Metro Outer Joint Development Assessment Panel Agenda

Meeting Date and Time: Tuesday, 23 January 2024; 1:00pm
Meeting Number: MOJDAP/294
Meeting Venue: Electronic Means

To connect to the meeting via your computer - https://us06web.zoom.us/j/82070631077

To connect to the meeting via teleconference dial the following phone number - +61 8 7150 1149
Insert Meeting ID followed by the hash (#) key when prompted - 820 7063 1077

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

1 Table of Contents

Attendance

DAP Members

Eugene Koltasz (Presiding Member)
Lindsay Baxter (A/Deputy Presiding Member)
Diana Goldswain (A/Third Specialist Member)
Cr Vinh Nguyen (Local Government Member, City of Wanneroo)
Cr Paul Miles (Local Government Member, City of Wanneroo)

Officers in attendance

Aaron Jones (City of Wanneroo)
Daniel Sheahan (City of Wanneroo)

Minute Secretary

Claire Ortlepp (DAP Secretariat)

Applicants and Submitters

Oliver Beards (Planning Solutions)
Josh Watson (Planning Solutions)

Members of the Public / Media

Nil.

1. Opening of Meeting, Welcome and Acknowledgement

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

This meeting is being conducted by electronic means (Zoom) open to the public. Members are reminded to announce their name and title prior to speaking.

2. Apologies

Jason Hick (Third Specialist Member)

3. Members on Leave of Absence

DAP Member, Jason Hick has been granted leave of absence by the A/Director General for the period of 10 January 2024 to 26 January 2024 inclusive.

4. Noting of Minutes

Signed minutes of previous meetings are available on the DAP website.

5. Declarations of Due Consideration

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

6. Disclosure of Interests

Nil.

7. Deputations and Presentations

7.1 Josh Watson (Planning Solutions) presenting in support of the recommendation for the application at Item 8.1. The presentation will address support for the recommendation and requests for amendments to conditions.

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

8. Form 1 – Responsible Authority Reports – DAP Applications

8.1 Lot 341 (53) Rathmines Street, Clarkson

Development Description:	Proposed Child Care Premises
Applicant:	Oliver Beards (Planning Solutions)
Owner:	Catalina Regional Council
Responsible Authority:	City of Wanneroo
DAP File No:	DAP/23/02567

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

Nil.

10. State Administrative Tribunal Applications and Supreme Court Appeals

Current SAT Applications				
File No. & SAT DR No.	**LG Name**	**Property Location**	**Application Description**	**Date Lodged**
DR75/2022 DAP/18/01543	City of Joondalup	Portion of 9040 (34) Kallatina Drive, Iluka	Mixed Commercial Centre (Iluka Plaza)	02/05/2022
DR135/2023 DAP/23/02447	City of Rockingham	Lot 622 (No.2) Aurea Boulevard, Golden Bay	Proposed mixed commercial development (Golden Bay Neighbourhood Centre)	11/08/2023
DR169/2023 DAP/23/02486	City of Swan	Lot 1 (No.9) Waterhall Road, South Guildford	Child Care Premises	13/11/2023
DR175/2023 DAP/22/02166	City of Joondalup	1 Lyell Grove (Lot 2), Woodvale	Child Care Premises	30/11/2023
DR193/2023 DAP/23/02545	Shire of Serpentine Jarrahdale	575 (Lot 218) Abernethy Road, Oakford	Proposed Educational Establishment	19/12/2023

Current Supreme Court Appeals				
File No.	**LG Name**	**Property Location**	**Application Description**	**Date Lodged**
DAP/23/02496 CIV 2251 of 2023	City of Swan	Lot 2 & 67 (No.163) and Lot 18 (No.159) James Street, Guildford	Proposed redevelopment of Vaudeville Theatre	03/11/2023

11. General Business

In accordance with Section 7.3 of the DAP Standing Orders 2020 only the Presiding Member may publicly comment on the operations or determinations of a DAP and other DAP members should not be approached to make comment.

12. Meeting Closure

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Development Assessment Panels

Presentation Request Form

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

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

Presentation Request Guidelines

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

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

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

Presenter Details

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

Meeting Details

DAP Name	Metro Outer Joint Development Assessment Panel
Meeting Date	23 January 2024
DAP Application Number	DAP/23/02567
Property Location	Lot 341 (53) Rathmines Street, Clarkson
Agenda Item Number	8.1

Presentation Details

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

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Development Assessment Panels

Presentation Content*

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

Brief sentence summary for inclusion on the Agenda	*The presentation will address:* Support for Item 8.1 and officers' recommendation however with modification to conditions proposed.

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

Please attach detailed content of presentation or provide below:

Refer attached presentation summary

Presentation Summary

To:	Metro Outer Joint Development Assessment Panel			**From:**	Planning Solutions
Meeting number:	MOJDAP/294			**Job No:**	8321
Application number:	DAP/23/02567	**Item numbers:**	8.1	**Date:**	19 January 2024
Subject:	Lot 341 (53) Rathmines Street, Clarkson DAP Form 1 - Proposed Child Care Premises				

Planning Solutions acts on behalf of Accord Property Pty Ltd, in support of the proposed child care centre development at Lot 341 (53) Rathmines Street, Clarkson (**subject site**). We are pleased to receive the officer recommendation for **approval** and wish to express our support for the officer recommendation. We thank the officers of the City of Wanneroo (**City**) for their collaboration throughout the assessment of the application. We have reviewed the conditions and advice notes and consider them to be largely satisfactory. We do, however, request **minor modifications** to two of the proposed conditions as well as the removal of two others, which are as follows:

- **Condition 3 – Maximum number of staff on site – be amended.**
- **Condition 12 – Updated Landscaping Plan – be amended.**
- **Condition 17 – External Lighting – be removed.**
- **Condition 22 – Uniform Fencing – be removed.**

Conditions 3 & 22 are discussed in detail below and justification for their modification and removal, respectively is provided. **Attachment 1** provides a schedule of the revised conditions inclusive of all the requested modifications with justification.

MERITS OF PROPOSAL

The proposal involves the development of a single-storey, 116 place child care centre, with associated car parking, landscaping, and access. The scale and form of the proposed child care centre respects the context and character of the predominantly single storey residential locality and has been attractively designed in consideration of design feedback from the City's Design Review Panel. The proposal is consistent with the local planning framework, and expert technical reporting has confirmed it is satisfactory from an acoustic, stormwater and traffic engineering perspective.

The subject site is located on a corner lot, on an elevated site appropriately located adjacent to key transport networks and future neighbourhood centre. The site is readily accessible to both the local and wider community via the abutting Connolly Drive that provides connection to Neerabup Road and Mitchell Freeway. Further two primary schools are located within 1.5km of site and a future neighbourhood centre is identified directly east by the Tamala Park Local Structure Plan. Evidently a child care centre development is well suited to the site utilising its accessibility and connectivity the local and wider community.

CONDITION 3 – MAXIMUM STAFF ON SITE

The intent of Condition 3 is acknowledged – being to ensure the capacity of the facility is controlled, which in turn controls the provision of car parking on the site. This is understood and is generally supported. We have identified some unintended consequences associated with the restriction of staff on the premises to 22. Due to the typical operations and shift arrangements of child care centres, staff changeovers often occur midway through the day, during which staff numbers may exceed the permitted maximum.

We respectfully request that Condition 3 be **modified** as shown in red, to remove the maximum number of staff permitted on the premises at any one time:

> ***Condition 3:*** *A maximum of 116 children ~~and 22 staff~~ are permitted within the* ***Child Care Premises*** *at any one time.*

Limiting the maximum number of staff on site at any one time is unnecessary, with the following justification provided:

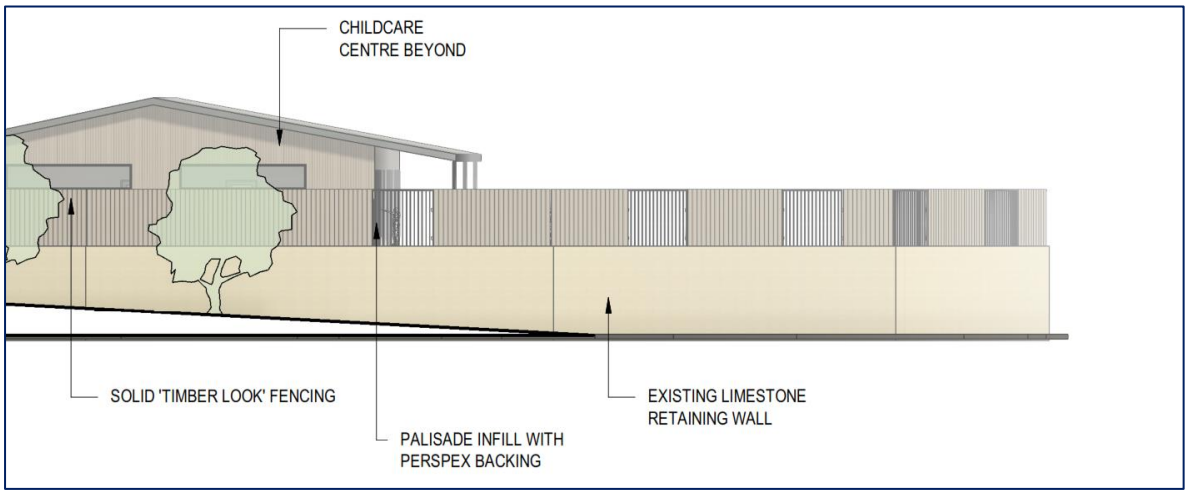
PLANNING SOLUTIONS
URBAN & REGIONAL PLANNING
PS
Level 1, 251 St Georges Tce, Perth WA
(08) 9227 7970
GPO Box 2709
Cloisters Square PO 6850
admin@planningsolutions.com.au
www.planningsolutions.com.au
ACN 143 573 184 ABN 23 143 573 184
Planning Solutions (Aust) Pty Ltd

- The capacity of the centre is controlled by the amount of children which can be accommodated on site. Clause 123 of the *Education and Care Services National Regulations 2012* provides the minimum number of educators required to educate and care for children at a centre-based service. Therefore, the required number of staff is already dependent on the maximum number of children (which condition 3 already enforces). A condition of planning approval should not be enforcing something that is already required by separate legislation.
- The start and finish times for the staff is generally staggered to coincide with the arrival and departure of children throughout the day. We understand staff generally work a maximum of 7.5 hours a day, with some staff working part time hours. Therefore, a changeover of staff is required, occurring outside of the peak morning and afternoon drop off times (between 10am and 3pm). In addition to this, visiting staff and training of staff does occur which would be outside of the licensing requirements listed above. This would result in exceedances to the listed staff amounts contained in the condition.
- The intent of the condition is not to limit the ability for the facility to operate as outlined above. It is simply to control car parking. The car parking assessments that have been undertaken clearly demonstrate car parking on site to be satisfactory. For example, the WAPC Draft Position Statement: Child Care Premises provides that car parking at child care premises should be provided at one bay per five children. In accordance with the WAPC, the proposed development has a 9-bay car parking surplus.
- It is not standard in development approvals to specifically delineate staff numbers. It is generally standard to control the capacity of facilities, like occupancy rates for a café/restaurant or bar. This controls the outcome and expectations for the operators and community. Therefore, the controls on the number of children on site inherently controls the number of staff on site.
- A similar development approval within the City of Wanneroo for a child care centre in Koondoola which was determined by the Metro Outer JDAP on the 22 August 2022 determined the same approach as what we are proposing here. The panel unanimously supported the reasoning which we have also outlined above.

