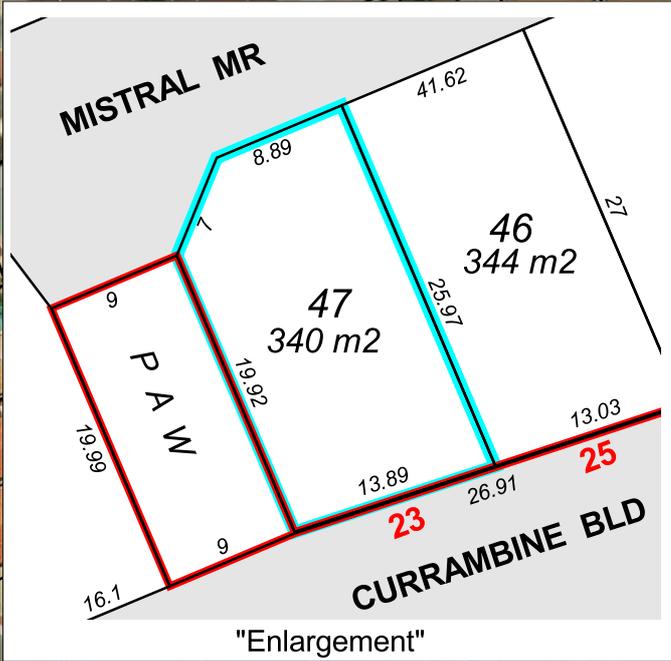


Subject Site
 Lot 47 Plan 20406
 23 Currambine Boulevard, Currambine





PAGE:

1

OF 4

DATE:

October.
2020

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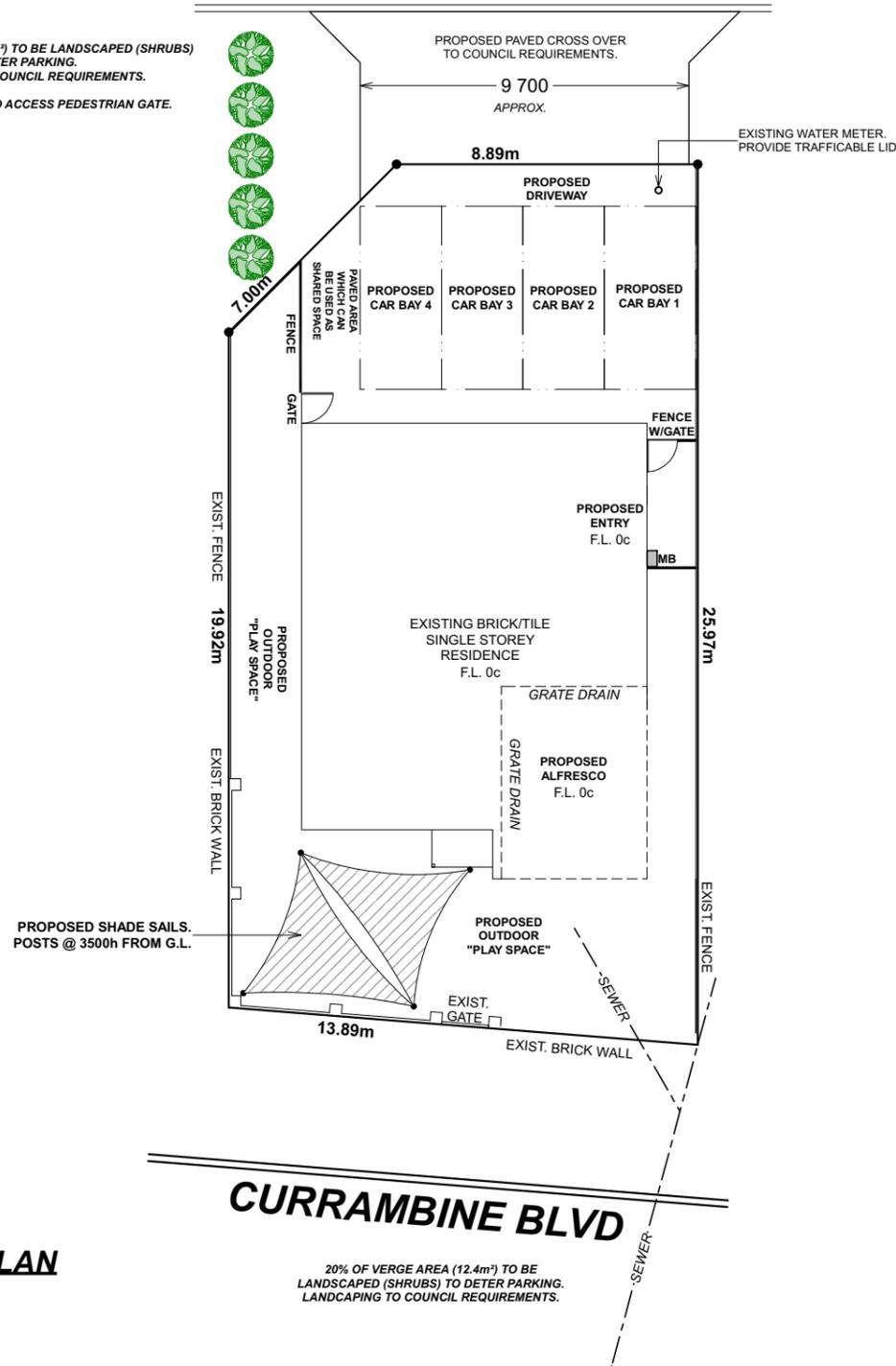
AS NOTED

**PROPOSED ALTERATIONS FOR:
O'NEILL RESIDENCE.
LOT 47 #23 CURRAMBINE BOULEVARD,
CURRAMBINE. W.A**

**NOTE:
-DO NOT SCALE OFF DRAWINGS.
-SITE CHECK ALL MEASUREMENTS
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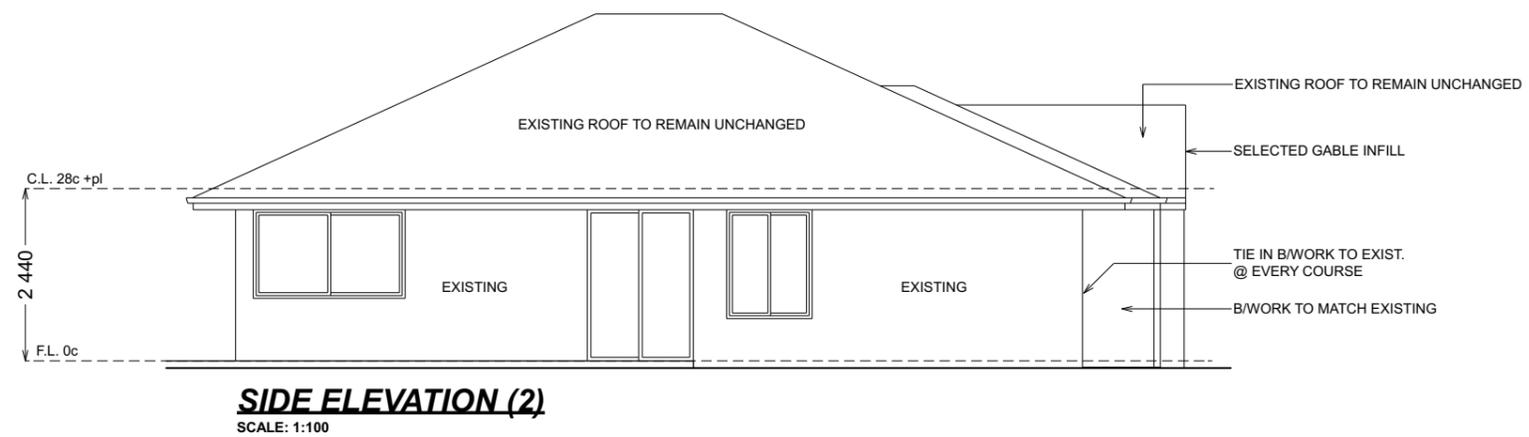
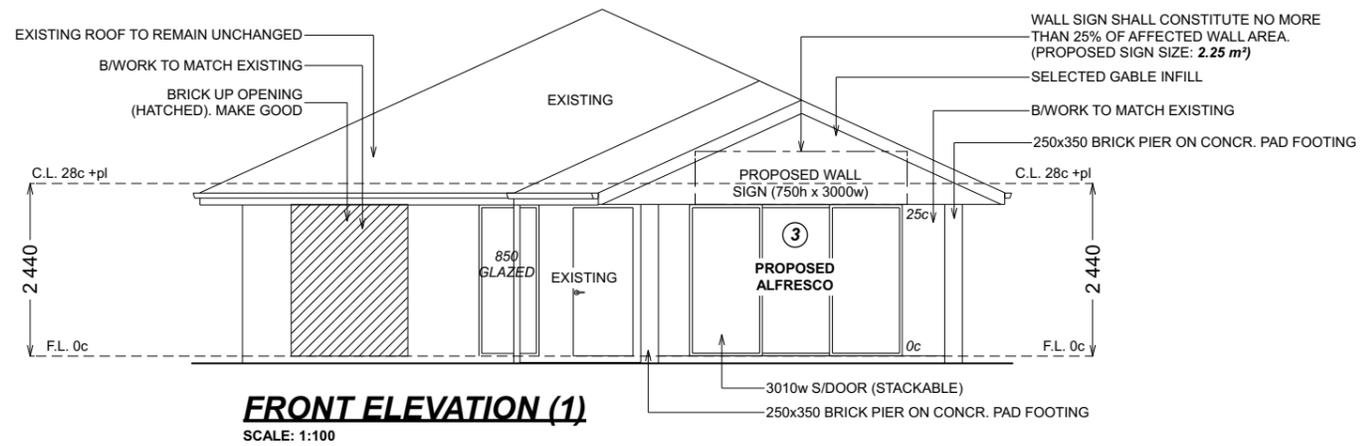
MISTRAL MEANDER

20% OF VERGE AREA (2.4m²) TO BE LANDSCAPED (SHRUBS) TO DETER PARKING.
LANDSCAPING TO COUNCIL REQUIREMENTS.
PROVIDE FOOTPATH TO ACCESS PEDESTRIAN GATE.



CURRAMBINE BLVD

20% OF VERGE AREA (12.4m²) TO BE LANDSCAPED (SHRUBS) TO DETER PARKING.
LANDSCAPING TO COUNCIL REQUIREMENTS.



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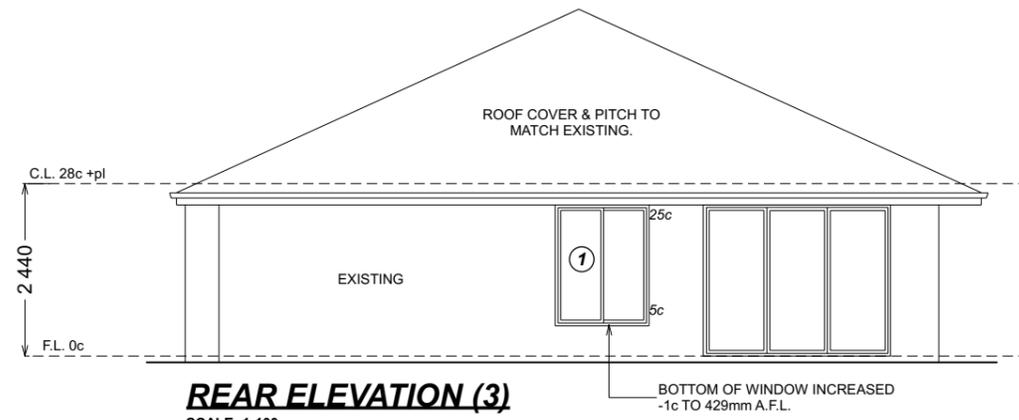
October.
2020

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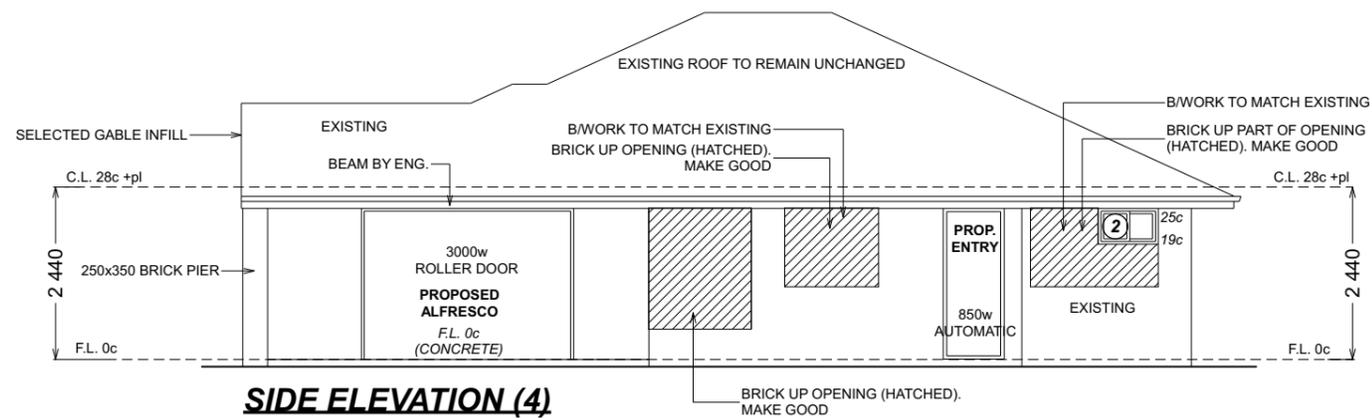
PROPOSED ALTERATIONS FOR:
O'NEIL RESIDENCE.
LOT 47 #23 CURRAMBINE BOULEVARD,
CURRAMBINE. W.A

NOTE:
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REAR ELEVATION (3)

SCALE: 1:100



SIDE ELEVATION (4)

SCALE: 1:100

PROPOSED ALTERATIONS FOR:
O'NEIL RESIDENCE.
LOT 47 #23 CURRAMBINE BOULEVARD,
CURRAMBINE. W.A

NOTE:
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5 October 2020

Aaron Lohman
Principal - Planning
Level 18, 191 St Georges Tce
PERTH WA 6000

Via email: aaron.lohman@elementwa.com.au

Dear Mr Lohman

**Reconsideration submission for proposed child care premises at
No. 23 (Lot 47) Currambine Boulevard, Currambine - O'Neill v
City of Joondalup, DR 143/2020**

Background

1. Further to the orders made by the Tribunal on 11 September 2020, this submission and attachments forms the basis of information the Council has been invited to reconsider at its November Council meeting.
2. This submission includes many important revisions and updates to the proposed child care premises ('proposal') at No.23 (Lot 47) Currambine Boulevard, Currambine ('the site'), some of which were discussed in the mediation but were not formally put to the Respondent. In summary, they are:
 - i) Revisions to the staff parking arrangements (no longer full-time staff parking on-site);
 - ii) Revisions to customers parking arrangements on site (increased from 3 to 4 bays on-site), and,
 - iii) The development being proposed for a time-limited period only.

3. In all other respects, the proposal remains identical to that determined by the Council at its ordinary Council meeting of 23 June 2020 insofar as:
 - It is premised on the conversion of an existing single dwelling;
 - It will accommodate a maximum of 20 children, 2 full-time staff and 1 part-time staff member; and,
 - Hours of operation are proposed to be Monday to Friday (7:00am – 6:00pm).

Updated Site Plan

4. Vehicular and pedestrian access to the site is proposed to be retained via Mistral Meander. Based on the investigations and advice of Cardno traffic engineering and road safety consultants, the existing crossover can be increased from 5.5 to 9.7 metres and a total of 4 on-site car parking bays accommodated on-site (see updated proposal plans at **Attachment A**).
5. All vehicles will be able to enter the site in forward gear and exist the site in reverse gear.
6. Provision of the fourth bay has been achieved through the modification of the northern outdoor play space. Furthermore, on-site parking will now only be provided for customers not full-time staff, and this will be discussed further under the Parking Management Plan section.
7. In addition to the above, a bicycle rack with for a least 5 bicycles is proposed which can be accommodated in the shared parking space adjacent to the parking bays. Notwithstanding that the *City of Joondalup Child Care Premises Local Planning Policy* ('LPP') only makes provision for bicycle parking where a premise has at least 8 employees¹, the Applicant is of the view that the small, local nature of proposal (as opposed to a larger scaled facility with a greater hinterland), is more likely to attract families within a 400-800 metres radius whereby older children with their parents or guardians have a higher probability of walking and/or cycling to the proposed child care premises.

¹ See clause 5.2.3.

Updated Parking Management Plan

8. Cardno Consultants have been commissioned to prepare a parking management plan ('PMP') to update and augment the investigations previously carried out by Flyt consultants (see Parking Management Plan at **Attachment B**).
9. The important aspects of the PMP are as follows:
 - There is generous off-site parking available in proximity to the site at Mistral Meander, Currambine Boulevard and Doncaster Square.
 - The full-time staff will either use public transport or off-site parking nearby. Only the part-time staff member will park on-site during the lunch period which is outside of peak drop-off and pick-up times.
 - The proposed arrangement of 4 bays is both safe and practical having regard to the scale of proposal and the locational context of the site.
 - Waste generation from the proposal is consistent with the existing residential scale of development and therefore waste collection can remain as is.

Time-limited approval

10. The minutes of the Council meeting of 23 June 2020 stated that *"The City has queried what the applicant intends to do at the end of the exemption period, however no insight or explanation has been provided"*.
11. The most significant aspect of the revisions for Council's reconsideration is that the proposal will be time-limited for a period of three (3) years from the date of any approval. More specifically, at the conclusion of the approval period and in the absence of any subsequent approvals, there will be an onus on the applicant to cease of operations and reinstate the function of the building to that of a single dwelling.
12. One of the unique aspects of this proposal is that due its minor scale, it can be converted back to a dwelling with the similar ease.

13. Importantly for Council, any perceived impact during its period of operation will only be temporary and accordingly, the proposal will not prejudice future planning or amenity.
14. Another advantage of a time limited approval is that it will align broadly with the current temporary exemptions to parking requirements under Clause 78H Ministerial Notice of Exemptions to Planning Requirements ('the Notice') to the *Planning and Development (Local Planning Schemes) Regulations 2015* issued by the Minister on 8 April 2020.
15. It is acknowledged that the LPP requires child care centres accommodating up to 25 children to provide 5 parking bays for drop-off/pick-up and 1 bay per staff member. This would result in a total of 7 bays and therefore there is a shortfall of 3 bays.
16. The current exemption at Schedule 5.1 of the Notice allows for a shortfall of up to 10 bays and this is currently valid until 1 May 2023. This 2023 date is merely a 'line in the sand' that was determined by the Minister as being appropriate for the post-Covid recovery of the economy. It is submitted that a time limited approval period which potentially extends 6 or so months beyond this timeframe² will not be prejudicial as, in more practical terms, the shortfall should be supported (notwithstanding the current exemption) given that:
 - i) The proposal is smaller than the minimum centre size contemplated by the LPP (25 children). In applying the same ratio as per the 25-children minimum, there should be 1 bay for every 5 children (a total of 4 bays) which are provided with the current proposal.
 - ii) Staff are no longer parking on-site (except for the part-time member during lunch hours) except outside peak hours.
 - iii) The new parking management regime will ensure that children are allocated to regular drop-off and pick-up 'time windows' which can be managed by the operator to avoid any congestion.

² It should also be noted that following the granting of any approval, there is likely to be 6 months or so of 'setting up time' before the child care premises becomes operational, particularly for the removal of the roof structure over the existing carport which is otherwise the only substantial modification to the building.

- iv) The small scale of facility which will service the local community and small hinterland of customers is more likely to attract those that can walk or cycle to the site.
17. Having regard to all the above, the parking provision for the operation of a time-limited child care premises will be adequate both in a statutory sense and more importantly, in day-to-day practical terms given the 4 on-site parking bays and the management regime proposed.

Bushfire Management and Emergency Access

18. The only issue that has been raised in discussion with the City's officers (on the advice of DFES) in terms of conformance with *State Planning Policy 3.7 Planning in Bushfire Prone Areas* and the associated Guidelines relates to the provision of a cul-de-sac of suitable dimensions (on Mistral Meander). Acceptable Solution 3.3 of the Appendices to the Guidelines sets the acceptable specifications for a cul-de-sac (17.5m diameter).
19. The Applicant contends that the proposal is capable of meeting the requirements of the Guidelines by upgrading the adjacent Pedestrian Access Way ('PAW') and formalising its use as an Emergency Access Way.
20. However, the City's officers have advised that management of the PAW does not rest with the local government but rather, the State. Enquiries have subsequently been made with the Land Management Team of the Department of Planning Land & Heritage who have requested that a formal 'Crown Land Enquiry' be undertaken. This is currently being prepared and the Applicant is committed to following through with this option as the solution may ultimately be no more complex than the installation of retractable bollards for an emergency vehicle to gain access. This would potentially be of benefit not only to the proposed development but in fact, for all properties that have access to Mistral Meander.
21. Notwithstanding the Applicant's commitment to follow through with this option (which may take some months to definitively resolve), it is submitted that this is not critical to the positive determination of the application given;
- i) As originally identified by Flyt consultants, Cardno have reaffirmed that there is adequate maneuvering for an emergency vehicle to exit out of Mistral Meander

by undertaking a 3-point turn in the event of an emergency; but more importantly,

- ii) Mistral Meander is not the only opportunity for emergency vehicle access to the site which has dual road frontage with Currambine Boulevard. It could not be argued that the site is potentially (or dangerously) isolated and land-locked simply due the cul-de-sac specifications for Mistral Meander.
22. It is submitted that point ii) is significant and cannot be overstated. The Bushfire Emergency Evacuation Plan at Appendix 4 of the BMP verifies that the evacuation point is ultimately outside the dwelling on Currambine Boulevard, adjacent to the PAW. This point can be accessed direct from the Currambine Boulevard elevation of the dwelling, if required in an emergency.
 23. To that extent, the Applicant considers the Performance Principle of Element 3: Vehicular Access (P3) of the Guidelines can be satisfied considering the dual access to the site. Importantly, however, there is no quantifiable safety risk directly associated with the dimensions of the Mistral Meander cul-de-sac head; the argument is merely academic.
 24. Ultimately, the undeveloped land to the north which contains the vegetation which currently provides the site with a rating of BAL-19, is likely to be developed at some point in the future. This may remove the site from any future revisions to bushfire prone mapping. Although this may well occur at point beyond the time-limited operation of the child care premises, it serves to further the notion that any perceived hazard will not be permanent in any way.

Response to Reasons for Refusal

25. In response to the 2 reasons for refusal given by Council with the June determination of the proposal, the Applicant submits the following in light of the revisions made to the proposal and the additional information provided.
 1. ***In accordance with Clause 67 (j) of the Planning and Development (Local Planning Schemes) Regulations 2015, the development is not compatible with the objectives of the Residential zone under Local Planning Scheme No. 3 and the Child Care Premises Local Planning Policy as:***

1.1. The non-residential use is not compatible with and complementary to the existing residential development and will have an adverse impact on the amenity of the surrounding residential development due to traffic and car parking.

26. The relevant objective of the Residential Zone in this case is to:

“Provide for a range of non-residential uses, which are compatible with and complimentary to residential development.”

27. In addition to the above, the objectives of the LPP are stated as follows:

- *To provide development standards for the location, siting and design of child care premises.*
- *To ensure that child care premises do not have an adverse impact on the amenity of surrounding areas, particularly residential areas.*

28. The Applicant considers the proposed Child Care Premises is consistent with the relevant objective of the Residential zone and the objectives of the LPP, on the following grounds:

- The site has a residential density coding of R80, where a more intensive form of development could be contemplated, including non-residential land uses permissible in the residential zone. This is not directly comparable to the amenity expectations for a low-density residential area (zoned R20 for example);
- Future amenity is likely to be more greatly impacted by the development of the vacant R80 residential land to the north of Mistral Meander.
- The child care premises is very small in scale and temporary, only seeking to accommodate a maximum of 20 children, with 2 full time staff members for a period of 3 years.
- The operation will be limited to Monday to Friday between 7.00am and to 6.00pm.

- The proposal is for a change of use, the built form of the development will remain residential in character.
 - The site directly adjoins only one single residential property on its eastern boundary. An undeveloped R80 site is located to the north, the PAW is located directly to the west and the site directly fronts an area public open space to the south across Currambine Boulevard.
 - The Respondent has accepted the supporting acoustic assessment submitted as part of the Application, which demonstrated compliance with the *Environmental Protection (Noise) Regulations 1997*.
 - The Application was subject to a period of public consultation, in which only 2 objections to the proposal were received. The directly adjoining landowner (and arguably the most effected) supports the proposal.
 - The Applicant provided a Traffic Report in support of the proposal which has now been augmented by a Parking Management Plan prepared by Cardno. The number of vehicle trips generated by the proposed use are capable of being accommodated by the existing local road network and the 4 car parking bays on-site can be managed appropriately for the use of parents/guardians.
 - Any calculated shortfall of parking is subject to the temporary exemptions provided for by Clause 78H Ministerial Notice of Exemptions to Planning Requirements which are currently scheduled to remain applicable throughout most of the proposed 3-year term of the development.
29. Refusals of child care proposals due to concerns with the compatibility with the residential neighbourhood in which they are located are not uncommon. Specifically, objections are often raised in respect to traffic and noise amenity impacts. Under review, many of these proposals are often conditionally approved; see for example *Mackenzie and City of Stirling* [2015] WASAT 144 and *Ienco and City of Melville* [2007] WASAT 56. What is also notable about *Mackenzie* and other similar reviews is that non-compliance with some aspects of a local policy should not, of itself, be seen as cause to refuse a particular application if the objectives of that particular policy can still be met.

