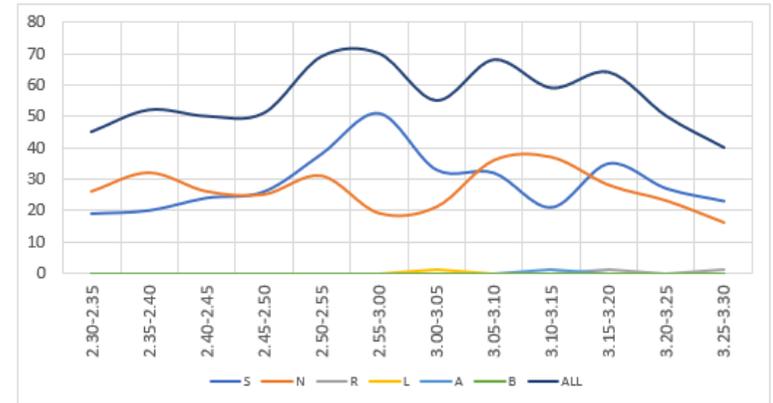
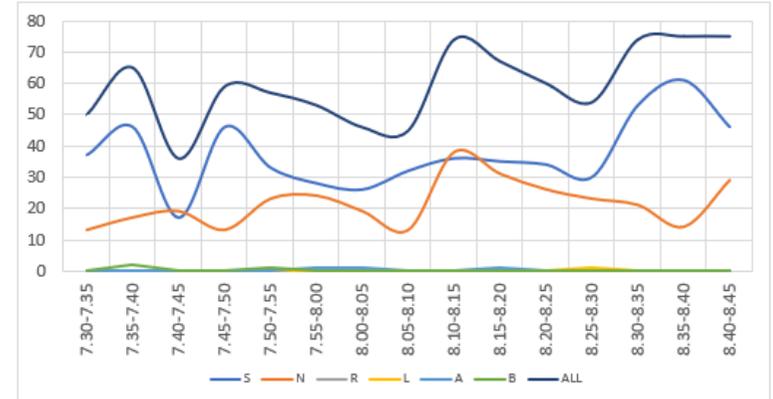
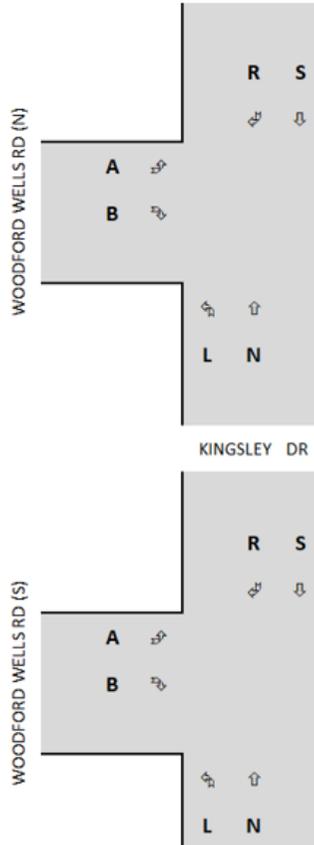
Transport Impact Statement

Proposed Child Care Centre (82 Places), Lots 667 (73) Kingsley Dr & 666 (22) Woodford Wells Way, Kingsley
 Prepared for CK Development Services



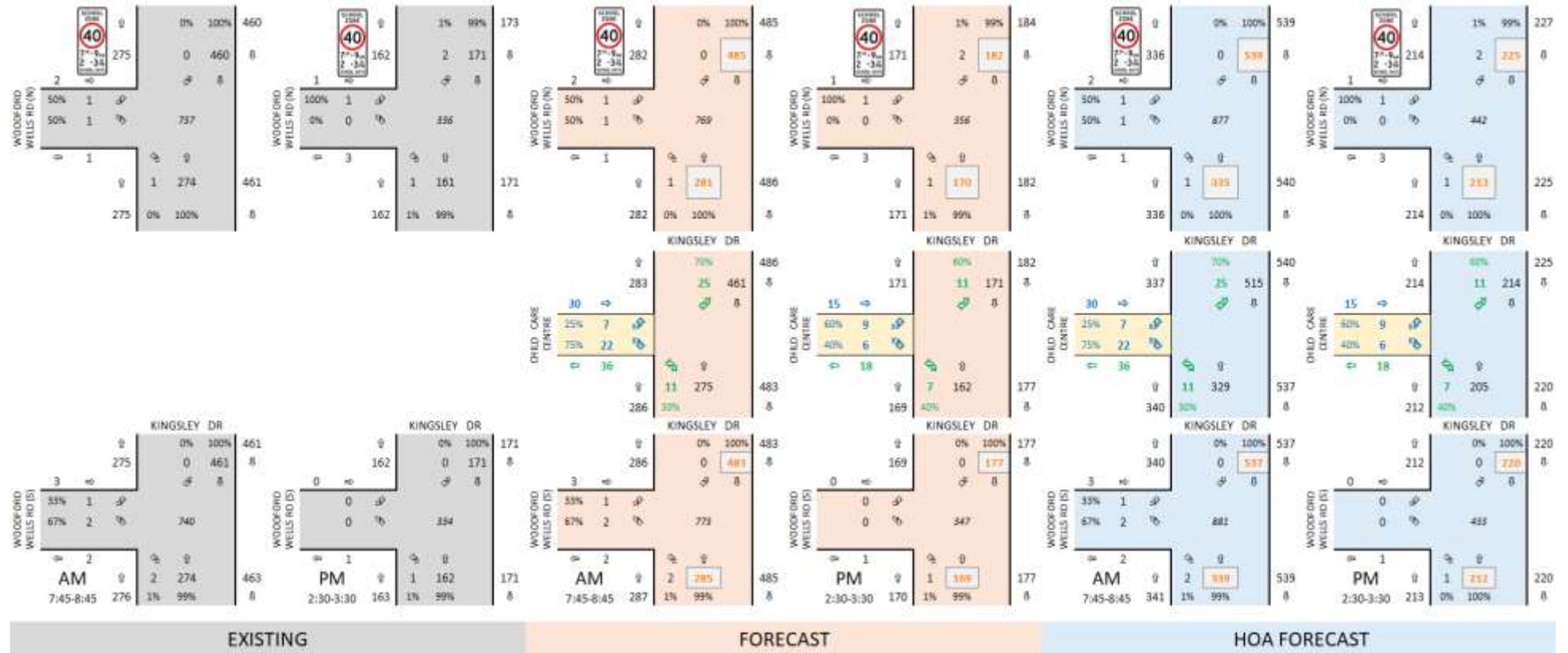
5 min start	NORTHERN INTERSECTION						SOUTHERN INTERSECTION						
	S	N	R	L	A	B	ALL	S	N	R	L	A	B
7.30-7.35	37	13	0	0	0	0	50	37	13	0	0	0	1
7.35-7.40	46	17	0	0	0	2	65	48	18	0	1	1	0
7.40-7.45	17	19	0	0	0	0	36	17	20	0	1	0	0
7.45-7.50	46	13	0	0	0	0	59	46	14	0	1	0	1
7.50-7.55	33	23	0	0	0	1	57	34	23	0	0	0	0
7.55-8.00	28	24	0	0	1	0	53	28	23	0	0	0	0
8.00-8.05	26	19	0	0	1	0	46	26	18	0	0	1	0
8.05-8.10	32	13	0	0	0	0	45	32	13	0	0	0	1
8.10-8.15	36	38	0	0	0	0	74	36	38	0	0	0	0
8.15-8.20	35	31	0	0	1	0	67	35	30	0	0	0	0
8.20-8.25	34	26	0	0	0	0	60	34	26	0	0	0	0
8.25-8.30	30	23	0	1	0	0	54	30	24	0	0	0	0
8.30-8.35	53	21	0	0	0	0	74	53	21	0	0	0	0
8.35-8.40	61	14	0	0	0	0	75	61	14	0	0	0	0
8.40-8.45	46	29	0	0	0	0	75	46	30	0	1	0	0
Hour Total	460	274	0	1	3	1	739	461	274	0	2	1	2

5 min start	NORTHERN INTERSECTION						SOUTHERN INTERSECTION						
	S	N	R	L	A	B	ALL	S	N	R	L	A	B
2.30-2.35	19	26	0	0	0	0	45	19	26	0	0	0	0
2.35-2.40	20	32	0	0	0	0	52	20	33	0	1	1	0
2.40-2.45	24	26	0	0	0	0	50	24	26	0	0	0	1
2.45-2.50	26	25	0	0	0	0	51	26	25	0	0	0	0
2.50-2.55	38	31	0	0	0	0	69	38	31	0	0	0	0
2.55-3.00	51	19	0	0	0	0	70	51	19	0	0	0	0
3.00-3.05	33	21	0	1	0	0	55	33	22	0	0	0	0
3.05-3.10	32	36	0	0	0	0	68	32	36	0	0	0	0
3.10-3.15	21	37	0	0	1	0	59	21	36	0	0	0	0
3.15-3.20	35	28	1	0	0	0	64	35	28	0	0	0	0
3.20-3.25	27	23	0	0	0	0	50	27	23	0	0	0	0
3.25-3.30	23	16	1	0	0	0	40	23	17	0	1	0	0
Hour Total	171	161	2	1	1	0	673	171	162	0	1	0	0



Transport Impact Statement

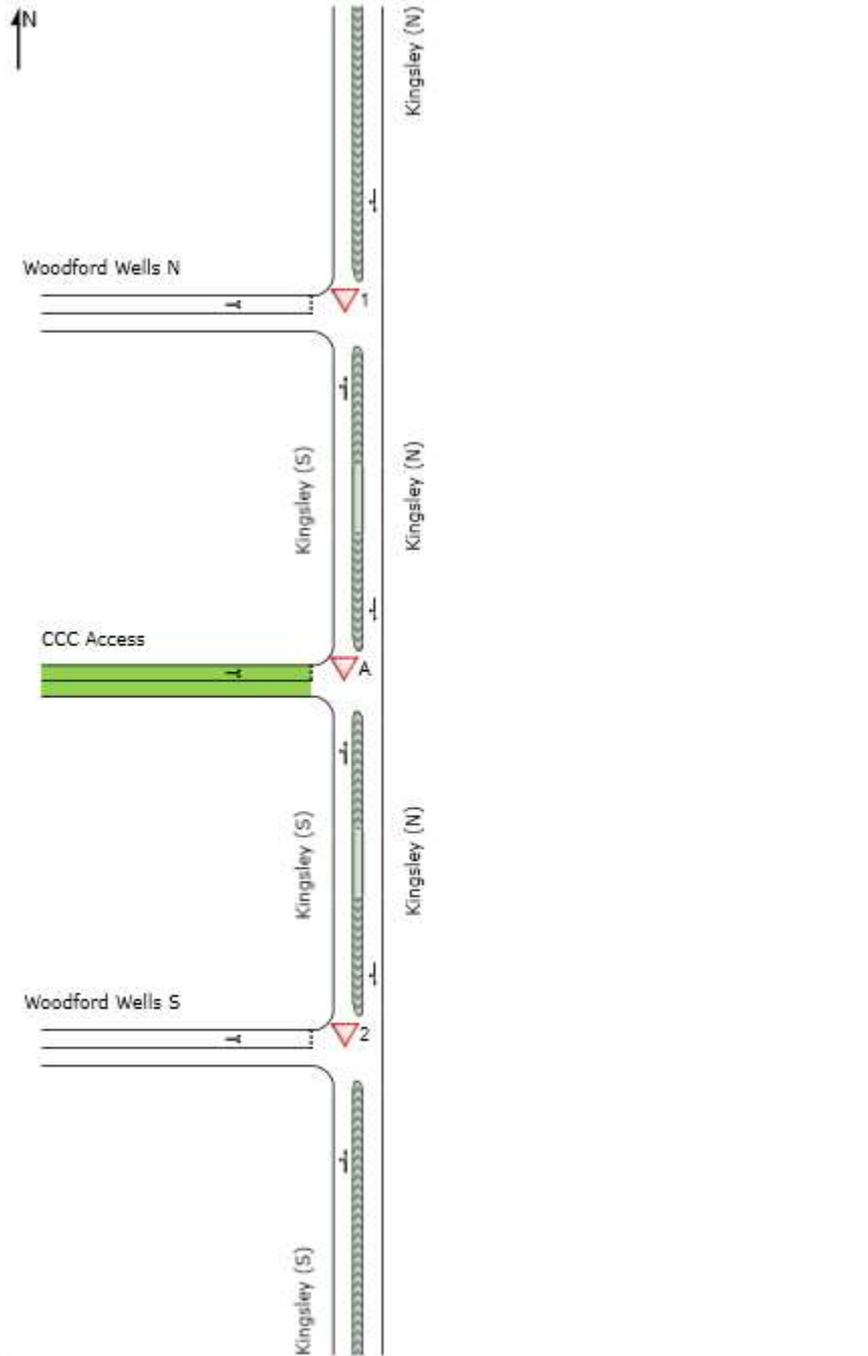
Proposed Child Care Centre (82 Places), Lots 667 (73) Kingsley Dr & 666 (22) Woodford Wells Way, Kingsley
 Prepared for CK Development Services





APPENDIX C SIDRA SUMMARY REPORTS

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SITES IN NETWORK		
Site ID	CCG ID	Site Name
▽1	NA	Kingsley Dr/ Woodford Wells Way North Leg PM
▽A	NA	Child Care Centre Access PM
▽2	NA	Kingsley Dr/ Woodford Wells Way South Leg PM

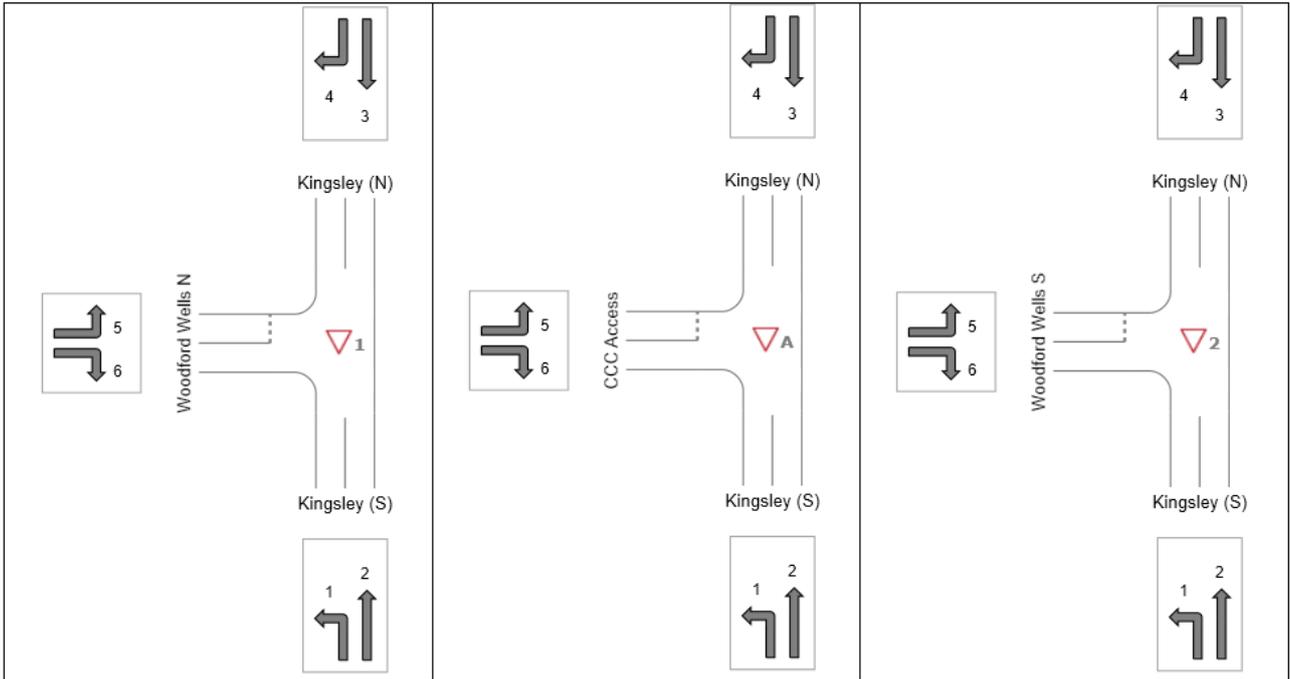


Figure 19 – SIDRA Intersection model Movement IDs



MOVEMENT SUMMARY

Site: 1 [Kingsley Dr/ Woodford Wells Way North Leg AM (Site Folder: Existing (April 2021))]