Taking into consideration the above, we respectfully request Condition 3 be **modified** to allow for flexibility during the staff changeover period, which will ensure the condition is not breached.

CONDITION 22 – UNIFORM FENCING

We understand the imposition of Condition 22 relates solely to the materiality of the proposed uniform fencing along Connolly Drive and Aviator Boulevard or specifically the absence of masonry. We consider the proposed fencing that forms part of this application should be supported and the **proposed Condition 22 should be removed**. The proposed uniform fencing consists of solid timber look panels with palisade infills, backed by perspex on top of the existing retaining wall, with a minimum height of 1.8m as per acoustic requirements. Refer **Figure 1** below that illustrates how the proposed fencing presents at street level.



The proposed uniform fencing is appropriate for the subject site for the following reasons:

- The proposed fencing presents attractively to the existing and future streetscape and was subject to the City's design review process, during which no concerns were raised. In addition, the fencing has not been requested to be modified throughout the assessment of the overall development application, which was subject to requests for further information throughout.

- The subject site has significant retaining walls which front Connelly Drive. These walls range in height from 0.4m to 3m for the entire extent of the lot (Refer **Figure 2** below). The retaining wall already comprises limestone and brick, which is consistent throughout the estate. The inclusion of palisade fencing, and timber look fencing provides a suitable contrast to the masonry, whilst providing uniformity in the design.

- The City's LPP4.7 Uniform Fencing and supporting fencing standards does support the breakup of fencing with visual opening, like palisade fencing. The due regard documents pursue masonry, which as demonstrated in the picture above, is already most material utilised on site. These documents also enable to use of other durable material which can be approved by the City.

- The fencing which is proposed as part of this development is required to be durable and kept in good condition in order to support the childcare operations. Put simply, if this fencing is not kept in good condition the childcare would be in breach of the licensing requirements and will not be able to operate.

- The fencing proposed as part of this development is in keeping with the materials and colour palette utilised for the overall development. As this a commercial building, which is different to the prevailing residential buildings in the area, differing design features which support and are in keeping with the overall design of the building ensure an improved built form outcome for the locality.

- The subject site has approximately 100m frontage to Connelly Drive and Aviator Boulevard. The inclusion of pure masonry, on top of retaining walls is cost prohibitive and will impact the viability of the overall project.

The fencing proposed as part of this development is appropriate for this location, presents well to the street and will ensure the successful operation for the childcare facility. Taking into consideration the points highlighted above, we consider Condition 22 should be removed.

CONCLUSION

The proposed development has been designed in a contextual manner sympathetic to its residential setting. The proposal will provide an important service to support the continued growth of the Clarkson locality. We welcome and support the City's **recommendation for approval**.

Notwithstanding, we respectfully request the JDAP consider our request, and **approve** the development with the modification/deletion of the conditions as requested within **Attachment 1.**

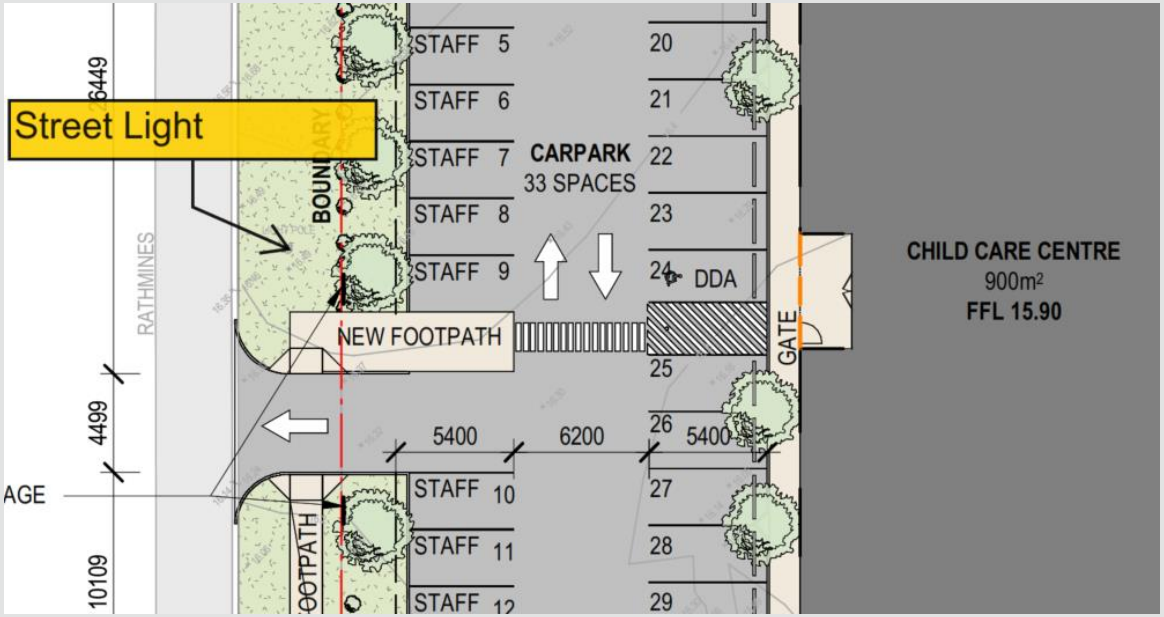
We thank you for your time and consideration. I would be pleased to answer any questions of the Panel at the meeting on 23 January 2023.

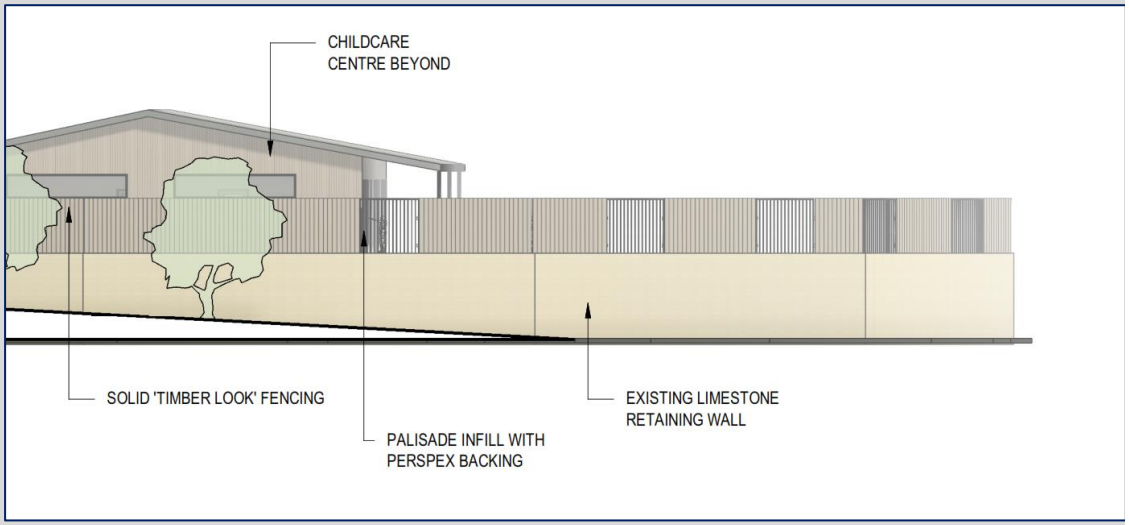
JOSH WATSON
SENIOR ASSOCIATE

240119 8321 Presentation Summary - Josh Watson

Attachment 1: Schedule of Revised Conditions

Condition	Proposed Modification	Justification
3	*A maximum of **116 Children** ~~and 22 Staff~~ are permitted within the **Child Care Premises** at any one time.*	• We request **Condition 3 be amended.** • The capacity of the centre is controlled by the amount of children which can be accommodated on site. Clause 123 of the Education and Care Services National Regulations 2012 provides the minimum number of educators required to educate and care for children at a centre based service. Therefore, the required number of staff is already dependent on the maximum number of children (which condition 3 already enforces). A condition of planning approval should not be enforcing something that is already required by separate legislation. • The start and finish times for the staff is generally staggered to coincide with the arrival and departure of children throughout the day. We understand staff generally work a maximum of 7.5 hours a day, with some staff working part time hours. Therefore, a changeover of staff is required, occurring outside of the peak morning and afternoon drop off times (between 10am and 3pm). In addition to this, visiting staff and training of staff does occur which would be outside of the licensing requirements listed above. This would result in exceedances to the listed staff amounts contained in the condition. • The intent of the condition is not to limit the ability for the facility to operate as outlined above. It is simply to control car parking. The car parking assessments that have been undertaken clearly demonstrate car parking on site to be satisfactory. For example, the WAPC Draft Position Statement: Child Care Premises provides that car parking at child care premises should be provided at one bay per five children. In accordance with the WAPC, the proposed development has a 9-bay car parking surplus. • It is not standard in development approvals to specifically delineate staff numbers. It is generally standard to control the capacity of facilities, like occupancy rates for a café/restaurant or bar. This controls the outcome and expectations for the operators and community. Therefore, the controls on the number of children on site inherently controls the number of staff on site. • A similar development approval within the City of Wanneroo for a child care centre in Koondoola which was determined by the Metro Outer JDAP on the 22 August 2022 determined the same approach as what we are proposing here. The panel unanimously supported the reasoning which we have also outlined above.
12	*A revised detailed landscaping plan is to be provided for the subject site and adjacent verges ~~which shall include a minimum of 8% soft landscaping on site~~. The landscaping plan shall detail the plant species, densities, mulch details, planting locations, and shade trees, and shall be lodged for approval by the City prior to lodging a building permit. Planting and landscaping must then be undertaken in accordance with the approved landscaping and reticulation plans and completed prior to occupation of the development and maintained thereafter, to the satisfaction of the City.*	• We request **Condition 12 be amended.** • Approximately 203.5m^2 (6.6%) of landscaping is provided within the Aviator Boulevard setback. Proposed is also the landscaping of the verge, approximately 154m^2 with water wise and endemic species. • The proposed development requires the provision of six trees. The development has gone beyond this minimum requirement by incorporating twelve trees, inclusive of three new street trees. • The outdoor play area will include landscaping however to what extent and what this will consist of is still be determined through consultation with the operator and detailed design. This area has been set aside for out door play as per the requirements of the facility, intent for the development and ultimately the relevant legislation. An indicative design has been provided as part of this application which does propose areas of landscaping and further trees, which is the intent. • The final design for the outdoor play area cannot be impacted by a requirement to provide a certain percentage of landscaping. This may impact operator requirements, licensing requirements and ultimately the viability of the project. We understand this is not the intent of the condition, but is the unintended consequence if it remains.