- 2. In accordance with 67 (q) of the Planning and Development (Local Planning Schemes) Regulations 2015, the proposed development is not considered to meet State Planning Policy 3.7 Planning in Bushfire Prone Areas as:**
- 2.1. Mistral Meander is not constructed to the standards required under the Guidelines for Planning in Bushfire Prone Areas to support the intensification of the land use.**
30. As noted, the Bushfire Management and Emergency Access section of this report, this is not an insurmountable issue as recently acknowledged by the City's officers in discussions since the last decision of Council in June of this year.
31. In summary, the cul-de-sac dimensions of Mistral Meander should not be fatal to the consideration of the application for the following reasons:
- The Applicant is committed to continuing dialogue with the State in regard to the upgrading the adjacent PAW and formalisation of its use as an Emergency Access Way.
 - 2 sets of traffic consultants have now confirmed that that there is adequate maneuvering for an emergency vehicle to exit out of Mistral Meander by undertaking a 3-point turn in the event of an emergency.
 - The ultimate development of the vacant land to the north of site in the future will eliminate the bushfire risk.
 - Importantly, Mistral Meander is not the only opportunity for emergency vehicle access to the site which has dual road frontage with Currambine Boulevard.
32. The applicant submits that the last point is significant; there is no quantifiable safety risk directly associated with the location of the site in terms of accessibility and the requirement under the relevant Acceptable Solution of the Guidelines is merely academic.
33. In the recent decision of the Tribunal in *Bunnings Group Limited and Presiding Member of the Metro North West Joint Development Assessment Panel* [2019] WASAT 121, the Tribunal accepted the extension of a commercial development located within a Flame

Zone and A BAL 40 designation and accepted that there was cause for departure of the applicable Guidelines. Guidelines, even when appended to State Planning Policy which must be given due regard, are not be inflexibility applied when relevant policy objectives can be met.

Conclusion

34. The Applicant has revised the proposal so that it will now be time-limited to a period of 3 years from the time of any approval. This is an important concession for a proposal which is of a minor scale and therefore, creates the opportunity for the development to be proposed on this basis.
35. In following the same spirit of the current Clause 78H Ministerial Notice of Exemptions to Planning Requirements which facilitate development and essential services in uncertain times, the Applicant respectfully requests that Applicant be given the opportunity to operate a small, locally based child care premises for a limited time only. In its current form, it will not prejudice future planning or the amenity of the locality and should therefore be approved with reasonable and appropriate conditions.

Yours sincerely,

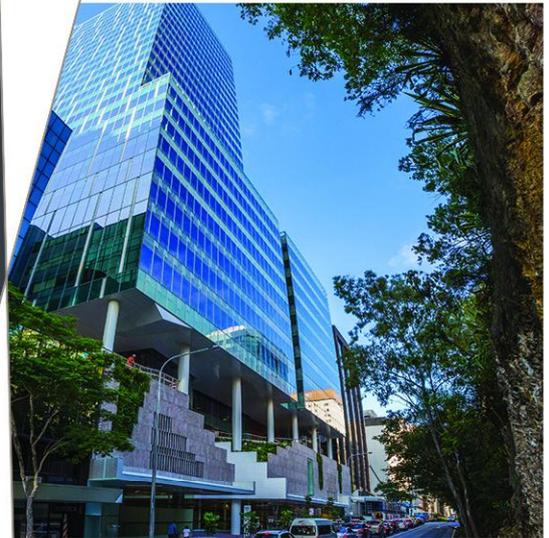


Joe Algeri – Director

Parking Management Plan

Lot 47 (No. 23) Currambine
Boulevard, Currambine

CW1143200



Prepared for
Quest Early Learning Pty Ltd

5 October 2020

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1 Introduction

Cardno was commissioned by Quest Early Learning Pty Ltd to prepare a Parking Management Plan (PMP) to document the parking provision and operation of the proposed Child Care Centre, located at No. 23 Currambine Boulevard, Currambine (“the Site”).

2 Background

2.1 Site Context

The Site is located at No. 23 Currambine Boulevard as shown below in **Figure 2-1**, bounded by Currambine Boulevard to the south, Mistral Meander to the north, a Pedestrian Access Way to the west and surrounded by existing residential dwellings to the east.

Figure 2-1 Site Location



Source: Nearmap 2020

2.2 Proposed Development

The proposed development is a Child Care Centre, accommodating up to 20 children, 2 full-time staff and 1 part-time staff member.

The proposed Child Care Centre will make use of an existing residential dwelling which fronts Currambine Boulevard and has vehicle access via Mistral Meander to the rear.

2.3 Hours of Operation

The Child Care Centre is proposed to operate during the following:

- > Monday to Friday (7:00AM – 6:00PM).

The centre will be closed over weekends and public holidays.

2.4 Staffing

The Child Care Centre is proposed to have the following staff:

- > Two (2) full-time staff employees; and
- > One (1) casual employee.

Importantly, the one casual employee will work between 12:00PM and 2:00PM Monday to Friday to cover staff lunch breaks.

Figure 2-2 Existing Site (Front)



Figure 2-3 Existing Site (Rear)



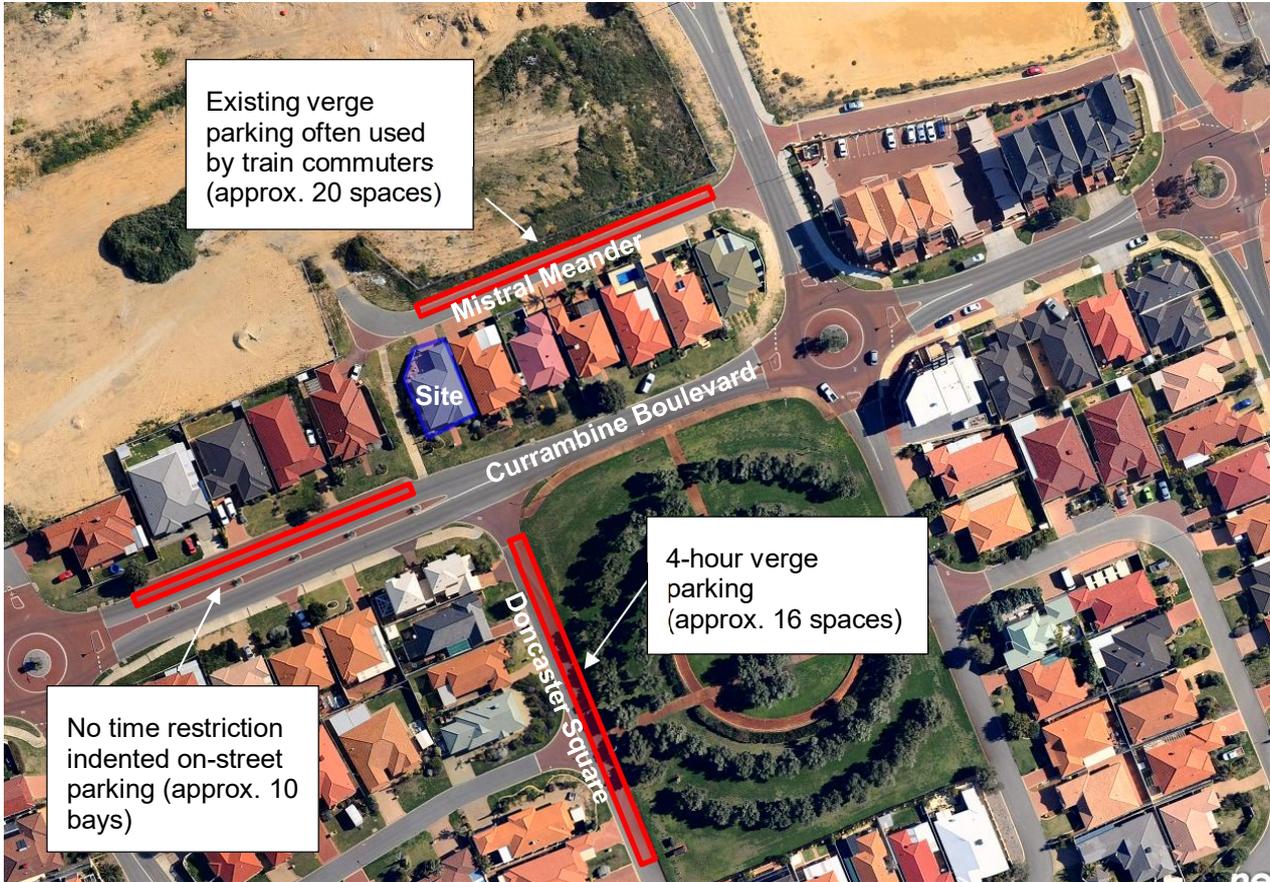
2.5 Existing Public Transport Facilities

The nearest bus stop is located approximately 180 metres east of the Site. The bus stop is currently serviced by route 904. Currambine Train Station is located approximately 600 metres from the Site and 370 meters via direct walking path. The Site is surrounded by good public transport facilities.

2.6 Existing On-Street Parking

Ample on-street parking is provided within a comfortable walking distance from the Site, no further than approximately 150 metres. The locations of the on-street parking are shown in **Figure 2-4**.

Figure 2-4 Existing On-street Parking Bays in the Vicinity of the Site



Source: Nearmap 2020

3 Access and Parking

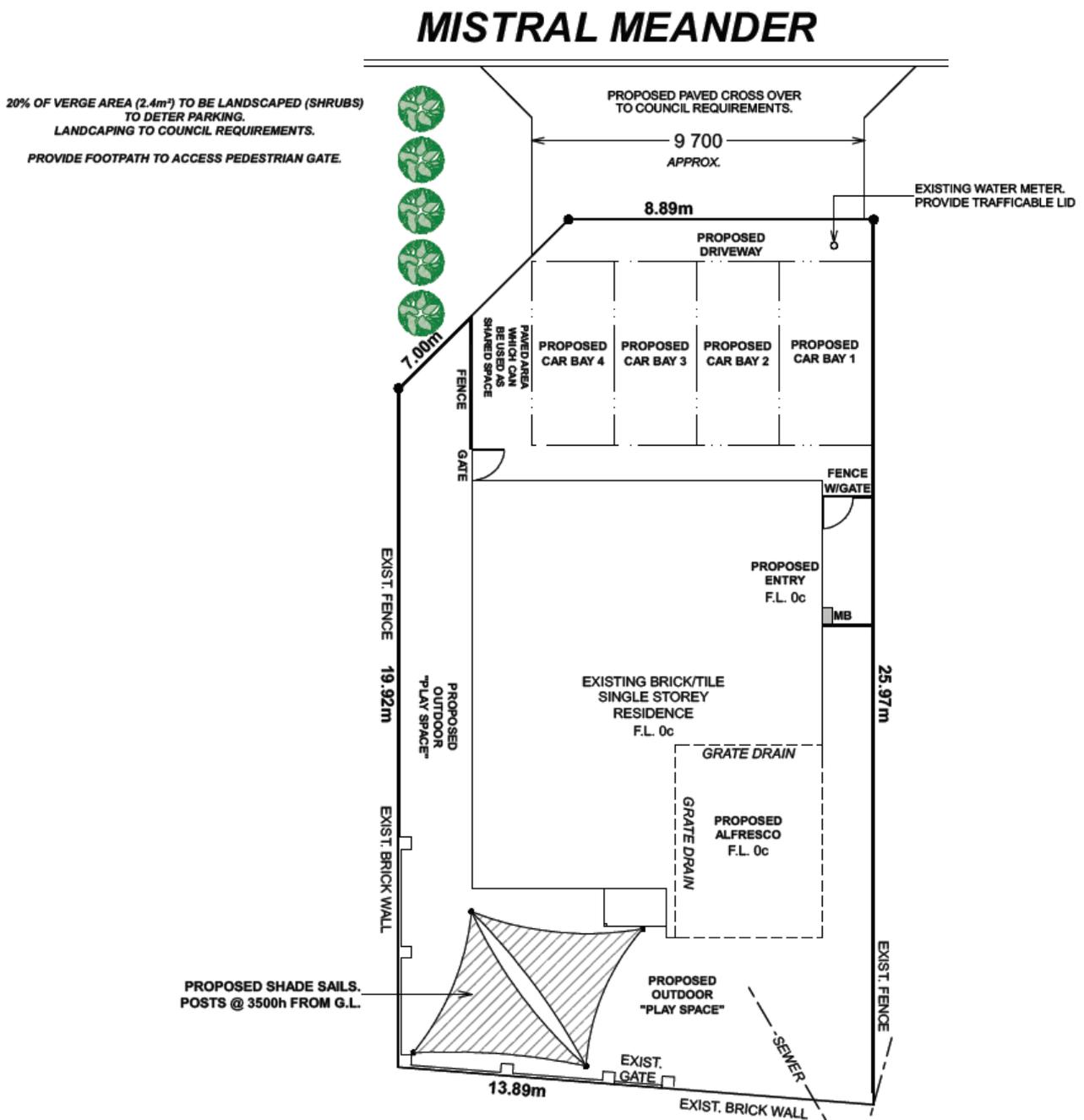
3.1 Access Arrangements

Vehicular and pedestrian access to the Site will be provided at the rear via Mistral Meander. The existing crossover is 5.5 meters and is proposed to be increased to 9.7 metres.

A total of 4 on-site car parking bays are proposed, with vehicular access to/from Mistral Meander, as shown below in **Figure 3-1**. Pedestrian access will be via a paved verge and path area adjacent to Bay 4.

Vehicles will enter the site in forward gear and exit the site in reverse gear. As Mistral Meander is a 'dead end' road, with only one property located to the west, reversing manoeuvres are considered to be safe in this location and consistent with all the other properties along Mistral Meander. Excellent sight lines are also available for drivers exiting from the property, with no impediments to visibility along the full length of Mistral Meander.

Figure 3-1 Site Access



Source: The Draftsman 2020

4 Car Parking Provision

4.1.1 Proposed Development

The Child Care Centre proposes to accommodate a maximum of 20 children aged between 3-5, supported by 2 full-time employees and 1 casual employee that will come in to cover staff lunch breaks.

To accommodate parents picking up and dropping off children, a total of 4 on-site parking bays will be required as shown in **Figure 3.1**. No staff parking will be provided on-site.

4.1.2 Policy Requirements

The Statutory parking requirements, in accordance with the *City of Joondalup Child Care Premises Local Planning Policy* require child care centres accommodating up to 25 children to provide five (5) parking bays for drop-off/pick-up and one (1) bay per staff member. This would result in a total of 7 bays.

In addition to the above, the Minister for Planning has now issued exemptions to various planning requirements in accordance with a range of Schedules. In particular, Schedule 5 – Exemptions from other requirements provides at 5.1 that in relation to applications for development approval, proponents are exempted from a requirement to provide car parking facilities.

This exemption only applies to:

- a) Non-residential development; and
- b) Where the proponent provides less than the number of parking bays required for the use in question, and the shortfall is 10 parking bays or less.

4.1.3 Assessment and Mitigation

The City's Local Planning Policy requires 5 parking bays to be provided for a child care centre accommodating 25 children, which is the smallest child care centre contemplated in the Policy. This represents a ratio of 1 bay per 5 children. The proposed development provides a total of 4 bays for 20 children, which is consistent with the ratio utilised in the Local Planning Policy and is considered to be satisfactory for the operation of the Site without further mitigation measures.

As no staff parking will be provided on site, the Applicant proposes to manage staff parking in the following manner:

- > One full-time staff member (the Operator) has committed to using public transport to commute to/from the Site via Currumbine Train Station
- > One full-time staff member will park in available on-street parking in a convenient location near to the site, most likely on Currumbine Boulevard.
- > One part-time staff member will park in the on-site parking bays during the lunch period (12pm-2pm) as these bays are not required for pick up/drop off activity during this period.

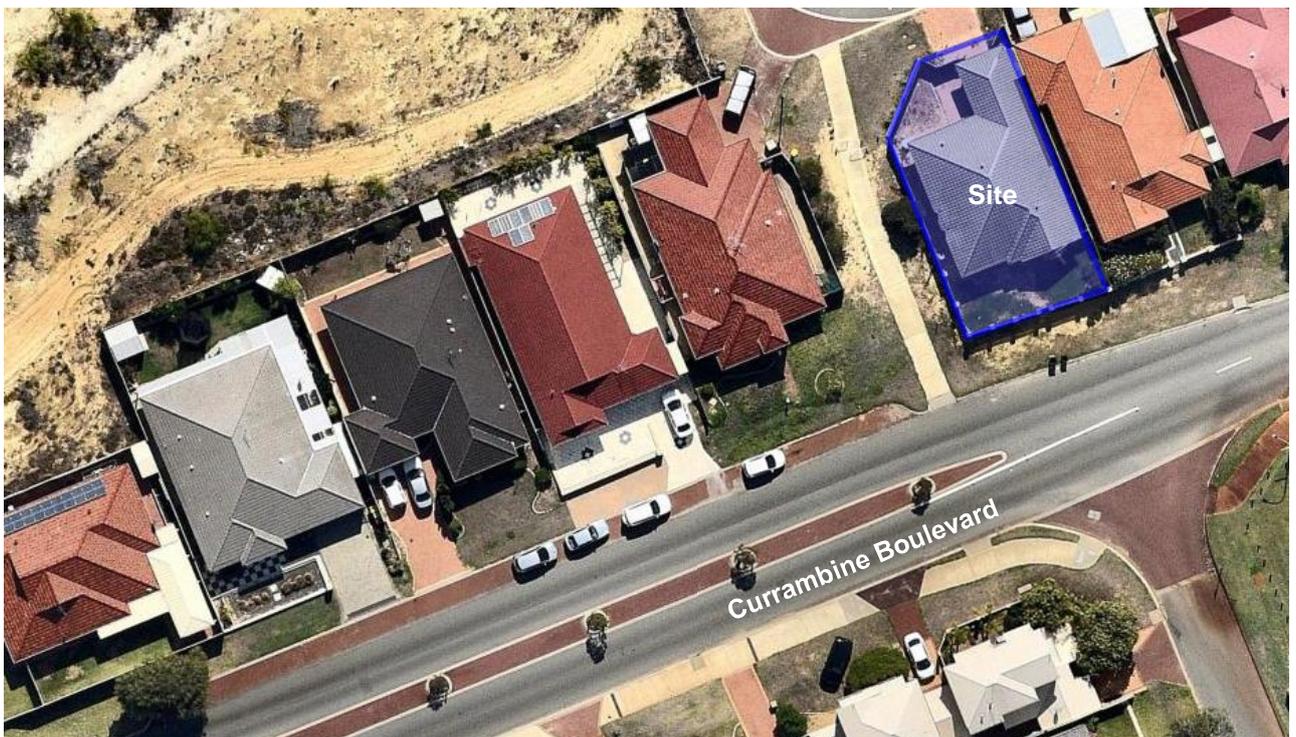
On-street parking availability in the vicinity of the site has been reviewed via Nearmap aerial photography for the past 2-year period. This review identified that at all times at least 6 bays were available for use which is more than sufficient to accommodate the one (1) staff member.

Figure 4-1 Nearmap Image of Currumbine Boulevard 2020



Source: Nearmap (September 2020)

Figure 4-2 Nearmap Image of Currumbine Boulevard 2019



Source: Nearmap (April 2019)

Figure 4-3 Nearmap Image Currumbine Boulevard 2018



Source: Nearmap (Feb 2018)

4.2 Compliance with Australian Standards

The Site’s parking bay location and layout is to be in accordance with the Australian Standard AS2890.1:2004 – Part 1: Off-street Car Parking.

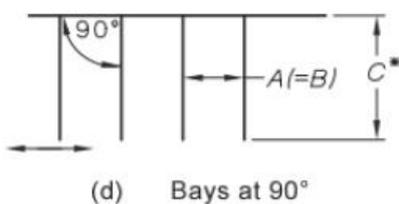
4.2.1 Parking Bay and Layout Dimensions

The bay geometry is to be consistent with the requirements of AS2890.1 for the following users:

- > Child Care Centre – User class 3 (short-term city and town centre parking, parking stations, hospitals and medical centres)

Figure 4-4 shows the parking specifications for the given user classes.

Figure 4-4 Car Parking Dimensions and Specifications



User class (Note 1)	A (Note 3)	B	C ₁	C ₂	C ₃	Aisle width (Note 4)
1	2.4	2.4	5.4	4.8	5.4	6.2
1A	2.4	2.4	5.4	4.8	5.4	5.8
2	2.5	2.5	5.4	4.8	5.4	5.8
3	2.6	2.6	5.4	4.8	5.4	5.8
3A	2.6	2.6	5.4	4.8	5.4	6.6
3A	2.7	2.7	5.4	4.8	5.4	6.2
4	(See Note 5)					

*Dimension C is selected as follows (see Note 6):

C₁—where parking is to a wall or high kerb not allowing any overhang.

C₂—where parking is to a low kerb which allows 600 mm overhang in accordance with Clause 2.4.1(a)(i).

C₃—where parking is controlled by wheelstops installed at right angles to the direction of parking, or where the ends of parking spaces form a sawtooth pattern, e.g. as shown in the upper half of Figure 2.4(b).

For Notes—see over.

Source: AS2890.1 (2004)

The proposed Child Care Centre is typically classified as a user class 3 which requires bays to be 2.6 metres in width. However, considering the development is of a smaller scale with limited space to provide the additional width, and vehicle entry/exit is available in a single movement, the proposed 2.4 metre bays are still considered sufficient for safe operation of the on-site bays.

Vehicle access is proposed at the rear of the site via Mistral Meander which is currently a no through road and carries low volumes of traffic. The verge area along Mistral Meander is proposed to be paved to ensure the parking bays on-site will be able to be entered and exited with a single manoeuvre, with cars going in and reversing out.

4.2.2 ACROD Car Parking

There is no car parking allocation for people with disabilities proposed on-site. Given the small scale of the proposed child care centre and the small traffic movements anticipated this is considered appropriate in accordance with the Building Codes of Australia which state in relation to accessible parking:

“(d) need not be identified with signage where there is a total of not more than 5 car parking spaces, so as to restrict the use of the carparking space only for people with a disability”.

Given the above, no ACROD parking is required or proposed as part of this application.

4.3 Car Parking Management

Pick up and drop off times will be allocated into 5 x 30 minute time periods, both in the morning and evening, to minimise any small risk of more than 4 vehicles being on site at one time.

4.4 Bicycle Parking

Whilst bicycle parking is not required as a part of this proposed development, the Applicant is proposing a minimum of 5 bicycle parking bays so that parents and children living nearby have the opportunity to cycle to the child care centre.

5 Emergency Access

As the Site is located within a Bush Fire Prone Area, considerations have been made in the event that a DFES truck is required to turn around in Mistral Meander (until such time as the road is extended). **Figure 5-1** shows the swept path of a 12.5 metre heavy rigid vehicle performing a 3-point turn using the verge area to exit out of Mistral Meander.

Alternatively, if required the Applicant has advised that they are willing to upgrade the public access way to enable full forward-gear circulation for DFES vehicles.

Figure 5-1 Swept Path (3-point turn – 12.5m truck)



Source: Flyt Report (December 2019)

Figure 5-2 Existing Public Access Way



6 Waste Collection

Waste collection is proposed along the verge of Currambine Boulevard, consistent with existing waste collection arrangements for the existing dwelling and all other dwellings fronting Currambine Boulevard as shown in **Figure 6-1**.

Given the small scale of the proposed child care centre it is expected that the waste generation on-site will be low.

Figure 6-1 Waste Collection Area



7 Traffic Generation

A maximum of 20 children are proposed on Site. The Child Care Centre is expected to generate 66 trips over an entire day (33 trips IN, 33 trips OUT) distributed between Mistral Meander and Currambine Boulevard. Peak hour traffic is 15 trips (8 IN, 7 OUT).

Based on the numbers above, this low volume of trip generation is anticipated to have no material impact on the surrounding road network and is appropriate for an Access Road. Notwithstanding that the *City of Joondalup Child Care Premises Local Planning Policy* requires Child Care facilities to be located on Local Distributor Roads, having regard to the minor scale of the proposal, access is considered adequate and appropriate for its location.

8 Amenity Considerations

Mistral Meander is classified as an Access Road under Liveable Neighbourhoods, with a geometry and function most closely resembling an Access Street D. It currently serves a total of 8 residential dwellings.

The future traffic volume within this road is expected to be less than 200 vehicles per day, including all traffic generation by the existing residences, and the current use of the road verge as parking by approximately 10-20 commuters as shown in **Figure 8-2**, **Figure 8-3** and **Figure 8-4**.

The proposed development will marginally increase the total traffic volumes along this street, but it will continue to function in accordance with its Liveable Neighbourhood classification, which can support traffic volumes of as much as 1,000 vehicles per day without amenity impact.