Network: X-AM [AM Peak Hour (Network Folder: Existing)]

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 Site Category: Existing Design
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Kingsley (S)														
1	L2	1	0.0	1	0.0	0.143	3.0	LOS A	0.0	0.0	0.00	0.00	0.00	47.6
2	T1	288	0.0	288	0.0	0.143	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach		289	0.0	289	0.0	0.143	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.9
North: Kingsley (N)														
3	T1	484	0.0	484	0.0	0.240	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	40.0
4	R2	1	0.0	1	0.0	0.240	4.8	LOS A	0.0	0.0	0.00	0.00	0.00	40.8
Approach		485	0.0	485	0.0	0.240	0.0	NA	0.0	0.0	0.00	0.00	0.00	40.0
West: Woodford Wells N														
5	L2	1	0.0	1	0.0	0.003	5.4	LOS A	0.0	0.0	0.41	0.56	0.41	38.5
6	R2	1	0.0	1	0.0	0.003	8.4	LOS A	0.0	0.0	0.41	0.56	0.41	32.2
Approach		2	0.0	2	0.0	0.003	6.9	LOS A	0.0	0.0	0.41	0.56	0.41	37.4
All Vehicles		777	0.0	777	0.0	0.240	0.0	NA	0.0	0.0	0.00	0.00	0.00	43.3

MOVEMENT SUMMARY

Site: A [Child Care Centre Access AM (Site Folder: Existing (April 2021))]

Network: X-AM [AM Peak Hour (Network Folder: Existing)]

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 Site Category: Existing Design
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Kingsley (S)														
1	L2	1	0.0	1	0.0	0.143	3.4	LOS A	0.0	0.0	0.00	0.00	0.00	47.7
2	T1	288	0.0	288	0.0	0.143	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.8
Approach		289	0.0	289	0.0	0.143	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.7
North: Kingsley (N)														
3	T1	484	0.0	484	0.0	0.240	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.8
4	R2	1	0.0	1	0.0	0.240	4.2	LOS A	0.0	0.0	0.00	0.00	0.00	29.3
Approach		485	0.0	485	0.0	0.240	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.4
West: CCC Access														
5	L2	1	0.0	1	0.0	0.003	1.9	LOS A	0.0	0.0	0.41	0.38	0.41	21.9
6	R2	1	0.0	1	0.0	0.003	5.2	LOS A	0.0	0.0	0.41	0.38	0.41	21.9
Approach		2	0.0	2	0.0	0.003	3.6	LOS A	0.0	0.0	0.41	0.38	0.41	21.9
All Vehicles		777	0.0	777	0.0	0.240	0.0	NA	0.0	0.0	0.00	0.00	0.00	48.9

MOVEMENT SUMMARY

Site: 2 [Kingsley Dr/ Woodford Wells Way South Leg AM (Site Folder: Existing (April 2021))]

Network: X-AM [AM Peak Hour (Network Folder: Existing)]

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 Site Category: Existing Design
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Kingsley (S)														
1	L2	2	0.0	2	0.0	0.144	4.6	LOS A	0.0	0.0	0.00	0.00	0.00	48.8
2	T1	288	0.0	288	0.0	0.144	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach		291	0.0	291	0.0	0.144	0.1	NA	0.0	0.0	0.00	0.00	0.00	49.9
North: Kingsley (N)														
3	T1	484	0.0	484	0.0	0.240	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.2
4	R2	1	0.0	1	0.0	0.240	4.5	LOS A	0.0	0.0	0.00	0.00	0.00	43.9
Approach		485	0.0	485	0.0	0.240	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.2
West: Woodford Wells S														
5	L2	1	0.0	1	0.0	0.004	5.4	LOS A	0.0	0.0	0.45	0.59	0.45	31.4
6	R2	2	0.0	2	0.0	0.004	8.4	LOS A	0.0	0.0	0.45	0.59	0.45	39.6
Approach		3	0.0	3	0.0	0.004	7.4	LOS A	0.0	0.0	0.45	0.59	0.45	38.0
All Vehicles		779	0.0	779	0.0	0.240	0.1	NA	0.0	0.0	0.00	0.00	0.00	49.3



MOVEMENT SUMMARY

Site: 1 [Kingsley Dr/ Woodford Wells Way North Leg PM (Site Folder: Existing (April 2021))]

Network: X-PM [PM Peak Hour (Network Folder: Existing)]

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 Site Category: Existing Design
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Kingsley (S)														
1	L2	1	0.0	1	0.0	0.084	3.0	LOS A	0.0	0.0	0.00	0.00	0.00	47.6
2	T1	169	0.0	169	0.0	0.084	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach		171	0.0	171	0.0	0.084	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0
North: Kingsley (N)														
3	T1	180	0.0	180	0.0	0.090	0.0	LOS A	0.0	0.0	0.01	0.01	0.01	40.0
4	R2	2	0.0	2	0.0	0.090	4.1	LOS A	0.0	0.0	0.01	0.01	0.01	40.8
Approach		182	0.0	182	0.0	0.090	0.1	NA	0.0	0.0	0.01	0.01	0.01	40.0
West: Woodford Wells N														
5	L2	1	0.0	1	0.0	0.002	5.0	LOS A	0.0	0.0	0.28	0.51	0.28	39.0
6	R2	1	0.0	1	0.0	0.002	5.8	LOS A	0.0	0.0	0.28	0.51	0.28	34.4
Approach		2	0.0	2	0.0	0.002	5.4	LOS A	0.0	0.0	0.28	0.51	0.28	38.3
All Vehicles		355	0.0	355	0.0	0.090	0.1	NA	0.0	0.0	0.01	0.01	0.01	44.3

MOVEMENT SUMMARY

Site: A [Child Care Centre Access PM (Site Folder: Existing (April 2021))]

Network: X-PM [PM Peak Hour (Network Folder: Existing)]

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 Site Category: Existing Design
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Kingsley (S)														
1	L2	1	0.0	1	0.0	0.084	3.4	LOS A	0.0	0.0	0.00	0.00	0.00	47.6
2	T1	169	0.0	169	0.0	0.084	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.7
Approach		171	0.0	171	0.0	0.084	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.6
North: Kingsley (N)														
3	T1	179	0.0	179	0.0	0.089	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.5
4	R2	1	0.0	1	0.0	0.089	3.5	LOS A	0.0	0.0	0.00	0.00	0.00	29.3
Approach		180	0.0	180	0.0	0.089	0.0	NA	0.0	0.0	0.00	0.00	0.00	48.6
West: CCC Access														
5	L2	1	0.0	1	0.0	0.002	1.5	LOS A	0.0	0.0	0.28	0.29	0.28	22.9
6	R2	1	0.0	1	0.0	0.002	2.6	LOS A	0.0	0.0	0.28	0.29	0.28	22.9
Approach		2	0.0	2	0.0	0.002	2.1	LOS A	0.0	0.0	0.28	0.29	0.28	22.9
All Vehicles		353	0.0	353	0.0	0.089	0.0	NA	0.0	0.0	0.00	0.00	0.00	47.9

MOVEMENT SUMMARY

Site: 2 [Kingsley Dr/ Woodford Wells Way South Leg PM (Site Folder: Existing (April 2021))]

Network: X-PM [PM Peak Hour (Network Folder: Existing)]

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 Site Category: Existing Design
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Kingsley (S)														
1	L2	1	0.0	1	0.0	0.085	4.6	LOS A	0.0	0.0	0.00	0.00	0.00	48.9
2	T1	171	0.0	171	0.0	0.085	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach		172	0.0	172	0.0	0.085	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.9
North: Kingsley (N)														
3	T1	180	0.0	180	0.0	0.090	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.1
4	R2	1	0.0	1	0.0	0.090	3.8	LOS A	0.0	0.0	0.00	0.00	0.00	43.8
Approach		181	0.0	181	0.0	0.090	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.1
West: Woodford Wells S														
5	L2	1	0.0	1	0.0	0.002	5.0	LOS A	0.0	0.0	0.28	0.51	0.28	34.4
6	R2	1	0.0	1	0.0	0.002	5.8	LOS A	0.0	0.0	0.28	0.51	0.28	41.3
Approach		2	0.0	2	0.0	0.002	5.4	LOS A	0.0	0.0	0.28	0.51	0.28	39.2
All Vehicles		355	0.0	355	0.0	0.090	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.4



MOVEMENT SUMMARY

Site: 1 [Kingsley Dr/ Woodford Wells Way North Leg AM (Site Folder: Forecast 1st Year)] Network: F-AM [AM Peak Hour (Network Folder: Forecast 1st Year)]

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 Site Category: Proposed Design 1
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	HV] %	[Total veh/h]	HV] %				[Veh. veh	Dist] m				
South: Kingsley (S)														
1	L2	1	0.0	1	0.0	0.147	3.0	LOS A	0.0	0.0	0.00	0.00	0.00	47.6
2	T1	296	0.0	296	0.0	0.147	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach		297	0.0	297	0.0	0.147	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.9
North: Kingsley (N)														
3	T1	511	0.0	511	0.0	0.253	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	40.0
4	R2	1	0.0	1	0.0	0.253	4.8	LOS A	0.0	0.0	0.00	0.00	0.00	40.8
Approach		512	0.0	512	0.0	0.253	0.0	NA	0.0	0.0	0.00	0.00	0.00	40.0
West: Woodford Wells N														
5	L2	1	0.0	1	0.0	0.003	5.4	LOS A	0.0	0.0	0.42	0.56	0.42	38.4
6	R2	1	0.0	1	0.0	0.003	8.7	LOS A	0.0	0.0	0.42	0.56	0.42	32.0
Approach		2	0.0	2	0.0	0.003	7.1	LOS A	0.0	0.0	0.42	0.56	0.42	37.3
All Vehicles		811	0.0	811	0.0	0.253	0.0	NA	0.0	0.0	0.00	0.00	0.00	43.2

MOVEMENT SUMMARY

Site: A [Child Care Centre Access AM (Site Folder: Forecast 1st Year)] Network: F-AM [AM Peak Hour (Network Folder: Forecast 1st Year)]

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 Site Category: Proposed Design 1
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	HV] %	[Total veh/h]	HV] %				[Veh. veh	Dist] m				
South: Kingsley (S)														
1	L2	12	0.0	12	0.0	0.149	3.4	LOS A	0.0	0.0	0.00	0.02	0.00	47.3
2	T1	289	0.0	289	0.0	0.149	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	48.2
Approach		301	0.0	301	0.0	0.149	0.1	NA	0.0	0.0	0.00	0.02	0.00	48.1
North: Kingsley (N)														
3	T1	485	0.0	485	0.0	0.260	0.1	LOS A	0.1	0.7	0.06	0.03	0.06	45.0
4	R2	26	0.0	26	0.0	0.260	4.3	LOS A	0.1	0.7	0.06	0.03	0.06	29.0
Approach		512	0.0	512	0.0	0.260	0.3	NA	0.1	0.7	0.06	0.03	0.06	40.2
West: CCC Access														
5	L2	7	0.0	7	0.0	0.048	2.0	LOS A	0.1	0.4	0.48	0.56	0.48	20.9
6	R2	23	0.0	23	0.0	0.048	5.9	LOS A	0.1	0.4	0.48	0.56	0.48	20.9
Approach		31	0.0	31	0.0	0.048	4.9	LOS A	0.1	0.4	0.48	0.56	0.48	20.9
All Vehicles		843	0.0	843	0.0	0.260	0.4	NA	0.1	0.7	0.05	0.04	0.05	38.5

MOVEMENT SUMMARY

Site: 2 [Kingsley Dr/ Woodford Wells Way South Leg AM (Site Folder: Forecast 1st Year)] Network: F-AM [AM Peak Hour (Network Folder: Forecast 1st Year)]

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 Site Category: Proposed Design 1
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	HV] %	[Total veh/h]	HV] %				[Veh. veh	Dist] m				
South: Kingsley (S)														
1	L2	2	0.0	2	0.0	0.150	4.6	LOS A	0.0	0.0	0.00	0.00	0.00	48.8
2	T1	300	0.0	300	0.0	0.150	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach		302	0.0	302	0.0	0.150	0.1	NA	0.0	0.0	0.00	0.00	0.00	49.9
North: Kingsley (N)														
3	T1	508	0.0	508	0.0	0.252	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.2
4	R2	1	0.0	1	0.0	0.252	4.6	LOS A	0.0	0.0	0.00	0.00	0.00	43.9
Approach		509	0.0	509	0.0	0.252	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.2
West: Woodford Wells S														
5	L2	1	0.0	1	0.0	0.005	5.5	LOS A	0.0	0.0	0.46	0.60	0.46	31.0
6	R2	2	0.0	2	0.0	0.005	8.7	LOS A	0.0	0.0	0.46	0.60	0.46	39.3
Approach		3	0.0	3	0.0	0.005	7.6	LOS A	0.0	0.0	0.46	0.60	0.46	37.7
All Vehicles		815	0.0	815	0.0	0.252	0.1	NA	0.0	0.0	0.00	0.00	0.00	49.3



MOVEMENT SUMMARY

Site: 1 [Kingsley Dr/ Woodford Wells Way North Leg PM (Site Folder: Forecast 1st Year)] Network: F-PM [PM Peak Hour (Network Folder: Forecast 1st Year)]

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 Site Category: Proposed Design 1
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Kingsley (S)														
1	L2	1	0.0	1	0.0	0.089	3.0	LOS A	0.0	0.0	0.00	0.00	0.00	47.6
2	T1	179	0.0	179	0.0	0.089	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach		180	0.0	180	0.0	0.089	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0
North: Kingsley (N)														
3	T1	192	0.0	192	0.0	0.096	0.0	LOS A	0.0	0.0	0.01	0.01	0.01	40.0
4	R2	2	0.0	2	0.0	0.096	4.1	LOS A	0.0	0.0	0.01	0.01	0.01	40.8
Approach		194	0.0	194	0.0	0.096	0.1	NA	0.0	0.0	0.01	0.01	0.01	40.0
West: Woodford Wells N														
5	L2	1	0.0	1	0.0	0.002	5.0	LOS A	0.0	0.0	0.29	0.51	0.29	39.0
6	R2	1	0.0	1	0.0	0.002	5.9	LOS A	0.0	0.0	0.29	0.51	0.29	34.4
Approach		2	0.0	2	0.0	0.002	5.5	LOS A	0.0	0.0	0.29	0.51	0.29	38.2
All Vehicles		376	0.0	376	0.0	0.096	0.1	NA	0.0	0.0	0.01	0.01	0.01	44.3

MOVEMENT SUMMARY

Site: A [Child Care Centre Access PM (Site Folder: Forecast 1st Year)] Network: F-PM [PM Peak Hour (Network Folder: Forecast 1st Year)]