		• We do not object to providing a further landscaping plan as the design evolves, which the City's officers will need to review and approve before implementation. The purpose of the outdoor play area is to provide an inviting area for children to play, which will include landscaping. The removal of the percentage ensures play space can be provided and not encumbered by a trivial percentage amount. • Given the variation from the 8% requirement is minor and the significant over provision trees provided, we request this condition be amended as outlined.
17	~~*Lighting must be installed along all driveways, pedestrian pathways, car parking areas and in all common service areas prior to the development first being occupied.*~~	• We request **Condition 17 be removed.** • The child care centre is a day time business, operating 630am to 630pm Monday to Friday. Therefore, the business for the majority of the year will only operate during daylight hours. • The subject site has a street light directly adjacent to the pedestrian entrance of the building. This will provide suitable lighting for pedestrians. The front of the building will also have lighting at the entrance to guide people. • Extensive lighting as outlined by the condition is not required within the car park, pathways and servicing areas. The condition is onerous and open ended and not suitable for this type of development. The operator of the child care centre will ensure a suitable lighting outcome for staff and parents / children which does not need to be informed by a condition of development approval. 

22	~~A revised uniform fencing design shall be submitted to the City for the Aviator Boulevard and Connolly Drive lot boundaries and approved prior to an application for a building permit being made. The revised fencing design must also satisfy the acoustic performance requirements as detailed in the Acoustic report prepared by Lloyd George Acoustics dated 20 September 2023.~~	• We request **Condition 22 be removed.** • The proposed fencing presents attractively to the existing and future streetscape and was subject to the City's design review process, during which no concerns were raised. In addition, the fencing has not been requested to be modified throughout the assessment of the overall development application, which was subject to requests for further information throughout. • The subject site has significant retaining walls which front Connelly Drive. These walls range in height from 0.4m to 3m for the entire extent of the lot (Refer Figure 2 below). The retaining wall already comprises limestone and brick, which is consistent throughout the estate. The inclusion of palisade fencing, and timber look fencing provides a suitable contrast to the masonry, whilst providing uniformity in the design.  • The City's LPP4.7 Uniform Fencing and supporting fencing standards does support the breakup of fencing with visual opening, like palisade fencing. The due regard documents pursue masonry, which as demonstrated in the picture above, is already most material utilised on site. These documents also enable to use of other durable material which can be approved by the City. • The fencing which is proposed as part of this development is required to be durable and kept in good condition in order to support the childcare operations. Put simply, if this fencing is not kept in good condition the childcare would be in breach of the licensing requirements and will not be able to operate. • The fencing proposed as part of this development is in keeping with the materials and colour palette utilised for the overall development. As this a commercial building, which is different to the prevailing residential buildings in the area, differing design features which support and are in keeping with the overall design of the building ensure an improved built form outcome for the locality. • The subject site has approximately 100m frontage to Connelly Drive and Aviator Boulevard. The inclusion of pure masonry, on top of retaining walls is cost prohibitive and will impact the viability of the overall project.

Government of **Western Australia**
Development Assessment Panels

LOT 341 (53) RATHMINES STREET, CLARKSON – PROPOSED CHILD CARE PREMISES

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Outer JDAP	
Local Government Area:	City of Wanneroo	
Applicant:	Planning Solutions – Oliver Beards	
Owner:	Tamala Park Regional Council	
Value of Development:	$2 million ☐ Mandatory (Regulation 5) ☒ Opt In (Regulation 6)	
Responsible Authority:	City of Wanneroo	
Authorising Officer:	Aaron Jones	
LG Reference:	DA2023/1039	
DAP File No:	DAP/23/02567	
Application Received Date:	5 October 2023	
Report Due Date:	11 January 2024	
Application Statutory Process Timeframe:	90 Days with an additional 21 days agreed extension	
Attachment(s):	Attachment 1 – Development Plans Attachment 2 – Location Plan Attachment 3 – Advertising Map Attachment 4 – Summary of Submissions Attachment 5 – DRP Minutes Attachment 6 – DRP Member Referral Attachment 7 – Traffic Impact Statement Attachment 8 – Noise Assessment	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	☒ Yes ☐ N/A	Complete Responsible Authority Recommendation section
	☐ No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

That the Metro Outer JDAP resolves to:

1. **Approve** DAP Application reference DAP/23/02567 and accompanying plans plans provided in **Attachment 1** in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015,* and the provisions of the City of Wanneroo District Planning Scheme No. 2, subject to the following conditions:

Conditions

1. Pursuant to clause 26 of the Metropolitan Region Scheme, this approval is deemed to be an approval under clause 24(1) of the Metropolitan Region Scheme.

2. The use of the approved **Child Care Premises** must conform to the District Planning Scheme No. 2 definition which states:

   "***Child Care Premises***: *means premises where –*

   a) an education and care service as defined in the Education and Care Services National Law (Western Australia) section 5(1), other than a family day care service as defined in that section, is provided; or

   b) a child care service as defined in the Child Care Services Act 2007 section 4 is provided;"

   A change of use from that outlined above may require further development approval of the City.

3. A maximum of **116 Children** and **22 Staff** are permitted within the **Child Care Premises** at any one time.

4. The hours of operation of the **Child Care Premises** is restricted to between the hours of **6:30am to 6:30pm Monday to Friday**.

5. All signage is to be contained entirely within the allotment.

6. Parking areas, driveways and points of ingress and egress must be designed and constructed in accordance with the Australian Standard for Offstreet Carparking (AS 2890) and must be drained, sealed, marked and maintained to the satisfaction of the City prior to occupation of the development.

7. Wheel stops must be provided in accordance with AS 2890 where the parking bays abuts a concrete path.

8. Prior to the granting of an occupancy permit, the applicant must install signage and pavement markings in accordance with the Austroads requirements to enforce the proposed vehicular access arrangement to and from Rathmines Street to the satisfaction of the City of Wanneroo.

9. The parking areas and associated access indicated on the approved plans must not be used for the purpose of storage or obstructed in any way at any time, without the prior approval of the City.

10. Staff car parking spaces for the **22 parking bays** must be marked and clearly line marked as dedicated for staff use only, to the satisfaction of the City.

11. **Parking spaces 32 and 33** must be marked and clearly signposted as dedicated for small car use only, to the satisfaction of the City.

12. A revised detailed landscaping plan is to be provided for the subject site and adjacent verges which shall include a minimum of 8% soft landscaping on site. The landscaping plan shall detail the plant species, densities, mulch details, planting locations, and shade trees, and shall be lodged for approval by the City prior to lodging a building permit. Planting and landscaping must then be undertaken in accordance with the approved landscaping and reticulation plans and completed prior to occupation of the development and maintained thereafter, to the satisfaction of the City.

13. Detailed civil engineering drawings and specifications for works within the verge for the footpath and pram ramp, must be lodged for approval to the City prior to commencement of construction works. Construction works are to be undertaken in accordance with the approved development application, engineering drawings and specifications to the satisfaction of the City.

14. An onsite stormwater drainage system, sufficient to contain a 1:100 year storm event (over 24 hours) must be provided. Plans illustrating the system proposed must be submitted for approval when application is made for a building permit and the system must be installed during the construction of the development.

15. The development is to comply with the recommendations and assumptions of the Noise Assessment (Ref: 23027891-01A) prepared by Lloyd George Acoustics dated 20 September 2023.

16. The use of the outdoor play area must only occur after 7:00am on days when the Child Care Premises operates.

17. Lighting must be installed along all driveways, pedestrian pathways, car parking areas and in all common service areas prior to the development first being occupied.

18. All storage areas, external fixtures and building plant, including air conditioning units and water tanks must be located so as to minimise any visual and noise impact on surrounding landowners and screened from view from streets, public places and adjacent properties to the satisfaction of the City.

19. All waste must be stored within the designated bin enclosure and collected from the site by a private contractor at the cost of the owner/occupier. Prior to the occupancy of the development, a revised Waste Management Plan must be provided and approved, and thereafter implemented to the satisfaction of the City.

20. The movement of trucks for delivery purposes must occur between 7:00am and 7:00pm, Monday to Saturday only.

21. A revised northern elevation drawing shall be submitted to the City and approved prior to an application for a building permit being made. The revised elevation shall incorporate a hipped roof so as to minimise the appearance of building bulk. Alternatively, amended plans are to be submitted demonstrating that the future northern boundary is a minimum of three metres from the northern elevation of the Child Care Premises building.

22. A revised uniform fencing design shall be submitted to the City for the Aviator Boulevard and Connolly Drive lot boundaries and approved prior to an application for a building permit being made. The revised fencing design must also satisfy the acoustic performance requirements as detailed in the Acoustic report prepared by Llyod George Acoustics dated 20 September 2023.

23. Any graffiti applied to the external surfaces of the building shall be removed within seven (7) days of it being applied, to the satisfaction of the City of Wanneroo.

24. A Construction Management Plan must be submitted for approval when an application is made for a building permit. This plan is to detail how construction will be managed to minimise disruption in the area and to adjoining landowners. The plan must address the following:

    a) The delivery of and delivery times for materials and equipment to the site;
    b) Storage of materials and the location and types of equipment on site;
    c) Parking arrangements for contractors and sub-contractors;
    d) The impact on traffic movement;
    e) Construction times;
    f) The relocation of public footpaths;
    g) Measures to minimise impacts of noise and sand drift and dust from the site;
    h) Tree protection zones to be established for trees identified to be retained in the approved landscaping plan (including any verge trees) where applicable;
    i) Communication strategy for properties impacted by the construction of the development;
    j) The relocation/disruption of any public transport infrastructure; and
    k) Any other matter required by the City.