Figure 8-1 Mistral Meander

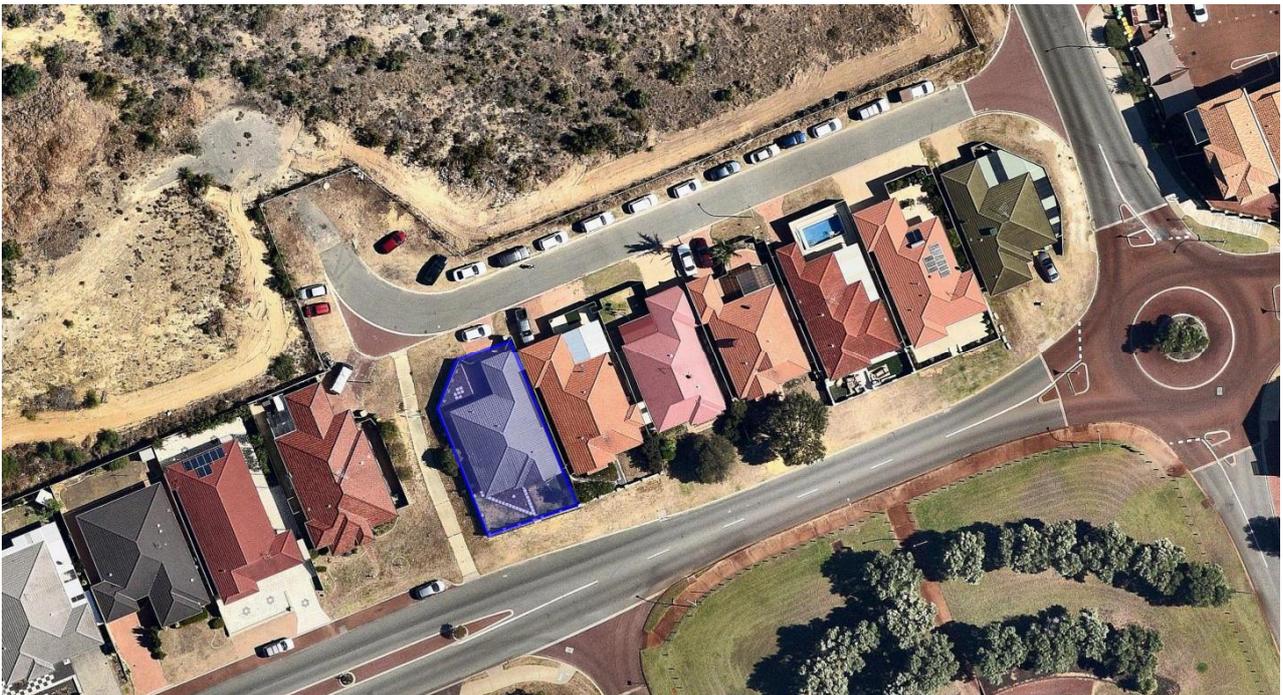


Figure 8-2 Verge Parking Along Mistral Meander



Source: Nearmap (March 2020)

Figure 8-3 Verge Parking Along Mistral Meander



Source: Nearmap (December 2019)

Figure 8-4 Verge Parking Along Mistral Meander



Source: Nearmap (September 2018)

Lot 47 (No. 23) Currambine Boulevard,
Currambine

APPENDIX

A

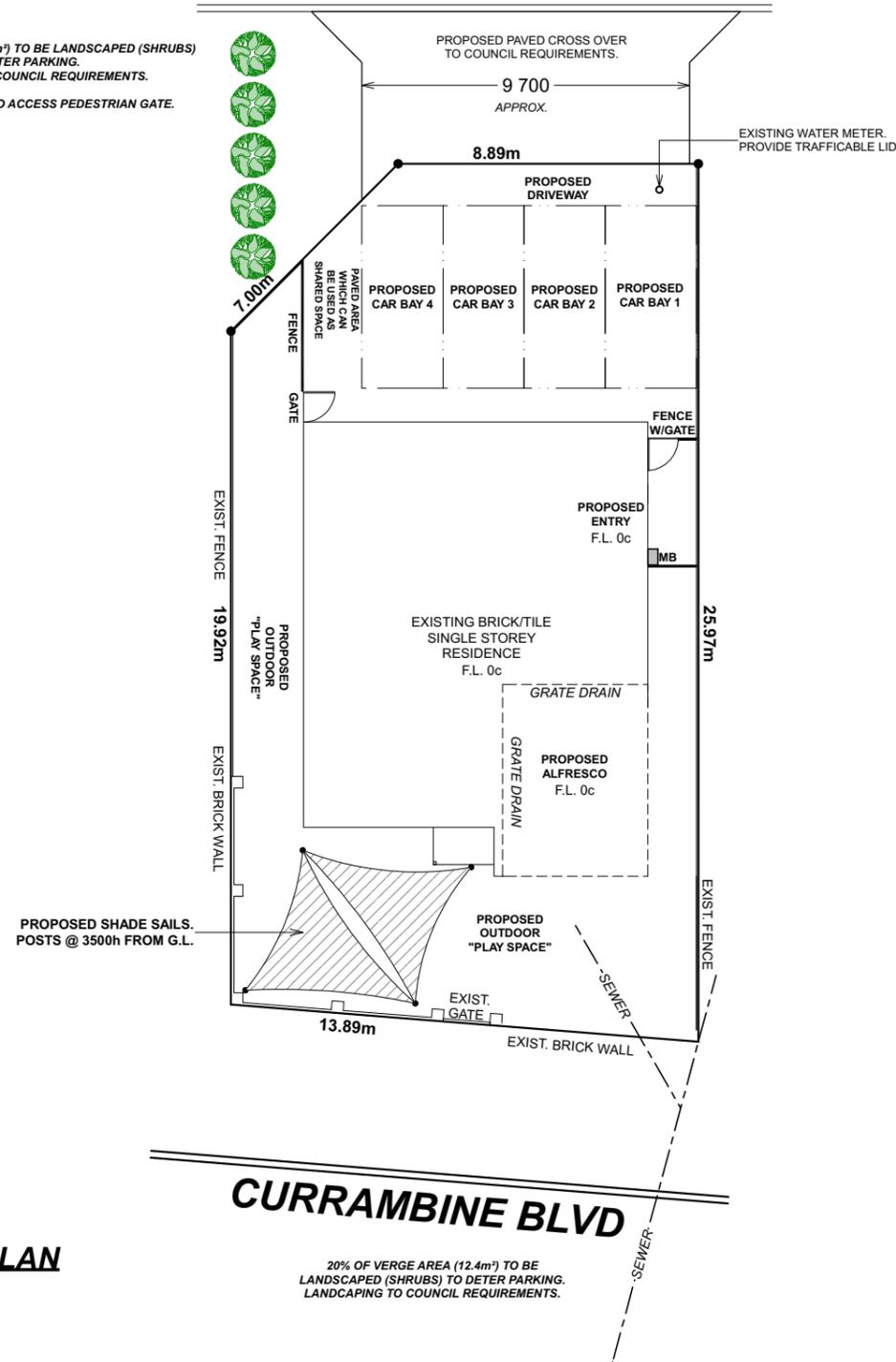
SITE PLAN

**PROPOSED ALTERATIONS FOR:
 O'NEILL RESIDENCE.
 LOT 47 #23 CURRAMBINE BOULEVARD,
 CURRAMBINE. W.A**

NOTE:
 -DO NOT SCALE OFF DRAWINGS.
 -SITE CHECK ALL MEASUREMENTS
 PRIOR TO ANY ORDERING OR
 OFF SITE PREFABRICATION

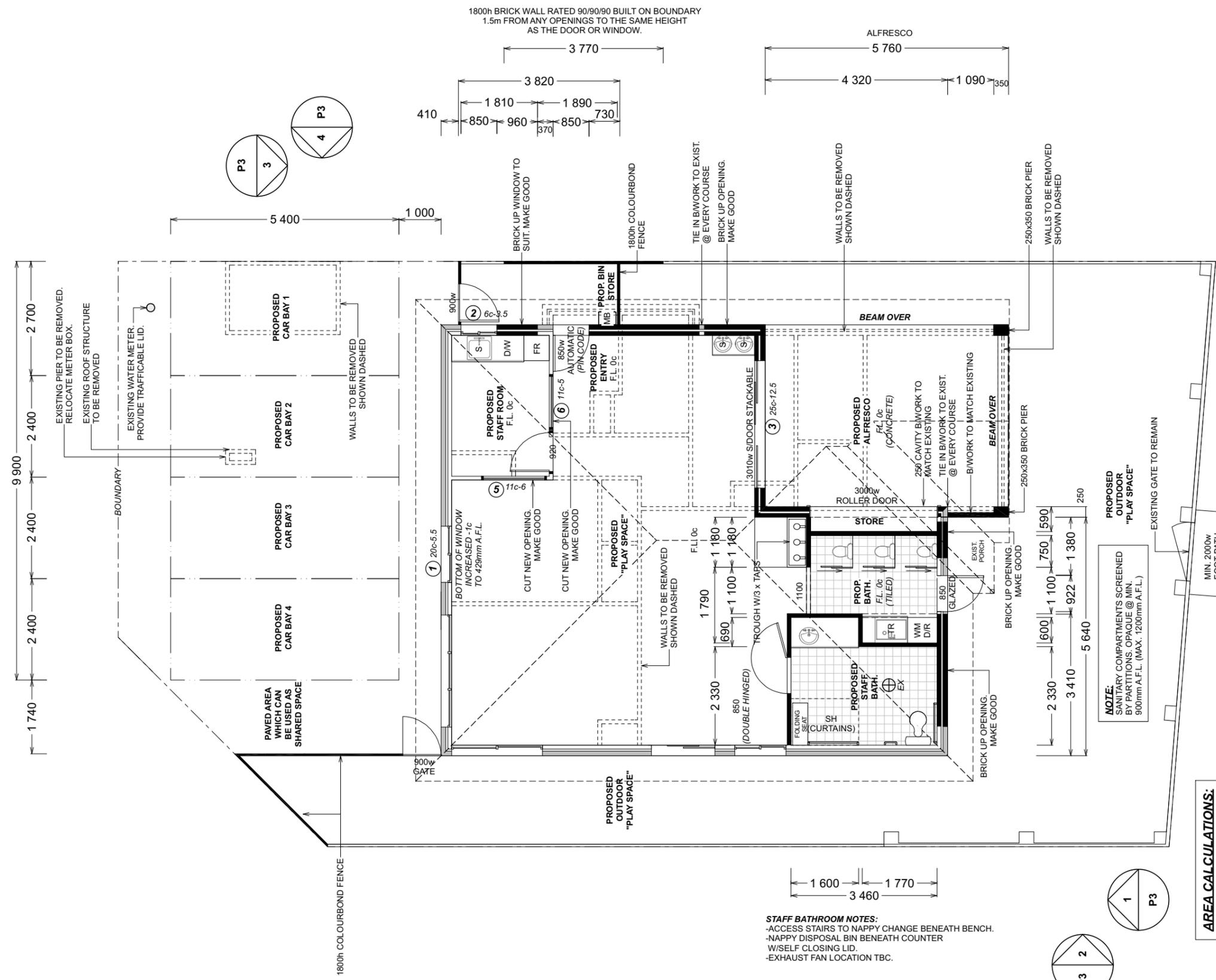
MISTRAL MEANDER

20% OF VERGE AREA (2.4m²) TO BE LANDSCAPED (SHRUBS)
 TO DETER PARKING.
 LANDSCAPING TO COUNCIL REQUIREMENTS.
 PROVIDE FOOTPATH TO ACCESS PEDESTRIAN GATE.



**PROPOSED ALTERATIONS FOR:
 O'NEILL RESIDENCE,
 LOT 47 #23 CURRAMBINE BOULEVARD,
 CURRAMBINE. W.A**

NOTE:
 -DO NOT SCALE OFF DRAWINGS.
 -SITE CHECK ALL MEASUREMENTS
 PRIOR TO ANY ORDERING OR
 OFF SITE PREFABRICATION



AREA CALCULATIONS:
 INDOOR PLAY SPACE: 65.00 m²
 OUTDOOR PLAY SPACE: 140.82 m²

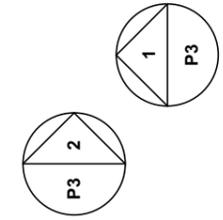
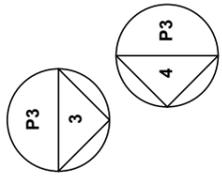
FLOOR PLAN
 SCALE: 1:100 (@A3)

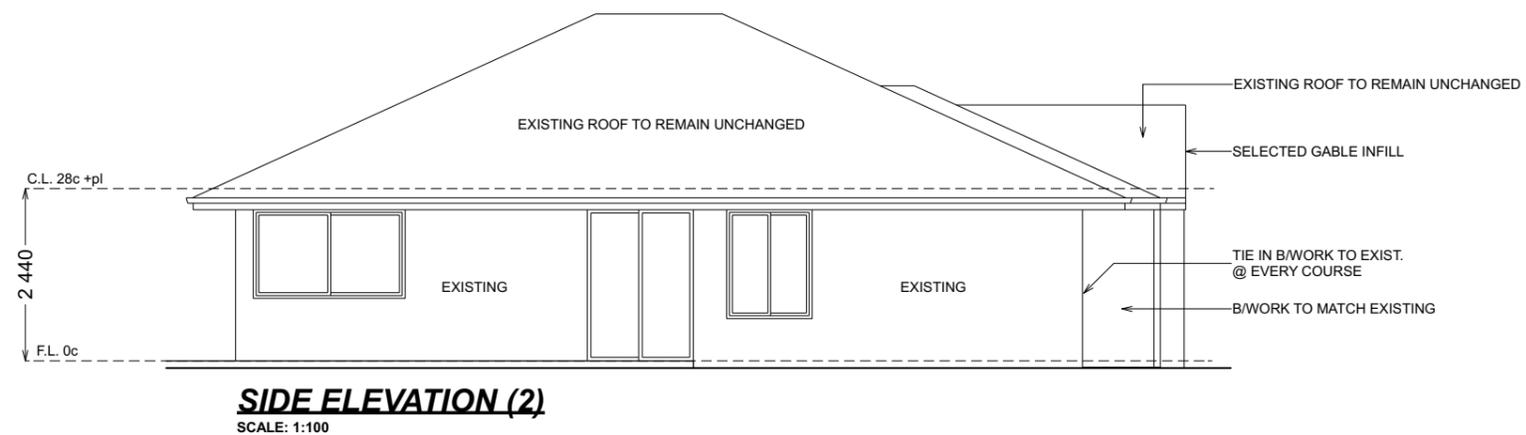
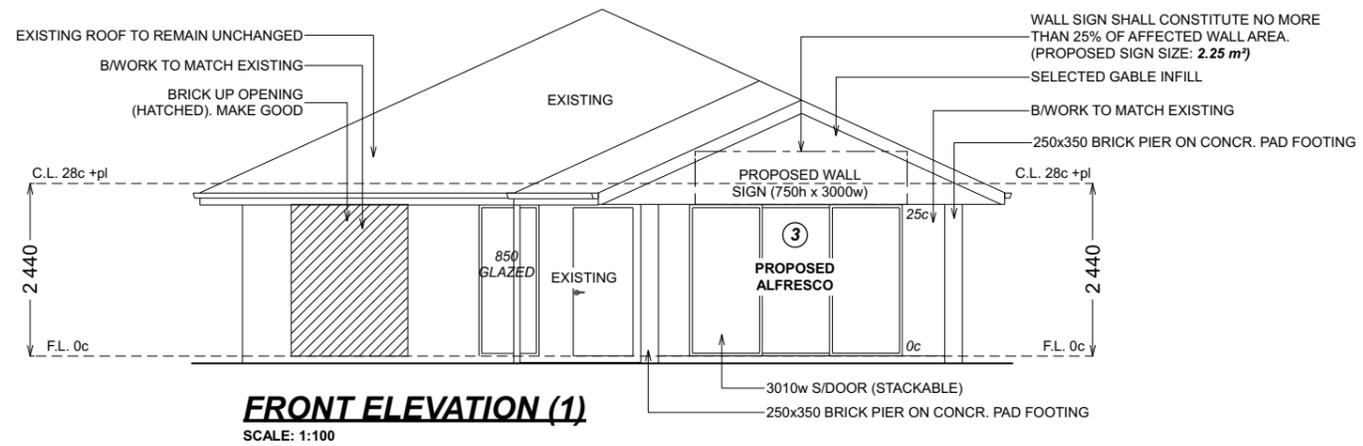
NOTE:
 -WALLS TO BE REMOVED SHOWN DASHED.
 -PROPOSED WORKS SHOWN DARKENED.
 20% OF VERGE AREA (12.4m²) TO BE
 LANDSCAPED (SHRUBS) TO DETER PARKING.
 LANDSCAPING TO COUNCIL REQUIREMENTS.

NOTE:
 -SIGNAGE ON ROOF TO COUNCIL REQUIREMENTS.

STAFF BATHROOM NOTES:
 -ACCESS STAIRS TO NAPPY CHANGE BENEATH BENCH.
 -NAPPY DISPOSAL BIN BENEATH COUNTER
 W/SELF CLOSING LID.
 -EXHAUST FAN LOCATION TBC.

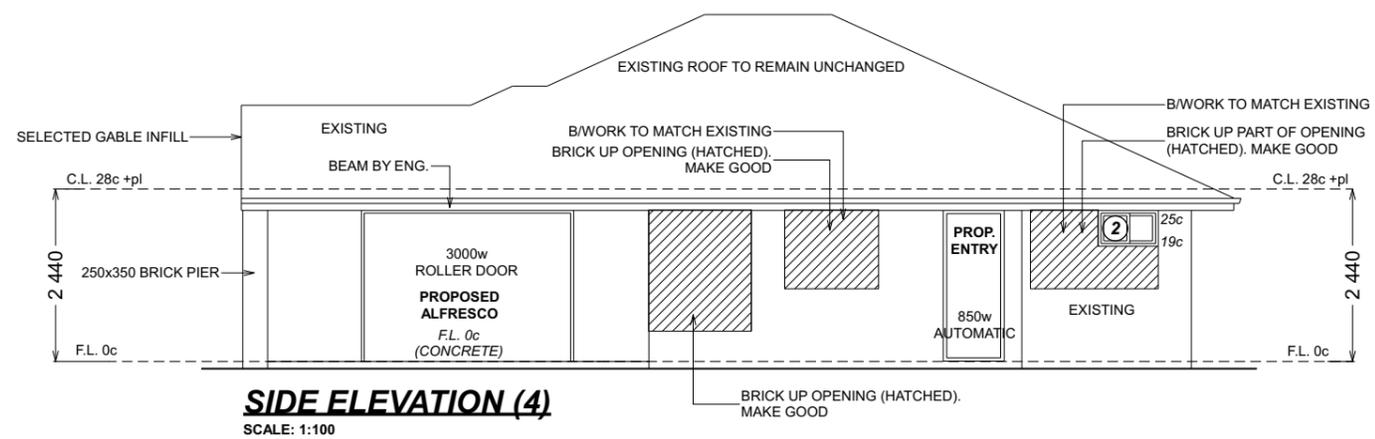
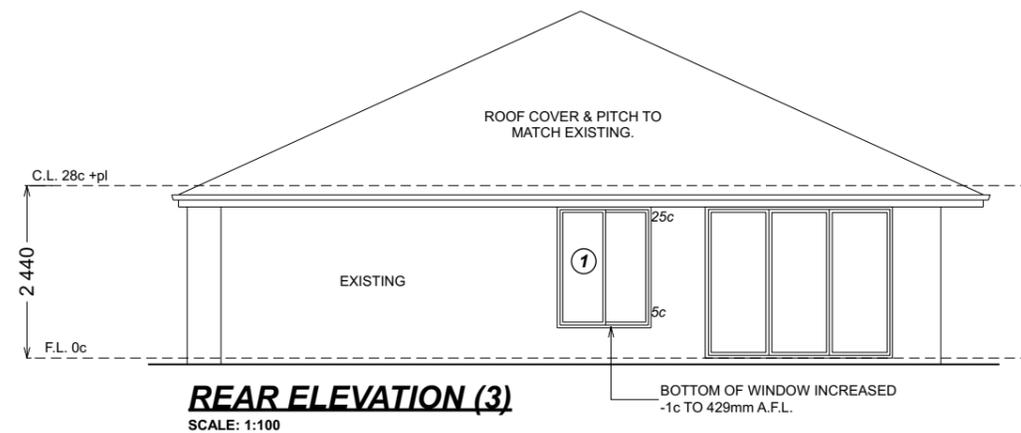
NOTE:
 SANITARY COMPARTMENTS SCREENED
 BY PARTITIONS: OPAQUE @ MIN.
 900mm A.F.L. (MAX. 1200mm A.F.L.)





PROPOSED ALTERATIONS FOR:
O'NEIL RESIDENCE.
LOT 47 #23 CURRAMBINE BOULEVARD,
CURRAMBINE. W.A

NOTE:
 -DO NOT SCALE OFF DRAWINGS.
 -SITE CHECK ALL MEASUREMENTS
 PRIOR TO ANY ORDERING OR
 OFF SITE PREFABRICATION



**PROPOSED ALTERATIONS FOR:
 O'NEIL RESIDENCE.
 LOT 47 #23 CURRAMBINE BOULEVARD,
 CURRAMBINE. W.A**

NOTE:
 -DO NOT SCALE OFF DRAWINGS.
 -SITE CHECK ALL MEASUREMENTS
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 OFF SITE PREFABRICATION

About Cardno

Cardno is a professional infrastructure and environmental services company, with expertise in the development and improvement of physical and social infrastructure for communities around the world. Cardno's team includes leading professionals who plan, design, manage and deliver sustainable projects and community programs. Cardno is an international company listed on the Australian Securities Exchange [ASX:CDD].

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Technical Note	81113-491-FLYT-TEN-0002
Project	23 Currambine Boulevard – Proposed Child Care Centre
Date	3/12/2019

1. INTRODUCTION

Flyt has prepared a brief Traffic Impact Report for the proposed child care centre at 23 Currambine Boulevard, Currambine in the City of Joondalup.

The report addresses the potential traffic generation of the site, the proposed parking and the ability for a DFES truck to turn around within Mistral Meander.

2. SITE

The site of the proposed child care centre at 23 Currambine Boulevard is bordered by Currambine Boulevard to the south, Mistral Meander to the north, a pedestrian access way (PAW) to the west (connecting Currambine Boulevard and Mistral Meander) and by a private residence to the east, as shown in Figure 1. The site is within a 400m walk of Currambine Station.

Figure 1 Peak hour traffic volume estimates



The road hierarchy surrounding the development site is shown in in Figure 2 and the speed zoning is shown in Figure 3.

Figure 2 Road hierarchy surrounding development site (source: MRWA)

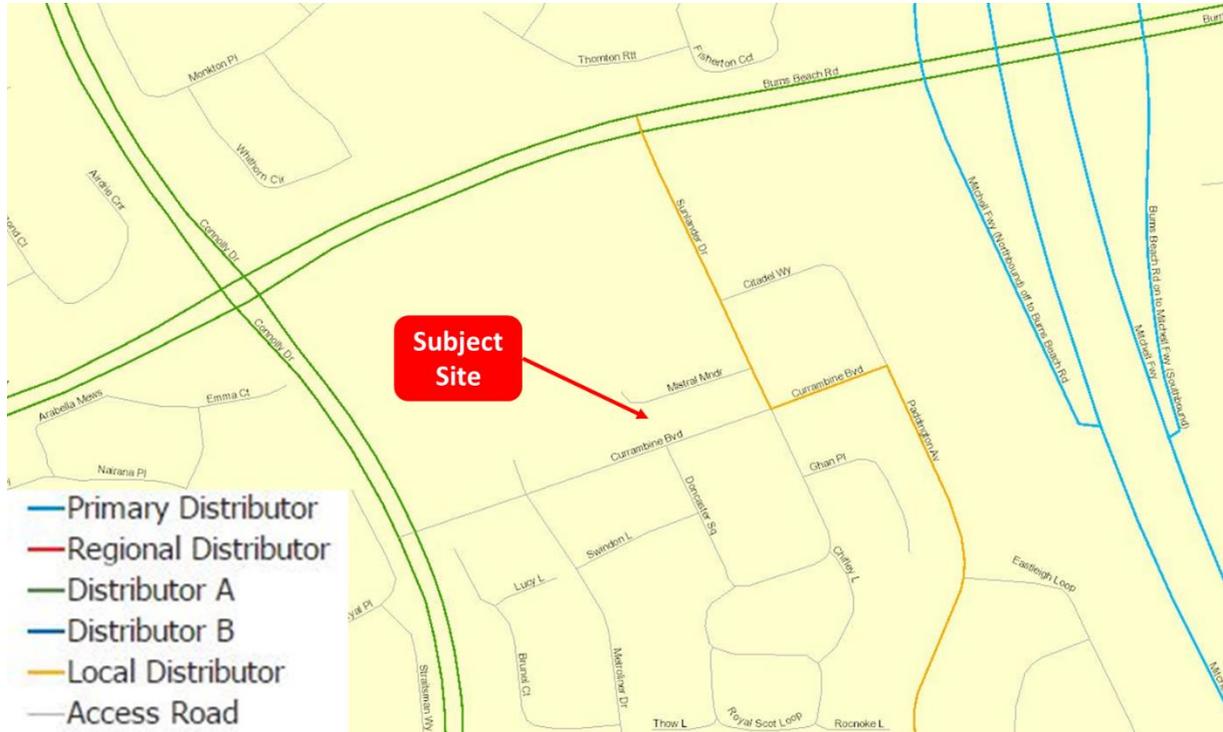
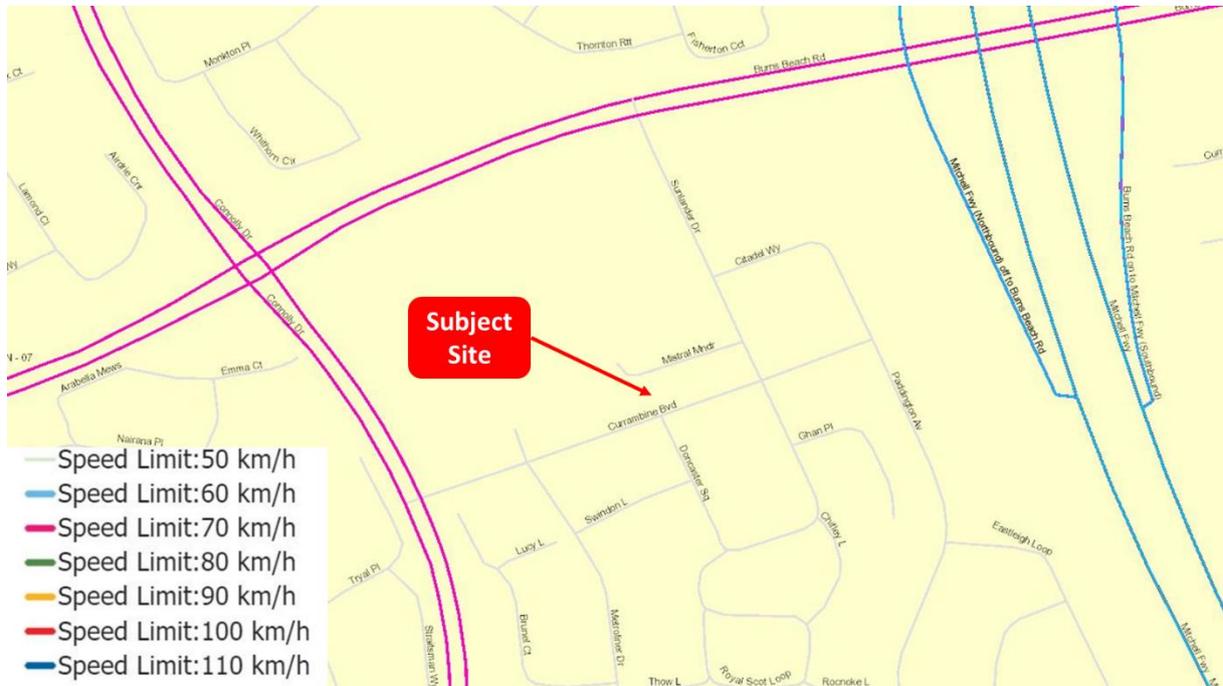


Figure 3 Speed zoning surrounding development site (source: MRWA)



Currambine Boulevard is classified as an Access Street. To the west of the site, it is constructed as two 5m lanes separated by a 2.5m painted median within a 25m reserve, while to the east it is constructed as a single 7.4m carriageway within a 20m road reserve. There is a 2.5m shared path located on the southern side of Currambine Boulevard. The speed limit is 50 kph. Currambine Boulevard currently has embayed on-street parking on the northern side immediately to the west of the proposed child care centre site.