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 Site Category: Proposed Design 1
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Kingsley (S)														
1	L2	7	0.0	7	0.0	0.088	3.4	LOS A	0.0	0.0	0.00	0.02	0.00	47.3
2	T1	171	0.0	171	0.0	0.088	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	48.1
Approach		178	0.0	178	0.0	0.088	0.1	NA	0.0	0.0	0.00	0.02	0.00	48.0
North: Kingsley (N)														
3	T1	180	0.0	180	0.0	0.097	0.1	LOS A	0.0	0.2	0.04	0.03	0.04	45.6
4	R2	12	0.0	12	0.0	0.097	3.5	LOS A	0.0	0.2	0.04	0.03	0.04	29.0
Approach		192	0.0	192	0.0	0.097	0.3	NA	0.0	0.2	0.04	0.03	0.04	40.1
West: CCC Access														
5	L2	9	0.0	9	0.0	0.014	1.5	LOS A	0.0	0.1	0.27	0.31	0.27	22.9
6	R2	6	0.0	6	0.0	0.014	2.8	LOS A	0.0	0.1	0.27	0.31	0.27	22.9
Approach		16	0.0	16	0.0	0.014	2.0	LOS A	0.0	0.1	0.27	0.31	0.27	22.9
All Vehicles		385	0.0	385	0.0	0.097	0.3	NA	0.0	0.2	0.03	0.04	0.03	39.4

MOVEMENT SUMMARY

Site: 2 [Kingsley Dr/ Woodford Wells Way South Leg PM (Site Folder: Forecast 1st Year)] Network: F-PM [PM Peak Hour (Network Folder: Forecast 1st Year)]

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 Site Category: Proposed Design 1
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Kingsley (S)														
1	L2	1	0.0	1	0.0	0.089	4.6	LOS A	0.0	0.0	0.00	0.00	0.00	48.9
2	T1	178	0.0	178	0.0	0.089	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach		179	0.0	179	0.0	0.089	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.9
North: Kingsley (N)														
3	T1	186	0.0	186	0.0	0.093	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.1
4	R2	1	0.0	1	0.0	0.093	3.8	LOS A	0.0	0.0	0.00	0.00	0.00	43.8
Approach		187	0.0	187	0.0	0.093	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.1
West: Woodford Wells S														
5	L2	1	0.0	1	0.0	0.002	5.0	LOS A	0.0	0.0	0.28	0.51	0.28	34.4
6	R2	1	0.0	1	0.0	0.002	5.8	LOS A	0.0	0.0	0.28	0.51	0.28	41.3
Approach		2	0.0	2	0.0	0.002	5.4	LOS A	0.0	0.0	0.28	0.51	0.28	39.1
All Vehicles		368	0.0	368	0.0	0.093	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.4



MOVEMENT SUMMARY

Site: 1 [Kingsley Dr/ Woodford Wells Way North Leg AM (Site Folder: Forecast HOA)]

Network: HOA-AM [AM Peak Hour (Network Folder: Forecast HOA)]

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 Site Category: Proposed Design 1
 Give-Way (Two-Way)

Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No Cycles	Aver. Speed
		[Total veh/h]	HV %	[Total veh/h]	HV %				[Veh. veh]	[Dist. m]				
South: Kingsley (S)														
1	L2	1	0.0	1	0.0	0.175	3.0	LOS A	0.0	0.0	0.00	0.00	0.00	47.6
2	T1	353	0.0	353	0.0	0.175	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach		354	0.0	354	0.0	0.175	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.9
North: Kingsley (N)														
3	T1	567	0.0	567	0.0	0.282	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	40.0
4	R2	1	0.0	1	0.0	0.282	5.2	LOS A	0.0	0.0	0.00	0.00	0.00	40.0
Approach		568	0.0	568	0.0	0.282	0.0	NA	0.0	0.0	0.00	0.00	0.00	40.0
West: Woodford Wells W														
5	L2	1	0.0	1	0.0	0.003	5.7	LOS A	0.0	0.0	0.47	0.56	0.47	38.1
6	R2	1	0.0	1	0.0	0.003	9.8	LOS A	0.0	0.0	0.47	0.56	0.47	30.9
Approach		2	0.0	2	0.0	0.003	7.7	LOS A	0.0	0.0	0.47	0.56	0.47	36.8
All Vehicles		924	0.0	924	0.0	0.282	0.0	NA	0.0	0.0	0.00	0.00	0.00	43.4

MOVEMENT SUMMARY

Site: A [Child Care Centre Access AM (Site Folder: Forecast HOA)]

Network: HOA-AM [AM Peak Hour (Network Folder: Forecast HOA)]

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 Site Category: Proposed Design 1
 Give-Way (Two-Way)

Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No Cycles	Aver. Speed
		[Total veh/h]	HV %	[Total veh/h]	HV %				[Veh. veh]	[Dist. m]				
South: Kingsley (S)														
1	L2	12	0.0	12	0.0	0.177	3.4	LOS A	0.0	0.0	0.00	0.02	0.00	47.4
2	T1	346	0.0	346	0.0	0.177	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	48.5
Approach		358	0.0	358	0.0	0.177	0.1	NA	0.0	0.0	0.00	0.02	0.00	48.3
North: Kingsley (N)														
3	T1	542	0.0	542	0.0	0.289	0.1	LOS A	0.1	0.0	0.06	0.03	0.06	44.7
4	R2	26	0.0	26	0.0	0.289	4.7	LOS A	0.1	0.0	0.06	0.03	0.06	29.0
Approach		568	0.0	568	0.0	0.289	0.3	NA	0.1	0.0	0.06	0.03	0.06	40.4
West: CCC Access														
5	L2	7	0.0	7	0.0	0.055	2.2	LOS A	0.1	0.5	0.55	0.62	0.55	20.2
6	R2	23	0.0	23	0.0	0.055	7.1	LOS A	0.1	0.5	0.55	0.62	0.55	20.2
Approach		31	0.0	31	0.0	0.055	5.9	LOS A	0.1	0.5	0.55	0.62	0.55	20.2
All Vehicles		957	0.0	957	0.0	0.289	0.4	NA	0.1	0.8	0.05	0.04	0.05	35.9

MOVEMENT SUMMARY

Site: 2 [Kingsley Dr/ Woodford Wells Way South Leg AM (Site Folder: Forecast HOA)]

Network: HOA-AM [AM Peak Hour (Network Folder: Forecast HOA)]

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 Site Category: Proposed Design 1
 Give-Way (Two-Way)

Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No Cycles	Aver. Speed
		[Total veh/h]	HV %	[Total veh/h]	HV %				[Veh. veh]	[Dist. m]				
South: Kingsley (S)														
1	L2	2	0.0	2	0.0	0.178	4.6	LOS A	0.0	0.0	0.00	0.00	0.00	48.3
2	T1	357	0.0	357	0.0	0.178	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach		359	0.0	359	0.0	0.178	0.1	NA	0.0	0.0	0.00	0.00	0.00	49.9
North: Kingsley (N)														
3	T1	565	0.0	565	0.0	0.281	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.2
4	R2	1	0.0	1	0.0	0.281	5.0	LOS A	0.0	0.0	0.00	0.00	0.00	43.9
Approach		566	0.0	566	0.0	0.281	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.2
West: Woodford Wells W														
5	L2	1	0.0	1	0.0	0.005	5.7	LOS A	0.0	0.0	0.51	0.63	0.51	29.8
6	R2	2	0.0	2	0.0	0.005	9.9	LOS A	0.0	0.0	0.51	0.63	0.51	30.6
Approach		3	0.0	3	0.0	0.005	8.5	LOS A	0.0	0.0	0.51	0.63	0.51	36.8
All Vehicles		920	0.0	920	0.0	0.281	0.1	NA	0.0	0.0	0.00	0.00	0.00	49.3



MOVEMENT SUMMARY

Site: 1 [Kingsley Dr/ Woodford Wells Way North Leg PM (Site Folder: Forecast HOA)] Network: HOA-PM [PM Peak Hour (Network Folder: Forecast HOA)]

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 Site Category: Proposed Design 1
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Kingsley (S)														
1	L2	1	0.0	1	0.0	0.111	3.0	LOS A	0.0	0.0	0.00	0.00	0.00	47.6
2	T1	224	0.0	224	0.0	0.111	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach		225	0.0	225	0.0	0.111	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.9
North: Kingsley (N)														
3	T1	237	0.0	237	0.0	0.119	0.0	LOS A	0.0	0.0	0.01	0.00	0.01	40.0
4	R2	2	0.0	2	0.0	0.119	4.3	LOS A	0.0	0.0	0.01	0.00	0.01	40.8
Approach		239	0.0	239	0.0	0.119	0.0	NA	0.0	0.0	0.01	0.00	0.01	40.0
West: Woodford Wells N														
5	L2	1	0.0	1	0.0	0.002	5.2	LOS A	0.0	0.0	0.33	0.52	0.33	38.9
6	R2	1	0.0	1	0.0	0.002	6.3	LOS A	0.0	0.0	0.33	0.52	0.33	34.1
Approach		2	0.0	2	0.0	0.002	5.7	LOS A	0.0	0.0	0.33	0.52	0.33	38.1
All Vehicles		466	0.0	466	0.0	0.119	0.1	NA	0.0	0.0	0.01	0.01	0.01	44.3

MOVEMENT SUMMARY

Site: A [Child Care Centre Access PM (Site Folder: Forecast HOA)] Network: HOA-PM [PM Peak Hour (Network Folder: Forecast HOA)]

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 Site Category: Proposed Design 1
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Kingsley (S)														
1	L2	7	0.0	7	0.0	0.111	3.4	LOS A	0.0	0.0	0.00	0.02	0.00	47.4
2	T1	216	0.0	216	0.0	0.111	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	48.4
Approach		223	0.0	223	0.0	0.111	0.1	NA	0.0	0.0	0.00	0.02	0.00	48.3
North: Kingsley (N)														
3	T1	225	0.0	225	0.0	0.120	0.1	LOS A	0.0	0.3	0.04	0.03	0.04	46.2
4	R2	12	0.0	12	0.0	0.120	3.7	LOS A	0.0	0.3	0.04	0.03	0.04	29.1
Approach		237	0.0	237	0.0	0.120	0.2	NA	0.0	0.3	0.04	0.03	0.04	41.2
West: CCC Access														
5	L2	9	0.0	9	0.0	0.014	1.7	LOS A	0.0	0.1	0.32	0.34	0.32	22.8
6	R2	6	0.0	6	0.0	0.014	3.2	LOS A	0.0	0.1	0.32	0.34	0.32	22.8
Approach		16	0.0	16	0.0	0.014	2.3	LOS A	0.0	0.1	0.32	0.34	0.32	22.8
All Vehicles		476	0.0	476	0.0	0.120	0.2	NA	0.0	0.3	0.03	0.03	0.03	40.6

MOVEMENT SUMMARY

Site: 2 [Kingsley Dr/ Woodford Wells Way South Leg PM (Site Folder: Forecast HOA)] Network: HOA-PM [PM Peak Hour (Network Folder: Forecast HOA)]

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 Site Category: Proposed Design 1
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Kingsley (S)														
1	L2	1	0.0	1	0.0	0.111	4.6	LOS A	0.0	0.0	0.00	0.00	0.00	48.9
2	T1	223	0.0	223	0.0	0.111	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach		224	0.0	224	0.0	0.111	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.9
North: Kingsley (N)														
3	T1	232	0.0	232	0.0	0.115	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.1
4	R2	1	0.0	1	0.0	0.115	4.0	LOS A	0.0	0.0	0.00	0.00	0.00	43.8
Approach		233	0.0	233	0.0	0.115	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.1
West: Woodford Wells S														
5	L2	1	0.0	1	0.0	0.002	5.2	LOS A	0.0	0.0	0.33	0.52	0.33	34.1
6	R2	1	0.0	1	0.0	0.002	6.3	LOS A	0.0	0.0	0.33	0.52	0.33	41.1
Approach		2	0.0	2	0.0	0.002	5.7	LOS A	0.0	0.0	0.33	0.52	0.33	38.9
All Vehicles		459	0.0	459	0.0	0.115	0.1	NA	0.0	0.0	0.00	0.00	0.00	49.4



APPENDIX D WAPC TRANSPORT IMPACT STATEMENT CHECKLIST

CHECKLIST FOR A TRANSPORT IMPACT STATEMENT FOR INDIVIDUAL DEVELOPMENT

- Tick the provided column for items for which information is provided.
- Enter N/A in the provided column if the item is not appropriate and enter reason in comment column.
- Provide brief comments on any relevant issues.
- Provide brief description of any proposed transport improvements, for example, new bus routes or signalisation of an existing intersection.

ITEM	PROVIDED	COMMENTS/PROPOSALS
Proposed development		
existing land uses	✓	2 single dwellings
proposed land use	✓	82 place Child Care Centre
context with surrounds	✓	Figure 3 on page 8
Vehicular access and parking	✓	
access arrangements	✓	Figure 4 on page 10
public, private, disabled parking set down/pick up	✓	Appendix A
Service vehicles (non-residential)	✓	
access arrangements	✓	Section 3
on/off-site loading facilities	✓	Figure 8 on page 15
Service vehicles (residential)	NA	
rubbish collection and emergency vehicle access	✓	Refer separate Waste Management Plan
Hours of operation (non-residential only)	✓	Section 5 6.30 AM – 6.30 PM weekdays
Traffic volumes	✓	Section 6
daily or peak traffic volumes	✓	Daily and Peak Hour
Type of vehicles (for example, cars, trucks)	✓	Light & Service
Traffic management on frontage streets	✓	Section 7
Public transport access	✓	Section 8
nearest bus/train routes	✓	Figure 13 on page 24
nearest bus stops/train stations	✓	Figure 13 on page 24



ITEM	PROVIDED	COMMENTS/PROPOSALS
pedestrian/cycle links to bus stops/ train station	✓	Figure 13 on page 24
Pedestrian access/ facilities	✓	
existing pedestrian facilities within the development (if any)	NA	
proposed pedestrian facilities within development	✓	Appendix A
existing pedestrian facilities on surrounding roads	✓	Section 9
proposals to improve pedestrian access	NA	
Cycle access/facilities	✓	
existing cycle facilities within the development (if any)	NA	
proposed cycle facilities within development	✓	
existing cycle facilities on surrounding roads	✓	
proposals to improve cycle access	✓	Section 9
Site specific issues	✓	Section 10
Safety issues	✓	Section 11
identify issues	NA	
remedial measures	✓	Section 9

Proponent's name

Company

CK Development Services

Date *13 July 2021*

Transport assessor's name

David Wilkins

Company

i3 consultants WA

Date *13 July 2021*

Our Ref: 21~028 Author :MC

Town Planning and Design
Level 7/160 St Georges Terrace
PO Box 7130 Cloisters Square
Perth WA 6850

20 August 2021

08 9226 4276
admin@tbbplanning.com.au
taylorburrellbarnett.com.au

Attention: Tim Thornton

City of Joondalup
PO BOX 21
Joondalup WA 6919

Dear Tim,

RESPONSE TO SUBMISSIONS

Please find below the Applicant's responses to the issues.