    The construction management plan is to be submitted to and approved by the City prior to the commencement of any development.

Advice Notes

1. This decision constitutes planning approval only and is valid for a period of 4 (four) years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.

2. The owner/applicant is to submit the “Certification of Compliance with Development Approval Conditions” form certifying that all of the conditions specified in the approval by the Council for the development of the land have been completed in accordance with the approved plans, and the certification is to be lodged with the Council within 14 days from the date of practical completion,

and applies to all of the conditions, except for those conditions relating to on-going compliance.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone	Urban
Local Planning Scheme	District Planning Scheme No.2
Local Planning Scheme - Zone	Urban Development
Structure Plan	Agreed Local Structure Plan No.79 – Tamala Park
Structure Plan – Zone	Residential
Use Class and permissibility:	Child Care Premises – Discretionary (D) Use
Lot Size:	6907m^2
Existing Land Use:	Vacant land
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☐ N/A ☒ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

The application proposes development of a Child Care Premises on the southern part of the lot, with the remainder of the site remaining undeveloped. The application comprises the following:

- A 900m^2 single storey Child Care Premises;
- 33 on-site parking bays, including one ACROD bay;
- Capacity for 116 Children and 22 Staff;
- Vehicular and pedestrian access from Rathmines Street;
- Operating hours between 6:30am and 6:30pm, Monday to Friday; and
- Associated landscaping and fencing.

The development plans for consideration are included as **Attachment 1**.

Background:

The subject site is zoned Residential under Agreed Structure Plan No.79 – Tamala Park (ASP 79). The site is bounded on three sides by existing roads, with Rathmines Street to its west providing access to the site and separating the site from existing residential development. The subject site is bound by Aviator Boulevard to the south and Connolly Drive to the east and incorporates subdivisional retaining walls on each of these boundaries. Retaining walls on the southern boundary vary in height from

0.4 metres to a height of 3 metres in the south eastern corner. This retaining wall height is then maintained for the portion of the eastern boundary along Connolly Drive resulting in a significant level difference between the subject site and the road reserve.

A Location plan is included as **Attachment 2**.

While the subject site is 6907m^2 in size, only 3067m^2 is proposed to be used for the Child Care Premises within the southern portion of the lot. The remainder of the lot remains vacant residential zoned land and no development is proposed as part of this development application. The subject site does have a subdivision application (WAPC reference 164204) under assessment, which proposes to subdivide the development area from the remainder of the lot, consistent with the lot configuration shown on the development plans. For the purposes of assessment, the City has considered the northern vacation portion of the lot as a separate lot.

Legislation and Policy:

Legislation

Metropolitan Region Scheme
District Planning Scheme No.2

State Government Policies

State Planning Policy 7.0: Design of the Built Environment
WAPC Planning Bulletin No.72/2009 – Child Care Centres
WAPC Transport Impact Assessment Guidelines Volume 4 Individual Development
Liveable Neighbourhoods Policy 2009

Structure Plans/Activity Centre Plans

Agreed Structure Plan No.79 – Tamala Park

Local Policies

Local Planning Policy 2.3 – Child Care Centres
Local Planning Policy 4.23 – Design Review Panel
Local Planning Policy 4.6 – Advertising Signs
Local Planning Policy 4.7 – Uniform Fencing

Consultation:

Public Consultation

The application was advertised for a period of 14 days in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015*, commencing on 26 October 2023 and concluding on 10 November 2023. Advertising was undertaken by way of letter to surrounding landowners/occupiers within approximately 200 metres of the subject site, a sign being erected on site, a notice being placed in the local newspaper and all development plans and supporting documentation being made available on the City's website.

A map of the properties which were directly advertised to is included as **Attachment 3**.

Following completion of the advertising period a total of 66 submissions were received, with 49 objecting to the proposal and 17 supporting the proposal. The key concerns raised by submitters were:

- Noise generated from the Child Care Premises;
- Increased traffic volumes;
- Issues surrounding on-street parking and safety;
- The proximity to existing Child Care Premises in the area; and
- Better use of the space.

A summary of the submissions received and Administration response is included as **Attachment 4**. The main concerns and considerations raised during the advertising period are discussed in further detail in the planning assessment section below.

Referrals/consultation with Government/Service Agencies

The application was not required to be referred to any external agencies orgovernment departments.

Design Review Panel Advice

The proposed development was taken to the City's Design Review Panel (DRP) on 24 August 2023 for pre-lodgement advice and upon lodgement of the development application, it was also referred to a single panel member for further comment on 16 October 2023. The initial DRP meeting on 24 August 2023 raised a number of concerns with the development and the proposal was not supported by the panel at that stage. A full copy of the DRP meeting comments is included as **Attachment 5** and a copy of the single panel member referral is included as **Attachment 6**.

The single panel member referral raised a number of concerns, some of which have been addressed by the applicant including the following:

- An indicative outdoor play area plan has been provided showing areas of landscaping, shade structures and locations of outdoor equipment; and
- The inclusion of solar panels and native species to reduce water usage to improve environmental sustainability.

There were a number of points raised by the DRP which have not been addressed by the applicant. However, the City is supportive of these design aspects as discussed below.

DRP Comment	Administration Comment
The proposal establishes limited interactivity with the surrounding public domain and streetscapes. Other options for the general organisation of built form on the site have not been provided.	The configuration of the development on site locates outdoor play areas away from the existing residential area mitigating noise impacts. Furthermore, the existing retaining walls on the southern and eastern boundaries present limited opportunity for streetscape interaction.
The main pedestrian entry to the building	The pedestrian access utilises the

is still accessed through the carpark with no direct pedestrian entry to the street.	existing footpath connections and provides access directly to the entry of the site. Further, the application proposes to develop a new footpath providing connectivity to the development.
A pedestrian pathway has been added through the carpark and down towards the existing footpath on the south side of the site however this presents a long and convoluted journey to the main pedestrian entry.	
The bin-store is located on the southern elevation which is a missed opportunity for streetscape interactivity.	As mentioned above, the site is elevated above the southern and eastern lot boundaries therefore limiting opportunities for streetscape interactivity. The bin store and AC plant are adequately screened by the boundary fence.
AC plant has also been added on the south side setback which further limits the interactivity of this facade. It is encouraged to relocate AC plant to the roof with screening so it's not visible from the public realm.	
The two crossovers to the carpark have been retained which is excessive.	The two crossovers are supported. This is discussed in the Planning Assessment section.
Internal ceiling heights are indicated as 2.7 metres above floor level. Consider incorporating raked ceilings.	The activity rooms have been provided with large floor to ceiling windows which are east facing to allow for access to natural sunlight and are considered sufficient with the 2.7 metre ceiling height.
Given the Activity Rooms are deep spaces skylights should be considered to achieve more natural light in these rooms which are not currently shown on the roof plan.	
The staff courtyard is located in close proximity to the bin-store and AC plant. This reduces the level of amenity for staff.	The staff courtyard is located to the south of the Child Care Premises to mitigate any potential amenity impacts to the surrounding residential development. The courtyard is separated by a wall which will provide adequate separation to the bin store and services area.

Based on the above the proposal has adequately addressed the comments raised by the DRP and the City is satisfied with the design outcome.

Planning Assessment:

An assessment of the proposal has been undertaken against the relevant provisions of the City's District Planning Scheme No.2 (DPS 2) and State and Local Planning Policies, as detailed in the Legislation and Policy section of this report. The following matters have been identified as key considerations in the determination of the application:

- Compatibility of the development in the locality;
- Built Form;
- Landscaping;
- Traffic, Parking & Access;
- Noise and Fencing; and
- Stormwater

Compatibility of the development in the locality;

Submissions were received in reference to the compatibility of the Child Care Premises in the existing Residential zone.

The objectives of the Residential zone under DPS 2 are listed below:

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

A Child Care Premises is a discretionary (D) use in the Residential zone and is a non-residential use which is complementary to a Residential area. The proposed development is compatible with the predominantly single storey residential character of the area through its single storey pitched roof design. The location of the proposed development on the corner of Aviator Boulevard and Connelly Drive minimises the number of residences immediately abutting the development. Further, high noise generating areas have been located as far as practical from existing residences to reduce their impact. In addition, the Noise Assessment provided by the applicant demonstrates that the proposal is capable of complying with the *Environment Protection (Noise) Regulations 1997* and as such will not adversely impact the amenity of the adjoining residences.

In light of the above, the proposed Child Care Premises therefore satisfies the objectives of the Residential zone and has been designed to minimise the potential impacts of the development on the amenity of the adjoining residential properties.

Built Form

The development has been assessed against the relevant provisions of DPS 2 and LPP 2.3 – Child Care Centres (LPP 2.3). The proposed Child Care Premises is generally compliant with the setback requirements, however there are some aspects of the development which propose to vary the relevant provisions as detailed below.

DPS 2 Setback Requirements	**Proposal**
Secondary Street (Aviator Boulevard): 3 metres	Bin Store: Nil Child Care Premises: 1.8 metre
Abutting residential zoned lot: 3 metres	Child Care Premises: 1.1 metre

The setback to Aviator Boulevard can be separated into two components, the first being the Child Care Premises building and the second being the bin store. The Child Care Premises building proposes a 1.8 metre setback at its closest point to Aviator Boulevard, while the bin store proposes a nil setback. The City supports the reduced setback to Aviator Boulevard for the following reasons:

- The subject site is elevated 2 metres above the street level and as such the combination of retaining walls and boundary fencing will reduce the visibility of the building from the street and helps reduce building bulk. Furthermore,

the bin store is screened by the fence and is entirely concealed from view of the street.

- The building is only partially non-compliant with the setback requirements of DPS 2 due to the irregular alignment of the southern boundary. As a result, more than half of the Child Care Premises building is setback at least 3 metres minimising the overall appearance of the building bulk of the development upon the streetscape.

On the northern side the 1.1 metre setback proposed to the future residential zoned lot is not supported by the City. The northern elevation of the building incorporates a large, unarticulated blank gable wall with a maximum height of 4.5 metres which results in excessive bulk being imposed to the north of the development. The applicant was asked to consider increasing the setback to the future boundary to minimise the impact of building bulk on the remainder on the site. However, the setback was not altered and no design changes to the façade were incorporated. The City recommends that the gable roof on the northern elevation is altered to a hipped roof to remove the gable wall and reduce the overall building bulk of the development upon the future adjoining properties. Alternatively, the future northern boundary may be modified to incorporate a setback of three metres from the northern elevation of the Child Care Premises. This alternative solution ensures that the development complies with the requirements of DPS 2 resulting in building bulk that is considered acceptable. It is recommended that a condition be imposed requiring amended plans to be submitted and approved prior to the submission of a building permit to modify the roof form in order to reduce the appearance of building bulk or alternatively the plans being modified to demonstrate the future northern boundary is a minimum of three metres from the northern elevation of the Child Care Premises.