Mistral Meander is classified as an Access Street. It is constructed as a 5m carriageway within a 13m road reserve. There are no footpaths and the speed limit is 50 kph. Mistral Meander is currently a no through road, although no turn around area has been constructed. Mistral Meander will be extended at some point in the future when the vacant land opposite the proposed child care centre site is developed.

3. PROPOSED DEVELOPMENT

The proposed child care centre will accommodate up to 20 children with 2 staff. The child care centre will front onto Mistral Meander and this is intended as the main vehicle access route. The PAW immediately to the west of the site will also allow vehicle access from Currambine Boulevard.

As a general rule, during the children’s sleep period which is anticipated to be between 11am and 1pm (or possibly between midday and 2pm, depending on the routine of the children enrolled) visitors will not be permitted to attend the property in order to maintain respect for the children’s right to quiet, uninterrupted sleep.

4. TRAFFIC GENERATION

Surveys of existing child care centres in operation throughout the Perth Metropolitan area have enabled the derivation of daily and peak hour trip rates, based on the number of children accommodated by the centre. The resulting trip rates are shown in Table 1.

Table 1 – Peak hour trip rates (trips per child)

Time Period	In	Out	Total
Day	1.62	1.62	3.25
AM Peak hour	0.39	0.36	0.75
PM Peak hour	0.21	0.28	0.49

Based on a capacity of 20 children, the traffic generation of the proposed child care centre is summarised in Table 2. It is estimated to generate up to 65 trips over the course of a whole day, with the busiest single hour generating 15 trips (8 in, 7 out).

Table 2 – Peak hour trip rates (trips per child)

Time Period	In	Out	Total
Day	33	33	65
AM Peak hour	8	7	15
PM Peak hour	4	6	10

5. PROPOSED PARKING

The City of Joondalup requires child care centres accommodating up to 25 children to have 5 parking bays for drop off/pick up, as well as one bay for every staff member. One bay is to be allocated as an accessible bay for use by people with disabilities. This would result in a total of 7 bays.

The proposed parking configuration is shown in Figure 4. Two embayed parallel on-street bays are proposed for the Currambine Boulevard frontage (with visitors using the PAW to access the child care entry from Mistral Meander).

In addition, a total of 6 bays (3 tandems) are proposed to be accessed from Mistral Meander. Two of the 6 bays are taken up as the accessible bay and its required adjacent shared space, leaving 4 bays available for parking (the bay behind the accessible bay should be kept unused to ensure access to the accessible bay).

Flyt considers 6 car bays to be sufficient given:

- The requirement for 5 drop off/ pick up bays is based on up to 25 children. This site will only accommodate 20 children which is a 20% reduction from 25. A 20% reduction from 5 bays is 4 bays.
- The forecast traffic generation for the busiest hour is 8 trips to the site (with 7 trips from the site). For children aged 3-5 pick ups and drop offs will be relatively quick at around 5 minutes. Pick ups and drop offs for children 2 and under will take longer, up to 15 minutes.
- Taking the conservative assumption that all vehicles dropping off or picking up will be parked for 15 minutes, and with 2 bays occupied by staff, 4 visitor bays would allow for 16 trips to and from the child care centre each hour (4 bays x 4 cars per hour given 15 minute turnover). This is twice the forecast generation for the busiest hour with 8 trips to the site and 7 trips from.

Figure 4 Proposed parking configuration



The two proposed on-street bays along Currambine Boulevard are opposite the intersection with Doncaster Square. WA road rules permit parking along the continuing road at an unsignalled T-intersection. The swept paths of a vehicle travelling eastward along Currambine Boulevard, a vehicle turning right from Doncaster Square into Currambine Boulevard and a vehicle driving into and out of the proposed on-street parking bays are shown in Figure 5. Vehicles parked within these 2 bays will be required to give way to traffic along Currambine Boulevard or turning right into Currambine Boulevard.

Figure 5 Swept paths associated with on-street bays



6. DFES TRUCK TURN AROUND

DFES has a range of truck sizes in its fleet. In the event that a DFES truck is required to turn around in Mistral Meander (until such time as the road is extended) the swept path of a 12.5m heavy rigid vehicle has been produced, as shown in Figure 6. The truck has to use the road reserve to complete the turn.

Figure 6 Swept path of 3 point turn of 12.5m truck



Issues Raised by City of Joondalup via assessment of Traffic Report

Embayments on Currambine Boulevard	
Comments by City of Joondalup	Applicant Response
<p>“Currambine Boulevard may be classified as an Access Road but it is currently functioning as a Local Distributor with approximately 1800 vehicles per day and it will undergo further activation in the future. The City’s current policy does not allow embayment’s on local distributors with the ones already on Currambine Boulevard being installed many years ago under the City’s previous policy. While noting that Liveable Neighbourhoods talks about access streets being up to 3,000 vehicles per day Currambine Boulevard does act as a Local Distributor with less”.</p>	<p>As outlined in MRWA’s document <i>Road Hierarchy for Western Australia Road Types and Criteria</i> an Access Road can accommodate traffic volumes up to 3,000 vehicles per day (vpd) in a built-up area. (https://www.mainroads.wa.gov.au/Documents/Road%20Hierarchy%20Criteria%20-%20April%202011.u 3158367r 1n D11%5E2392185.PDF)</p> <p>A Local Distributor Road can accommodate volumes up to 6,000 vpd. Both street types can accommodate on-street parking where there is sufficient width and sight distance to allow safe passing.</p> <p>Currambine Boulevard is currently defined as an Access Road.</p> <p>The proposed embayed parking bays allow sufficient width (as the bays are embayed and do not impact on the width of the eastbound travel lane) and there is in excess of 55m of sight distance, which is the required Approach Sight Distance for a speed limit of 50 km/h.</p>
<p>The proposed embayment’s on Currambine Boulevard are located within the taper arrangement and therefore are not ideal. The location will result in vehicles potentially reversing into the bays or undertaking offset manoeuvres to access the bays within the taper. On this basis, there is a high risk of crashes occurring at this location due to technical issues with this location and therefore the embayment’s are not supported.</p>	<p>The proposed parking bays ensure there is sufficient width for an eastbound vehicle to pass and there is approximately 100m sight distance from the west (back to the roundabout of Currambine Boulevard with Metroliner Drive) which is more than the 55m required for a speed limit of 50 kph. There is no high risk of crashes as drivers will have adequate sight distance to observe a vehicle and then react to it.</p>

<p>The City's current stance is that it does not support the construction of individual bays for individual developments within the City as this creates an ad hoc approach to embayment construction and a disorderly streetscape.</p>	<p>The construction of 2 embayed parking bays along the frontage of 23 Currambine Boulevard is unlikely to lead to a disorderly streetscape given the existing embayed parking to the west of the public access way.</p>
<p>Parking Bays on Mistral Meander</p>	
<p>Comments by City of Joondalup</p>	<p>Applicant Response</p>
<p>The bays on the verge do not comply with the verge guidelines when they are in use as they do not allow for pedestrians to have at least 1.5m clear access behind the kerb. The guidelines states;</p> <p><i>'Where there is no footpath on the verge, an area measuring 1.5 metres from the back of the kerb and running parallel to the kerb, must be landscaped in such a way that provides pedestrians the opportunity to walk on the verge.'</i></p> <p>The bays also create a visual and safety hazard being so close to the road pavement.</p>	<p>Two of the parking bays are proposed in tandem formation, with the 4.2m of the 5.4m length of these two bays located within the verge. While these car bays are unoccupied (which will be the majority of the time outside of morning and afternoon peak periods) there will be space to allow pedestrians to work along the verge. When the car bays are occupied any pedestrians walking along Mistral Meander would have to walk on the road.</p>
<p>The use of tandem parking bays in what is effectively a public area is not supported as the applicant is unable to effectively manage the use of parking bays.</p> <p>We also note that if two bays are used by staff, then there are only three remaining bays for visitors plus one disabled bay. This leads to a shortfall in the number of bays available for drop off/pick up from 5 to 3. It is also unclear how the bays will work in-regards to the casual staff member.</p> <p>The report also identifies 6 bays with access from Mistral Meander however one bay is required for use for the ACROD parking bay and therefore only 5 are included.</p>	<p>The modified arrangement on Mistral Meander has 4 bays entirely within the property boundary; 2 staff bays (the eastern most bays), 1 ACROD bay and the adjacent shared space (the western most bay). Two parent parking bays are proposed to be located behind the 2 staff bays (part of these bays located within the verge).</p> <p>The parking arrangement is therefore:</p> <ul style="list-style-type: none"> • 2 embayed bays on Currambine Boulevard, with path to childcare entry • 5 bays accessed from Mistral Meander, including 2 staff bays and 1 ACROD bay. • There are a total of 7 bays, as required by the CoJ Child Care Centre Policy. The ACROD bay is not required in addition to the 7 bays,

rather it is an allocation at the rate of 1 in 100 or part thereof.

The shared space adjacent to the ACROD bay can be used as a walkway. This is expressly set out in AS2890.6 Off-street parking for people with disabilities Clause 1.3.2 which states:

“a shared area adjacent to a dedicated space provide for access or egress to or from a parked vehicle and which may be shared with any other purpose that does not involve other than transitory obstruction of the area, e.g. a walkway, a vehicle aisle, dual use with another adjacent space.”



(Location of bays indicative only, not to scale)

DFES Truck Turn Around

Comments by City of Joondalup

The 12.5m truck is not able to remain on the road pavement when attempting to turn around on Mistral Meander.

Applicant Response

The DFES truck requires a trafficable surface. As evidenced from the cars which park along the northern verge of Mistral Meander the verge is a trafficable surface



Bushfire management plan/Statement addressing the Bushfire Protection Criteria coversheet

Site address:

Site visit: Yes No

Date of site visit (if applicable): Day Month Year

Report author or reviewer:

WA BPAD accreditation level (please circle):

Not accredited Level 1 BAL assessor Level 2 practitioner Level 3 practitioner

If accredited please provide the following.

BPAD accreditation number: Accreditation expiry: Month Year

Bushfire management plan version number:

Bushfire management plan date: Day Month Year

Client/business name:

	Yes	No
Has the BAL been calculated by a method other than method 1 as outlined in AS3959 (tick no if AS3959 method 1 has been used to calculate the BAL)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Have any of the bushfire protection criteria elements been addressed through the use of a performance principle (tick no if only acceptable solutions have been used to address all of the bushfire protection criteria elements)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Is the proposal any of the following (see [SPP 3.7 for definitions](#))?

	Yes	No
Unavoidable development (in BAL-40 or BAL-FZ)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Strategic planning proposal (including rezoning applications)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
High risk land-use	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Vulnerable land-use	<input type="checkbox"/>	<input type="checkbox"/>

None of the above

Note: Only if one (or more) of the above answers in the tables is yes should the decision maker (e.g. local government or the WAPC) refer the proposal to DFES for comment.

Why has it been given one of the above listed classifications (E.g. Considered vulnerable land-use as the development is for accommodation of the elderly, etc.)?

The information provided within this bushfire management plan to the best of my knowledge is true and correct:

Signature of report author or reviewer

N. O'Neill

Date

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Summary

This Bushfire Management Plan (the Plan) has been prepared to accompany the application for 23 Currambine BLVD Currambine located in the City of Joondalup (the Proposal).

The site in question is 340 m² in size (1 lot) is within a designated bushfire prone area and the Proposal requires the application of State Planning Policy No. 3.7: Planning in Bushfire Prone Areas (SPP 3.7).

The assessed bushfire risk is considered manageable and will be achieved by the identified stakeholders implementing and maintaining the bushfire risk management measures that are presented in this Plan.

The Proposal, as set out in this Plan, has addressed all applicable bushfire legislation, policy, standards and guidelines including the four elements of the Bushfire Protection Criteria as follows:

- The Site has been given a rating of BAL-19 (Report Number #YN9740)
- Access and egress routes will be available to the Lot.
- A reticulated water supply including existing hydrants is available to the proposed Lots.

This report determines the Proposal can meet all necessary requirements for bushfire protection.

SUBJECT SITE

The site the subject of this report is 23 Currambine BLVD Currambine located in the City of Joondalup. Figure 2A illustrates the subject site and immediate surrounds.

The site is identified as being Bushfire Prone on the Map of Bush Fire Prone Areas 2018 (OBRM, 2018), as illustrated in Figure 2B.

The subject lot is 340 m² in area and current development comprises a FMP for child care centre

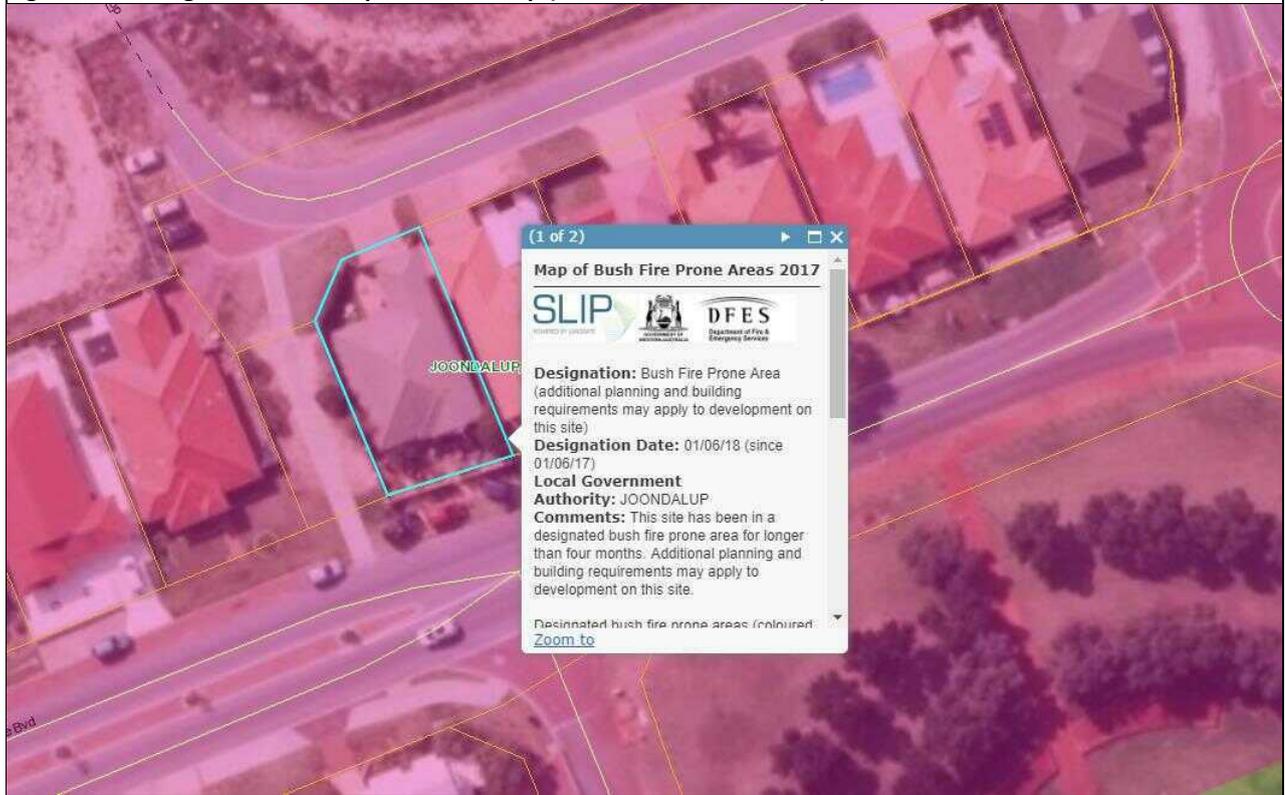
Previous bushfire assessments

A BAL Assessment Report was previously prepared by Bushfire Perth, with a determined rating of BAL-19 for the site (Bushfire Perth Pty Ltd). The BAL Assessment Report is referenced within this document please refer to Report Number #YN9740

Figure 2a – Site plan



Figure 2b – Designated bushfire prone area map (Source OBRM-006 2018)



Environmental Considerations

The following environmental considerations have been addressed with the aid of the WALGA Environmental Planning Tool.

Figure 3A illustrates the identified environmental considerations for the area. The proponent has not identified any additional environmental considerations located within the site

Native vegetation

Outside of the lot to the West of the site is an area which is categorised as a Local Natural Area (LNA) for planning purposes.

No significant, native vegetation is identified within the boundaries of the subject site, or otherwise identified as potentially impacted by the Proposal.

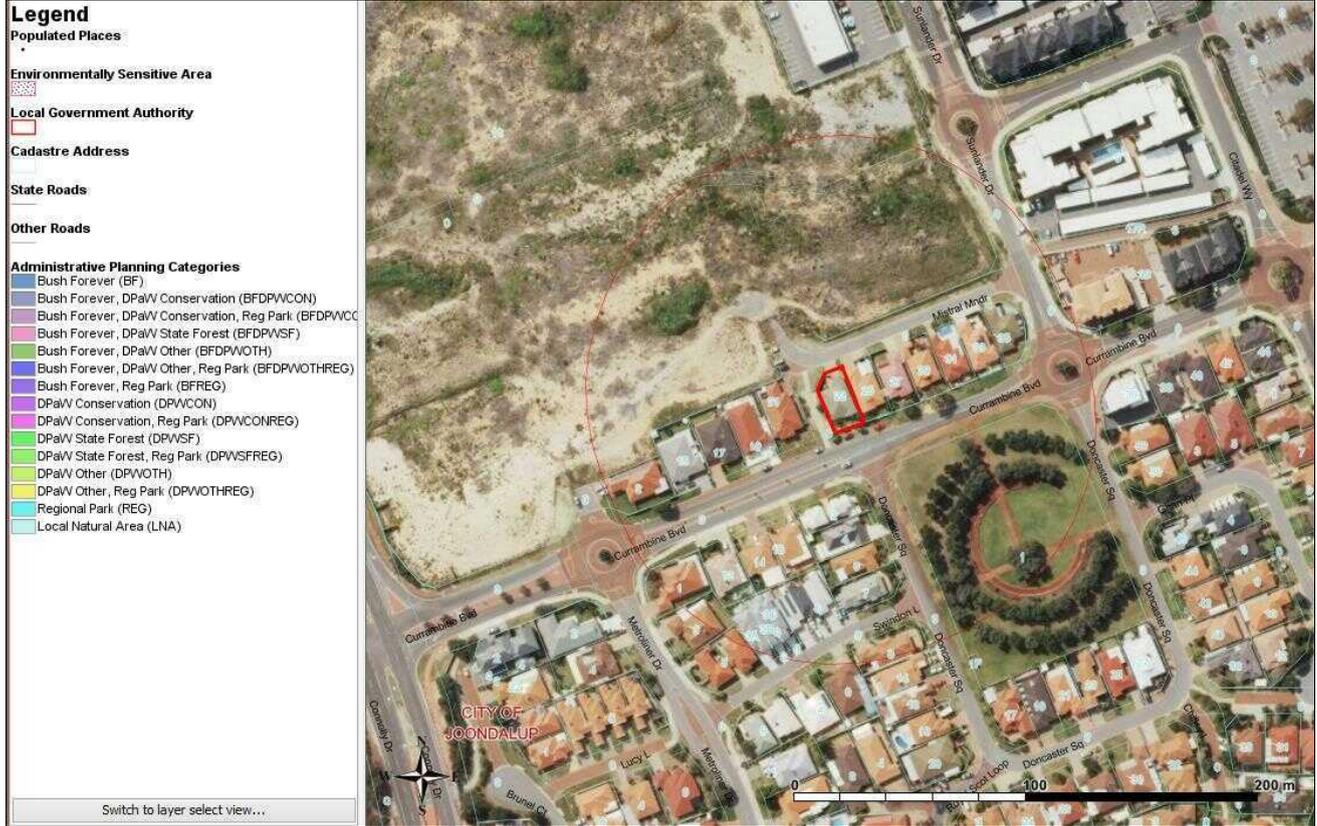
Environmentally sensitive areas

No designated Environmentally Sensitive Areas are identified.

Re-vegetation & landscaping

No areas of the proposed Lots are known to be subject to re-vegetation or landscaping plans that may potentially impact the assessment of the future bushfire threat.

Figure 3a – Environmental Considerations



Bushfire Threat Assessment

Bushfire Context

This site has no onsite vegetation and as such an asset protection zone will not be required

Only the onsite vegetation is under the control of the landowner(s) of the subject site, while the offsite vegetation is not able to be controlled.

Potential Bushfire Impact

From the BAL Assessment (#YN9740), the potential bushfire impact was analyzed in accordance with AS 3959 Methodology 1 to determine the potential worst-case radiant heat impact the lot.

In accordance with SPP 3.7, a BAL Contour Map has been prepared to illustrate the potential radiant heat impacts and associated BAL ratings for the assessment area after the an asset protection zone is installed (see Figures 4A and to 4B).

The resulting indicative BAL ratings are presented in the following table (Table 4A):

Table 4A: Maximum BAL that will apply to future dwellings on the proposed Lots (AS3959 Method 1)

Plot 1	Vegetation Classification	Effective Slope	Separation	BAL
1	Exclusion 2.2.3.2 (F)			BAL-LOW
2	Class C Shrubland	15	15	BAL-19

The resulting BAL ratings that are presented in the table (Table 4A) indicate a rating of BAL-19.

Figure 4a – BAL Contour Map (Overview)

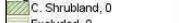
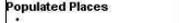
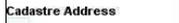
- Legend**
- Vegetation**
-  C. Shrubland, 0
 -  Excluded, 0
- BAL Contours**
-  BAL-12.5
 -  BAL-19
 -  BAL-29
 -  BAL-40
 -  BAL-FZ
 -  BAL-LOW
- Populated Places**
- 
- Local Government Authority**
- 
- Cadastral Address**
- 
- State Roads**
- 
- Other Roads**
- 



Figure 4b – BAL Contour Map (Detailed)

Legend

Vegetation
C. Shrubland, 0
Excluded, 0

BAL Contours
BAL-12.5
BAL-19
BAL-29
BAL-40
BAL-FZ
BAL-LOW

Populated Places

Local Government Authority

Cadastral Address

State Roads

Other Roads



Asset protection zone (APZ)

Managing vegetation in the Asset Protection Zone (APZ) achieves the following:

- Provides a safer space for people to defend their property and themselves before, during and after a fire front passes if necessary.
- By reducing radiant heat and direct flame contact from igniting the dwelling exposed to the fire front.

It is up to the landowners or occupiers to ensure that the created APZ is maintained through suitable design to ensure their property complies with the abovementioned APZ standards.

Steps required to setup and maintain an Asset Protection Zone (APZ)

Asset Protection Zone (APZ) means a low fuel area immediately surrounding habitable buildings and is to meet the following requirements:

- **Minimum width:** *Measured from any external wall or supporting post or column of the proposed building or the building envelope, and of sufficient size to ensure the potential radiant heat impact of a bushfire does not exceed 29kW/m² (BAL-29)*
- **Sheds:** *should not contain flammable materials.*
- **Location:** *wholly within the development site* • **Fences:** *within the APZ are constructed from non-combustible materials (e.g. iron, brick, limestone, metal post and wire). It is recommended that solid or slatted non-combustible perimeter fences are used.*
- **Objects:** *within 10 metres of a building, combustible objects must not be located close to the vulnerable parts of the building i.e. windows and doors.* • **Fine Fuel load:** *combustible dead vegetation matter less than 6 millimetres in thickness reduced to and maintained at an average of two tonnes per hectare.*
- **Trees (> 5 metres in height):** *trunks at maturity should be a minimum distance of 6 metres from all elevations of the building, branches at maturity should not touch or overhang the building, lower branches should be removed to a height of 2 metres above the ground and or surface vegetation, canopy cover should be less than 15% with tree canopies at maturity well spread to at least 5 metres apart as to not form a continuous canopy. No tree crowns overhang the building.*
- **Shrubs (0.5 metres to 5 metres in height):** *should not be located under trees or within 3 metres of buildings, should not be planted in clumps greater than 5m² in area, clumps of shrubs should be separated from each other and any exposed window or door by at least 10 metres. Shrubs greater than 5 metres in height are to be treated as trees.*
- **Ground covers (<0.5 metres in height):** *can be planted under trees but must be properly maintained to remove dead plant material and any parts within 2 metres of a structure, but 3 metres from windows or doors if greater than 100 millimetres in height. Ground covers greater than 0.5 metres in height are to be treated as shrubs.*
- **Grass:** *Should be managed to maintain a height of 100 millimetres or less.*
- **Grass:** *Cut before every fire season*

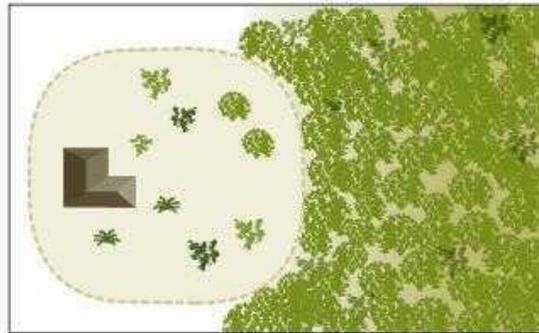
Design of Asset Protection Zone

Design of Asset Protection Zone

The proportion of the APZ reflect the distance from the hazard to ensure adequate separation is achieved

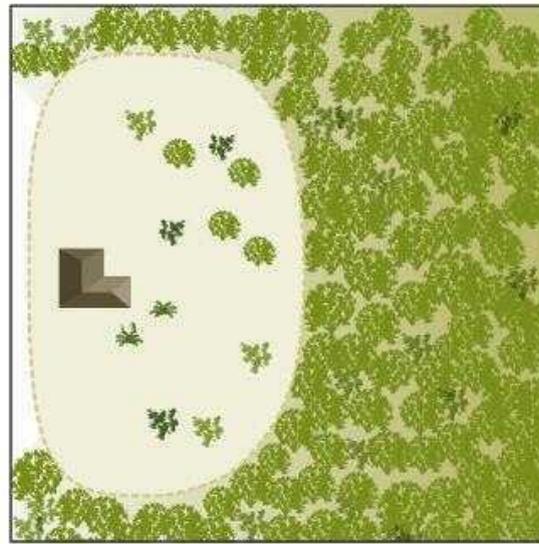
Hazard on one side

APZ



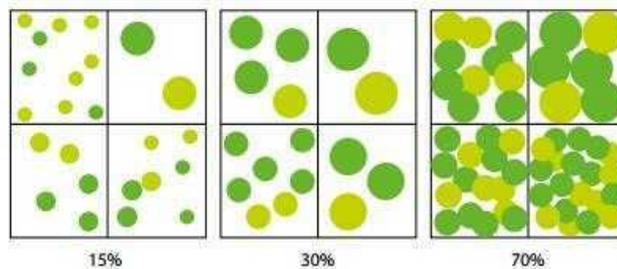
Hazard on three sides

APZ



Tree canopy cover should be less than 15% with tree canopies at maturity well spread to at least 5 metres apart as to not form a continuous canopy.