Issue Raised	Applicant response
<p>Traffic:</p> <ul style="list-style-type: none"> • Photos used in the traffic report are from a quiet day. • Difficult to turn into Kingsley Drive from Woodford Wells Way during peak times due to the closeness of the football park entry and the school carpark exit. • Amount of traffic generated will change the whole feel of the quiet street (Woodford Wells Way). • The stretch of Kingsley Drive from Whitfords Avenue to the shops, where this day care is going to be situated is so busy with speeding traffic its difficult to even to get out of the driveway. There's already tripling of units on a block which is causing traffic issues but doing nothing for the safety of children at the local school or the sports oval. 	<p>Noted.</p> <ul style="list-style-type: none"> • Traffic data has been used for identifying traffic volumes on Kingsley Drive. It is noted that Kingsley Drive typically has 10,691 vehicles per day (refer section 3 of the TIS). • Photographs 3 and 4 in the traffic report state they were taken during peak morning and afternoon times during school term. • Photograph 5 is inserted to identify the road cross-section, not to indicate traffic volumes. • The proposal provides parking accessed from Kingsley Drive. The proposal removes a crossover from Woodford Wells Way. The proposal results in routes via a local distributor road and does not generate traffic on any local road, refer figure 4 of the TIS. • In addition, the development proposes bicycle parking facilities and is connected to the footpath network. This facilitates walking and riding bikes to access the development. • The proposal is adjacent to bus stops (northbound and southbound) for bus service 445 which travels between Whitfords Station and Warwick Station, through Kingsley, Greenwood and Warwick. • In summary, the photographs are not intended to indicate it is a quiet road. The traffic engineer is required to comply with Working Near Roads OS&H rules and hence photographs tend to be taken during 'gaps in traffic' streams. As indicated in Section 6 of the TIS, the traffic engineer undertook video surveys of traffic in and around the subject site, and the smaller Child Care Centre site at 135 Kingsley Dr (approximately 700 m south on the same side),

Issue Raised	Applicant response
	<p>between 7.45 and 8.45 am and 2.30 and 3.30 pm on Thursday 21st April 2021. A review of these video surveys does not support the issues raised. The Traffic Engineer is a local resident and is experienced with the traffic conditions in this area.</p>
<p>Location:</p> <ul style="list-style-type: none"> • Should be located in the nearby commercial or mixed use area instead of next to residential properties. • Shocked that such a business was even considered for this specific location. • Poor location for a large early learning centre as it creates additional traffic to an already high traffic area. 	<p>Noted.</p> <p>It is considered that the location is appropriate. It is a suitably sized site capable of providing supply strategically to provide the maximum benefit to the community it is proposed to serve. There is a clearly demonstrated need within this catchment area.</p> <p>The proposal is consistent with the City's Child Care Premises LPP objectives for the following reasons:</p> <ul style="list-style-type: none"> • The location is nearby a commercial centre (the Kingsley activity centre to the south, an easy 4-5 minute walk). • The location is located immediately opposite Kingsley Park, which provides clubrooms for sport and the Creative Kids Art Club Kingsley (an easy 2 minute walk). • The location is in close proximity to Creaney Primary School and Creaney Education Support Centre (an easy 3-5 minute walk). • In addition, the development proposes bicycle parking facilities and is connected to the footpath network. This facilitates walking and riding bikes to access the development. • The proposal is adjacent to bus stops (northbound and southbound) for bus service 445 which travels between Whitfords Station and Warwick Station, through Kingsley, Greenwood and Warwick. • The proposed child care premises is located on a corner site that is a suitable size and shape, ensuring there are only two boundaries shared with residential uses (to the west and north). • Having careful design consideration of the neighbouring residential lots, the building has been oriented to position play areas, class room openings and the balcony area towards Kingsley Drive to maintain a sense of separation and privacy to residents, protect privacy of adjacent dwellings, and mitigating against potential noise and other possible amenity impacts.
<p>Parking:</p> <ul style="list-style-type: none"> • The proposal of 23 car bays is insufficient for the size of the Child Care Premises (82 children and a dozen staff). • Concerns of overflow parking into Woodford Wells Way. • Cars parking on grass verge areas due to limited car parks at the school in the afternoons. 	<p>Noted.</p> <ul style="list-style-type: none"> • With respect, the proposal complies with the 23 car parking bay requirement contained in the City's Child Care Premises LPP. The proposal provides 23 car parking bays on-site, and the car park design complies with Australian Standards 2890.1 and 2890.2. • In addition, the development proposes bicycle parking facilities and is connected to the

Issue Raised	Applicant response
<ul style="list-style-type: none"> Current Creaney Primary School overwhelms the current parking measures during the school drop off and pick up times. 	<p>footpath network. This facilitates walking and riding bikes to access the development.</p> <ul style="list-style-type: none"> The proposal is adjacent to bus stops (northbound and southbound) for bus service 445 which travels between Whitfords Station and Warwick Station, through Kingsley, Greenwood and Warwick. This could encourage public transport use. The Traffic Impact Statement confirms that the proposed development is likely to result in an increase of up to 64 trips during the morning peak hour. The road network afternoon peak hour does not coincide with the child care centre afternoon peak hour and hence the forecast additional trips in the afternoon peak hour remains the same at 33. The sightlines were assessed and determined that they are 100m (northbound) and 70m (southbound), exceeding the minimum 35m sightline requirements. As per previous comments, the traffic engineer, as a local resident, advises that the car park opposite the site is not fully utilised during peak school parking demand times, as shown in Photograph 4 in the TIS. Existing parking on verges is associated with drivers wishing to park as close to the school as possible, it is not related to 'over-flow' parking or 'limited car parks at the school'.
<p>Pedestrian Safety:</p> <ul style="list-style-type: none"> The proposed location of the entrance/exit to the proposed carpark will pose safety risks to local pedestrians, including young school students who frequently walk in front of this carpark entrance/exit location. Creaney Primary School is close by and the increased traffic will create a hazard for children getting to school as the cross walk attendant at the school is not full time and often not in attendance. 	<p>Noted.</p> <p>In response, please note the following:</p> <ul style="list-style-type: none"> The entrance to the car park has been designed to allow vehicles to enter and exit in a forward gear, and provides sight lines that exceed minimum requirements. This ensures vehicles have greater visibility which improves safety for vehicles and pedestrians utilising Kingsley Drive. Please refer to TIS comments and TIS report re traffic generation from school. As per previous comments, the traffic engineer, as a local resident understands that the school crossing warden is in attendance for the peak arrival and departure times. This may be what the respondent is referring to when stating 'not full time'.
<p>Noise:</p> <ul style="list-style-type: none"> Impact from car doors slamming and engines starting at an early hour. Air conditioning units will be noisy for nearby residents. Sound of children playing will have an impact. 	<p>Noted.</p> <p>The project has included an acoustical assessment, which includes the items stated. This assessment has been reviewed by council officer and we understand that they are satisfied with the assessment. Noise would be compliant with the requirements of the <i>Environmental Protection (Noise) Regulations 1997</i>.</p> <ul style="list-style-type: none"> The design has included noise-mitigation measures including for air conditioning units and child play areas.

Issue Raised	Applicant response
<p>Similar business in the area:</p> <ul style="list-style-type: none"> There is an after-school centre and childcare centre on Kingsley Drive so another centre is unnecessary. 	<p>Noted.</p> <ul style="list-style-type: none"> The Child Care Needs Assessment submitted as part of the Development Application, the subject site and its surrounding area are located within a supply restricted market in which some families would have difficulties obtaining childcare. This proposed child care premises will address the needs of some of these families and this needs assessment has demonstrated that there is significant demand for a child care premises.
<p>Over development:</p> <ul style="list-style-type: none"> Too much redevelopment in Kingsley. Meant to be a suburb with residential housing, not two storey commercial buildings. 	<p>Noted.</p> <ul style="list-style-type: none"> The immediate surrounding area is a mix of residential development, community facilities, educational facilities and an activity centre. Category B applies 8m for a total building height with a concealed roof (in this case, the 3-degree pitch skillion roof is concealed by the building façade). The proposed child care premises complies. The proposed built form is highly compliant with the applicable framework and the scale of the building is generally consistent with what would be a compliant dwelling. It is noted that the double-storey design assists in mitigating noise associated with operations.
<p>Privacy:</p> <ul style="list-style-type: none"> Loss of privacy due to the commercial building being two storeys. 	<p>Noted.</p> <ul style="list-style-type: none"> Having careful design consideration of the neighbouring residential lots, the building has been oriented to position play areas, class room openings and the balcony area towards Kingsley Drive to maintain a sense of separation and privacy to residents, protect privacy of adjacent dwellings, and mitigating against potential noise and other possible amenity impacts. In particular, highlight windows are in the western elevation, preventing overlooking. The nearest part of the building to the western boundary is an internal staircase. The nearest part of the building to the northern boundary is a fire staircase.
<p>Landscaping</p> <ul style="list-style-type: none"> 3 Jacaranda trees within the verge which should be protected 	<p>Noted.</p> <p>Only one jacaranda tree is proposed to be removed to ensure there is a cross over to the site. Two of the three existing Jacaranda trees are proposed to be retained and additional tree planting is proposed as part of the development.</p>
<p>Fencing</p> <ul style="list-style-type: none"> The 2.2m high dividing fence is over regulation height. The street fencing is inconsistent with the existing streetscape of Woodford Wells Way. 	<p>Noted.</p> <ul style="list-style-type: none"> The 2.2 metre fence is required to provide acoustic treatment and reduce amenity impacts to the neighbouring property to the west. The fencing is provided in an open style to ensure generous passive surveillance and is considered to compliment the streetscape well.

Issue Raised	Applicant response
<p>Building height</p> <ul style="list-style-type: none"> • The site is already elevated above natural ground level. • A double storey building is out of character with the area. 	<p>Noted.</p> <ul style="list-style-type: none"> • Category B applies 8m for a total building height with a concealed roof (in this case, the 3-degree pitch skillion roof is concealed by the building façade). The proposed child care premises complies. <p>Whilst the dominant character of the immediate area is single storey, there are examples of two storey development and two storey child care premises within the City of Joondalup (refer to Appendix A for these examples). In addition to this, the height of the proposal is consistent with a two-storey dwelling.</p>
<p>Positives:</p> <ul style="list-style-type: none"> • Significant shortage of childcare available in Kingsley. • Close proximity to Creaney PS is convenient for parents utilising both the school and child care. • Lollipop pedestrian crossing will ensure safe crossing on Kingsley Drive. • Reputable organisation, well organised and offering high quality child care. 	<p>Noted.</p>
<p>Waste</p> <ul style="list-style-type: none"> • Bin store is an insufficient size. • Noise from waste trucks. • Trucks will have to reverse out onto Kingsley Drive and across the footpath. • Bin store gates open into a driveway. 	<p>Noted.</p> <p>Waste Consultant response is as follows: The bin enclosure is of a sufficient size to accommodate the four 660 L MGBs with space to access these, as shown in Figure 4 in the WMP.</p> <p>All waste collections involve noise and all developments generate waste. The proposal aims to reduce noise associated with waste collection by using a smaller waste collection vehicle than the City's domestic service provided by Cleanaway and restricting it to weekly collections.</p> <p>No vehicles will have to reverse out of the driveway. The development has been designed so that all vehicles can enter in a forward direction, turn around on-site, and leave in a forward direction. The swept paths for these movements are shown in the TIS for cars and service vehicles and in Figure 7 in the WMP for the waste collection vehicle.</p> <p>The bin enclosure has been designed to the City of Joondalup's requirements, i.e. set back from the front boundary with a 2.7 m wide access gates facing the parking aisle to enable the MGBs to be serviced from the parking aisle by the waste collection vehicle, as shown in Figure 7 in the WMP. It does not open into a driveway.</p>
<p>Traffic:</p> <ul style="list-style-type: none"> • Photos used in the traffic report are from a quiet day. • Difficult to turn into Kingsley Drive from Woodford Wells Way during peak times due to the closeness of the football park entry and the school carpark exit. 	<p>Refer previous comments.</p>

Issue Raised	Applicant response
<ul style="list-style-type: none"> Amount of traffic generated will change the whole feel of the quiet street (Woodford Wells Way). The stretch of Kingsley Drive from Whitfords Avenue to the shops, where this day care is going to be situated is so busy with speeding traffic its difficult to even to get out of the driveway. There's already tripling of units on a block which is causing traffic issues but doing nothing for the safety of children at the local school or the sports oval. 	
<p>Disability access</p> <ul style="list-style-type: none"> Building plans do not provide sufficient detail regarding accessibility to people with disabilities. No disability access report or assessment has been made available to establish disability access within or around the building. Non-compliance and misalignment with City of Joondalup Disability Access and Inclusion Plan. 	<p>Noted. The Plans have been designed to consider disability access and detailed building plans will further address this matter.</p>
<p>Financial impact</p> <p>Home owners will be unable to move away due to drop in house prices as a result of the development.</p>	<p>Noted. House prices are not a material planning consideration.</p>

Should you have any queries regarding the information please contact the undersigned on (08) 9226 4276 or michaelc@tbbplanning.com.au

Yours faithfully

TAYLOR BURRELL BARNETT



Michael Clare
Consultant

CC:

Appendix A

To CK Group
From Taylor Burrell Barnett
Date 20 August 2021
Ref 21/028
Subject Kingsley Streetscape Images – to assist with response to submissions this document includes various examples of 2 storey child care centres within residential areas in the City of Joondalup.

1. 29-31 Acacia Way, Duncraig



Figure 1 29 Acacia Way, Duncraig



Figure 2 31 Acacia Way, Duncraig

2. 20-22 Coolibah Drive, Greenwood



Figure 3 20-22 Coolibah Drive, Greenwood



Figure 4 20-22 Coolibah Drive, Greenwood (Pimelia Court perspective)

3. 1-3 Forrest Rd, Padbury



Figure 5 1-3 Forrest Road, Padbury



Figure 6 1-3 Forrest Road, Padbury (Marmion Avenue perspective)

EMAIL TRANSMITTAL

REF: 28226-2-21176
TO: Taylor Burrell Barnett
ATTN: Michael Clare
ADDRESS: MichaelC@tbbplanning.com.au
FROM: Tim Reynolds
DATE: 23 August 2021
SUBJECT: **KINGSLEY CHILD CARE CENTRE**

ADDITIONAL INFORMATION RELATING TO OUTDOOR PLAY

Michael,

As requested, we provide the following information with regards noise received at the neighbouring residential premises from the child care centre's outdoor play areas.

We have updated the noise modelling to reflect the sound power level provided in the AAAC guideline. Although, we believe that the L_{Aeq} noise level would be higher than that of the L_{A10} noise level, to be conservative, we have not amended the sound power levels and have used the level as listed in the following table.

Table 1 – Effective Sound Power Levels ($L_{Aeq, 15min}$) for Groups of 10 Children Playing

Number and Age of Children	Sound Power Levels [dB] at Octave Band Centre Frequencies [Hz]								
	dB(A)	63	125	250	500	1k	2k	4k	8k
10 Children - 0 to 2 years	78	54	60	66	72	74	71	67	64
10 Children - 2 to 3 years	85	61	67	73	79	81	78	74	70
10 Children - 3 to 5 years	87	64	70	75	81	83	80	76	72

Notes:

- 1 If applicable, an adjustment to the above sound power levels of -6 dB could be applied in each age group for children involved in passive play.