Landscaping

The applicant has incorporated a Preliminary Concept Playspace Plan to assist the City in it's assessment of the application. However, the plan submitted is preliminary in nature. Hard and soft landscaping areas within the outdoor play area are not clearly delineated. The landscaping plan also does not include plant species, densities, mulch details, planting locations, shade trees and landscaping within the outdoor play area. As such, the City recommends the imposition of a condition requiring a detailed landscaping plan be submitted demonstrating that the proposal achieves a minimum of 8% soft landscaping on-site and verge landscaping to Rathmines Street in accordance with the requirements of DPS 2 to be approved prior to the commencement of works.

Traffic, Parking & Access

Traffic

A number of submissions raised concerns regarding the traffic volumes that the proposed Child Care Premises would bring to the area and the percevied impact on surrounding streets.

The application included a Traffic Impact Statement (TIS) which has been reviewed by the City's Traffic Services and forms **Attachment 7**.

The TIS concluded that the Child Care Premises is estimated to generate 474 vehicle trips per day, with 92 vehicle trips during the AM peak and 94 vehicle trips during the

PM peak. The increase in traffic volume is not considered to be significant on the surrounding road network in accordance with the WAPC TIA Guidelines as the increase is less than 100 vehicles in the peak hour. Traffic data from 2023 indicates that Aviator Boulevard, west of Elsbury Approach carried 1,171 vehicles per day and the estimated increase of 474 vehicle trips Aviator Boulevard does not exceed the indicative capacity of 3,000 vehicles per day for a neighbourhood connector road as detailed in WAPC's Liveable Neighbourhoods Policy 2009 (LN Policy).

The surrounding roads including Rathmines Street are expected to carry fewer vehicles than Aviator Boulevard as it will generally only accommodate local traffic such as residents. The roads are unlikely to be used as through roads to get to other destinations due to the road layout and as a result the increase in traffic volumes from the Child Care Premises is unlikely to exceed the desired capacity under LN Policy.

Parking

A number of submissions raised concerns over the impact that the Child Care Premises will have on the use of informal on-street parking.

The Child Care Premises proposes a six bay shortfall on site with a total of 33 parking bays proposed in lieu of the 39 parking bays required as prescribed by LPP 2.3. The TIS details that the development only requires 31 parking bays to adequately provide parking during the peak hour periods. Parking for Child Care Premises' are typically not long term. The TIS in its modelling has assumed a 10 minute length of stay which is greater than the average period recorded by the Road & Traffic Authority NSW being 6.8 minutes. Noting the above, the TIS has taken a conservative approach in its modelling and as such demonstrates that the operation of the Child Care Premises is unlikely to require the use of on-street parking. The TIS has been reviewed by the City's Traffic Services who have not raised any concerns in relation to the modelling and are therefore satisfied that the number of parking bays provided on site is adequate to service the development. The City recommends the imposition of a condition limiting the number of persons accommodated on site to mitigate any potential parking concerns.

Access

As discussed in the 'Design Review Panel' section above, the DRP raised concerns over the need for two separate points of ingress and egress from the site and recommended a singular consolidated access point.

The application proposes two separate one way crossovers for access and egress to its 50 metre frontage to Rathmines Street. The proposal provides for one way entry from the northern with the southern crossover providing egress from the site. This design allows for better movement and traffic flow, especially given that a vehicle is typically parked for a period less than 10 minutes. Should the site have been developed for residential purposes, it is possible that a greater number of crossovers may have been constructed to accommodate this type of development. As such, the proposed number of crossovers is considered to be acceptable. The City recommends the imposition of a condition requiring appropriate line marking and signage is installed to ensure that motorists are aware of the one way access arrangement.

The TIS demonstrates that the manoeuvring (swept paths) of waste trucks will require some parking bays to be empty to facilitate waste collection. As a result of this, the TIS concludes that waste collection is to occur outside of the operating hours of the centre. The Waste Management Plan (WMP) provided with the application does not identify waste truck access as an issue and therefore the City recommends a condition requiring a revised WMP to be provided prior to the operation of the use.

Noise and Fencing

Noise

A number of submissions raised concerns regarding the impact that noise generated by the Child Care Premises and its impact on surrounding residents.

The applicant has provided a Noise Assessment in support of the application which is included as **Attachment 8**.

The premises is proposed to operate between 6:30am and 6:30pm Monday to Friday. The outdoor play area has been sensitively located to the eastern side of the site so that it is as far as practical from existing residential development to the west where it will be mostly screened by the proposed building. The Noise Assessment concludes in Part 5 that the noise received at the neighbouring residences from the Child Care Premises would meet the permitted exposure levels of the *Environmental Protection (Noise) Regulations 1997* subject to the development implementing certain measures. These measures include fencing being constructed in accordance with section 3.2 of the report and the use of the outdoor play area only occurring after 7:00am. Therefore, children on the premises prior to 7:00am are to remain indoors. The City's Health Services has reviewed the Noise Assessment and are satisfied with its findings. It is recommended that a condition be imposed requiring development to be undertaken in accordance with the findings and recommendations of the Noise Assessment, as provided in **Attachment 8**.

Fencing

In accordance with the Noise Assessment provided by the applicant, the fencing to the northern, eastern and southern boundaries are required to achieve a certain level of acoustic performance. In addition, the fencing to the southern and eastern boundaries are required to be uniform fences in accordance with Clause 2.1 of the City's Local Planning Policy 4.7: Uniform Fencing (LPP 4.7) as it abuts a Neighbourhood Connector and Other Regional Road. The development proposes a fence design which is not uniform as it incorporates and proposes irregular intervals between the 'timber look' fencing and the palisade infill with Perspex backing. Furthermore, the uniform fencing should integrate with existing uniform fencing within the Estate which typically consists of limestone or brick and metal infill panels. The materials and colours proposed are not consistent with existing fencing within the estate and as such require a revised design. Given this, the City recommends a condition is imposed requiring a revised detailed design for the Uniform Fence to be provided to and approved by the City prior to the submission of a building permit such that it is generally consistent with the established uniform fencing of the estates.

Conclusion:

The development application for a Child Care Premises is largely compliant with the relevant legislation and planning requirements of DPS 2 and Local Planning Policies.

The proposed Child Care Premises use is appropriate for the location and has generally been designed to be compatible with the surrounding residential character of the area, with the exception of the northern façade. This side of the building interfaces poorly with future residential development and is recommended to be altered to reduce the impact of its visual bulk and setback variation. The development otherwise has adequately responded to the comments raised by the City's DRP, noting that site constraints limit the opportunity for streetscape interaction. The location of the outdoor play area to the east is sensitively located away from existing residential development to reduce the impacts to the amenity of surrounding landowners. The application has been supported by technical reports which address concerns surrounding traffic and noise. The uniform fencing and northern façade can be modified to ensure a satisfactory outcome via suitable conditions. It is therefore recommended that the proposed development be approved, subject to conditions.

ATTACHMENT 1

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

30/11/2023 11:29:00 AM

Rev	Amendment	Date
1	DA ISSUE	09/08/23
2	ISSUED FOR DA	22/09/23
3	ISSUED FOR DA	28/09/23
4	ISSUED FOR DA	30/11/23

CLARKSON CCC

AVIATOR BOULEVARD, CLARKSON 6030 WA

DA ISSUE

SEPTEMBER 2023

ARCHITECTURAL DRAWING SCHEDULE

DA SHEET LIST

Sheet Number	Sheet Name	Revision	Revision Date
DA01	COVER SHEET	4	30/11/23
DA02	DESIGN CONCEPT	4	30/11/23
DA03	OVERALL SITE PLAN	4	30/11/23
DA04	SITE PLAN	6	30/11/23
DA05	FLOOR PLAN	5	30/11/23
DA06	ROOF PLAN	3	30/11/23
DA07	ELEVATIONS	5	30/11/23
DA08	STREET AND FENCING ELEVATIONS	3	30/11/23
DA09	3D IMAGES	4	30/11/23

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ACCORD PROPERTY

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COVER SHEET

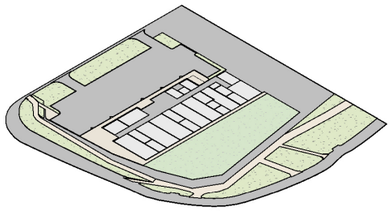
Scale 1 : 1
Drawn BH
Date AUGUST 2023
Job No. 2023066
Dwg No. **DA01** Rev: **4** A3 SHEET

DA ISSUE

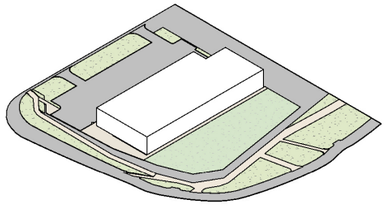
ISSUED FOR DEVELOPMENT APPROVAL

Rev	Amendment	Date
1	DA ISSUE	09/08/23
2	ISSUED FOR DA	22/09/23
3	ISSUED FOR DA	28/09/23
4	ISSUED FOR DA	30/11/23

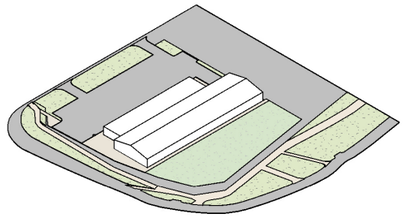
FORM FOLLOWS FUNCTION
SIMPLE + CONTEMPORARY + RESPECTFUL



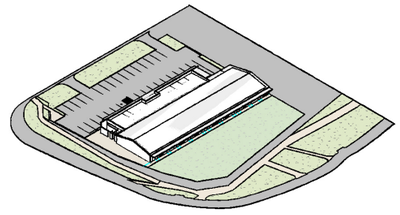
- CHILDCARE PLANNING REQUIREMENTS
- CREATION OF FUNCTIONAL SPACES
- ORIENTATION OF OUTDOOR PLAY AND RELATIONSHIP TO INTERNAL SPACE