Figure 18: Tree canopy cover – ranging from 15 to 70 per cent at maturity



Responsibility of the owner

It is the responsibility of the owner to ensure that the APZ is created and maintained through appropriate design to ensure their property complies with the APZ standards outlined above.

Bushfire Hazard Issues

Bushfire Hazard Issues

From the BAL Assessment and BAL Contour Maps, the following bushfire hazard issues have been identified:

- The lot is subject to a rating of BAL-19
- The BAL ratings provided in the BAL Contour Maps and associated tables are indicative only and are for the purposes of demonstrating compliance with the bushfire protection criteria of SPP 3.7.
- Future residential buildings or upgrades to the existing building are to be constructed to the applicable construction standard of AS 3959.
- Due to the proposed lot being subject to a rating above BAL-LOW the relevant bushfire protection criteria apply and are addressed in Section 6 of this report.

Bushfire Protection Criteria

Guidelines for Planning In Bushfire Prone Areas Version 1.3 (The Guidelines)

The Guidelines apply applications located within designated bushfire prone areas. The Guidelines provide supporting information for implementation of SPP 3.7. Specifically, they provide the Bushfire Protection Criteria to be address for all applications.

Proposal Assessment

Table 6A provides an assessment against the bushfire protection criteria detailed in Appendix 4 of the Guidelines, including the applicable Acceptable Solutions for each element.

Table 6A: Assessment against the bushfire protection criteria of the Guidelines

Element	Acceptable Solution (A)	Compliance	Notes
1. Location	A1.1 Development location	YES	The development location is assessed as an acceptable rating of BAL-19.
2. Siting of Development	A2.1 Asset Protection Zone	N/A	Asset protection zone is not required for this site.
3. Vehicular Access	A3.1 Two access routes	YES	The site is situated on 23 Currambine Blvd Currambine connects directly with multiple access roads including Connolly Drive to the West and Sunlander Drive to the East. These routes connect to the wider public road network providing access in multiple directions.
	A3.2 Public road	N/A	Public roads are existing do not form part of this subdivision.
	A3.3 Cul-de-sac	N/A	No cul-de-sacs are part of this subdivision.
	A3.4 Battle-axe	N/A	No battle-axe Lots are proposed.
	A3.5 Private driveways longer than 50m	N/A	No driveways greater than 50m in length are required.
	A3.6 Emergency access way	N/A	No emergency access ways are required.

Element	Acceptable Solution (A)	Compliance	Notes
	A3.7 Fireserviceaccess routes	N/A	No fireserviceaccessroutesarerequired.
	A3.8 Firebreakwidths	no	Firebreaks are not required to be installed as per local fire break notice
4. Water	A4.1 Reticulated areas	YES	A reticulated water supply including existing hydrants is available to the proposed Lots.
	A4.2 Non-reticulated areas	N/A	
	A4.3 Individual lots within non-reticulated areas	N/A	

Bushfire Management Strategies

The required risk management measures, as detailed in Table 6A, are illustrated in the following Bushfire Management Strategies Map (Figure 6A) with associated specifications in Table 6B.

Figure 6A Bushfire Management Strategies Map



Bushfire Risk Management Strategies

<p>APZ Asset Protection Zones (APZ) to be established and maintained to the following dimensions:</p> <ul style="list-style-type: none"> To encompass the entirety of the proposed Lots. <p>Specifications for the APZ include:</p> <ul style="list-style-type: none"> Fuel load to be maintained <2t/ha. Trim Low hanging limbs to 2m from ground. No trees or branches to overhang habitable buildings. Grass to be kept <5cm (50mm). Trees should be a minimum of 6m from habitable buildings. Tree canopy cover should be less than 15% with tree canopies at maturity well spread to at least 3m apart as to not form a continuous canopy. Remove dead material from within trees and shrubs. Ensure roofs, gutters and walls of all buildings are free of flammable material. Fences within APZ to be constructed of non-combustible materials (e.g. steel, limestone, etc.). Sheds within APZ should not contain flammable materials. <p>Power domes are to be kept clear of vegetation.</p> <p>For specific requirements refer to: <i>Schedule 1: Standards for APZ</i> included in Appendix 1.</p> <p>Additional requirements may be specified by the annual Firebreak Notice included in Appendix 2.</p>	<p>Access & Egress</p> <ul style="list-style-type: none"> 23 Currambine BLVD Currambine provides access/ egress to East and West of lot
	<p>Water</p> <p>A reticulated water supply including existing hydrants is available to the proposed Lots.</p>

Implementation and Management

Table 7A: Schedule of Required Works

Landowner/Occupier	
No.	Management Action
1	On an ongoing basis, maintain the Asset Protection Zones (APZ) to the dimensions and standards stated in the Bushfire Management Plan.
2	Each year, comply with the relevant local government (City of Joondalup) annual Firebreak Notice issued under s33 of the Bush Fires Act 1954.

References

- BushfirePerth. (2019). Bushfire Attack Level (BAL) Assessment Report, reference ##YN9740. City of Joondalup
- OBRM. (2019). Map of Bush Fire Prone Areas 2019. Office of Bushfire Risk Management. Perth, WA.
- Standards Australia. (2009). AS 3959-2009 Construction of buildings in bushfire prone areas. SAI Global. WAPC. (2015). State Planning Policy 3.7 Planning in Bushfire Prone Areas. Western Australian Planning Commission & Department of Planning.
- WAPC. (2016). Planning Bulletin 111/2016 Planning in Bushfire Prone Areas. Western Australian Planning Commission.
- WAPC. (2017a). Guidelines for Planning in Bushfire Prone Areas Version 1.3. Western Australian Planning Commission, Department of Planning & Department of Fire and Emergency Services.
- WAPC. (2017b). Guidelines for Planning in Bushfire Prone Areas Appendices Version 1.3. Western Australian Planning Commission, Department of Planning & Department of Fire and Emergency Services.

Appendix 1 – Asset protection Zones Specifications

Source: *Guidelines for Planning in Bushfire Prone Areas (DoP/DFES v1.3 2017)*

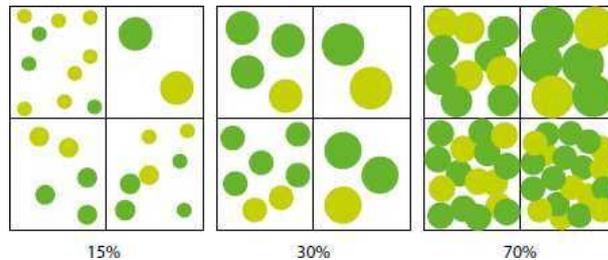
Fences: within the APZ are constructed from non-combustible materials (e.g. iron, brick, limestone, metal post and wire). It is recommended that solid or slatted non-combustible perimeter fences are used.

Objects: within 10 metres of a building, combustible objects must not be located close to the vulnerable parts of the building i.e. windows and doors.

Fine Fuel Load: combustible dead vegetation matter less than 6 mm in thickness reduced to and maintained at an average of two tonnes per hectare. The visual guide below shows a fuel load that equates to approximately 2t/ha (source: Shire of Augusta Margaret River).



Trees (> 5 metres in height): trunks at maturity should be a minimum distance of 6 metres from all elevations of the building, branches at maturity should not touch or overhang the building, lower branches should be removed to a height of 2 metres above the ground and or surface vegetation, canopy cover should be less than 15% with tree canopies at maturity well spread to at least 5 metres apart as to not form a continuous canopy. Diagram below represents tree canopy cover at maturity.



Shrubs (0.5 metres to 5 metres in height): should not be located under trees or within 3 metres of buildings, should not be planted in clumps greater than 5m² in area, clumps of shrubs should be separated from each other and any exposed window or door by at least 10 metres. Shrubs greater than 5 metres in height are to be treated as trees.

Ground covers (<0.5 metres in height): can be planted under trees but must be properly maintained to remove dead plant material and any parts within 2 metres of a structure, but 3 metres from windows or doors if greater than 100mm in height. Ground covers greater than 0.5 metres in height are to be treated as shrubs.

Grass: should be managed to maintain a height of 100 mm or less.

Appendix 2 – Local Government Firebreak and Fuel Load Notice

Fire Prevention on Private and Public Land

The Department of Fire & Emergency Services (DFES) issue a range of warnings to inform and keep the community safe during significant incidents that may threaten lives and property.

Total Fire Ban (TFB)

A Total Fire Ban (TFB) is declared by DFES because of extreme weather conditions or when widespread fires are seriously affecting firefighting resources. When a TFB is declared it prohibits the lighting of any fire in the open air including solid fuel barbecues and outdoor heaters and any other activities that may start a fire.

Fire Danger Rating (FDR)

The FDR is based on the forecast weather conditions and gives advice about the level of bushfire threat on a particular day. When the rating is high, the threat of a bushfire increases.

For more details visit DFES at dfes.wa.gov.au or the Bureau of Meteorology at bom.wa.gov.au

Smoke Nuisance

When a smoke nuisance complaint is received, the City may request the activity causing the smoke nuisance to cease in accordance with the provisions of Section 113A(2) of the Health (Miscellaneous Provisions) Act 1971. A maximum penalty of \$500.00 is provided by the Act upon conviction of causing a smoke nuisance.

Cigarette and Munch Fines

Most munch fires are caused by discarded cigarette or other hot, dry conditions – especially for extended periods along roadsides, particularly at traffic lights. Munch is used for landscaping, and on verges and median strips. The type used affects how easily a fire can start. Coarse woodchip mulches are recommended as they are harder to ignite.

Offence	Fine
Cigarette butt littering – individual	\$200.00
Cigarette butt littering – corporation	\$200.00
Littering that creates a public fire – individuals (includes lit cigarettes)	\$500.00
Littering that creates a public fire – corporations (includes lit cigarettes)	\$2,000.00
During a TFB, disposing of burning tobacco, cigarette, cigar or match in circumstances likely to set fire to the bush, including throwing it from a vehicle	\$25,000.00 (and/or 12 months in gaol)

Bushfire Prevention and Firebreaks

Need Advice?
For further information visit the Department of Fire and Emergency Services (DFES) website dfes.wa.gov.au.
The website includes links to request for:
• Total Fire Ban (TFB)
• Fire Danger Rating (FDR)
• Bushfire
• Susceptible Air Conditions
• Home Safety and more

Home Fire Safety
For further information on home fire safety, please refer to the City's Community Safety brochure at jeonidrup.wa.gov.au

Emergency Number	000
Fire Emergency	000
Emergency Information	1300 657 209
GIS Assistance	132 500
Total Fire Ban Information	1800 709 355
City Rangers	1300 655 960

City of Jeonidrup
T: 08 9460 4500
F: 08 9332 1000
50 Bush Avenue, Jeonidrup WA 6027
PO Box 17, Jeonidrup WA 6015
jeonidrup.wa.gov.au

City of Jeonidrup is proud to sponsor
Jeonidrup Bushfire Management Plan

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Remember

Prohibited Burning	Burning is prohibited within the City of Jeonidrup all year round
Garden Refuse and Rubbish	Burning of garden refuse and rubbish, by any person, at any time, on private or public land is prohibited
Barbecue and Outdoor Heaters	The use of solid fuel barbecues and outdoor heaters, such as a chiminea, is prohibited on private property when a TFB has been declared by DFES, at which time only gas or electric barbecues and outdoor heaters are permitted
Outdoor Cooking	The use of outdoor cooking appliances other than City installed and managed gas barbecues within parks and reserves is prohibited
Camping	Camping is not permitted within City parks and reserves
Off Road Vehicles	Off road vehicles are not permitted within City parks and reserves

Fire – Overview

Fire is an important natural feature of the Western Australian landscape. Human activities, including urban, have resulted in increased incidences of fire within many urban bushland reserves potentially posing a safety risk to residents and property. The City's aim is to minimise community education and awareness of the risks and responsibilities associated with bushfire.

The objectives of bushfire management within the City of Jeonidrup include:

- Protecting life, critical infrastructure, property and the environment
- Fulfilling obligations under the related legislation and undertaking best practice fire management
- Maintaining and enhancing biodiversity values within natural areas
- Ensuring long term survival of native wildlife populations
- Minimising adverse impacts on regional air quality
- Providing consistency within the City's operations regarding fire management

Many factors influence fire behaviour, such as fuel, air and heat, but none is more significant than fuel. Vegetation around a building like dry grass, weeds, twigs and bark provide fuel for a fire. This fuel plays a part in how hot a fire can be and how fast it can spread. If fuel is removed, the fire will starve.

In order to reduce the risk of a fire occurrence within the City of Jeonidrup a number of bushfire risk management actions are currently implemented by the City under the Bush Fires Act 1954:

- Weed control (mechanical and chemical)
- Installation and maintenance of firebreaks and fire access ways on City owned or managed land
- Annual firebreak inspections on all vacant land and bushland within the City
- Annual fuel load assessments on bushland greater than 2,000m² or 0.2ha
- Controlled access to sites
- Community education

Firebreak Installation and Maintenance on Vacant Land and Bushland

Under the Bush Fires Act 1954, All owners and occupiers of vacant land and bushland in Western Australia must establish and maintain firebreaks.

A firebreak is an area where flammable material, such as wood, leaves and grass has been cleared to minimise the spread of fire and to allow safe access for firefighting vehicles.

The City undertakes an annual assessment of fuel loads and firebreaks within vegetated areas of the City that are owned and managed by the City, State Government and private land owners, in accordance with Section 33 of the Bush Fires Act 1954.

Under the powers of the Bush Fires Act 1954, the City of Jeonidrup sets out the following specifications:

Buildings	Where practicable, all buildings must have a 3m clearance of flammable material and/or vegetation
Land with an area of less than 2,000m² or 0.2ha	<ul style="list-style-type: none"> A firebreak, not less than 3m wide must be cleared immediately inside and around all external boundaries of the land. All tree branches that overhang a firebreak must be trimmed back to a minimum height of 3m above ground level. After mowing or slashing is carried out, the height of the vegetation must not exceed, as far as reasonably practicable, 50mm over the entire area of the firebreak.
Land with an area of 2,000m² or 0.2ha or more	<ul style="list-style-type: none"> A firebreak, not less than 3m wide, must be cleared immediately inside and around all external boundaries of the land. All tree branches that overhang a firebreak must be trimmed back to a minimum height of 4m above ground level. After mowing or slashing is carried out, the height of the vegetation must not exceed, as far as reasonably practicable, 50mm over the entire area of the firebreak.

Non-compliant: No firebreak installed inside boundary

Compliant: grass cleared to ground level – 50mm or less

Compliant: 3m wide firebreak installed with 4m vertical clearance for firefighting vehicles

Firebreaks can:

- Allow safe access for firefighting vehicles
- Minimise the spread of fire
- Be used to create hazards and protect assets.

All vacant land in the City of Jeonidrup must have a firebreak installed by 31 October each year and maintained until 31 May the following year. Failure to comply with these requirements may incur fines and penalties within the City

Application to vary Firebreak Requirements

If a firebreak is impractical along your boundary for environmental or other reasons, please notify the City by 15 October to obtain permission for firebreaks in alternative positions or of a different nature.

Additional Works to Reduce Hazards

Regardless of land size and location, the City of Jeonidrup's City Ranger Bushfire Control Officers may require you to undertake additional works on your property to improve access and/or undertake further works where in the opinion of the City Ranger Bushfire Control Officer these works would be conducive to preventing the outbreak, and/or spread or extension of a bushfire.

Penalties

Under the Bush Fire Act 1954, failure to comply with regulations can result in a fine ranging from \$250.00 to \$200,000 or imprisonment for up to 14 years.

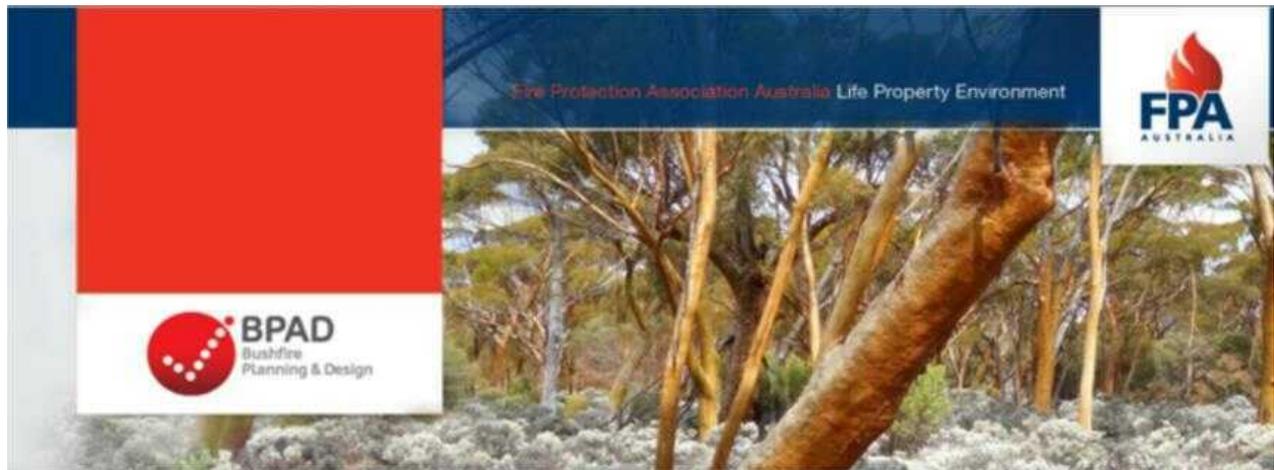
Offence	Fine
Failure to maintain firebreak as per firebreak order	\$170.00
Offences relating to lighting a fire in the open air	\$250.00
Setting fire to bush during prohibited burning times	\$250.00
Failure of occupier to extinguish bush fire	\$250.00
Refusal to provide name and address	\$100.00

City Rangers

- Send out firebreak notices to all owners/occupiers of vacant land
- Carry out fuel load assessments each year
- Conduct firebreak inspections from 1 November each year
- Send out work orders for non-compliant firebreaks and to inspect as required
- Issue fines under the Bush Fires Act 1954 as required
- Investigate bushfire related enquiries

For further information and advice, visit the City Ranger on 1300 655 960 or visit jeonidrup.wa.gov.au

Appendix 3 – Bushfire Attack Level (BAL) Assessment report



AS 3959 Bushfire Attack Level (BAL) Assessment Report

Site Details			
Address	23 ,Currambine BLVD		
Suburb	Currambine	State	WA
Local Government Area:	City of Joondalup		
Description of Building Works:	class 1a		

Report details			
Report/Job Number	#OY1484	Report Version:	1
Assessment Date	16-01-2019	Report Date:	16-01-2019

BPAD Accredited Practitioner Details	
Company Name:	Bushfire Perth
Contact Details:	booking@balrating.com.au -
Representative	Natasha Smirnova
 BAL Rating	<div style="border: 1px solid black; padding: 5px;"> <p>I hereby declare that I am a BPAD accredited bushfire practitioner. </p> <p>Accreditation No. <i>BPAD 43924</i></p> <p>Signature <i>[Handwritten Signature]</i></p> <p>Date <i>AS ABOVE</i></p> </div>

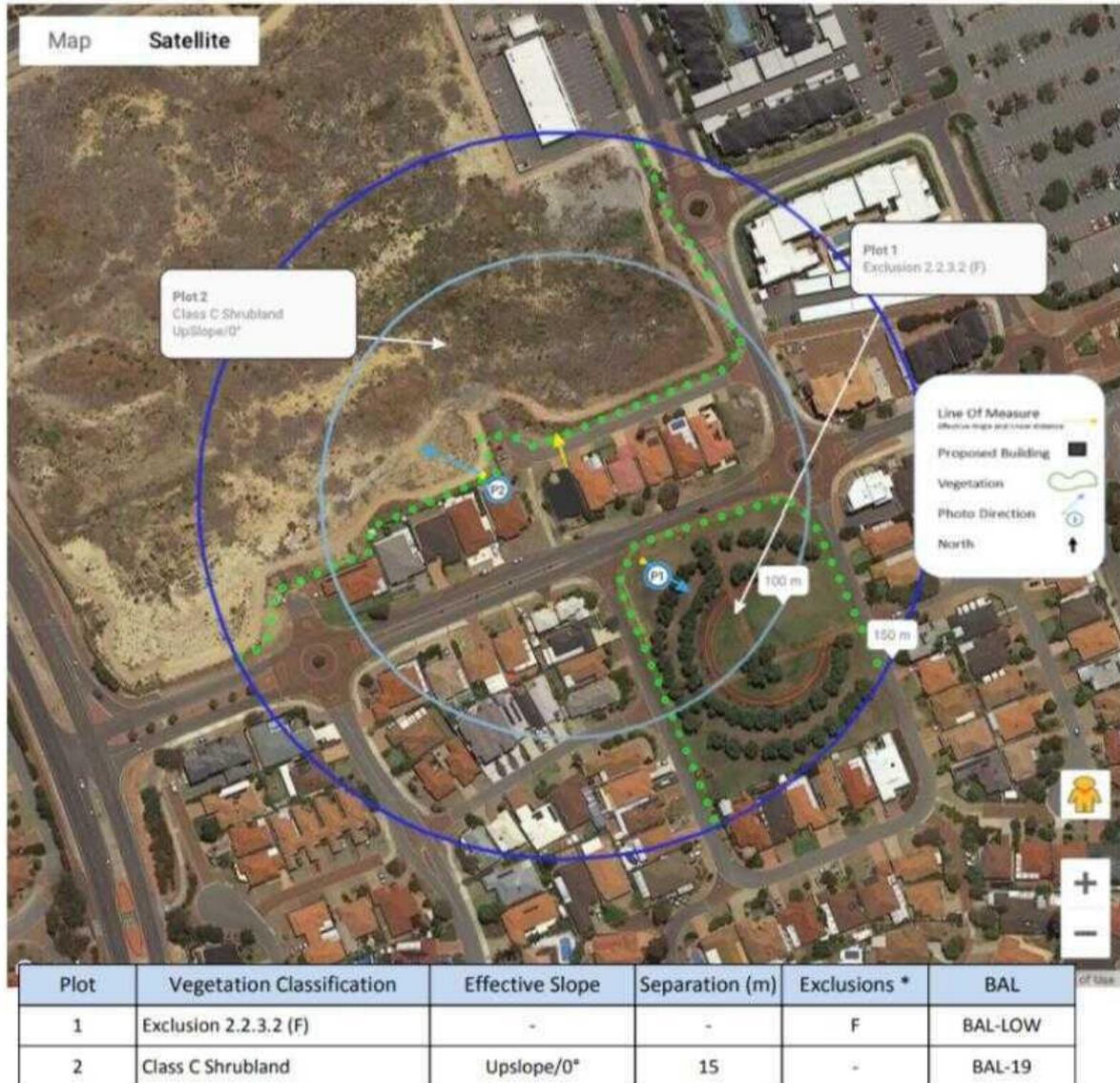
Disclaimer: The measures or recommendations contained in this report are considered to be minimum standards and they do not guarantee that a building will not be damaged in a bushfire. Reliance on the assessment and determination of the Bushfire Attack Level contained in this report should not extend beyond a period of 12 months from the date of issue of the report. If this report was issued more than 12 months ago, it is recommended that the validity of the determination be confirmed with the Accredited Practitioner name in this report and where required an updated report issued.

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Site Assessment & Site Plans

The assessment of this site / development was undertaken on 16-01-2019 by Natalia Smirnova or an Associate of Bushfire Perth, a BPAD Accredited level 1 Practitioner for the purpose of determining the Bushfire Attack Level in accordance with AS 3959 - 2009 Simplified Procedure (Method 1).



Vegetation Classification

All vegetation within 100m of the site / proposed development was classified in accordance with Clause 2.2.3 of AS 3959-2009. Each distinguishable vegetation plot with the potential to determine the Bushfire Attack Level is identified below.

Plot1	Vegetation-Exclusion 2.2.3.2 (F)	Slope (-)	BAL-LOW
			
Exclusion clause 2.2.3.2 F, Low threat vegetation including maintained public reserve and parkland. Grassland under 100mm in height is also excluded			

Plot2	Vegetation-Class C Shrubland	Slope-Upslope/0°	BAL-19
			
Shrubs <2 m high; greater than 30% foliage cover with overstorey tree coverage less than 10%.			

Determined Bushfire Attack Level

Relevant Fire Danger Index

The fire danger index for this site has been determined in accordance with Table 2.1 or otherwise determined in accordance with a jurisdictional variation applicable to the site.

Fire Danger Index

FDI 80
Table 2.4.3

FDI 80
Table 2.4.3

FDI 80
Table 2.4.3

FDI 100
Table 2.4.2

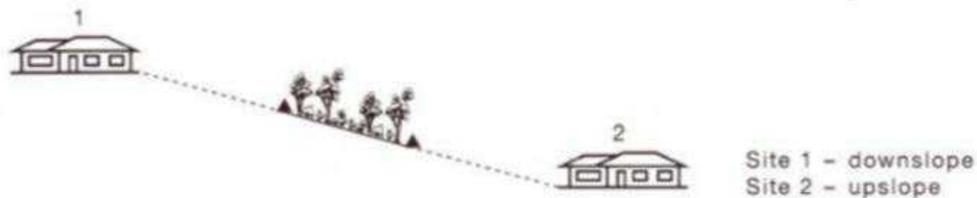
Potential Bushfire Impacts

The potential bushfire impact to the site / proposed development from each of the identified vegetation plots are identified below.

Plot	Vegetation Classification	Effective Slope	Separation (m)	Exclusions *	BAL
1	Exclusion 2.2.3.2 (F)	-		F	BAL-LOW
2	Class C Shrubland	Upslope/0°	15	-	BAL-19

Table 1: BAL Analysis - *Exclusions refer to clause 2.2.3.2 as found in AS39-59-2009

Diagram Explaining Slopes



Determined Bushfire Attack Level (BAL)

The Determined Bushfire Attack Level (highest BAL) for the site / proposed development has been determined in accordance with clause 2.2.6 of AS 3959-2009 using the above analysis.