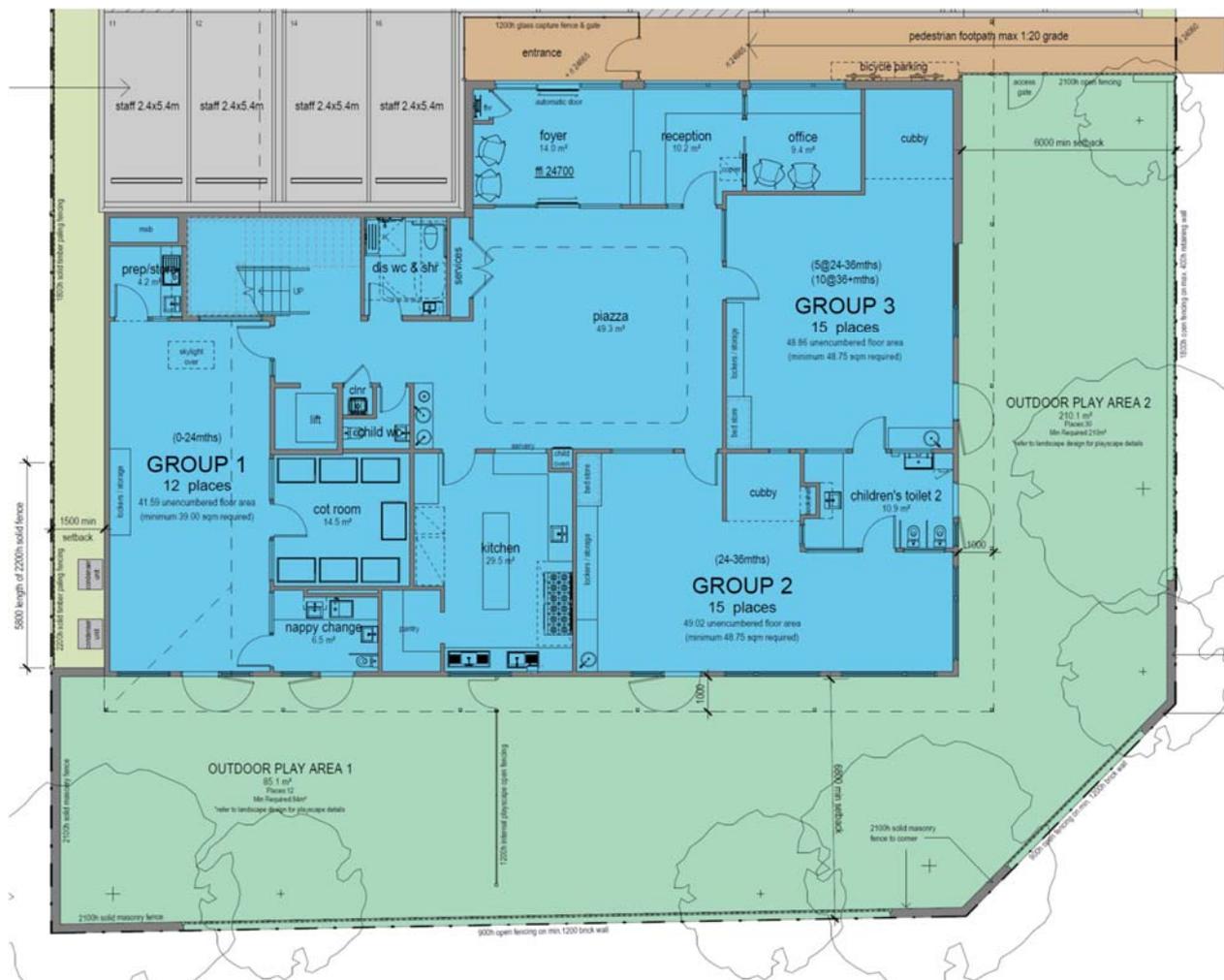
The breakdown of children is as follows :

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

Thus, the following has been used in the noise modelling :

0 – 24 months	10 of at 78 dB(A);
2 – 3 years	20 of at 85 dB(A); and
3+ years	50 of at 87 dB(A).

We note that as shown below, it is proposed to relocate the babies outdoor area to that adjacent to the neighbouring residence to the west. Thus, the main outdoor play area on the ground level will be on the eastern side of the development.



Based on the revised plan, it is noted that the 0 – 24 month, 2 -3 years and 10 of 3+ years outdoor play will be at ground level, with the other 40, 3+ children within the first floor outdoor play area.

It is noted that, as shown below, the balustrading around the first floor outdoor play area is 2.1 metres high, thus this provides a substantial barrier to the neighbouring residences.



For information, the following Table lists the noise that would be received at the neighbouring residences from outdoor play from the ground, first and in combination.

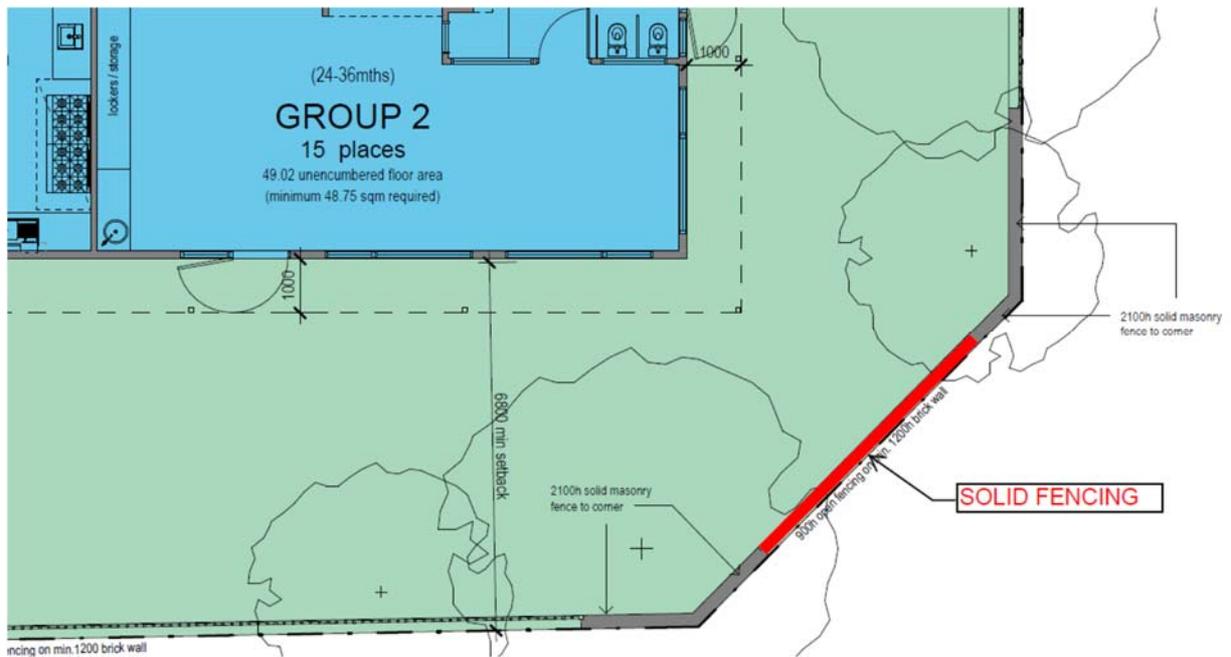
Outdoor Play	Calculated Noise Level (dB(A))		
	Neighbouring Premises		
	North	South	West
Ground	37	48	33
First	42	40	39
Total of Both	43	49	40

Thus the assessment would be as follows :

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
North	43	49	Complies
South	49	49	Complies
West	40	49	Complies

It is noted that relocating the babies to the western side of the ground floor play area has reduced the noise received at the neighbour west.

Even though compliance is achieved, it is noted that by making the boundary walls on the southern truncation solid, as shown below, the noise received at the neighbour to the south from the ground floor play would be reduced to 45 dB(A), with the overall play noise being 46 dB(A).



Thus, noise received at the neighbouring residence would with all children outdoors comply with the Regulatory requirements.

Yours faithfully,
for **Herring Storer Acoustics**

Tim Reynolds

EMAIL TRANSMITTAL

REF: 28021-1-21176
TO: Taylor Burrell Barnett
ATTN: Michael Clare
ADDRESS: MichaelC@tbbplanning.com.au
FROM: Tim Reynolds
DATE: 08 July 2021
SUBJECT: **KINGSLEY CHILD CARE CENTRE -
RESPONSE TO COUNCIL'S QUERIES**

Michael,

As requested, we provide the following information with regards to the queries from the City of Joondalup.

CHILD NOISE

The query from councils states :

The report states that 80 children playing outside simultaneously in the ground floor play yards and first floor play deck (split 40 children in each area) will comply with the Assigned Levels of the Regulations by 1 dB at residences to the West and South and 9 dB to the residence to the North. This has been based on an 83 dB Sound Power Level per 10 children and using 8 groups of 10 children.

The Association of Australian Acoustical Consultants Guideline for Child Care Centre Acoustic Assessment (October 2013) states that the Sound Power Level per 10 children is very much age dependant. It states that children 0 to 2 years should be assessed at 77 to 80 dB(A), children 2 to 3 years should be assessed at 83 to 87 dB(A) and children 3 to 6 years should be assessed at 84 to 90 dB(A).

As only 15% of the children are likely to create less than 83 dB(A) Sound Power Level and 85% of the children are likely to create greater than 83 dB(A) Sound Power Level, the City of Joondalup believes the report has under-assessed this noise source.

The breakdown of children is as follows :

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

We note that the latest AAAC guideline (Version 3.0, dated September 2020) lists the following sound power level for outdoor play :

Table 1 – Effective Sound Power Levels ($L_{Aeq, 15min}$) for Groups of 10 Children Playing

Number and Age of Children	Sound Power Levels [dB] at Octave Band Centre Frequencies [Hz]								
	dB(A)	63	125	250	500	1k	2k	4k	8k
10 Children - 0 to 2 years	78	54	60	66	72	74	71	67	64
10 Children - 2 to 3 years	85	61	67	73	79	81	78	74	70
10 Children - 3 to 5 years	87	64	70	75	81	83	80	76	72

Notes:

- 1 If applicable, an adjustment to the above sound power levels of -6 dB could be applied in each age group for children involved in passive play.

The above sound power levels are L_{Aeq} noise levels. This parameter includes all noise, however, we in Western Australia use the L_{A10} noise level and we believe that the L_{A10} noise level would be about 2 dB(A) lower than the noise levels listed above.

On that basis, for a simple comparison, the overall sound power level for our assessment and breaking it down into the age groups would be the same. This does not take into account the -6 dB(A) adjustment that could be used for some children involved in passive play.

We have undertaken numerous assessments over the years for child care centres and believe it provides the best and robust assessment of noise emissions from outdoor play, while still allowing flexibility to the centre.

Hence, we disagree that our assessment under-assesses the noise from the outdoor play.

CAR DOORS CLOSING

The query from councils states :

Predicted noise levels of car doors closing have been stated in the report with differing night time and day time levels. It is not accepted that noise from a car door closing would be quieter at 6:55 am (in the night time period) as compared to if made at 7:05 am (the day time period). As such only the day time predicted levels has been compared against the Regulations' Assigned Levels for these different periods. In doing this, it is found that the predicted 64 dB(A) from a car door closing would exceed the maximum night time Assigned Level of 59 dB(A) that the Northern residents should be subjected to. The report suggests that using car bays that are located furthest away from the Northern residence will reduce the amount of noise experienced by the Northern residents. This strategy however is unlikely to achieve the 5 dB(A) reduction required.

Furthermore, there is also potential for this 59 dB(A) maximum night time Assigned Level to also be exceeded at Western Residences as well, as they are predicted to receive 58 dB(A). A 1 dB(A) leeway does not represent great certainty in compliance.

As such, should the applicant want to have staff or children arriving on site prior to 7:00 am, more work is required to overcome this issue.

The acoustic assessment does not use different sound power levels for cars doors closing during the day and night periods. This could be the case if only staff are arriving before 7:00am, as they can be instructed to close their cars door quietly. They could also be instructed to park in such away that the door closing is on the far side from the neighbours, thus, the car would provide some barrier affect. However, we have not done that.

The difference in the noise received at the neighbouring residences is due to the restriction on where the cars can park during the night period. These restrictions, move the cars further away from the neighbours, thus, the noise received at the neighbouring premises are lower.

Based on the above, our assessment of noise due to car doors is conservative and will achieve compliance.

AIR CONDITIONING

The query from councils states :

The report states that at this stage, the air conditioning for the development is still to be designed. As such it is unknown what Sound Power Level the air conditioning system will have or where the condensers of the unit will be located.

Based on an assumption from a previous assessment of a Child Care Centre however, the author of the report has estimated the Sound Power Level of the air conditioners that will be used at this Child Care Centre (this level has not been divulged in the report). In doing so they have stated that if the condensing units are sited as per the Figure 5.1 of the report, compliance with the Regulations would be able to be achieved.

As the report has not stated the Sound Power Level specification of the air conditioner units, compliance with the Regulations can only be considered as speculation. Further information therefore needs to be provided in the report.

It may be further noted that the predicted noise levels of air conditioning have also been given as a night time level and a day time level (similar to the car door noise levels). In this case however, it is accepted that these noise sources could be quieter in the night time period, so long as the air conditioner(s) were equipped with night period low noise modes.

We have provided noise levels within the report (Table 5.1) from which the assessment was based. As the air conditioning has not been designed at this stage, which is normally the case, as it would not be designed before DA approval, we are unsure of what additional information council requires or that can be provided.

We believe that it would be appropriate to condition the requirement for an acoustic assessment of the mechanical services (air conditioning and exhausts).

EXHAUST NOISE

The query from councils states :

Child Care Centres regularly have commercial kitchens with full canopy exhaust systems or toilets fitted with mechanical ventilation. The report makes no reference to if such systems will or will not be installed for this centre.

If such systems are to be utilised the these should also be reported on.

We have undertaken noise modelling for the mechanical services to include the kitchen exhaust fan. Using a sound power level of 73 dB(A), which has been used in a previous assessment, noise received at the neighbouring residences would for all the mechanical services (ie air conditioning and kitchen exhaust fan).

Although, we believe that the kitchen exhaust fan would only operate during the day period, for completeness, we have included the results and assessment for the night period. The assessment is shown on Tables 2 and 3.

**TABLE 1 - ACOUSTIC MODELLING RESULTS FOR L_{A10} CRITERIA
MECHANICAL PLANT**

Neighbouring Premises	Calculated Noise Level (dB(A))	
	Mechanical Services	
	Day Period	Night Period
North	35 (40)	33 (38)
South	37 (42)	31 (36)
West	38 (43)	34 (39)

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

**TABLE 2 – ASSESSMENT OF L_{A10} DAY PERIOD NOISE LEVEL EMISSIONS
AIR CONDITIONING**

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
North	40	49	Complies
South	42	49	Complies
West	43	49	Complies

**TABLE 3 – ASSESSMENT OF L_{A10} NIGHT PERIOD NOISE LEVEL EMISSIONS
AIR CONDITIONING**

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
North	38	39	Complies
South	36	39	Complies
West	39	39	Complies

FOUNTAINS

The query from councils states :

The Child Care Centre plans show several fountains (with associated pumps) in the play areas. No assessment or operation suggestions have been made about these by the report.

From information provided, we understand that would be no electric pumps proposed. However, in any case, we believe that any pumps associated with fountains, would be under water. Thus, being underwater, noise associated with these items would be negligible.

Yours faithfully,
for **Herring Storer Acoustics**

Tim Reynolds

**PROPOSED CHILD CARE CENTRE
73 KINGSLEY DRIVE and 22 WOODFORD WELLS WAY
KINGSLEY**

ENVIRONMENTAL ACOUSTIC ASSESSMENT

MAY 2021

OUR REFERENCE: 27765-1-21176

DOCUMENT CONTROL PAGE

ENVIRONMENTAL ACOUSTIC ASSESSMENT
PROPOSED CHILD CARE CENTRE
KINGSLEY DRIVE, KINGSLEY

Job No: 21176

Document Reference : 27765-1-21176

FOR

EARLY SCHOOL CONSTRUCTION & DEVELOPMENTS

DOCUMENT INFORMATION

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

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APPENDICIES

A	PLANS
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1. INTRODUCTION

Herring Storer Acoustics were commissioned to undertake an acoustic assessment of noise emissions associated with the proposed day care centre to be located at 72 Kingsley Drive and 22 Woodford Wells Way, Kingsley.