- EXTRUDING INTO A SIMPLE FORM
- RESPECTING SURROUND AREA AND DOMESTIC STYLE



- BREAKING FORM INTO TWO PARTS
- PITCH STYLE ROOF TO LENGTH OF BUILDING



- EXPANDING ON FORM
- CREATING ENTRY CUTOUT

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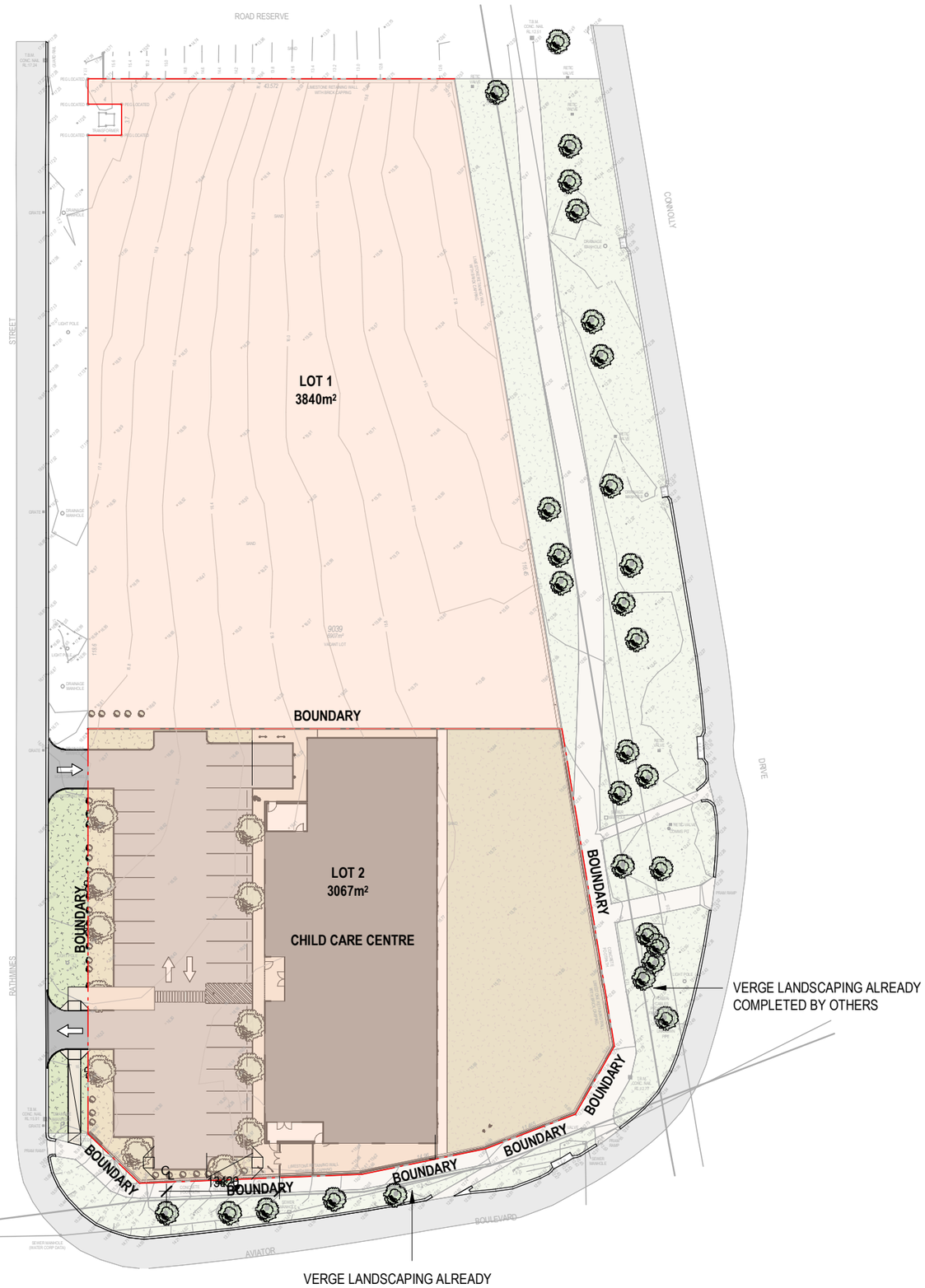
DESIGN CONCEPT

Scale 1 : 20
Drawn BFG
Date 02/12/18
Job No. 2023066
Dwg No. **DA02** Rev: **4** A3 SHEET



SITE PLAN

1 : 600

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

30/11/2023 1:01:45 PM

Rev	Amendment	Date
1	DA ISSUE	09/08/23
2	ISSUED FOR DA	22/09/23
3	ISSUED FOR DA	28/09/23
4	ISSUED FOR DA	30/11/23

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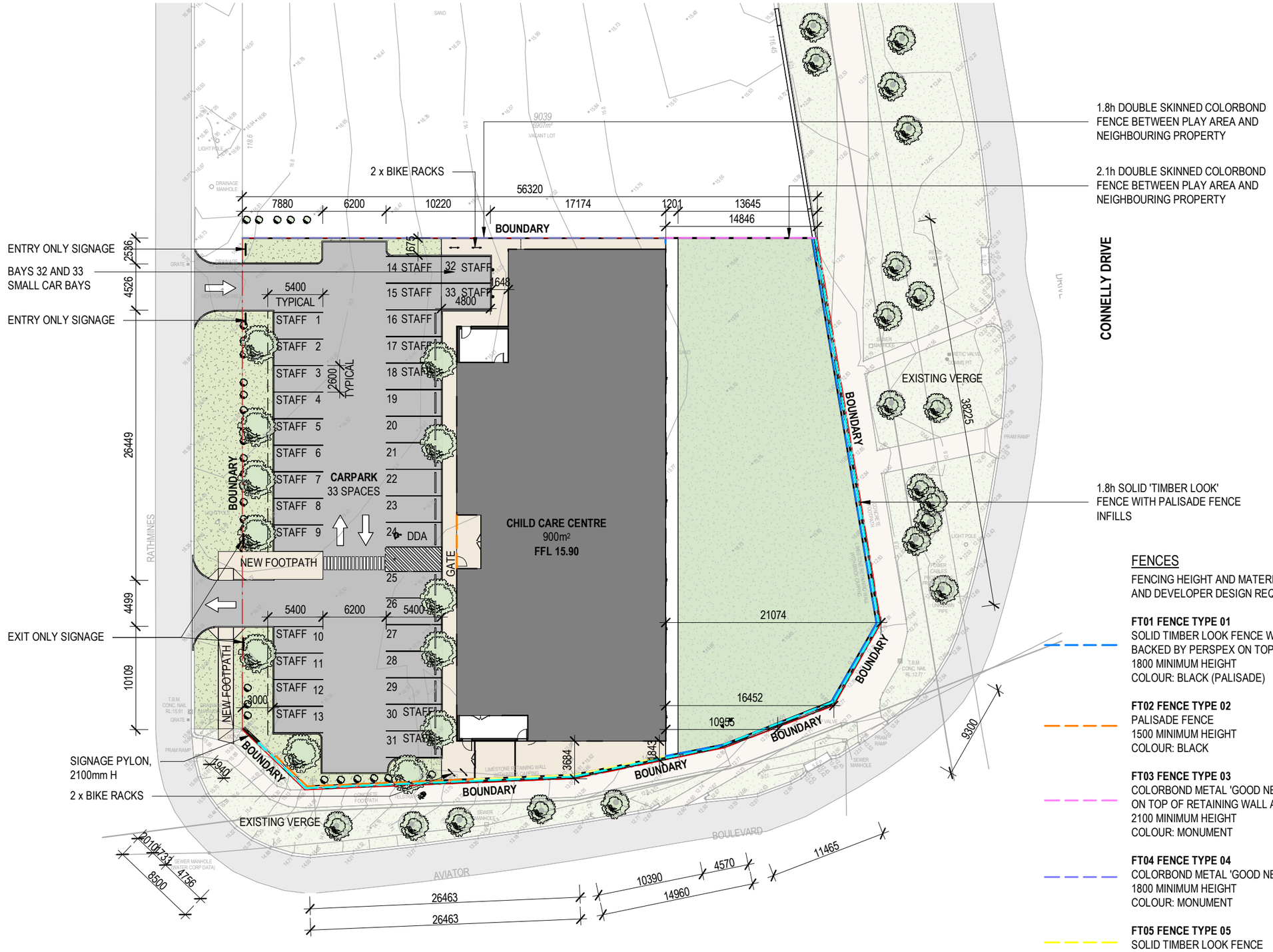
OVERALL SITE PLAN

Scale 1 : 600
Drawn BFG
Date AUGUST 2023
Job No. 2023066

Dwg No. **DA03** Rev: **4** A3 SHEET



AVIATOR BOULEVARD

SITE PLAN

1 : 400

FENCES

FENCING HEIGHT AND MATERIAL SUBJECT TO ACOUSTIC AND DEVELOPER DESIGN REQUIREMENTS

FT01 FENCE TYPE 01
SOLID TIMBER LOOK FENCE WITH PALISADE INFILLS
BACKED BY PERSPEX ON TOP OF RETAINING WALL
1800 MINIMUM HEIGHT
COLOUR: BLACK (PALISADE)

FT02 FENCE TYPE 02
PALISADE FENCE
1500 MINIMUM HEIGHT
COLOUR: BLACK

FT03 FENCE TYPE 03
COLORBOND METAL 'GOOD NEIGHBOUR' TYPE FENCE
ON TOP OF RETAINING WALL AS REQUIRED
2100 MINIMUM HEIGHT
COLOUR: MONUMENT

FT04 FENCE TYPE 04
COLORBOND METAL 'GOOD NEIGHBOUR' TYPE FENCE
1800 MINIMUM HEIGHT
COLOUR: MONUMENT

FT05 FENCE TYPE 05
SOLID TIMBER LOOK FENCE
1800 MINIMUM HEIGHT

EXISTING RETAINING WALL
LIMESTONE RETAINING WALL WITH BRICK CAPPING

NOTE:
FENCES SEALED AIRTIGHT AT ALL JUNCTIONS, INCLUDING BETWEEN PANELS AND AT THE GROUND

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

1/12/2023 9:30:08 AM

Rev	Amendment	Date
1	DA ISSUE	09/08/23
2	ISSUED FOR COMMENT	06/09/23
3	ISSUE FOR INFORMATION	19/09/23
4	ISSUED FOR DA	22/09/23
5	ISSUED FOR DA	28/09/23
6	ISSUED FOR DA	30/11/23

NUMBER OF PLACES	**116**
NUMBER OF STAFF	22
LOT 2 SITE AREA	3067m²
LOT 2 AREA PER PLACE	26m²
TOTAL LANDSCAPING AREA	210m²
NUMBER OF TREES	12
BUILDING AREA	900m²
BUILDING AREA PER PLACE	7.75m²
OUTDOOR PLAY AREA	830m²
NUMBER OF CARPARKS	33