Determined Bushfire Attack Level	Bal-19
----------------------------------	--------

BAL ratings explained

<i>BAL rating</i>	<i>Explanation</i>	<i>Risk</i>
BAL - LOW	There is insufficient risk to warrant any specific construction requirements but there is still some risk.	BAL - LOW
BAL - 12.5	There is a risk of ember attack. The construction elements are expected to be exposed to a heat flux not greater than 12.5 kW/m ² .	LOW
BAL - 19	There is a risk of ember attack and burning debris ignited by windborne embers and a likelihood of exposure to radiant heat.	MODERATE
BAL - 29	There is an increased risk of ember attack and burning debris ignited by windborne embers and a likelihood of exposure to an increased level of radiant heat.	HIGH
BAL - 40	There is a much increased risk of ember attack and burning debris ignited by windborne embers, a likelihood of exposure to a high level of radiant heat and some likelihood of direct exposure to flames from the fire front	VERY HIGH
BAL - FZ	There is an extremely high risk of ember attack and burning debris ignited by windborne embers, and a likelihood of exposure to an extreme level of radiant heat and direct exposure to flames from the fire front.	EXTREME

The Australian Standard AS 3959-2009 Construction of buildings in bushfire prone areas

The Australian Standard AS 3959 describes comprehensive methodology of assessing bushfire attacks and advises specific construction details for dwellings to diminish the risk of combustion caused by burning embers, radiant heat or direct flame contact generated by a bushfire and its intensity on the dwelling.

Construction Requirements

BAL rating	Requirements	As3959-2009 Page number
LOW	No construction requirements Section 4	
BAL 12.5	Construction sections 3 and 5	pg42
BAL 19	Construction sections 3 and 6	pg50
BAL 29	Construction sections 3 and 7	pg58
BAL 40	Construction sections 3 and 8	pg67
BAL FZ	Construction sections 3 and 9	pg74

Appendix 2 - Asset protection zone (APZ)

Managing vegetation in the Asset Protection Zone (APZ) achieves the following:

- Provides a safer space for people to defend their property and themselves before, during and after a fire front passes if necessary.
- reducing radiant heat and direct flame contact from igniting the dwelling exposed to the fire front.

It is up to the landowners or occupiers to ensure that the created APZ is maintained through suitable design to ensure their property complies with the abovementioned APZ standards.

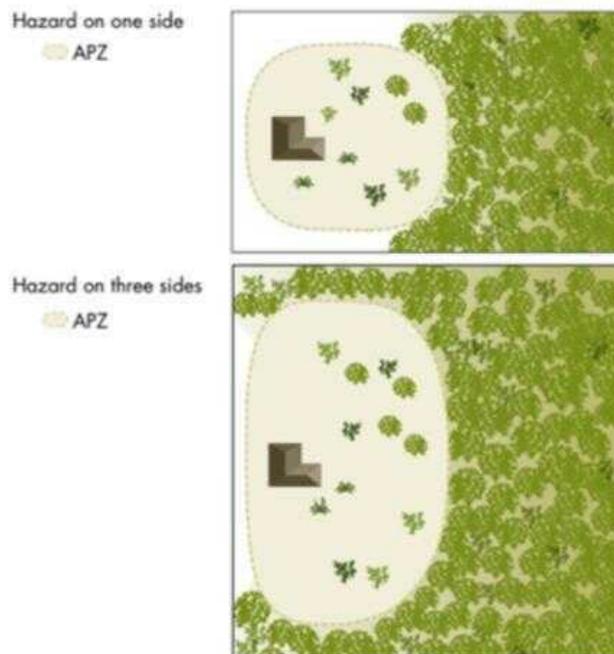
Steps required to setup and maintain an Asset Protection Zone (APZ)

Asset Protection Zone (APZ) means a low fuel area immediately surrounding habitable buildings and is to meet the following requirements:

- **Minimum width:**
Measured from any external wall or supporting post or column of the proposed building or the building envelope, and of sufficient size to ensure the potential radiant heat impact of a bushfire does not exceed 29kW/m^2 (BAL-29)
- **Sheds:**
should not contain flammable materials.
- **Location:**
wholly within the development site
- **Fences:**
within the APZ are constructed from non-combustible materials (e.g. iron, brick, limestone, metal post and wire). It is recommended that solid or slatted non-combustible perimeter fences are used.
- **Objects:**
within 10 metres of a building, combustible objects must not be located close to the vulnerable parts of the building i.e. windows and doors.
- **Fine Fuel load:**
combustible dead vegetation matter less than 6 millimetres in thickness reduced to and maintained at an average of two tonnes per hectare.
- **Trees (> 5 metres in height):**
trunks at maturity should be a minimum distance of 6 metres from all elevations of the building, branches at maturity should not touch or overhang the building, lower branches should be removed to a height of 2 metres above the ground and or surface vegetation, canopy cover should be less than 15% with tree canopies at maturity well spread to at least 5 metres apart as to not form a continuous canopy. No tree crowns overhang the building.
- **Shrubs (0.5 metres to 5 metres in height):**
should not be located under trees or within 3 metres of buildings, should not be planted in clumps greater than 5m^2 in area, clumps of shrubs should be separated from each other and any exposed window or door by at least 10 metres. Shrubs greater than 5 metres in height are to be treated as trees.
- **Ground covers (<0.5 metres in height):**
can be planted under trees but must be properly maintained to remove dead plant material and any parts within 2 metres of a structure, but 3 metres from windows or doors if greater than 100 millimetres in height. Ground covers greater than 0.5 metres in height are to be treated as shrubs.
- **Grass:**
Should be managed to maintain a height of 100 millimetres or less. Cut before every fire season

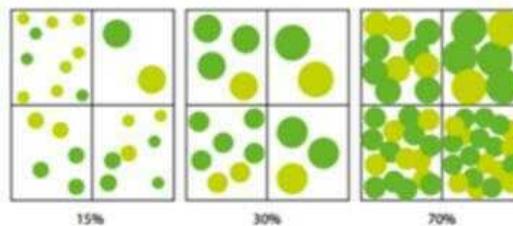
Design of Asset Protection Zone

The proportion of the APZ reflect the distance from the hazard to ensure adequate separation is achieved



Tree canopy cover should be less than 15% with tree canopies at maturity well spread to at least 5 metres apart as to not form a continuous canopy.

Figure 18: Tree canopy cover – ranging from 15 to 70 per cent at maturity



Responsibility of the owner

It is the responsibility of the owner to ensure that the APZ is created and maintained through appropriate design to ensure their property complies with the APZ standards outlined above.

Appendix 4

Exclusions

Areas of Vegetation that does not trigger a BAL rating BAL-LOW (i.e. low threat) according to AS 3959 includes the following:

- Vegetation of any type more than 100 m from the site.
- Single areas of vegetation less than 1 ha in area and not within 100 m of other areas of vegetation being classified.
- Multiple areas of vegetation less than 0.25 ha in area and not within 20 m of the site or each other.
- Strips of vegetation less than 20 m wide (measured perpendicular to the elevation exposed to the strip of vegetation) regardless of length and not within 20 m of the site or each other, or other areas of vegetation being classified.
- Non-vegetated areas, including waterways, roads, footpaths, buildings and rocky outcrops.
- Low threat vegetation, including grassland managed in a minimal fuel condition, maintained lawns, golf courses, maintained public reserves and parkland, vineyards, orchards, cultivated gardens, commercial nurseries, nature strips and wind breaks

Disclaimer

This report is distributed under the understanding that this office and its assessor are not responsible for any results of any actions taken on the basis of the information contained within this document or for any errors in or omission from it. Some or all of the information contained within this report may have been provided by a 3rd party, this office and its assessors are not responsible for any inaccuracy or misrepresentation of information provided to them to complete this report. It should be understood that the main reason of this document is to look into diminishing the impact and danger of a bushfire in an identified bushfire prone area to the residents of the District.

It must be outlined that fuel loading and weather conditions prevailing at the time of bushfire event may persuade high intensity fire to occur posing a risk to lives and property. This must be taken into consideration by any person living or staying within a bushfire prone area. This Bushfire Attack Level Assessment is based on site conditions described as at the date of its assessment indicated by this report. Any changes to the current vegetation type, structure and fuel loadings will modify the bushfire attack level and invalidate this report.

-- End of BAL assessment --

Bushfire Attack Level (BAL) Certificate

Determined in accordance with AS 3959-2009

This Certificate has been issued by a person accredited by Fire Protection Association Australia under the Bushfire Planning and Design (BPAD) Accreditation Scheme. The certificate details the conclusions of the full Bushfire Attack Level Assessment Report (full report) prepared by the Accredited Practitioner.

Property Details and Description of Works

Address: 23 ,Currambine BLVD

Suburb: Currambine

State: WA

Local Government Area: City of Joondalup

Report / Job Number: #OY1484

Report Date: 16-01-2019

Determination of Highest Bushfire Attack Level

AS 3959 Assessment Procedure	Vegetation Classification	Effective Slope	Separation Distance	BAL
Method 1	Class C Shrubland	Upslope/0°	15m	19

BPAD Accredited Practitioner Details

Name

Natasha Smirnova

Company Details

Bushfire Perth, Booking@BALRating.com.au - 0416 985 859

I hereby certify that I have undertaken the assessment of the above site and determined the Bushfire Attack Level stated above in accordance with the requirements of AS 3959-20 and 3).

I hereby declare that I am a BPAD accredited bushfire practitioner.	
Accreditation No.	BPAD 43924
Signature	
Date	AS ABOVE

Reliance on the assessment and determination of the Bushfire Attack Level contained in this certificate should not extend beyond a period of 12 months from the date of issue of the certificate. If this certificate was issued more than 12 months ago, it is recommended that the validity of the determination be confirmed with the Accredited Practitioner and where required an updated certificate issued.).

Appendix 4 – Bushfire Emergency Evacuation Plan

Bushfire Emergency

Evacuation Plan

Currambine Childcare Centre

23 Currambine Boulevard

Currambine WA 6028

Prepared by Natasha O'Neill

Version 1

THIS PLAN IS TO BE REVIEWED ANNUALLY

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1. Facility details

This Plan is for: Currambine Child Care Centre and has been designed to assist management to protect life and property in the event of a fire.

This Plan outlines procedures for **Evacuation** to enhance the protection of occupants from the threat of a fire, as well as **Sheltering-in-place** (remaining on site) as a last resort.

The Primary Action to follow under normal fire conditions is to:

EVACUATE

Address	23 Currambine Boulevard, Currambine WA 6028
Contact person	Natasha O'Neill
Position / role	Owner / Proprietor
Phone number (BH)	0468 324 499
Phone number (AH)	0468 324 499
Type of facility	Child care centre
Number of employees	3
Maximum number of guests	20
Potential for occupants to have support needs	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Description of support needs	<p>Currambine Child Care values inclusion and welcomes children of all linguistic, cultural, religious and family backgrounds and will cater for the diverse needs of each child to its fullest capacity.</p> <p>With a license to operate with a maximum of two full-time educators and one 'lunch cover' educator, we are unable to meet the one-on-one care needs of children with severe physical / cognitive / developmental challenges or with complex medical needs.</p> <p>Our service is committed to supporting families of children with additional needs through the provision of specialist support service information and referral, ensuring every child has access to childcare resources and support that meet their individual needs.</p> <p>Currambine Child Care requires children to be aged 3-5 years and toilet trained in order to be offered a place at the service.</p>

2. Bushfire risk analysis

Table 1 provides an assessment of the vulnerability of the development and location and extent of the bushfire hazard to understand how a bushfire may affect the facility and its occupants.

Table 1: Bushfire risk analysis

Bushfire risk element	Facility response
Type of facility	Child care centre
Type of occupants	Children and educators
Needs of occupants	Children are unable to be responsible for any aspect of evacuation – adult facilitation is required at all stages of emergency evacuation.
Health considerations	<ul style="list-style-type: none"> Possible children with asthma
Accessibility	<p>Are there two different vehicle access routes that both connect to the public road network and provide access to two different destinations?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Identify main access roads: Currambine Boulevard and Mistral Meander</p> <p>What is the travel distance and direction to the nearest major public road / highway?</p> <p>400m North/East</p>
Quality of roads	<p>The access roads are:</p> <p><input type="checkbox"/> Paved <input type="checkbox"/> Single lane <input checked="" type="checkbox"/> Well-maintained</p> <p><input checked="" type="checkbox"/> Gravel <input checked="" type="checkbox"/> Dual-lane <input type="checkbox"/> Reasonably maintained</p> <p><input type="checkbox"/> Multi-lane <input type="checkbox"/> Poorly maintained</p> <p>Approximate width of access roads:</p> <p><input type="checkbox"/> less than 6 m <input checked="" type="checkbox"/> 6 m or wider</p>
Bushfire prone vegetation adjacent to transport routes	<p>Are any areas of the road network described above bordered by vegetation that may be involved in a bushfire?</p> <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>Provide a description of the potential impacts that a bushfire within this vegetation could have on safe evacuation along these roads.</p> <p>N/A</p>
Bushfire risk element	<p>In response to a bushfire, children and staff will evacuate the building following the evacuation procedure.</p> <p>In the event of a high risk, staff will escort children across the road to</p>

	Doncaster Park, at least 100m from the property while waiting for emergency mini buses to arrive and escort children to the COJ allocated and/or primary refuge.	
Building condition / construction	<p>The building is:</p> <p><input checked="" type="checkbox"/> Well-maintained</p> <p><input type="checkbox"/> Reasonably maintained</p> <p><input type="checkbox"/> Poorly maintained</p> <p>What year was the building constructed?</p> <p>1994</p> <p>Was the building constructed to a specific BAL in accordance with AS 3959-2009?</p> <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>If yes, what BAL rating was the house constructed to?</p> <p>N/A</p>	
Overall likely bushfire impact	<input checked="" type="checkbox"/> Low	
	<input type="checkbox"/> Moderate	
	<input type="checkbox"/> High	
	<input type="checkbox"/> Extreme	

Analysis of the bushfire risk assessment has determined that the Primary Action should be to Evacuate occupants early to another location (primary off-site refuge) away from the effects of a bushfire. However, in the event that there is insufficient time to conduct an evacuation, **Shelter-in-place** procedures are to be carried out **as a last resort only**.

3. Roles and responsibilities

Table 2 and Table 3 outline the people and organisations who are responsible for implementing the emergency procedures in the event of a bushfire.

Table 2: Roles and responsibilities

Position	Name of person	Phone number
Centre manager/ ECE teacher	Natasha O'Neill	0468 324 499
Permanent educator	TBA	TBA
Casual educator	TBA	TBA

Table 3: Emergency contacts

Organisation	Office / contact	Information	Phone number / website
Local Fire Bridge	DFES Communications	Report a fire	000
Ambulance	Communications Centre	Report a medical emergency	000
Police	Communications Centre	Report other emergencies	000
Department of Fire and Emergency Services (DFES)	Communications Centre / website	Emergency warnings and incidents in local area	13 DFES (133 337) www.emergency.wa.gov.au
City of Joondalup	Emergency Services Officer	Evacuation centre and emergency management	9400 4000
Main Roads WA	Office / website	Road closures	138 138 www.mainroads.wa.gov.au
DFES State Emergency Service (SES)	Communications Centre	SES services	132 500

4. Bushfire preparation and awareness

4.1 Preparation

Preparation prior to and during the declared bushfire season is paramount to increasing a building and its occupants chance of surviving a bushfire event. The following provides a list of bushfire preparations that should be carried out within the facility prior to and during the bushfire season:

- ensure compliance with the annual City of Joondalup Fuel Hazard Reduction and Firebreak Notice including implementation and maintenance of:
 - * an Asset Protection Zone (minimum of 20 m or as stated in an endorsed BMP)
 - * internal perimeter firebreaks (if required)
- ensure that this BEEP is reviewed and updated annually
- practice evacuation and shelter-in-place procedures as outlined within this BEEP
- ensure that an Evacuation Diagram is displayed within the facility and occupants are aware of the BEEP
- test any firefighting equipment present within the facility (e.g. fire hose reels, sprinklers)
- ensure compliance with Total Fire Bans.

4.2 Fire Danger Ratings

Fire Danger Ratings (FDRs) are issued by Department of Fire and Emergency Services (DFES) and provide advice about how dangerous a fire would be if one started on a particular day. An FDR of Catastrophic or Extreme means that a bushfire that starts is likely to be so intense that even well-prepared, well-constructed and actively defended homes may not survive. Under these conditions, DFES advice is to evacuate in the days or hours before a bushfire might threaten to increase the chances of survival.

Understanding the FDR categories and what they mean to the facility will help facility management to make decisions about what to do if a bushfire starts. It is recommended that facilities with an overall risk rating of High or Extreme (from Table 1) plan to spend the day in a low bushfire risk location on days with a Catastrophic or Extreme FDR.

The FDR for your local area can be checked on the following websites:

- Emergency WA website (DFES): www.dfes.wa.gov.au
- Bureau of Meteorology website: www.bom.gov.au

4.3 Emergency warnings

During a bushfire, DFES and the Department of Biodiversity, Conservation and Attractions (DBCA) will issue community alerts and warnings for bushfires that threaten lives and property.

The following warnings may be issued:

- **Advice** – a fire has started but there is no known danger, this is general information to keep you informed and up to date with developments.
- **Watch and Act** - there is a possible threat to lives and homes. Conditions are changing, you need to leave the area or prepare to actively defend your home to protect you and your family.

- **Emergency Warning** - you are in danger as your area will be impacted by fire. You need to take immediate action to survive. Listen carefully as you will be advised whether you can leave the area or if you must shelter where you are as the fire burns through your area. An emergency warning may be supported with a siren sound called the Standard Emergency Warning Signal (SEWS). These factors should be reviewed on a regular basis as they may change at any time and without notice.
- **All Clear** - the danger has passed and the fire is under control, but you need to remain vigilant in case the situation changes. It may still not be safe to return home.

4.4 Additional resources

Table 4 provides a list of publications that provide additional information relating to bushfire preparedness and awareness. It is recommended that facility management review these publications prior to and during the bushfire season.

Table 4: DFES preparation and awareness publications

Resource	Website
5 Minute Fire Chat online resource	Current website URL
5 Minute Fire Chat publications	Current website URL
Bushfire Preparation Toolkit	Current website URL

5. Stand-by procedures

Stand-by procedures are triggered:

- when occupants of the facility are made aware that there is a bushfire in the surrounding area with the potential to impact the facility (DFES 'Advice' alert)
- on days with a Fire Danger Rating of Very High, Severe or Extreme - DFES recommends that residents seek information and be ready to leave if a bushfire starts on these days
- on days with a Fire Danger Rating of Catastrophic - DFES considers that the only safe place in these conditions is away from bushfire risk areas.

Table 5 lists the stand-by procedures to be followed when the threat of a bushfire is not immediate.

Table 5: Stand-by procedures

TRIGGER: On becoming aware that there is a bushfire in the surrounding area (DFES 'Advice' alert) On days with a Fire Danger Rating of Very High, Severe, Extreme or Catastrophic	
Action	Person responsible
Consult State emergency Alerts and Warnings website, DFES phone (13 3337) and local ABC radio (684 am, 1152 am) for fire situation and updates	Centre manager (Natasha O'Neill)
Appoint one of the occupants as a person in charge and ensure that they have a mobile phone and are contactable	Centre manager (Natasha O'Neill)
Inform occupants of the fire situation and account for all children and staff	Centre manager (Natasha O'Neill) / Permanent educator (TBA)
Advise DFES (000) that the centre is operating as a child care facility	Centre manager (Natasha O'Neill)
Make arrangements for transportation for possible evacuation	Centre manager (Natasha O'Neill) / Permanent educator (TBA)

6. Evacuation procedures (primary action)

Evaluation of the safety of occupants has determined that it would be safer for all persons to evacuate to a designated off-site refuge, if time permits.

6.1 On-site assembly point

An on-site assembly point is an area within the premise where facility occupants are to meet on becoming aware that there is a bushfire in the area and before carrying out evacuation procedures. The assembly point is to be clearly marked to identify its location to evacuees. The designated on-site assembly point is identified in Table 6.

Table 6: Designated on-site assembly points

Assembly point
The assembly point is the area adjacent to the main entrance inside the child care centre.

6.2 Off-site safe refuge areas

DFES and the City of Joondalup will provide advice on the day as to the locations of the designated off-site safe refuge areas/welfare centres.

In the event that this information is not yet available, Table 7 lists two potential refuge areas that are to be considered during an evacuation. The refuges have been chosen based on:

- relative proximity to the facility
- relative safety of evacuation route (a secondary refuge may be designated if there is potential for the primary refuge to be inaccessible)
- whether the refuge is located away from the effects of a bushfire
- capacity to support the number of occupants in the facility
- capacity to support occupants with special needs.

A list of potential evacuation centres is provided in the table below. You should choose the two most suitable refuge areas for your facility based on the criteria listed above. Enter these details in the following tables. Remove reference to a secondary if there is no safe route available.

Council designated refuge	Address	Phone Number
Currambine Community Centre	64 Delamere Avenue, Currambine	9400 4000
Craigie Leisure Centre	Whitfords Avenue, Craigie	9400 4600
Heathridge Park Centre	Sail Terrace, Heathridge	9400 4268
Duncraig Leisure Centre	40 Warwick Road, Duncraig	9400 4600
Warwick Stadium	Cnr Warwick and Wanneroo Road, Warwick.	9247 2266

Table 7: Designated off-site refuges

Primary off-site refuge	Currambine Primary School
Address	28 Ambassador Drive Currambine WA 6028
Nearest cross-street	Paddington Avenue
Travel distance and time	1.2km – 1 minute drive
Phone number	9304 0011
Secondary off-site refuge	Francis Jordan Catholic Primary School
Address	25 Pterborough Drive Currambine WA 6028
Nearest cross-street	Alpha Drive
Travel distance and time	1.5km – 2 minute drive
Phone number	9404 2400

6.3 Transportation arrangements

Table 8 details the transportation arrangements required for evacuation of the facility.

Table 8: Transportation arrangements

Transportation arrangements	
Number of vehicles required	2
Type of vehicles	12 seater mini bus
Special transport required	N/A
Time required to organise transport	20 minutes
Time required to evacuate to off-site refuge	2 minutes

6.4 Evacuation route

The Bushfire Evacuation Procedures diagram is displayed on the wall in the indoor play space of the child care facility. The diagram depicts the safest evacuation route to the designated off-site refuge.

The primary evacuation route to Currambine Primary School is:

1. Staff and children evacuate the building through the main entrance
2. Staff and children walk North along the side of the building (entrance footpath/bike track) and exit the property through the rear entrance gates.
3. Staff and children walk along the Pedestrian Access Way and stop at the opposite end of the PAW, outside 23 Currambine BLVD (child care centre).
4. Mini buses arrive and pull into the vacant vehicle embayment outside 23 Currambine BLVD or stop in front of the child care centre on Currambine BLVD.
5. At least 1 staff member and 10 children embark onto the first bus. 1-2 staff members and up to 10 children embark onto the second bus.
6. Each bus continues East along Currambine BLVD and continues straight through the first round about.
7. At the second round about, each bus turns right onto Paddington Ave and then continues along Paddington Ave for 1km until they reach Ambassador Ave (pass straight through one round about)
8. At the intersection of Ambassador Drive, each bus continues straight through the round about and enters Currambine Primary School, before turning right into the pick up/drop off roadway.

9. The buses drive along the pick up/drop off roadway and stop in the loading bays outside the school office administration building.
10. Children and staff safely disembark onto the grassed area outside the school office.

Safety considerations while driving:

If there is a lot of smoke:

- slow down as there could be people, vehicles and livestock on the road
- turn your car headlights and hazard lights on
- close the windows and outside vents
- if you can't see clearly, pull over and wait until the smoke clears.

If you become trapped by a fire:

- park the vehicle off the roadway where there is little vegetation, with the vehicle facing towards the oncoming fire front.
- turn the engine off.
- close the car doors, windows and outside vents.
- call 000.
- stay as close to the floor as possible and cover your mouth with a damp cloth to avoid inhalation of smoke. If smoke enters the vehicle, toxic fumes are released from the interior of the vehicle.
- stay covered in woollen blankets, continue to drink water and wait for assistance.
- stay in the car until the fire front has passed and do not open windows or doors. Once the front has passed and the temperature has dropped, cautiously exit the vehicle. Internal parts may still be extremely hot.

6.5 Evacuation procedures

Evacuation procedures are triggered:

- when an approaching bushfire threatens to impact the facility (DFES 'Watch and Act' alert)
- in the situation where little warning has been received in relation to an approaching bushfire but there is still time to conduct a safe evacuation
- when advised by emergency services personnel that evacuation is necessary.

Table 9 lists the evacuation procedures to be followed during an evacuation of the facility.

Table 9: Evacuation procedures

TRIGGERS:	
<ul style="list-style-type: none"> • On becoming aware that an approaching fire threatens to impact the facility (DFES 'Watch and Act' alert) • When little warning of an approaching fire has been received but there is still time to perform a safe evacuation • When advised by emergency services that evacuation of the facility is necessary 	
Action	Person Responsible
Call 000 for emergency services and seek and follow advice Call any of the below operators and urgently request two 12-seater mini buses for evacuation at 23 Currambine BLVD: <ul style="list-style-type: none"> • Maxi Taxi Perth - 0406 553 313 • Black and White Cabs – 13 32 22 	Centre Director or acting Responsible Person on the day

<ul style="list-style-type: none"> • Swan Taxis – 13 13 30 • Taxi Wizard – 0433 901 141 	
Evacuate children, staff and visitors out of the main building, through the rear gates and long the PAW to the evacuation point on Currambine BLVD.	Centre Director, Responsible Person and Educator/s.
Take the Ipad for child attendance and staff attendance information, Emergency Kit/First Aid Kit (with portable Ipad/Iphone charger) and this Plan.	Centre Director or Responsible Person
Once at the assembly point, check all children, staff and visitors are accounted for.	Permanent Educator
Wait for mini buses to arrive and transport staff, children and volunteers to the primary/secondary off-site refuge.	Centre Director, Responsible Person and Educator/s.
Ensure communications with emergency services is maintained.	Centre Director or Responsible Person
Contact parents/guardians and advise that children/staff have evacuated the child care facility and have arrived safely at Currambine PS (or Francis Jordan PS). Invite parents to collect children if they wish.	Centre Director, Responsible Person and Educator/s.

6.6 Recovery procedures (evacuation)

Recovery procedures are triggered when emergency services have advised that the bushfire threat has passed and it is safe to return to the facility (DFES 'All Clear' alert). Table 10 lists the recovery procedures to be carried out during an evacuation of the facility.