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

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

We note that from information received from DWER, the bitumised area would be considered as a road, thus noise relating to motor vehicles is exempt from the *Environmental Protection (Noise) Regulations 1997*. We note that these noise sources are rarely critical in the determination of compliance. However, as requested by council and for completeness, they have been included in the assessment, for information purposes only.

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

2. SUMMARY

Noise received at the neighbouring premises from children playing in the outdoor areas would comply with the requirements of the *Environmental Protection (Noise) Regulations 1997*, for the day period. However, it is noted that although the proposed facility would open before 7 am (ie during the night period), the outdoor play area would not be used until after 7am. Thus, noise received at the neighbouring residences from the outdoor play area needs to comply with the assigned day period noise level. However, other noise sources would need to comply with the assigned night period noise levels.

Additionally, noise from the mechanical services has also been assessed to comply with the relevant criteria. However, it is recommended that the mechanical services design be reviewed for compliance with the Regulatory requirements.

It is noted that noise associated with cars movements and cars starting are exempt from complying with the Regulations. However, noise emissions from car doors is not strictly exempt from the Regulations. Noise received at the neighbouring residences from these noise sources would with the parking restrictions, as shown on Figure 5.2 also comply with the Regulatory requirements at all times.

Thus, noise emissions from the proposed development, would be deemed to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* for the proposed hours of operation, with the inclusion of the boundary fencing as shown on the plans attached in Appendix A.

3. CRITERIA

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

TABLE 3.1 - BASELINE ASSIGNED OUTDOOR NOISE LEVEL

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

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

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

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

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

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

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

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

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

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

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

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

TABLE 3.2 - ADJUSTMENTS TO MEASURED LEVELS

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

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

For this development, the closest neighbouring residences of concern to the proposed development, are located around the development.

An aerial of the area and neighbouring residences are shown below as Figure 3.1.

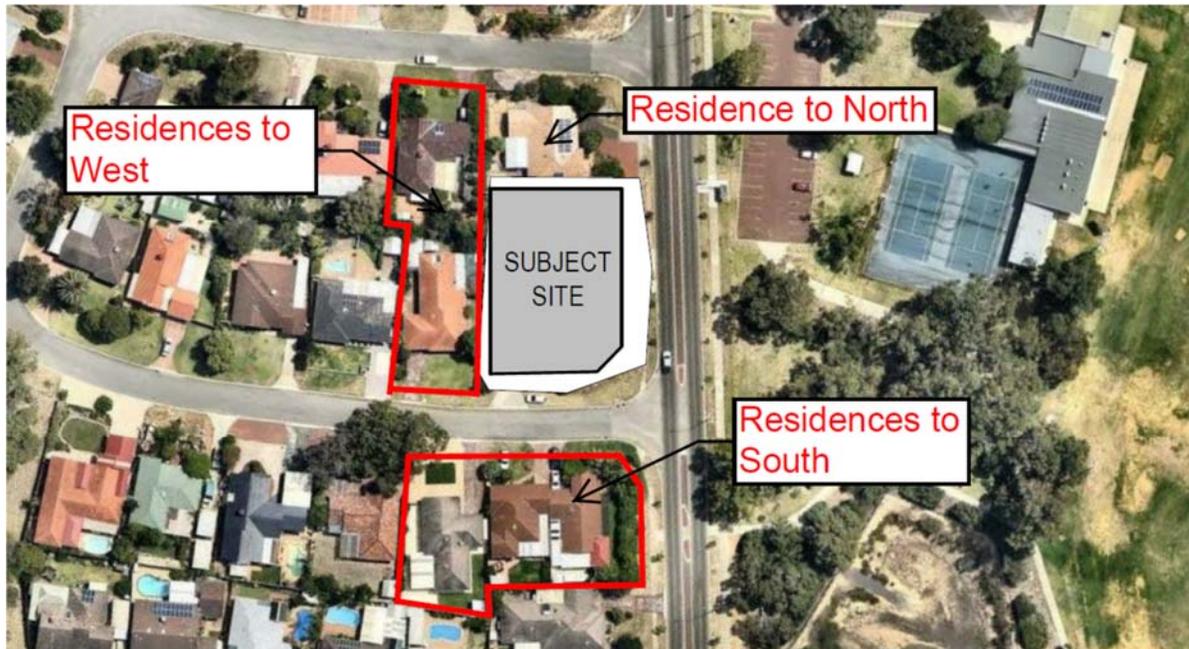


FIGURE 3.1 – NEIGHBOURING LOTS

At the neighbouring residences, as shown above, with Kingsley Drive being a secondary road and the commercial premises to the south, the influencing factor has been determined to be +4 dB. Thus, the assigned noise levels would be as listed in Table 3.3.

TABLE 3.3 - ASSIGNED OUTDOOR NOISE LEVEL

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		L _{A10}	L _{A1}	L _{Amax}
Noise sensitive premises : highly sensitive area	0700 - 1900 hours Monday to Saturday (Day)	49	59	69
	0900 - 1900 hours Sunday and Public Holidays (Sunday / Public Holiday Day)	44	54	69
	1900 - 2200 hours all days (Evening)	44	54	59
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays (Night)	39	49	59

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

4. PROPOSAL

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

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

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

For reference, plans are attached in Appendix A.

5. MODELLING

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

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

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

TABLE 5.1 – SOUND POWER LEVELS

Item	Sound Power Level, dB(A)
Children Playing	83 (per 10 children)
Car Moving in Car Park	79
Car Starting	85
Door Closing	87
Air conditioning condensing Unit	4 @ 71

Notes :

- 1 Given the number and breakdown of children, acoustic modelling of outdoor play noise was made, based on 80 children playing within the outdoor play areas at the one time, utilising 8 groups of 10 children, sound power levels distributed as plane sources. For information, for modelling, 4 groups have been located within the ground floor playscape and 4 groups located within the first floor playscape.
- 2 With regards to the air conditioning, we understand that the air conditioning has not been designed at this stage of the development. However, it is recommended that the condensing units be located, as shown on Figure 5.1.
- 3 The noise level for the air conditioning has been based on the sound power levels used for previous assessment of child care centres. Although we understand that not all the air conditioning condensing units would be run before 7am, to provide flexibility all air conditioning units are to be installed with night period low noise modes. However, to be conservative, it has been assumed that all condensing units were operating before 7am.

- 4 Modelling was based on standard 1.8 metre high fencing constructed on the western and northern boundaries. However, for ground floor outdoor play area to comply at the southern residences, the boundary fence along the southern boundary needs to be solid to 1.2 metres high (ie; can be open fencing above 1.2 metres). The boundary fence along the eastern boundary can be open type fencing.
- 5 Modelling shows that noise received at the neighbouring residence for car movements, car starts and car doors closing would comply with the assigned noise level for the day period. However, to achieve compliance at the residence to the north (i.e. adjacent residences to the car park) during the night period (ie before 7am), the parking needs to be restricted, as shown on Figure 5.2.
- 6 Noise modelling was undertaken to a number of different receiver locations for each of the neighbouring residences. However, to simplify the assessment, only the noise level in the worst case location, as shown on Figure 3.1, have been listed.

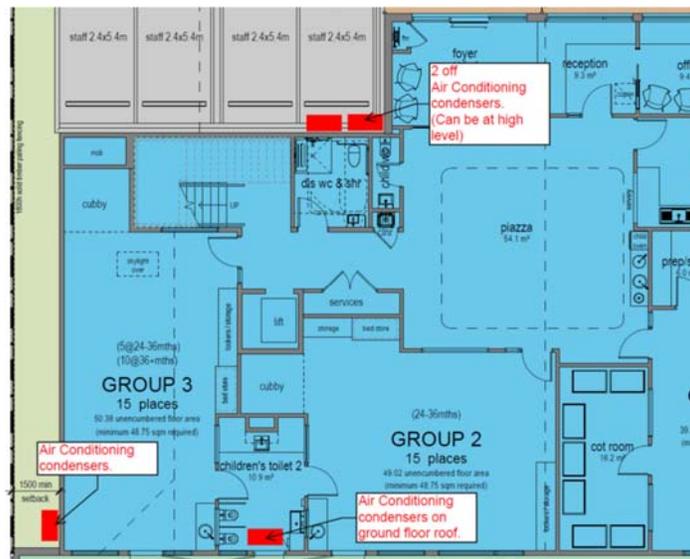


FIGURE 5.1 – MECHANICAL SERVICES

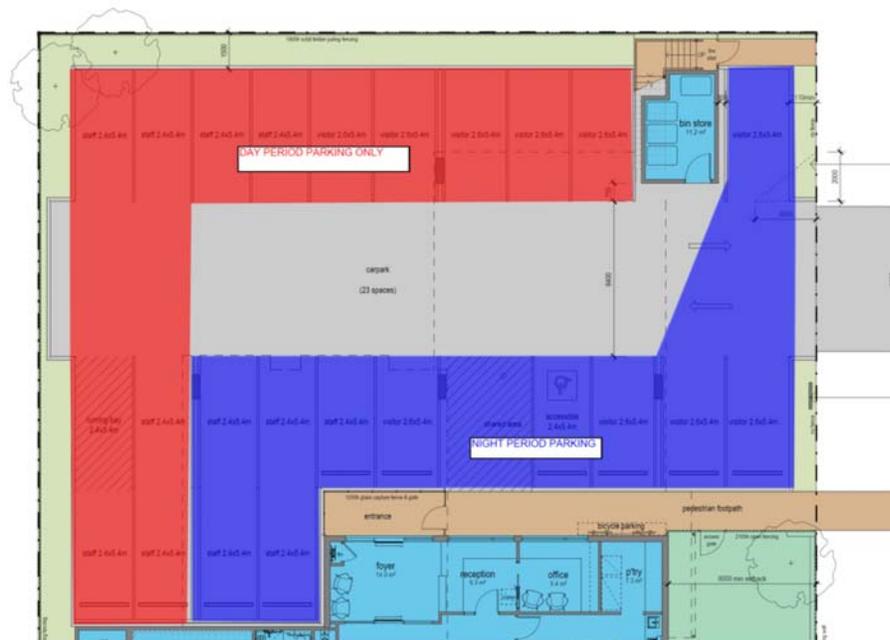


FIGURE 5.2 – PARKING REQUIREMENTS

6. ASSESSMENT

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

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

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

Neighbouring Premises	Calculated Noise Level (dB(A))		
	Children Playing	Air Conditioning	
		Day Period	Night Period
North	40	32 (37)	26 (31)
South	48	37 (42)	31 (36)
West	48	37 (42)	31 (36)

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

With regards to noise associated with cars within the parking area, resultant noise levels are tabulated in Tables 6.2 and 6.3. It is noted that noise emissions from a moving car being an L_{A1} noise level, with noise emissions from cars starting and doors closing being an L_{Amax} noise level.

Based on the definitions of tonality, noise emissions from car movements and car starts, being an L_{A1} and L_{Amax} respectively, being present for less than 10% of the time, would not be considered tonal. Thus, no penalties would be applicable, and the assessment would be as listed in Table 6.2 (Car Moving) and Table 6.3 (Car Starting). However, noise emissions from car doors closing could be impulsive, hence the +10dB penalty has been included in the assessment.

**TABLE 6.2 - ACOUSTIC MODELLING RESULTS L_{A1} CRITERIA
CAR MOVING**

Neighbouring Premises	Calculated Noise Level (dB(A))
North	46
South	23
West	45

**TABLE 6.3 - ACOUSTIC MODELLING RESULTS L_{Amax} CRITERIA
CAR STARTING / DOOR CLOSING**

Neighbouring Premises	Calculated Noise Level (dB(A))			
	Car Starting		Door Closing	
	Day Period	Night Period	Day Period	Night Period
North	51	43	54 [64]	45 [55]
South	42	42	43 [53]	43 [53]
West	46	44	48 [58]	46 [56]

[] Includes +10 dB(A) penalty for impulsiveness.

[] Includes +10 dB(A) penalty for impulsiveness.

Tables 6.4 to 6.11 summarise the applicable Assigned Noise Levels, and assessable noise level emissions for each identified noise.

**TABLE 6.4 – ASSESSMENT OF L_{A10} NOISE LEVEL EMISSIONS
 OUTDOOR PLAY (DAY PERIOD)**

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
North	40	49	Complies
South	48	49	Complies
West	48	49	Complies

**TABLE 6.5 – ASSESSMENT OF L_{A10} DAY PERIOD NOISE LEVEL EMISSIONS
 AIR CONDITIONING**

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
North	37	49	Complies
South	42	49	Complies
West	42	49	Complies

**TABLE 6.6 – ASSESSMENT OF L_{A10} NIGHT PERIOD NOISE LEVEL EMISSIONS
 AIR CONDITIONING**

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
North	31	39	Complies
South	36	39	Complies
West	36	39	Complies

**TABLE 6.7 – ASSESSMENT OF L_{A1} NIGHT PERIOD NOISE LEVEL EMISSIONS
 CAR MOVEMENTS**

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
North	46	49	Complies
South	23	49	Complies
West	45	49	Complies

**TABLE 6.8 – ASSESSMENT OF L_{Amax} DAY PERIOD NOISE LEVEL EMISSIONS
 CAR STARTING**

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
North	51	69	Complies
South	42	69	Complies
West	46	69	Complies

**TABLE 6.9 – ASSESSMENT OF L_{Amax} NIGHT PERIOD NOISE LEVEL EMISSIONS
 CAR STARTING**

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
North	43	59	Complies
South	42	59	Complies
West	44	59	Complies

**TABLE 6.10 – ASSESSMENT OF L_{Amax} DAY PERIOD NOISE LEVEL EMISSIONS
 CAR DOOR**

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
North	64	69	Complies
South	53	69	Complies
West	58	69	Complies

**TABLE 6.11 – ASSESSMENT OF L_{Amax} NIGHT PERIOD NOISE LEVEL EMISSIONS
CAR DOOR**

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
North	55	59	Complies
South	53	59	Complies
West	56	59	Complies

7. CONCLUSION

Noise received the neighbouring residences from the outdoor play area would comply with day period assigned noise level.

The air conditioning condensing units have also been assessed to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* at all times. However, it is recommended that the mechanical services design be reviewed for compliance with the Regulatory requirements.

It is noted that noise associated with cars movements and cars starting are exempt from complying with the Regulations. However, noise emissions from car doors is not strictly exempt from the Regulations. Noise received at the neighbouring residences from these noise sources would with the parking is restricted, as shown on Figure 5.2 also comply with the Regulatory requirements at all times.

Thus, noise emissions from the proposed development, would be deemed to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* for the proposed hours of operation, with the inclusion of the mitigation as outlined above.

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.

Kingsley
Child Care Premises
Operations Management Plan



August 2021

INTRODUCTION

PREAMBLE

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

LOCATION

The site to which this OMP applies incorporates Lots 666 (22) Woodford Wells Way, Kingsley & Lot 667 (73) Kingsley Drive, Kingsley.

CADASTRAL INFORMATION

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

Lot No.	Volume	Folio	Plan	Area (m ²)	Owner
666	1561	160	13156	714	Sharon Leanne, Reid <i>(under contract to CK Group)</i>
667	1561	160		693	Regina Michelle, Fisher <i>(under contract to CK Group)</i>
TOTAL AREA:				1,400	

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

PURPOSE & SCOPE

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

OPERATION DETAILS

HOURS OF OPERATION

The site will be operated in a manner as sensitive (as practicable) to adjoining residential occupants with operating hours limited to between the hours of 6:30 am and 6:30 pm Monday to Friday with staff accessing the site no earlier than 6:00am to set up for the day's activities. Occasional opening may occur on Saturdays, purely for community open days and/or marketing purposes.