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SITE PLAN

Scale 1 : 400
Drawn BFG
Date AUGUST 2023
Job No. 2023066

Dwg No. **DA04** Rev: **6** A3 SHEET

FLOOR PLAN

1 : 250

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

1/12/2023 9:30:12 AM

Rev	Amendment	Date
1	DA ISSUE	09/08/23
2	ISSUED FOR COMMENT	06/09/23
3	ISSUED FOR DA	22/09/23
4	ISSUED FOR DA	28/09/23
5	ISSUED FOR DA	30/11/23

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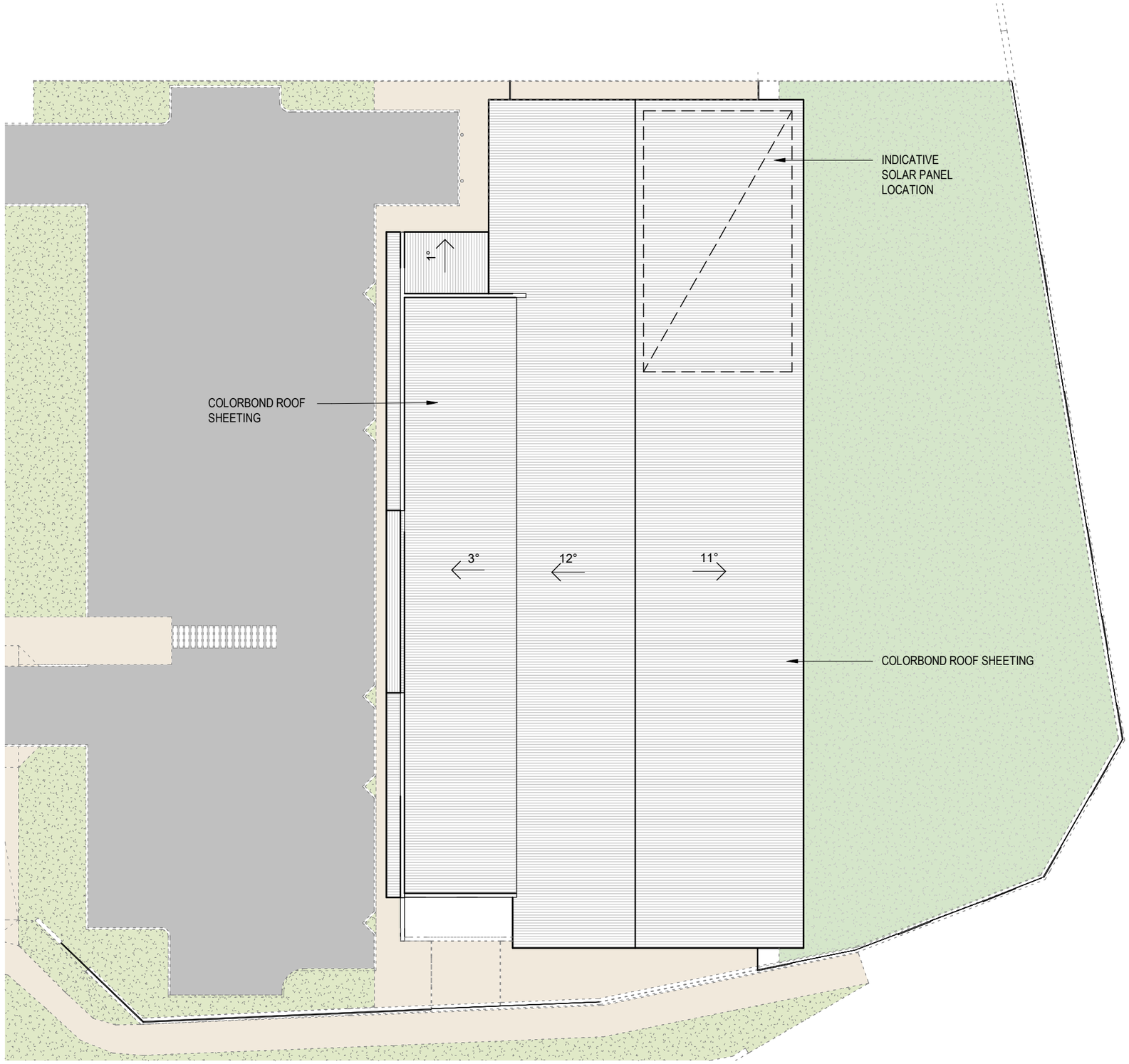
CLARKSON CCC

FLOOR PLAN

Scale 1 : 250
Drawn BH
Date AUGUST 2023
Job No. 2023066

Dwg No. **DA05** Rev: **5** A3 SHEET



ROOF PLAN

1 : 250

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

30/11/2023 11:29:59 AM

Rev	Amendment	Date
1	ISSUED FOR DA	22/09/23
2	ISSUED FOR DA	28/09/23
3	ISSUED FOR DA	30/11/23

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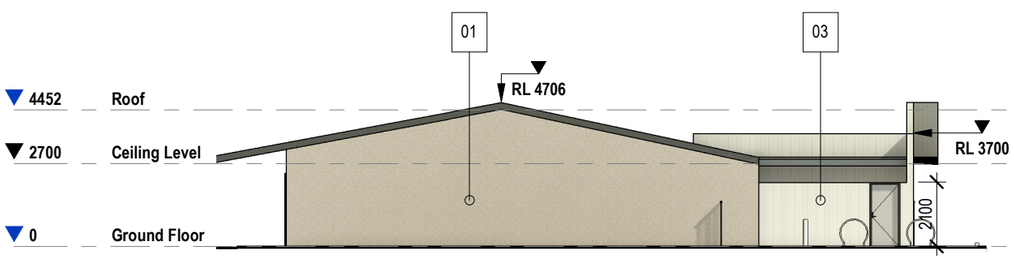
ROOF PLAN

Scale 1 : 250
Drawn BFG
Date AUGUST 2023
Job No. 2023066

Dwg No. **DA06** Rev: **3** A3 SHEET

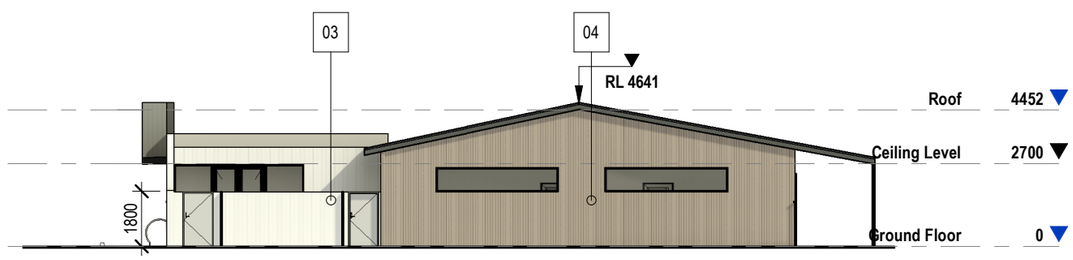
WEST ELEVATION

1 : 200



NORTH ELEVATION

1 : 200



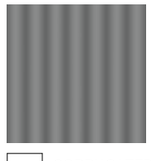
SOUTH ELEVATION

1 : 200

EAST ELEVATION

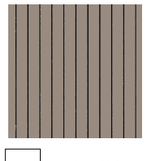
1 : 200

01 HIGH TEXTURE PAINTED FINISH



02 CORRUGATED COLORBOND METAL ROOF

03 AXON VERTICAL CLADDING. PAINT FINISH: DULUX WHITE ON WHITE



04 AXON GRAINED CLADDING. PAINT FINISH: DULUX FUDGE

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

30/11/2023 11:30:09 AM

Rev	Amendment	Date
1	DA ISSUE	09/08/23
2	ISSUE FOR INFORMATION	19/09/23
3	ISSUED FOR DA	22/09/23
4	ISSUED FOR DA	28/09/23
5	ISSUED FOR DA	30/11/23

BROWN FALCONER

28 Chesser Street, Adelaide, South Australia 5000
Telephone : 08 8203 5800 Facsimile : 08 8223 2440
ABN 65 007 846 586 brownfalconer.com.au

ACCORD PROPERTY

CLARKSON CCC

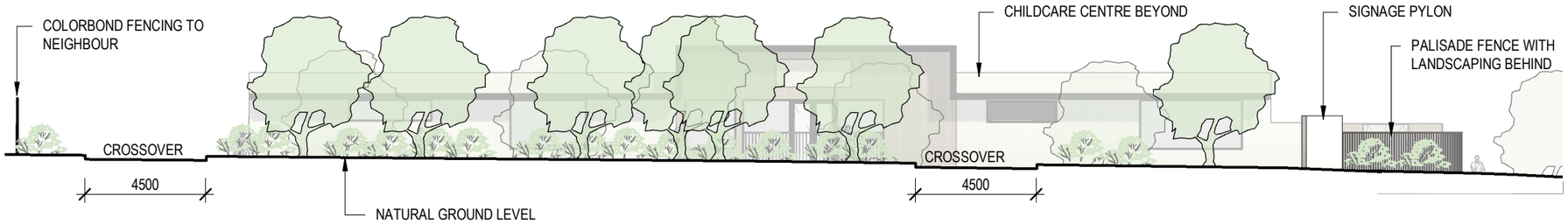
ELEVATIONS

Scale 1 : 200
Drawn BH
Date AUGUST 2023
Job No. 2023066
Dwg No. **DA07** Rev: **5** A3 SHEET