Table 10: Recovery procedures

TRIGGER: On being informed by emergency services that the fire threat has passed and it is safe to return to the facility (DFES 'All Clear' alert)	
Action	Person responsible
Call the below operators and request two 12-seater mini buses for transporting children/staff from Currambine PS (or Francis Jordan PS) back to Currambine Child Care Centre <ul style="list-style-type: none"> • Maxi Taxi Perth - 0406 553 313 • Black and White Cabs – 13 32 22 • Swan Taxis – 13 13 30 • Taxi Wizard – 0433 901 141 	Centre Director or Responsible Person
1-2 staff members and 10 children per mini bus safely embark at the loading bay outside Currambine PS administration building. Check all children are present by cross-referencing with attendance data on Ipad.	Permanent educator/s and Responsible Person.
Mini buses transport staff and children to Currambine Child Care Centre, arriving at the rear of the property on Mistral Meander.	Centre Director or Responsible Person to ensure children disembark on Mistral Meander (non-trafficable road)
Children safely disembark onto the grassed/landscaped area at the rear of 23 Currambine BLVD, enter through the rear gates and safely re-enter the child care centre.	Centre Director or Responsible Person to ensure children disembark on Mistral Meander (non-trafficable road)

7. Shelter-in-place procedures (last resort action only)

Evaluation of the safety of occupants has determined that there is insufficient time to conduct a safe evacuation and it would be safer for all persons to shelter in a designated on-site refuge.

Shelter-in-place procedures may need to be carried out when a DFES 'Emergency Warning' has been issued for the location advising that it is no longer safe for occupants to evacuate and that you must shelter where you are.

Shelter-in-place procedures are to be carried out as a last resort only.

7.1 On-site refuge

An on-site refuge is a building within the property that is able to adequately accommodate all occupants ideally away from the effects of a bushfire.

The designated on-site refuge is identified in Table 11. The following criteria have been considered when choosing the most suitable on-site refuge:

- whether the building/room is situated away from the potential worst-case bushfire front and the possible effects of a bushfire
- whether the building/room has the capacity to house the maximum number of occupants
- whether the building/room has an easy escape route to the outside (e.g. door leading outside) and a water supply
- whether the building has been constructed to withstand bushfire attack and has an appropriate APZ.

Table 11: Designated on-site refuge On-site refuge

On-site refuge
The child care centre bathroom has been identified as the on-site refuge room. It is 26m ² and easily holds up to 20 children and 3 staff. It has access to water supply and a door leading outside.

7.2 Shelter-in-place procedures

Shelter-in-place procedures are triggered:

- in the situation where a bushfire threatens to impact the facility imminently and there is no time to perform a safe evacuation, and/or
- when advised by emergency services or a DFES 'Emergency Warning' that sheltering in place is necessary.

Table 12 lists the procedures to be followed when sheltering-in-place is required as a last resort.

Table 12: Shelter-in-place procedures

TRIGGERS:	
<ul style="list-style-type: none">• When a bushfire threatens to impact the facility imminently and there is no time to perform a safe evacuation• When advised by emergency services or a DFES 'Emergency Warning' that sheltering in place is necessary	
Action	Person responsible
Call 000 for emergency services and seek and follow	Centre Director or Responsible Person

advice (if not already notified)	
Blow lockdown whistle and advise staff and children to line up and evacuate into the bathroom.	Centre Director or Responsible Person
Take the phone, Ipad (for child attendance and staff attendance information), Emergency Kit/First Aid Kit (with portable Ipad/Iphone charger) and this Plan.	Centre Director or Responsible Person
Check all children, volunteers and staff are accounted for.	Permanent educator and Responsible Person/Centre Director.
Ensure communications with emergency services is maintained. Stay in bathroom area until emergency services arrive and advise next steps.	Centre Director or Responsible Person

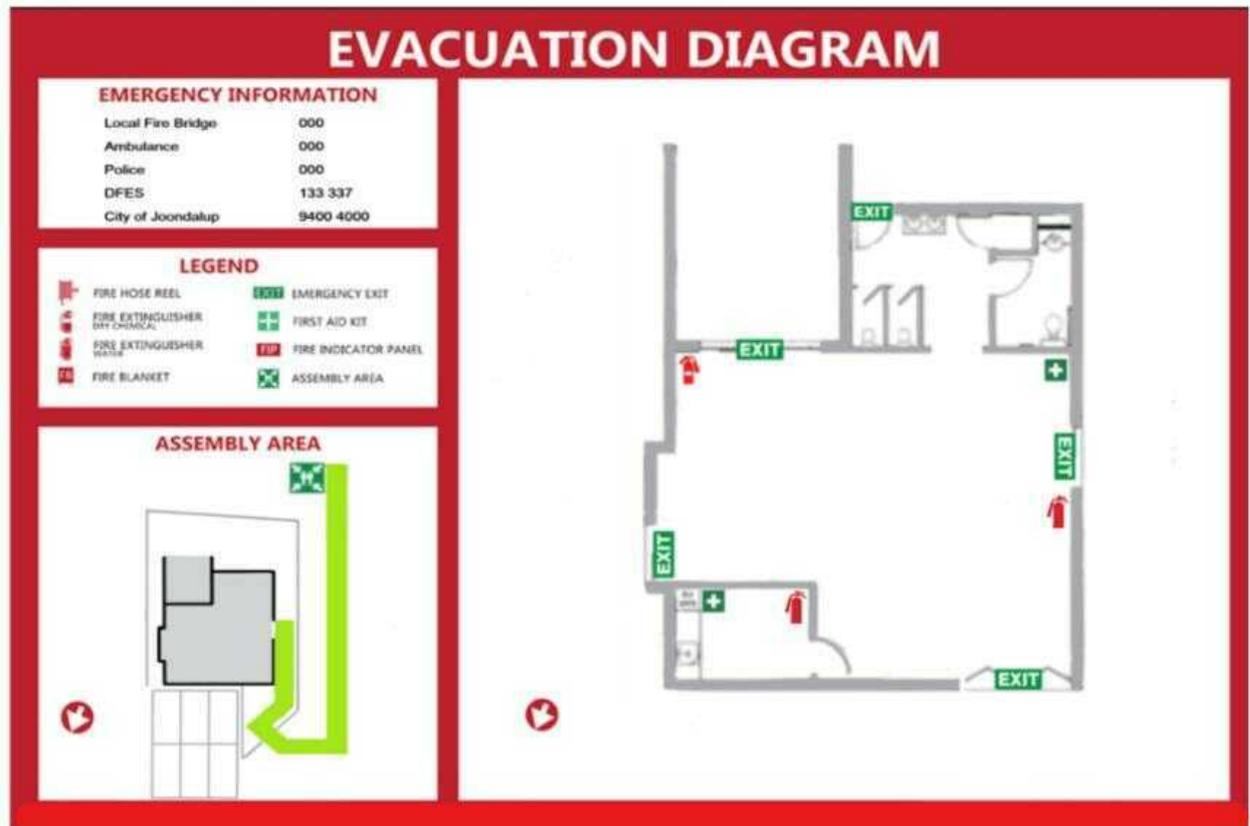
7.3 Recovery procedures (shelter-in-place)

Recovery procedures are triggered when emergency services have advised that the bushfire threat has passed and it is safe to return to the facility (DFES 'All Clear' alert). Table 13 lists the recovery procedures to be carried out when sheltering-in-place.

Table 13: Recovery procedures

TRIGGER: On being informed by emergency services that the bushfire threat has passed (DFES 'All Clear' alert)	
Action	Person responsible
Exit the bathroom area and re-enter the internal play space	Permanent educator and Responsible Person
Call parents to advise that the 'lockdown procedure' has finished and all children are safely playing inside	Centre Director/RP
Conduct mat session discussion with children, complete reflection and supporting documentation	Permanent educator and Responsible Person
Notify the Education and Care Regulatory Unit of the incident in writing within 24 hours	Centre Director/RP

Appendix 5 –Emergency Evacuation Diagram for display







ACOUSTIC REPORT

FOR

A PROPOSED CHILDCARE CENTRE

AT

**23 CURRAMBINE BOULEVARD
CURRAMBINE WA 6028**

27 May 2019

AES-890061-R01-0-27052019

DOCUMENT CONTROL

Acoustic Report

Environmental Noise Impact Assessment

Prepared for: Natasha O'Neill
23 Currambine Boulevard
Currambine WA 6028

Contact: Natasha O'Neill

Prepared by: Dr. Roy Ming
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0408 944 982
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Revision: 0

Date: 27 May 2019

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Acoustic Engineering Solutions

ABN: 64 451 362 914

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EXECUTIVE SUMMARY

Acoustic Engineering Solutions (AES) has been commissioned by the Natasha O'Neill (Natasha) to prepare an acoustic report as a supporting document for the application of a proposed childcare centre. The childcare centre is proposed to open from 7am to 6pm on Monday to Friday, and closed for weekends and all public holidays. This report presents an environmental noise assessment of the proposed childcare centre. The aim of this assessment is to determine whether or not the proposed childcare centre would comply with the Environmental Protection (Noise) Regulations 1997 (the Regulations).

An acoustic model has been created and four worst-case scenarios have been modelled:

- Scenario 1: The air conditioner is operating simultaneously with the toilet exhaust fan.
- Scenario 2: Children play outdoor with the different activities occurring simultaneously.
- Scenario 3: Scenario 1 plus scenario 2.
- Scenario 4: Closing a car door in a designed car bay.

Six neighbouring residential receivers are selected for the detail assessments. Noise levels are predicted for worst-case meteorological conditions. The predicted worst-case noise levels have been adjusted according to the Regulations, and then assessed against the assigned noise levels. The compliance assessment concludes that full compliance is achieved for the proposed childcare centre.

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1.0 INTRODUCTION

A childcare centre is proposed to operate at 23 Currambine Boulevard Currambine WA. The City of Joondalup requires that an environmental noise impact assessment be undertaken to determine whether or not the proposed childcare centre would comply with the Environmental Protection (Noise) Regulations 1997 (the Regulations).

Acoustic Engineering Solutions (AES) has been commissioned by Natasha O'Neill (Natasha) to prepare the acoustic report.

1.1 THE CHILDCARE CENTRE

Figure 1 in APPENDIX A presents an aerial view¹ of the proposed childcare centre and surrounding area. The childcare centre is surrounded by residential premises.

Figure 2 and Figure 3 in APPENDIX A present the site layout and floor plan. Figure 4 present the elevation view. The building is a single level brick and tile house. The external walls are double brick walls. The roof is insulated with an insulation layer plus plasterboard ceilings. All of the windows are glazed sliding windows with 6.38mm glasses and the two sliding doors are aluminium framed sliding doors with 8mm safety glasses. The other doors are 40mm solid timber doors.

The roof and piers of the existing car port will be removed for car park bays. The existing north boundary fence will also be removed. Two short fences will be installed between the building and the eastern/western boundary fences at the northern ends of the sideways with a lockable gate, as shown in Figure 3.

The childcare centre has a maximum capacity of 17 children between the ages of 3 and 6 years. The childcare centre does not provide food.

Children have both indoor and outdoor activities. The outdoor activities are limited for a maximum number of 10 and for no more than 1.5 hours. The outdoor activities happen within the fenced (front, back and side) yards and include:

- Sandpit play;
- Toy play;
- Building with wooden blocks;
- Water play;
- Vegie garden; and
- Painting.

The childcare centre is proposed to open from 7am to 6pm on Monday to Friday, and closed during Saturday, Sundays and public holidays. During the open hours all windows are fully closed, and all external doors are fully closed except for child entry or exit.

¹ Aerial photo is obtained from Google Map.

2.0 NOISE CRITERIA

Noise management in Western Australia is implemented through the Environmental Protection (Noise) Regulations 1997 (the Regulations). The Regulations set noise limits which are the highest noise levels that can be received at noise-sensitive (residential), commercial and industrial premises. These noise limits are defined as 'assigned noise levels' at receiver locations. Regulation 7 requires that "noise emitted from any premises or public place when received at other premises must not cause, or significantly contribute to, a level of noise which exceeds the assigned level in respect of noise received at premises of that kind".

Table 2-1 presents the assigned noise levels at various premises.

Table 2-1: Assigned noise levels in dB(A)

Type of Premises Receiving Noise	Time of Day	Assigned Noise Levels in dB(A) ²		
		L _{A10}	L _{A1}	L _{Amax}
Noise sensitive premises: highly sensitive area	0700 to 1900 hours Monday to Saturday	45 + Influencing factor	55 + Influencing factor	65 + Influencing factor
	0900 to 1900 hours Sunday and public holidays	40 + Influencing factor	50 + Influencing factor	65 + Influencing factor
	1900 to 2200 hours all days	40 + Influencing factor	50 + Influencing factor	55 + Influencing factor
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays	35 + Influencing factor	45 + Influencing factor	55 + Influencing factor
Noise sensitive premises: any area other than highly sensitive area	All hours	60	75	80
Commercial premises	All hours	60	75	80

For highly noise sensitive premises, an "influencing factor" is incorporated into the assigned noise levels. The influencing factor depends on road classification and land use zonings within circles of 100 metres and 450 metres radius from the noise receiver locations.

² Assigned level L_{A1} is the A-weighted noise level not to be exceeded for 1% of a delegated assessment period.
 Assigned level L_{A10} is the A-weighted noise level not to be exceeded for 10% of a delegated assessment period.
 Assigned level L_{Amax} is the A-weighted noise level not to be exceeded at any time.

2.1 CORRECTIONS FOR CHARACTERISTICS OF NOISE

Regulation 7 requires that that “noise emitted from any premises or public place when received at other premises must be free of:

- (i) tonality;
- (ii) impulsiveness; and
- (iii) modulation.

when assessed under Regulation 9”.

If the noise exhibits intrusive or dominant characteristics, i.e. if the noise is impulsive, tonal, or modulating, noise levels at noise-sensitive premises must be adjusted. Table 2-2 presents the adjustments incurred for noise exhibiting dominant characteristics. That is, if the noise is assessed as having tonal, modulating or impulsive characteristics, the measured or predicted noise levels have to be adjusted by the amounts given in Table 2-2. Then the adjusted noise levels must comply with the assigned noise levels. Regulation 9 sets out objective tests to assess whether the noise is taken to be free of these characteristics.

Table 2-2: Adjustments for dominant noise characteristics

Adjustment where noise emission is not music. These adjustments are cumulative to a maximum of 15 dB.			Adjustment where noise emission is music	
Where tonality is present	Where Modulation is present	Where Impulsiveness is present	Where Impulsiveness is not present	Where Impulsiveness is present
+5 dB	+5 dB	+10 dB	+10 dB	+15 dB

2.2 VEHICLE NOISE

Regulation 3(a) states that *nothing in these regulations applies to the following noise emissions —*

- (a) *Noise emissions from the propulsion and braking systems of motor vehicles operating on a road.*

If it is open to public, a car park is considered to be a road and therefore vehicle noise (propulsion and braking) is not strictly assessed. However, noise from car door shutting still requires assessment, as this does not form part of the propulsion or braking systems.

2.3 INFLUENCING FACTORS

Six receivers have been selected to represent the neighbouring residential premises for the detailed assessment of noise impacts, as shown in Figure 1 in APPENDIX A.

Influencing factor varies from residence to residence depending on the surrounding land use. Both Mitchell Freeway and Burns Beach Road are classified as major roads. Both roads are about 250m to 320m from the selected noise sensitive premises and therefore transport factor of 2 dB applies.

Figure 5 in APPENDIX A present the Joondalup city planning scheme zone maps. It is shown that a small service commercial zone (but no industrial zone) is present in the vicinity of the selected noise sensitive premises. Table 2-3 presents the calculation of influencing factors and Table 2-4 presents the calculated assigned noise levels for the selected closest noise sensitive receivers.

Table 2-3: Calculation of influencing factors.

Closest Residents	Transport Factor in dB	Commercial Land		Influencing Factor in d(B)
		Within 100m Radius	Within 450m Radius	
R1 - R6	2	0%	1%	2

Table 2-4: Calculated assigned noise levels in dB(A)

Closest Residents	Day-time Assigned Noise Levels ³ in dB(A) for Monday to Saturday		
	L _{A10}	L _{A1}	L _{Amax}
R1 - R6	47	57	67

³ 0700 to 1900 hours for Monday to Saturday.

3.0 NOISE MODELLING

3.1 METHODOLOGY

An acoustic model has been developed using SoundPlan v8.0 program, and the CONCAWE^{4,5} prediction algorithms have been selected for this study. The acoustic model has been used to predict noise levels at the representative noise sensitive receiver locations and generate noise contours for the area surrounding the proposed site.

The acoustic model does not include noise emissions from any sources other than from the proposed childcare centre. Therefore, noise emissions from aircrafts, road traffic, animals etc are excluded from the modelling.

3.2 NOISE MODELLING SCENARIOS

Natasha advised:

- During the open hours all windows are fully closed and all external doors are fully closed except for child's entry or exit.
- A reverse cycle split air-conditioning system will be installed and its condenser will sit on the ground of the south-western corner of the building (inside the fence).
- A toilet exhaust fan will be located above the toilet roof.
- A maximum number of 10 children play outdoor at one time.
- The outdoor playing time is no more than 1.5 hours for each group.
- All outdoor and indoor activities are supervised by the staffs. Children are not allowed to shout or swear within the centre.
- All outdoor activities happen within the fenced yards of the childcare centre.
- The child-playing activities include:
 - Telling or reading stories.
 - Sandpit play with conversations.
 - Wooden blocks building with conversations.
 - Riding tricycles with conversations.
 - Toy play with conversations.
 - Water play with conversations.
 - Painting and drawing with conversations.
 - Vegie garden.

Based on the proposed activities, the following four worst-case operational scenarios have been modelled:

⁴ CONCAWE (Conservation of Clean Air and Water in Europe) was established in 1963 by a group of oil companies to carry out research on environmental issues relevant to the oil industry.

⁵ The propagation of noise from petroleum and petrochemical complexes to neighbouring communities, CONCAWE Report 4/81, 1981.

- Scenario 1: The air conditioner is operating simultaneously with the toilet exhaust fan. This scenario represents the worst-case operation of mechanical plant.
- Scenario 2: Ten (10) children play outdoor simultaneously with seven (7) children playing indoor. This scenario includes 5 outdoor play groups and 3 indoor play groups. Each group has one conversation.
- Scenario 3: Scenario 1 plus scenario 2. This scenario represents the worst-case operation of the childcare centre.
- Scenario 4: Closing a car door in a designed car parking bay located in the back of (north entrance to) the childcare centre. It represents very short events.

The car-door closing is modelled as a point source. The barrier effect of car bodies is not considered in the model and the predicted noise levels will be higher than the actual levels at the car body shadow areas.

The noises emitted from the indoor activities are much lower than the noises from the outdoor activities because all of the external doors and windows are fully closed during the open hours. A scenario for all of 17 children playing indoor should generate a much lower noise than scenario 2 and therefore it is not modelled. Scenario 2 represents a worst-case child-play scenario.

3.3 INPUT DATA

3.3.1 Topography

The ground elevation contours are obtained from Google map and input to the acoustic model. An absorptive ground is assumed for the nearby Park, and the other area is assumed to have averaged ground absorption of 0.6.

All buildings and property boundary fences in the area of interest (including the proposed site) have been input to the acoustic model. All property fences are assumed to be 1.8m high except for the front (south) fence and part of the west side fence of the childcare centre, which are 1.2m. The front fence gate (to Currambine Boulevard) of the childcare centre will be removed and bricked (1.2m) as shown in Figure 3 in APPENDIX A.

3.3.2 Noise Sensitive Premises

Six receivers are selected for the assessment, as shown in Figure 1 in APPENDIX A. R2 and R5 represent the front and backyard receivers of the eastern neighbour while R3 and R4 represent the front and backyard receivers of the western neighbour. R6 represents the closest future residential premise.

3.3.3 Source Sound Power Levels

Table 3-1 presents the source sound power levels. The overall noise levels of mechanical plant were obtained from the provided information. The spectrum shapes were obtained

from the AES database for similar equipment. The sound power level of a child-play was measured when three kids were talking and building wooden blocks in another childcare centre. It is AES experience that the noise from child-play is a broadband noise and does not contain any annoying characteristics (i.e. intrusive or dominant characteristics). The sound power level of car door shutting is a L_{Amax} level. The noises generated from the mechanical plant are expected to exhibit tonality.

Table 3-1: Measured sound power levels.

Names	Octave Frequency Band Sound Power Levels in dB(lin)								Overall	
	63	125	250	500	1k	2k	4k	8k	dB(lin)	dB(A)
Air-conditioning Unit	66	72	74	70	68	64	60	57	78	73
Toilet Exhaust Fan	68	67	62	61	51	53	52	48	72	62
Child-play ⁶	65	67	71	70	66	64	60	55	76	72
Car Door Shutting L_{Amax}	100	97	93	86	82	79	72	68	97	85

3.4 METEOROLOGY

SoundPlan calculates noise levels for defined meteorological conditions. In particular, temperature, relative humidity, wind speed and direction data are required as input to the model. For this study the worst-case meteorological conditions⁷ have been assumed, as shown in Table 3-2.

Table 3-2: Worst-case meteorological conditions.

Time of day	Temperature Celsius	Relative Humidity	Wind speed	Pasquill Stability Category
Day (0700 --- 1900)	20° Celsius	50%	4 m/s	E

⁶ The sound power level includes kid conversion and wooden block building noise.

⁷ The worst case meteorological conditions were set by the EPA (Environmental Protection Act 1986) Guidance note No 8 for assessing noise impact from new developments as the upper limit of the meteorological conditions investigated.

4.0 MODELLING RESULTS

4.1 POINT MODELLING RESULTS

Table 4-1 presents the predicted worst-case A-weighted noise levels. For scenario 4 the predicted noise levels are the L_{Amax} levels.

Table 4-1: Predicted worst-case noise levels in dB(A).

Receivers	Scenario 1	Scenario 2	Scenario 3	Scenario 4
R1	26.4	37.2	37.6	21.5
R2	28.5	39.6	40.2	24.9
R3	34.2	40.2	41.2	29.3
R4	27.8	33.7	34.9	45.5
R5	16.4	25.0	26.1	52.8
R6	19.3	29.4	29.9	51.7

4.2 NOISE CONTOURS

Figure 6 to Figure 9 in APPENDIX B presents the worst-case noise contours. These noise contours represent the worst-case noise propagation envelopes, i.e., worst-case propagation in all directions simultaneously.

Figure 9 is the L_{Amax} contours for the worst-case noise propagation.

5.0 COMPLIANCE ASSESSMENT

5.1 ADJUSTED NOISE LEVELS

According to Table 2-2, the predicted noise levels shown in Table 4-1 should be adjusted by:

- 5 dB if the noise received exhibits tonality; or
- 10 dB if the noise received exhibits impulsiveness.

The noise radiation from the mechanical plant will have tonal components but not exhibit impulsiveness. Therefore, a 5dB adjustment should apply to the predicted noise levels for scenario 1.

Scenario 2 represents the worst-case child-play activities and its noise emission does not contain annoying characteristics. No adjustment is required for the predicted noise levels in scenario 2.

Noise levels in scenario 3 have the contribution from the mechanical plant. Table 4-1 indicates that the noise contribution from the mechanical plant (scenario 1) is much lower than the kid-play noise (scenario 2) at all receiver locations. The tonal components from the mechanical plant should be inaudible. Therefore, no adjustment is required for the predicted noise levels in scenario 3.

Scenario 4 considers the car-door closing noise only. The car-door closing noise may exhibit impulsiveness and a 10dB adjustment applies.

Table 5-1 presents the adjusted worst-case A-weighted noise levels. The adjusted levels are expressed in ***Bold*** and ***Italic***.

Table 5-1: Adjusted worst-case noise levels in dB(A).

Receivers	Scenario 1	Scenario 2	Scenario 3	Scenario 4
R1	<i>31.4</i>	37.2	37.6	<i>31.5</i>
R2	<i>33.5</i>	39.6	40.2	<i>34.9</i>
R3	<i>39.2</i>	40.2	41.2	<i>39.3</i>
R4	<i>32.8</i>	33.7	34.9	<i>55.5</i>
R5	<i>21.4</i>	25.0	26.1	<i>62.8</i>
R6	<i>24.3</i>	29.4	29.9	<i>61.7</i>

5.2 COMPLIANCE ASSESSMENT

Both the mechanical plant and outdoor activities generate continuous noise emissions. Therefore, the assigned noise levels L_{A10} should apply to scenarios 1 to 3.

Car door closing is a very short event. The noise from a car door closing is predicted in L_{Amax} level and the assigned noise levels L_{Amax} apply to scenario 4.

The childcare centre is open from 7am to 6pm on Monday to Friday excluding public holidays. Therefore, assessment is required for day-time only.

Table 5-2 presents compliance assessment for the day time period (from 7:00am to 6:00pm). It is shown that the assigned noise levels are much higher than the adjusted noise levels at all receiver locations for all scenarios. This indicates that full compliance is achieved for the proposed operations of the childcare centre.

Table 5-2: Compliance assessment.

Receivers	Assigned Noise Levels L_{A10} in dB(A)	Adjusted Worst-case Noise Levels in dB(A)			Assigned Noise Levels L_{Amax} in dB(A)	Adjusted L_{Amax} in dB(A)
		Scenario 1	Scenario 2	Scenario 3		Scenario 4
R1	47	31.4	37.2	37.6	67	31.5
R2	47	33.5	39.6	40.2	67	34.9
R3	47	39.2	40.2	41.2	67	39.3
R4	47	32.8	33.7	34.9	67	55.5
R5	47	21.4	25.0	26.1	67	62.8
R6	47	24.3	29.4	29.9	67	61.7

APPENDIX A AERIAL VIEW



Figure 1: Aerial view of proposed childcare centre and surrounding area.