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

Structured activities typically commence from 9:00 am and finish around 4:30 pm, allowing staggered drop-off and pick-up of children to occur over at least a two-hour period in both the morning and afternoon.

STUDENT NUMBERS

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

Activity Room No.	Age Group Places			Play/Activity Space (m ²)	
	0-24 months	2-3 years	3 years +	Indoor (3.25m ² min. / child)	Outdoor (7m ² min. / child)
1	12			43.5 (39 Min. Required)	OPA #1 191.7 (189 Min. Required)
2		15		49.6 (48.75 Min. Required)	
3			20	59.1 + 12* = 71.1 (65 Min. Required)	OPA #2 285.4 (280 Min. Required)
4			20	59 + 12* = 71 (65 Min. Required)	
5			15	47.3 + 9.9* = 57.2 (48.75 Min. Required)	OPA #3 114.9 (105 Min. Required)
TOTALS	12	15	55	292.4m² (266.5m ² Min. Required)	592m² (574m ² Min. Required)

**Portions of shared atelier room*

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

- Outdoor play will typically run between 9am until 11am, and then will have a break until 2.00 pm;
- The majority of children will be brought inside from 11:30am to 2:00pm for rest time. The only children that may remain outside would be 3-5 year old children; &
- Indoor/outdoor play then recommences from 2:00pm.

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

STAFF NUMBERS

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

PARKING & TRAFFIC MANAGEMENT

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

Operations on-site will be established and subsequently managed in accordance with the site-specific *Transport Impact Statement* prepared by *i3 Consulting* (dated 13 July 2021), which (amongst other things) outlines necessary management arrangements and expected impacts on the surrounding traffic network (refer **Appendix D**).

ACCESS & EGRESS

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

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

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

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

CAR PARKING

A total of 23 parking bays have been provided to accommodate for the parking needs of parents, carers and staff. Car parking bays have been designed to ensure visitors bays are located as close to the entrance of the car park as possible to ensure easy access.

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

BICYCLE PARKING

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

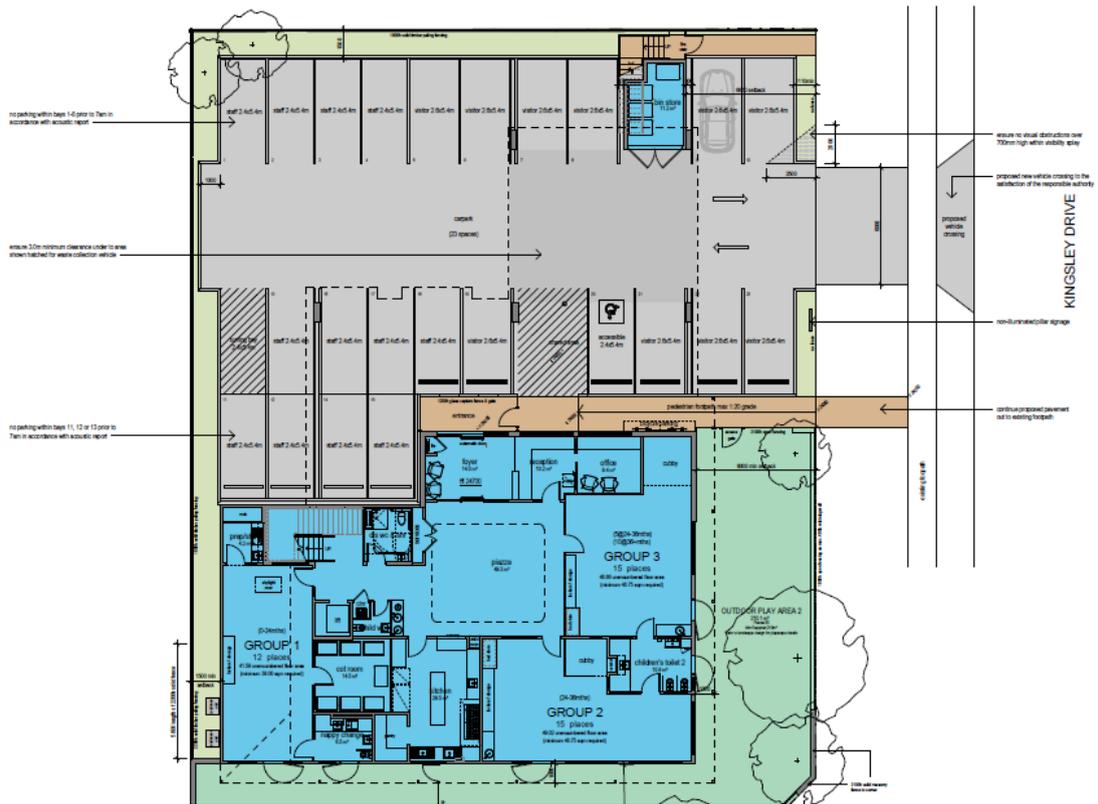


FIGURE 1: PARKING LAYOUT

NOISE MANAGEMENT

Any noise resulting from on-site activities are required to meet the requirements of the *Environmental Protection (Noise) Regulations 1997*. Operations on-site will be undertaken in such a manner as to comply with the above Regulations, as informed by the recommendations contained in the site-specific *Environmental Acoustic Assessment* prepared by *Herring Storer Acoustics* (dated May 2021), and any subsequent addendums.

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

INDOOR PLAY

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

OUTDOOR PLAY

- An Indoor/Outdoor program will be run from 9:30am-11:30am and 2pm – 4:30pm – Activities will be available in both spaces to allow children to choose if they would like to play inside or outside. During 11:30am-2pm Group Room 1,2, 3 and some of group room 4 will likely be inside for lunch and rest time;
- The behavior and 'style of play' of children will be monitored to prevent particularly loud activity (e.g., loud banging/crashing of objects, 'group' shouts/yelling);
- Soft finishes will be favoured to minimise impact noise (e.g., soft grass, sand pits, rubber mats) over timber or plastic;
- Preference for the use of soft balls and rubber wheeled toys;
- Crying children will be taken inside to be comforted;
- No amplified music being played outside;
- 2.2m tall solid fencing and/or balustrading being constructed and maintained along the externality of the outdoor play areas, in accordance with the parameters contained in Appendix G to enhance acoustic shielding; and
- Children aged 0-24 months (considered the quietest) group rooms have been located along the western boundary, and the kids 24-36 months, and 36 months plus (louder kids) group rooms have been located on the eastern and south-eastern boundaries fronting Kingsley Drive. These rooms have openings to the outdoor play areas, and as such staff will be encouraged to ensure children remain in the areas in close proximity to their rooms to avoid amenity impacts to adjoining residential properties.

MONITORING & MANAGEMENT

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

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

PROCEDURE & POLICIES TO MANAGE NOISE LEVELS

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

RESPONSIBILITIES OF STAFF

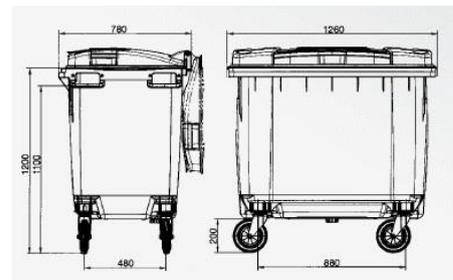
To help achieve the purpose of this OMP, staff will be responsible for the following:

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

WASTE MANAGEMENT

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

Waste will then be removed from the site via private collection involving the use of a 7.5m long rear loading waste vehicle (outside of peak periods) twice a week for general waste, and once a week for recycling in accordance with the standard operation to its similar sized centres. Centre staff and/or the waste contractor are responsible for maintaining the cleanliness of the bin area and for the movement of bins to and from the bin store on collection days.



LIGHTING

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

CONTACT DETAILS & COMPLAINTS PROCEDURE

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

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

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

FUTURE CHANGES & MODIFICATIONS

This OMP will be reviewed periodically by the operator.

PROPOSED CHILD CARE CENTRE

LOTS 667 (73) KINGSLEY DR & 666 (22) WOODFORD WELLS WAY, KINGSLEY

WASTE MANAGEMENT PLAN



Prepared by i3 consultants WA
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1 WASTE GENERATION

In the absence of specific waste generation data for Child Care Centres in the WALGA *Commercial and Industrial Waste Management Plan Guidelines* (1), waste generation has been determined using the *City of Melbourne's 2015 Waste Generation Rates* data (2) as this includes Child Care Centres and appears to be the most up-to-date data available in Australia. The rates and assessed waste generation for both general waste and co-mingled recyclable waste is shown in Table 1 below.

City of Melbourne Garbage Generation				
Land Use	Rate	Unit	litres/ week	
Child Care Centre	350 l per 100 m ² floor area/ week	635	2,221	

City of Melbourne Recycling Generation				
Land Use	Rate	Unit	litres/ week	
Child Care Centre	350 l per 100 m ² floor area/ week	635	2,221	

Table 1 – General and Recyclable waste generation

Child Care Centres can vary the mix between general and co-mingled recyclables through management and operational practices (e.g., use cloth nappies instead of disposable and encourage parents to provide food and snacks without packaging). The typical waste profile for a Child Care Centre is shown in Figure 1 below.

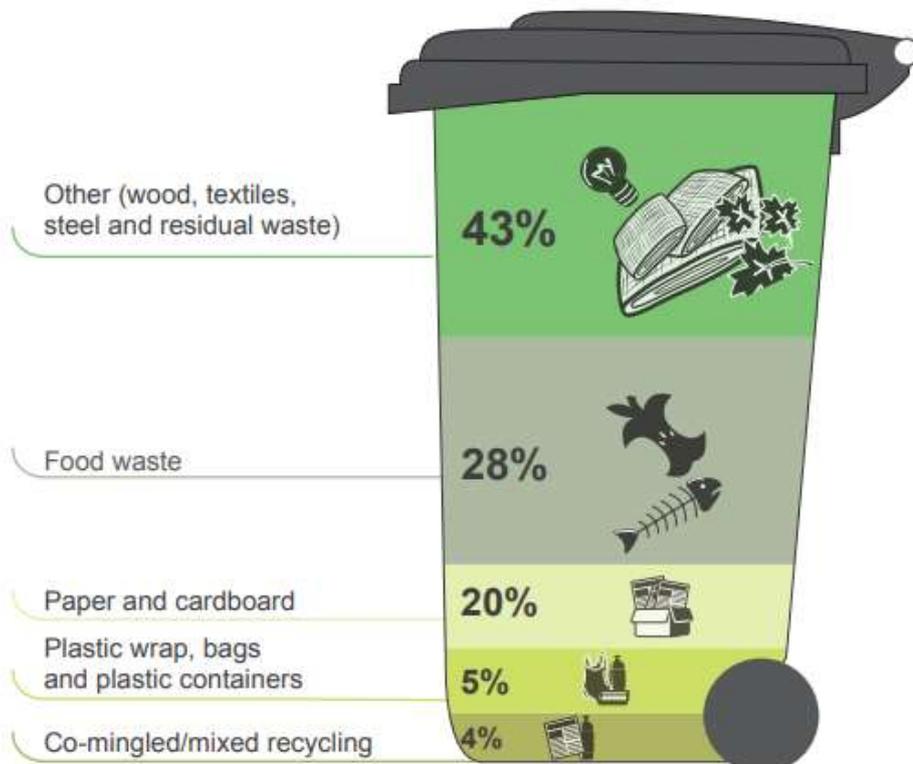


Figure 1 – Typical waste profile of a Child Care Centre (% weight of waste generated) NSW EPA (3)

2 GENERAL

It is proposed to demolish the existing single dwellings on each Lot and construct a compliant Child Care Centre for 82 children as shown in Table 2 below.

Room	Children	Nos	Required Educators	WA Educator-Child Ratios
1	Babies 0-24 months	12	3	0 to 2 yrs 1 to 4
2	Toddlers 24-36 months	15	3	2 to 3 yrs 1 to 5
3	Toddlers 24-36 months	5	1	2 to 3 yrs 1 to 5
	Pre-Kindy 36 months->	10	1	3+ yrs 1 to 10
4	Pre-Kindy 36 months->	20	2	3+ yrs 1 to 10
5	Pre-Kindy 36 months->	20	2	3+ yrs 1 to 10
TOTAL		82	12	

Table 2 – Child Care Centre Numbers and Staff

The assessed waste collection vehicle arrival and departure routes to the proposed development and the layout of the access and ground floor parking and waste bin areas is shown in Figure 2 below.

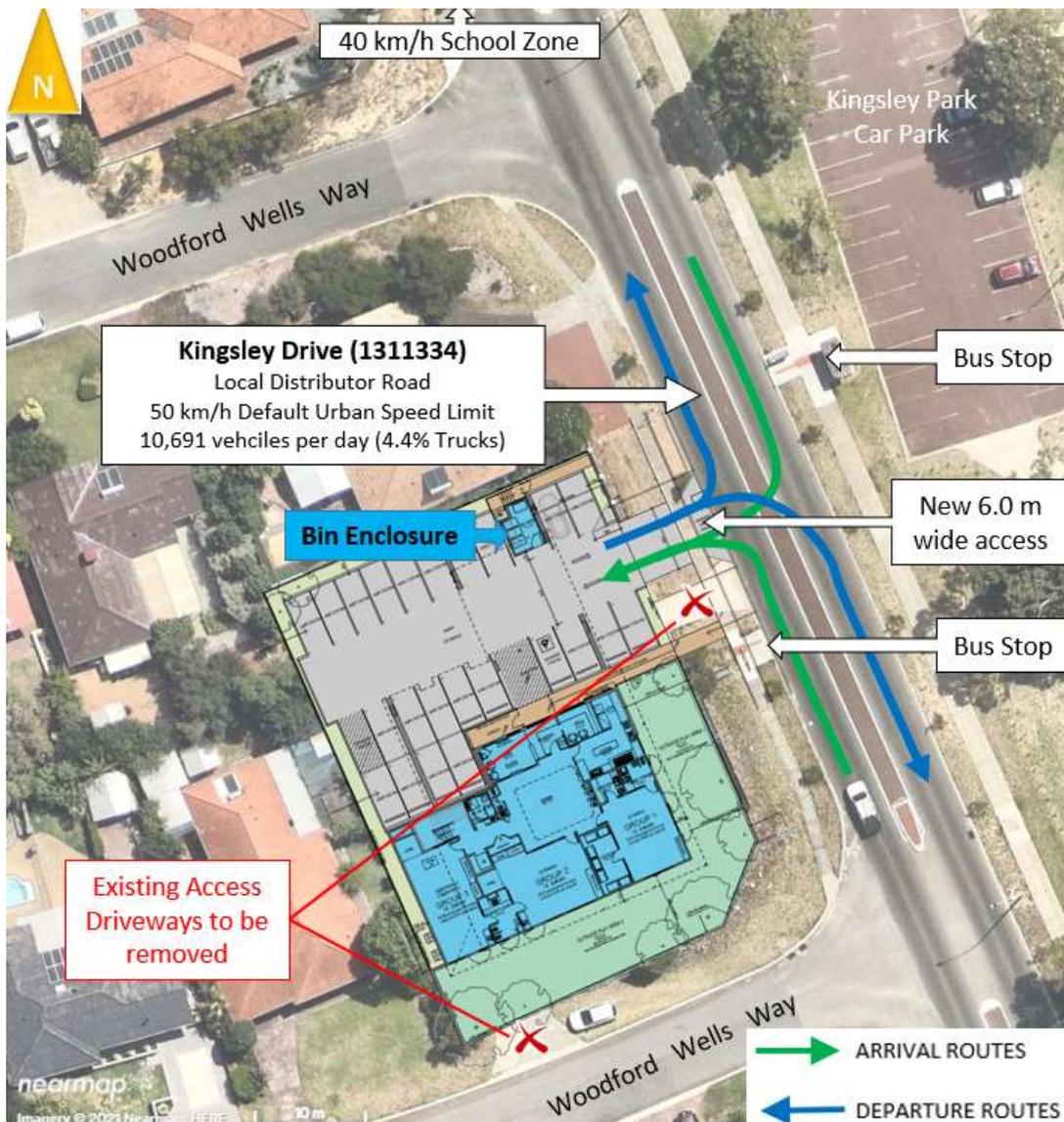


Figure 2 – Extract from Development Drawing: Ground Floor & Site

3 NUMBER AND TYPE OF BINS AND FREQUENCY OF COLLECTION

An assessment of the required number of MGBs for the quantity of waste assessed in Section 1, i.e., 2,202 litres per week general and 2,202 litres per week recyclable, has indicated that this will result in a requirement for 8 MGBs if collected weekly or 4 MGBs if collected twice a week (e.g., Tue & Fri) as shown in Table 3 below.