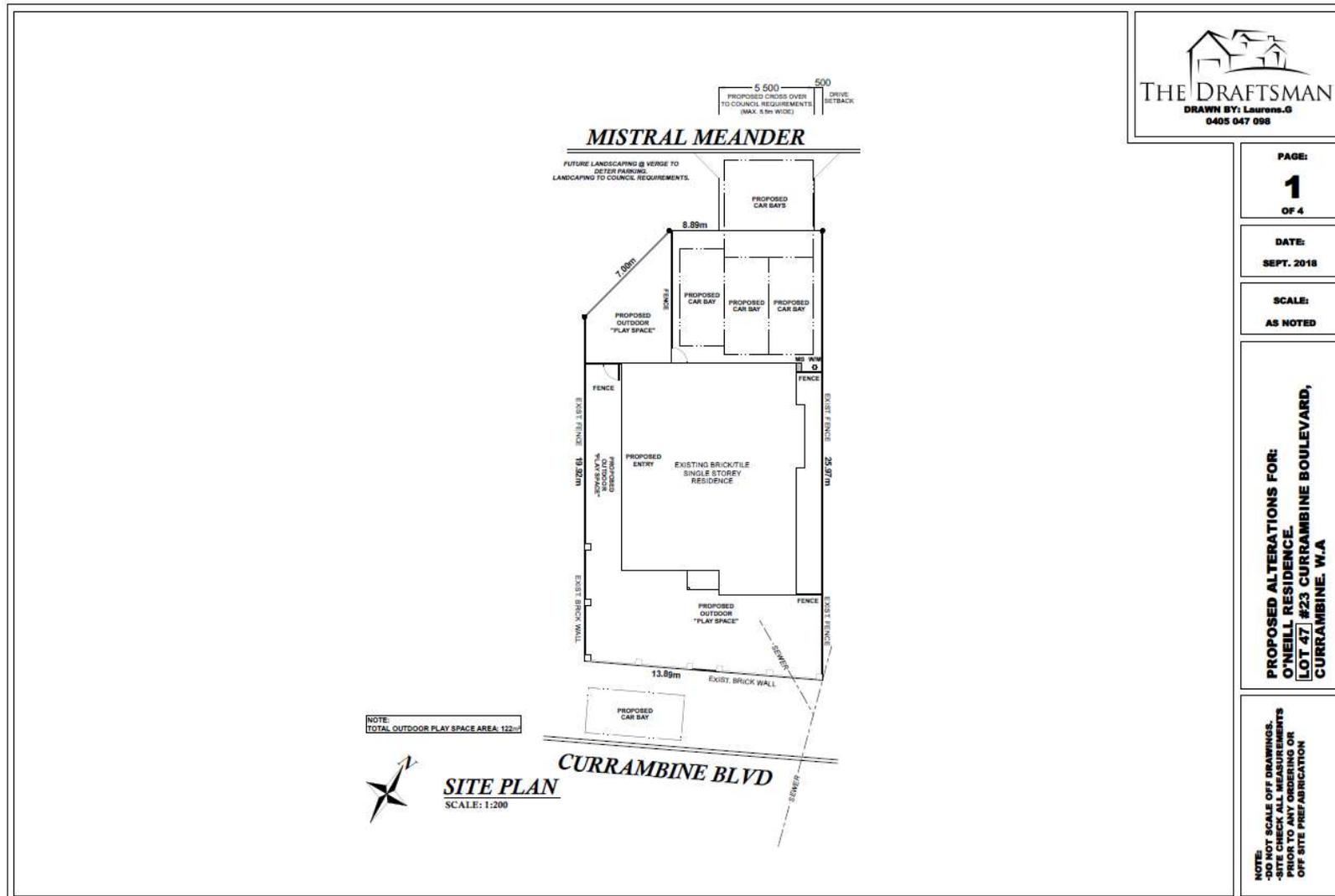


Figure 2: Site layout.

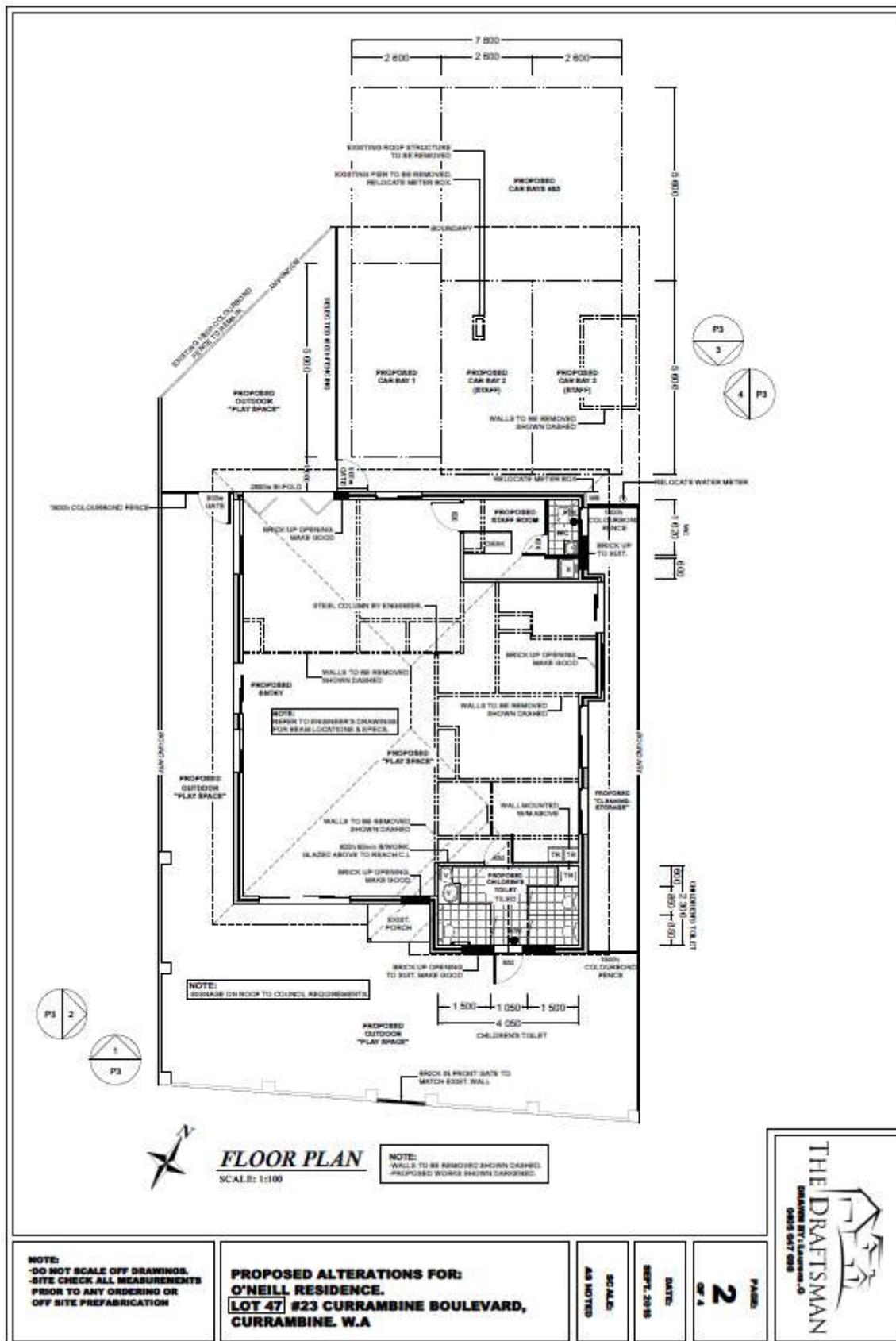


Figure 3: Floor plan.



Figure 5: Zone map 2 of Joondalup city planning scheme.

APPENDIX B NOISE CONTOURS



Figure 6: Worst-case noise level contour for scenario 1.



Figure 7: Worst-case noise level contour for scenario 2.

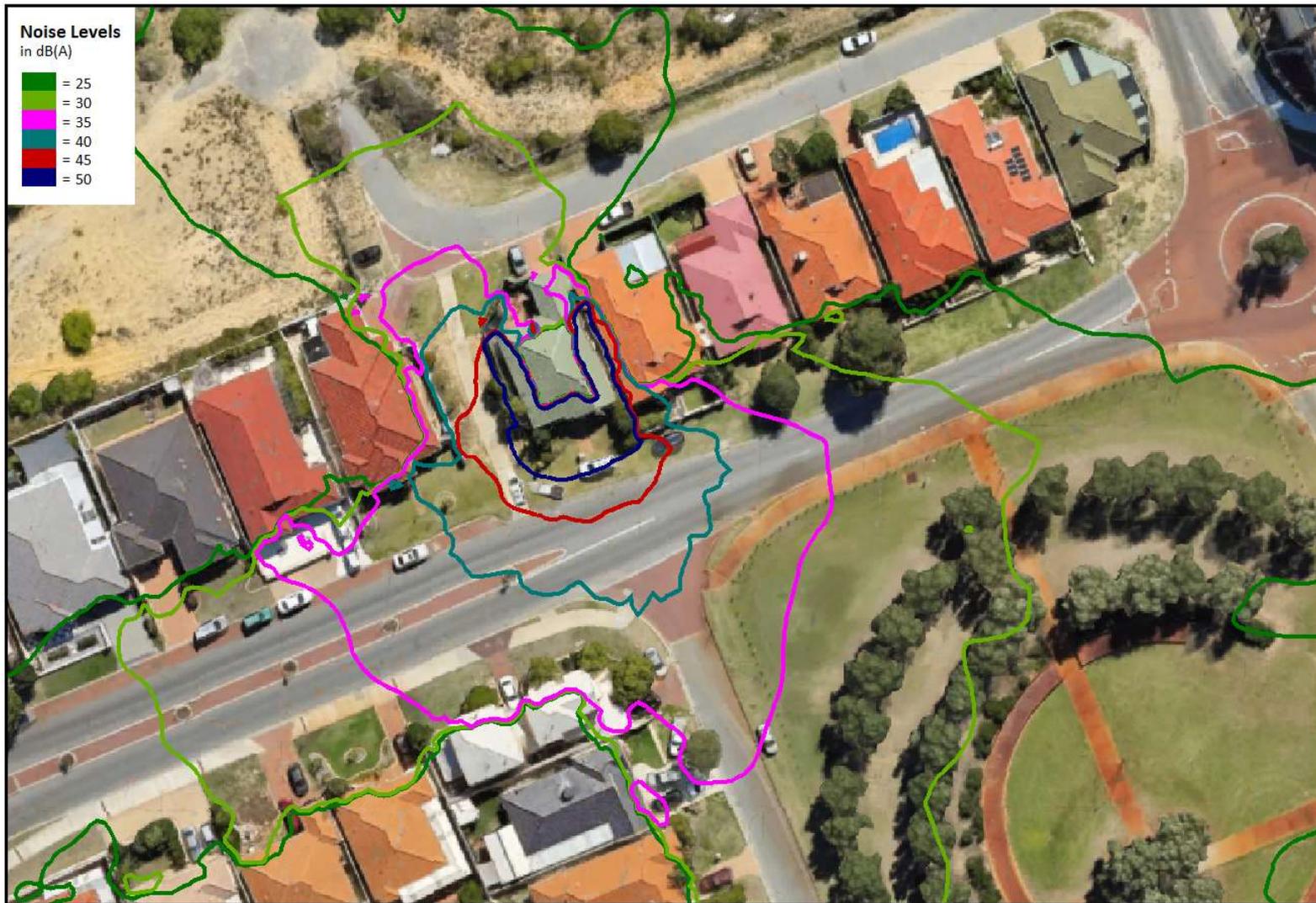


Figure 8: Worst-case noise level contour for scenario 3.



Figure 9: Worst-case noise level contour for scenario 4.

Comments from DFES and officer response

Summary of DFES comments	Officer Comment
<p>Whilst not mandatory, BMP's for vulnerable land use should be prepared by a level 3 accredited bushfire practitioner. The accreditation framework was established to enable effective, professional and consistent advice for land use planning and building decision processes. It is unknown if the author is accredited, or at what accreditation level, with this information not being provided on the relevant cover sheet.</p>	<p>The applicant subsequently provided the cover sheet and included information on the author of the BMP.</p> <p>It is noted that the author of the BMP is the applicant, who is not a level 3 accredited bushfire practitioner.</p>
<p>The BAL assessment shall be included in the BMP for one document.</p>	<p>The applicant has subsequently modified the BMP to include the BAL assessment.</p>
<p>Vegetation classification for road verges to the northern side of Mistral Meander has not been provided.</p>	<p>Evidence has been provided by the applicant. This has now been included with the BMP.</p>
<p>Additional information is required to be provided regarding cul-de-sac access and compliant turn around area. The accessway (Mistral Meander) does not meet the minimum turning template for a cul-de-sac of 17.5m.</p>	<p>The applicant has advised that due to the dual roads of Mistral Meander and Currambine Boulevard the cul-de-sac requirements are not applicable. DFES have subsequently advised that as most of the access is proposed off Mistral Meander (five of the seven bays) and intensification is proposed that the cul-de-sac should comply with the technical requirements.</p> <p>Noting that the applicant does not have the ability to modify the road this results in non-compliance with the bushfire guidelines. As such the intensification of the land use is not preferable.</p>
<p>A Bushfire Emergency Evacuation Plan (EEP) is required to be submitted in accordance with the Bushfire Guidelines.</p>	<p>An EEP has subsequently been provided and is considered to meet the relevant sections of the Bushfire Guidelines.</p>

The revised proposal and additional information have not been referred to DFES.

PROPOSED ALTERATIONS FOR:

O'NEIL RESIDENCE,

LOT 47 #23 CURRAMBINE BOULEVARD,

CURRAMBINE. W.A

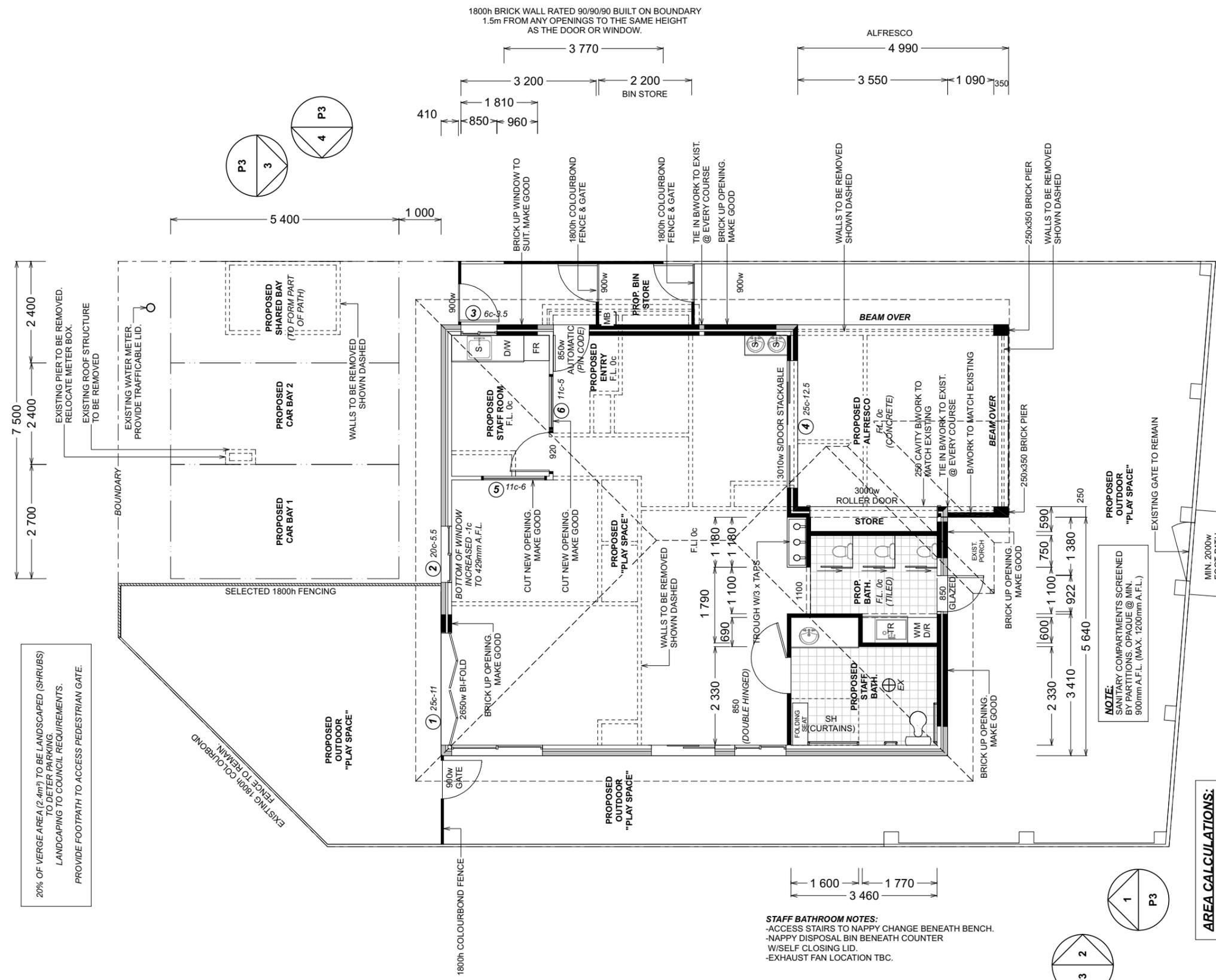
NOTE:

 -DO NOT SCALE OFF DRAWINGS.

 -SITE CHECK ALL MEASUREMENTS

 PRIOR TO ANY ORDERING OR

 OFF SITE PREFABRICATION



20% OF VERGE AREA (2.4m²) TO BE LANDSCAPED (SHRUBS) TO DETER PARKING. LANDSCAPING TO COUNCIL REQUIREMENTS. PROVIDE FOOTPATH TO ACCESS PEDESTRIAN GATE.

NOTE:

 SANITARY COMPARTMENTS SCREENED BY PARTITIONS: OPAQUE @ MIN. 900mm A.F.L. (MAX. 1200mm A.F.L.)

NOTE:

 -WALLS TO BE REMOVED SHOWN DASHED.

 -PROPOSED WORKS SHOWN DARKENED.

NOTE:

 -SIGNAGE ON ROOF TO COUNCIL REQUIREMENTS.

20% OF VERGE AREA (12.4m²) TO BE LANDSCAPED (SHRUBS) TO DETER PARKING. LANDSCAPING TO COUNCIL REQUIREMENTS.

AREA CALCULATIONS:

 INDOOR PLAY SPACE: 68.28 m²

 OUTDOOR PLAY SPACE: 150.07 m²

FLOOR PLAN

 SCALE: 1:100 (@A3)



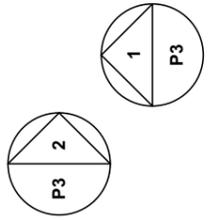
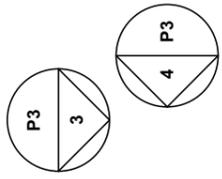
STAFF BATHROOM NOTES:

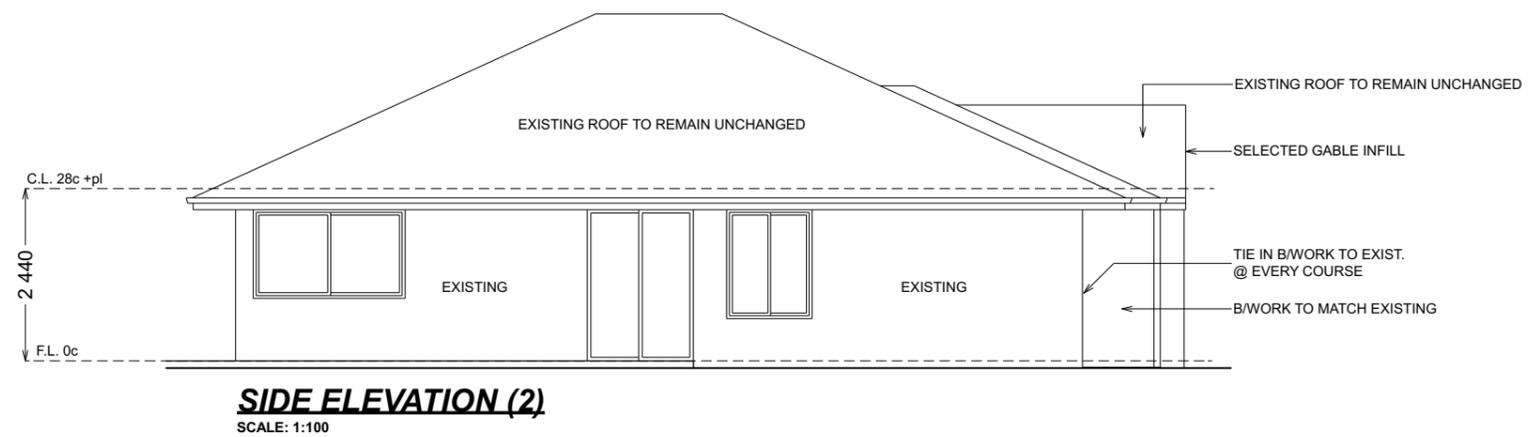
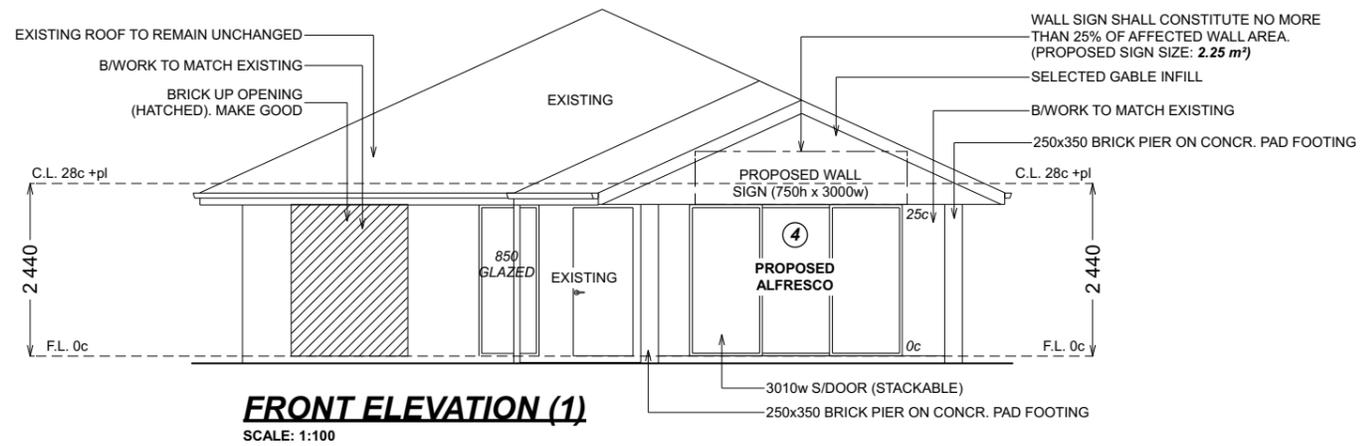
 -ACCESS STAIRS TO NAPPY CHANGE BENEATH BENCH.

 -NAPPY DISPOSAL BIN BENEATH COUNTER

 W/SELF CLOSING LID.

 -EXHAUST FAN LOCATION TBC.





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3

OF 4

DATE:

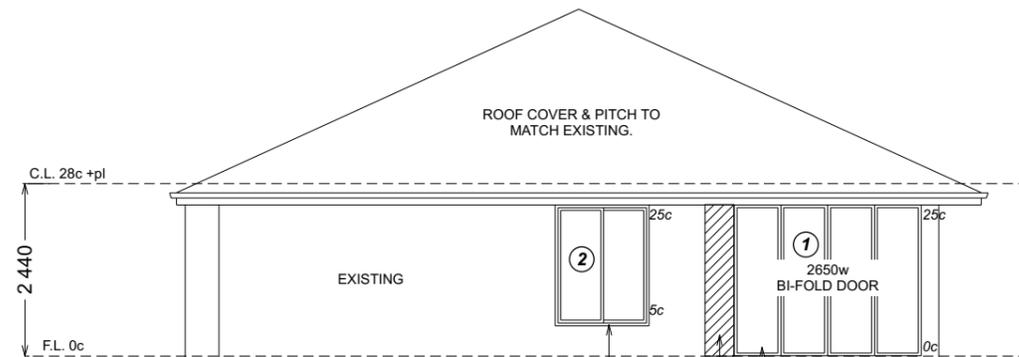
May. 2020

SCALE:

AS NOTED

PROPOSED ALTERATIONS FOR:
O'NEIL RESIDENCE.
LOT 47 #23 CURRAMBINE BOULEVARD,
CURRAMBINE. W.A

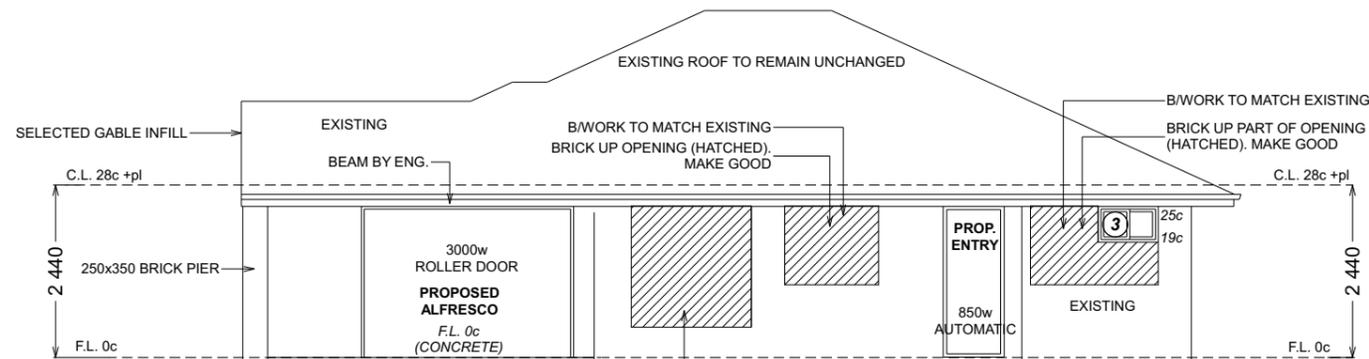
NOTE:
 -DO NOT SCALE OFF DRAWINGS.
 -SITE CHECK ALL MEASUREMENTS
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REAR ELEVATION (3)

SCALE: 1:100

CUT NEW OPENING. MAKE GOOD
 BRICK UP PART OF OPENING
 (HATCHED). B/WORK TO MATCH
 EXISTING. MAKE GOOD
 BOTTOM OF WINDOW INCREASED
 -1c TO 429mm A.F.L.



SIDE ELEVATION (4)

SCALE: 1:100

BRICK UP OPENING (HATCHED).
 MAKE GOOD

PROPOSED ALTERATIONS FOR:
O'NEIL RESIDENCE.
LOT 47 #23 CURRAMBINE BOULEVARD,
CURRAMBINE. W.A

NOTE:
 -DO NOT SCALE OFF DRAWINGS.
 -SITE CHECK ALL MEASUREMENTS
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