BIN SIZES AND NUMBERS REQUIRED (OPTION 1)											
Waste Type	Lt/ week	Freq/ wk	120	140	240	360	660	1100	1500	3000	4500
General	2,202	1	19	16	10	7	4	3	2	1	1
Recyclable	2,202	1	19	16	10	7	4	3	2	1	1
TOTAL			↑								

BIN SIZES AND NUMBERS REQUIRED (OPTION 2)											
Waste Type	Lt/ week	Freq/ wk	120	140	240	360	660	1100	1500	3000	4500
General	2,202	2	10	8	5	4	2	2	1	1	1
Recyclable	2,202	2	10	8	5	4	2	2	1	1	1
TOTAL			↑								

Table 3 – Determination of number of MGBs based on frequency of 1 or 2 collections per week

The dimensions of the 600L MGB is shown in Figure 3 below. The required storage and presentation areas for four 660L MGBs are assessed in Sections 5 and 6.



Figure 3 – Typical dimensions of a 660L MGB

4 FOOD WASTE

Due to the proposed kitchen and associated food preparation, it may be necessary to on very hot days or weekends to provide a freezer of sufficient size to allow food waste to be frozen between collection days.

The amount of food waste can be reduced using worm farms and/ or composting, a common feature of Child Care Centres as part of the reduce-reuse-recycle education initiative.

The City of Stirling provides waste reduction advice on its [website](#).

Further information regarding reducing waste is provided through attendance at a free [Earth Carers](#) course run by the Mindarie Regional Council.

5 SPACE FOR STORAGE AND PRESENTATION (SERVICING) OF BINS

The City of Joondalup's Health Local law 1999 requires commercial developments to provide a bin enclosure.

As indicated in Figure 3 in **Section 3**, the 600 L MGBs are approximately 1.26 m wide, 0.78 m deep and 1.3 m high.

The Development Drawing shows the provision of a Bin Store capable of accommodating four (4) x 600 L MGBs, as shown in the extract provided as Figure 4 below. Door/ gates comply with City of Joondalup requirement of an opening of at least 2.7 m with a preference for gates swinging outwards (4).

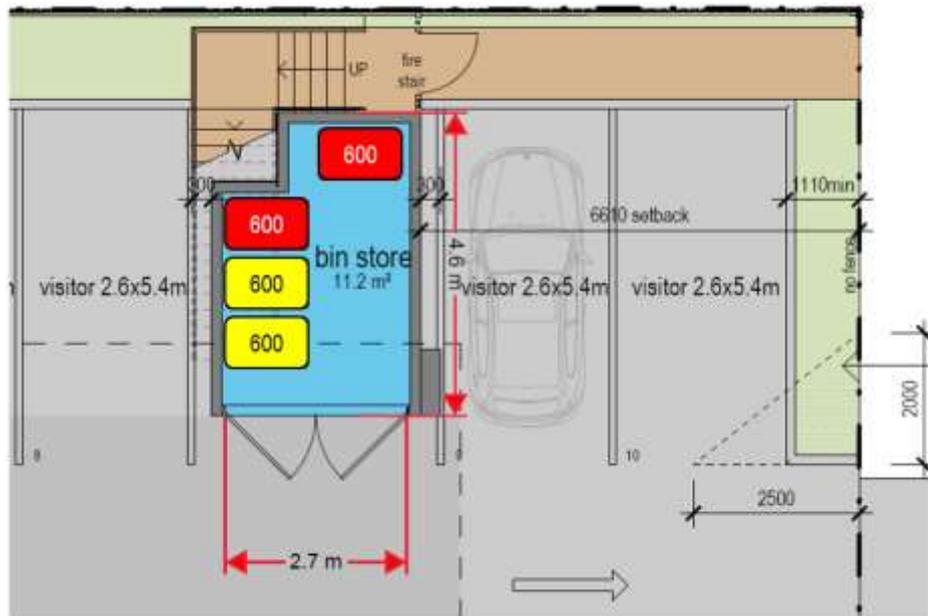


Figure 4 – Bin store showing four 660 litre MGBs

6 ACCESS

The applicant has indicated that waste and recyclable collection will be contracted to use a small Waste Collection Vehicle, similar to that approved by the City of Nedlands, as shown in an extract from its *Local Planning Policy - Waste Management* (5), provided as Figure 5 below. The City of Joondalup has proposals to develop similar guidance and procedures in its *Waste Management Plan 2016-2021* (6) but has not published this to date.

(a) Standard Truck Dimensions

Parameter	Vehicle Dimension (m)
Overall length	8.5
Overall width	3.0
Overall height (travel)	3.5
Height when lifting bins	3.8

(b) Smaller Truck Dimensions

Parameter	Vehicle Dimension (m)
Overall length	7.5
Overall width	3.0
Overall height (travel)	2.8
Height when lifting bins	2.8

Note: Small waste truck specifications are based on approximately 3 tonne truck. WMP requires to demonstrate all waste streams (Waste and Recycling) collection can service the development in one single collection. This vehicle can service bins only ranging from 120L -660L.

Figure 5 – Typical dimensions of rear loading waste collection vehicles

The 600 L MGBs will be manoeuvred between the bin store and the car park by the operator on collection days. The waste collection vehicle will enter the car park in a forward direction, turn around within the empty carpark at the far end, and reverse towards the bin store to service the bins and then exit the car park in a forward direction, as shown in Figure 7 on the following page.

Note that the closest Design Vehicle to the specified vehicle is the '8M-TRUCK', as shown in Figure 6 below.



Figure 6 – 8M TRUCK Design Vehicle Criteria



Figure 7 – Swept Path of the 8M TRUCK Design Vehicle – Forward IN and Forward OUT

Figure 7 indicates that the waste collection vehicle is required to perform a reversing movement prior to aligning its rear with the bin store. This reversing movement can be performed within the site by driving towards the rear of the car park and reversing into vacant parking bays to the north and then driving forward to stop just east of the bin enclosure for servicing prior to leaving the site in a forward direction, as is required.

7 WASTE FACILITIES, MANAGEMENT & OPERATION

MANOEUVERING MGBS

The development has been designed to ensure that MGBs are not required to be moved up or down steep ramps (i.e., > 1 in 14) and avoid steps and other hazards.

WASHING BINS AND WASTE STORAGE AREA

Impermeable concrete floors (min 100 mm thick 20 MPa) graded at 1% to an industrial floor waste (including a charged 'water-trap' connected to sewer or an approved septic system), with a hose cock to enable bins and the enclosure to be washed out. 100 mm floor waste gully to waste outlet. Both hot and cold water will be available. A two metre long restraining bar made of 50 mm galvanised iron pipe (or similar) which stands 200 mm above the base will be fitted to the floor of the enclosure 150 mm clear of the rear wall.

BIN STORE WALLS AND CEILINGS

All internal walls in bin stores will be cement rendered (solid and impervious) to enable easy cleaning. Ceilings will be finished with a smooth faced, non-absorbent material capable of being easily cleaned. Walls and ceilings will be finished in similar materials to the main building.

VENTILATION AND ODOUR

The design of bin stores will provide for adequate separate ventilation with a system that complies with Australian Standard *AS/ NZS 1668*. The ventilation outlet is not near windows or intake vents associated with other ventilation systems.

DOORS

All doors and corridors on the transfer route are designed for the largest, i.e., 660 L, MGBs and will be self-closing to eliminate access by vermin.

LIGHTING

Bin stores will be provided with artificial lighting, sensor or switch controlled both internal/ external.

NOISE

Noise is to be minimised to prevent disruption to occupants or neighbours.

FULLY ENCLOSED

The bin stores will be fully enclosed and only be accessible by staff and the waste service provider.

AESTHETICS

The bin store will be consistent with the overall aesthetics of the development.

SIGNS

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

8 BIN MANAGEMENT

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

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

9 BIN PRESENTATION AND COLLECTION

Collection of bins will be as per the following arrangements:

- Onsite waste collection will be undertaken by a private contractor using a maximum 7.5 m long truck.
- The vehicle will enter from Kingsley Dr, drive past the bin store area, perform a three-point-turn in the parking area, drive forward and service the bins from within the car park and then exit via Kingsley Dr, as shown in Figure 7 on page 8.
- A swept path assessment has been conducted for a larger 8.0 m Waste Collection vehicle (Figure 7 on page 8). The analysis indicate that the vehicle would be able to perform the required manoeuvre adequately.
- Waste collection will occur outside the drop-off/pick-up times when only staff cars are parked, or alternatively will be undertaken outside of business hours.
- Unless otherwise negotiated, the bins will be retrieved from the bin store by the collection vehicle operators, emptied and then returned to the store.

10 FINDINGS AND RECOMMENDATIONS

This Waste Management Plan has determined there is a need for four 660L MGB's to be provided (2 x general waste and 2 x recyclables) and that these require servicing twice a week.

It is recommended that a freezer of sufficient size is included in the kitchen to allow for food waste to be frozen between collection days during hot periods.

This waste management plan is based on 50% general waste/ 50% recyclable waste generation. It is recommended that opportunities to reduce the amount of general waste are perused through the resources described in **Section 4**.

David Wilkins

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Accredited Senior Road Safety Auditor - Crash Investigation Team Leader - Roadworks Traffic Manager

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REFERENCES

1. **The Western Australian Local Government Association.** *Commercial and Industrial Waste Management Plan Guidelines*. Perth : The Western Australian Local Government Association, 2015. p. 57. A resource for Western Australian Local Government, developers, building managers and business owners..
2. **City of Melbourne.** Waste Generation Rates. *City of Melbourne*. [Online] January 2015. <https://www.melbourne.vic.gov.au/SiteCollectionDocuments/waste-generation-rates-jan-2015.pdf>.
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4. **City of Joondalup.** Commercial bin enclosure. *City of Joondalup*. [Online] City of Joondalup. <https://www.joondalup.wa.gov.au/kb/resident/commercial-bin-enclosure>.
5. **City of Nedlands.** *Local Planning Policy - Waste Management*. City of Nedlands. Nedlands : City of Nedlands, 17 Apr 2020. p. 16, Local Planning Policy.
6. **City of Joondalup.** *Waste Management Plan 2016 - 2021*. Joondalup : City of Joondalup, Feb 2016. p. 76.

3.4 SPP 7.0 – Design Statement

Context and Character

The proposed design deliberately seeks to complement the existing suburban character of the area. In summary the following points are noted regarding the proposed child centres design:

- ☐ The design incorporates a basement style car park, with a portion of an outdoor play area bridging over the top (partly over the top) at a level that allows for proposed vegetation within the front setback and the adjoining Kingsley Drive verge;
- ☐ Stepping the building back (recessed first floor) into the central part of the building is done so to mimic the height and scale that would apply to double-storey residential redevelopment and therefore blend the proposed child care centre in with its surrounding context;
- ☐ Limiting vehicular access to a new consolidated crossover from Kingsley Drive, and the use of high-quality open style fencing along the outdoor play spaces with extensive landscaping that complement the established character of the area; and
- ☐ Using of a range of complimentary light building materials commonly used on new houses in the locality, punctuated by splashes of colour that create an attractive feature and reinforce peoples intuitive understanding of the building's intended use. These finishes include, express joint cladding to proposed balustrades, paint finish vertical cladding as well as texture paint lightweight walls which are articulated by both step in and pitched Colorbond roof between.

Landscape Quality

A landscaped edge is proposed to both surrounding streets, that in combination with the replanting of an existing street tree on Kingsley Drive, ensures an attractive landscaped setting will be achieved.

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

Built Form and Scale

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

Functionality and Build Quality

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

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

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

Sustainability

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

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



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

Amenity

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

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

The proposed tree plantings within the outdoor play areas which are supplemented by proposed landscaping are anticipated to shade hard surfaces of the site helping to reduce the surrounding urban heat island effect. This is likely to improve amenity for children utilising this space and reduce UV ray impacts.

Legibility

The primary building entrance mid-way along the Kingsley Drive frontage is clearly visible and readily identifiable, with a number of building elements, such as the covered entry portico, and glass capture glass fence and gate acting as visual cues to assist wayfinding.

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

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

Safety

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

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

Community

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

Aesthetics

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

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

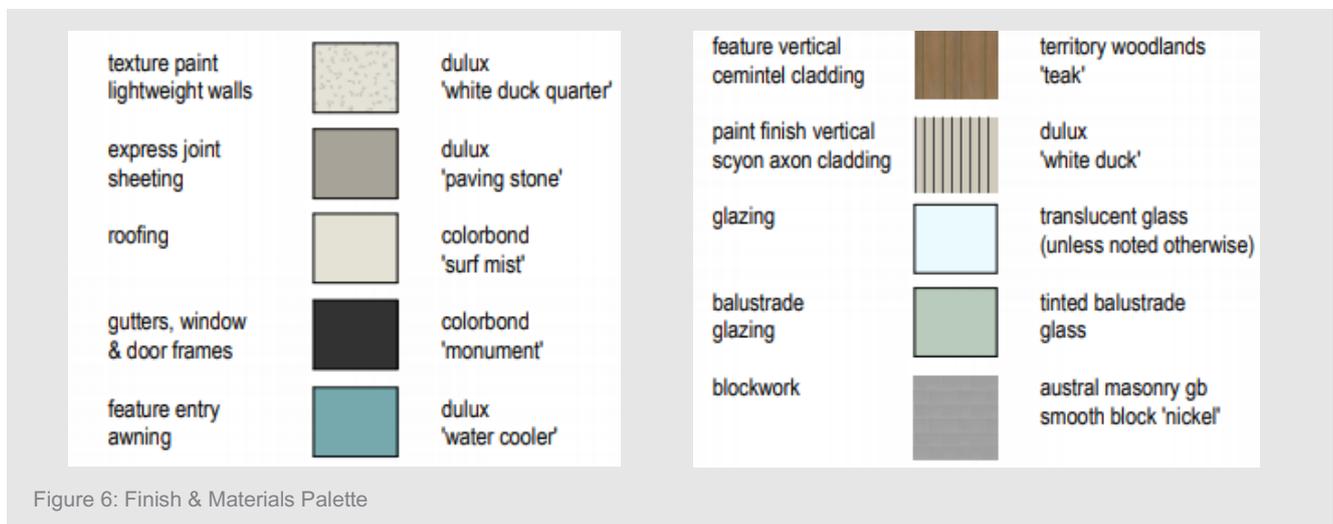


Figure 6: Finish & Materials Palette