DA ISSUE

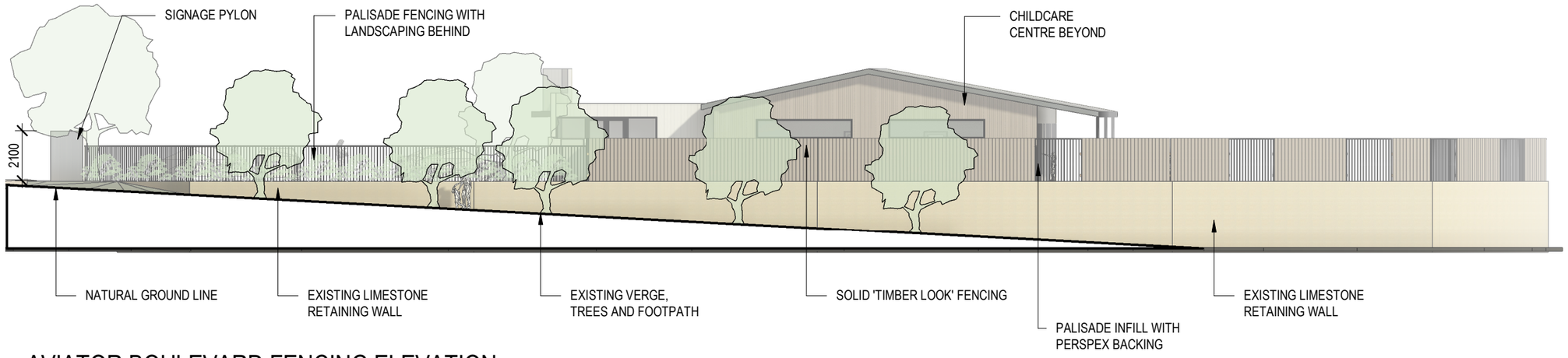
ISSUED FOR DEVELOPMENT APPROVAL

Rev	Amendment	Date
1	ISSUED FOR DA	22/09/23
2	ISSUED FOR DA	28/09/23
3	ISSUED FOR DA	30/11/23



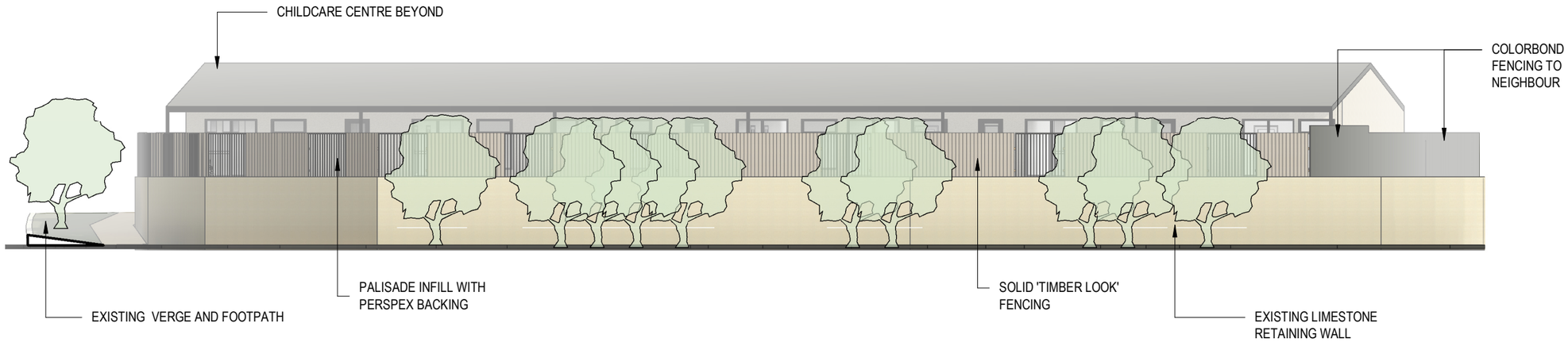
RATHMINES STREET ELEVATION

1 : 200



AVIATOR BOULEVARD FENCING ELEVATION

1 : 200



CONNELLY DRIVE FENCING ELEVATION

1 : 200

BROWN FALCONER

28 Chesser Street, Adelaide, South Australia 5000
Telephone : 08 8203 5800 Facsimile : 08 8223 2440
ABN 65 007 846 586 brownfalconer.com.au

ACCORD PROPERTY

CLARKSON CCC

STREET AND FENCING ELEVATIONS

Scale 1 : 200
Drawn BFG
Date 02/12/18
Job No. 2023066

Dwg No. **DA08** Rev: **3** A3 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

30/11/2023 11:30:46 AM

Rev	Amendment	Date
1	DA ISSUE	09/08/23
2	ISSUED FOR DA	22/09/23
3	ISSUED FOR DA	28/09/23
4	ISSUED FOR DA	30/11/23

BROLA FALCONER

28 Chesser Street, Adelaide, South Australia 5000
Telephone : 08 8203 5800 Facsimile : 08 8223 2440
ABN 65 007 846 586 brownfalconer.com.au

ACCORD PROPERTY

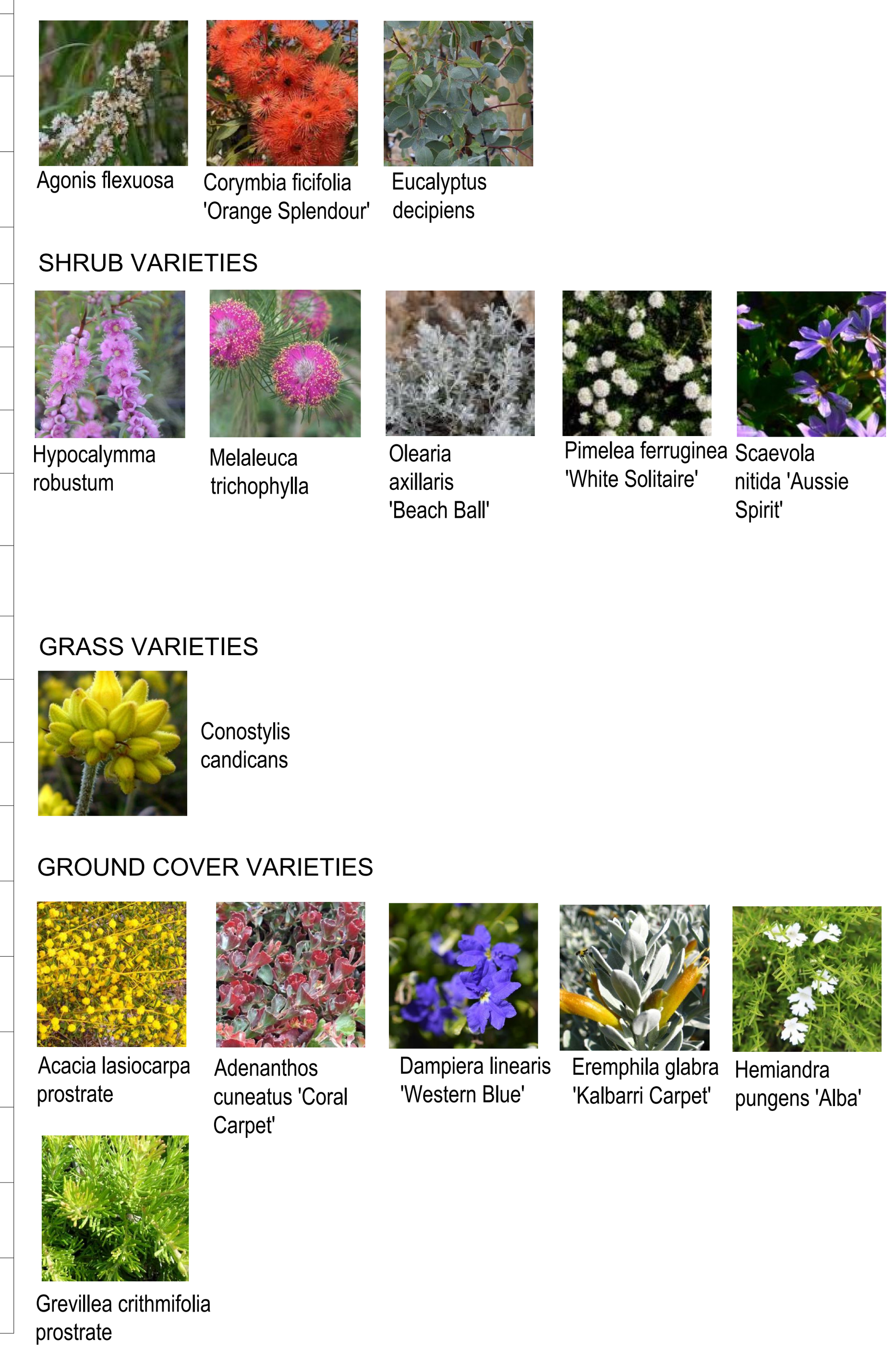
CLARKSON CCC

3D IMAGES

Scale 1 : 1
Drawn BH
Date AUGUST 2023
Job No. 2023066

Dwg No. **DA09** Rev: **4** A3 SHEET

PLANT SCHEDULE					
Symbol	Code on plan	Botanic Name	Mature height x width	Minimum installation size	Plant Numbers
TREES (9 site, 3 verge)					
	Af	Agonis flexuosa	7m x 6m	45 Litre	3
	Cf	Corymbia ficifolia 'Orange Splendour'	5m x 3m	45 Litre	5
	Ed	Eucalyptus decipiens	6m x 3m	45 Litre	4
SHRUBS					
	Hr	Hypocalymma robustum	1.5m x 1m	13cm	19
	Mt	Melaleuca trichophylla	1m x 1m	13cm	10
	Oa	Olearia axillaris 'Beach Ball'	40cm x 80cm	13cm	21
	Pf	Pimelea ferruginea 'White Solitaire'	50cm x 60cm	13cm	27
	Sn	Scaevola nitida 'Aussie Spirit'	1m x 1m	13cm	20
GRASSES					
	Cc	Conostylis candicans	30cm x 50cm	13cm	38
GROUND COVER					
	Al	Acacia lasiocarpa prostrate	50cm x 1m	13cm	28
	Ac	Adenanthos cuneatus 'Coral Carpet'	30cm x 1.5m	13cm	23
	Dl	Dampiera linearis 'Western Blue'	30cm x 1m	13cm	36
	Eg	Eremphila glabra 'Kalbarri Carpet'	20cm x 2m	13cm	20
	Hp	Hemiandra pungens 'Alba'	30cm x 1.5m	13cm	38
	Gc	Grevillea crithmifolia prostrate	30cm x 2m	13cm	22
TOTAL					314



PLANTING SPECIFICATIONS

1. SPECIFIED PLANT SPECIES HAVE BEEN SOURCED FROM BENARA NURSERY, DOMUS NURSERY AND ELLENBY TREE FARM STOCK LISTS. SHOULD PLANT SPECIES BE UNAVAILABLE AT TIME OF PLANTING, CONTACT DESIGNER FOR SUBSTITUTIONS.

2. ALL PLANTING AREAS ARE TO BE PREPARED AND PLANTED IN ACCORDANCE WITH INDUSTRY BEST PRACTICE, TYPICAL DRAWINGS INCLUDED IN THIS PLAN SET AND THE INSTRUCTIONS BELOW.

A. PREPARATION OF SOIL IN GARDEN BED AREAS:

I. REMOVE ALL TRACES OF BUILDERS' MATERIAL FROM PLANTING AREAS INCLUDING RUBBLE, SAND, MORTAR AND ALL OTHER EXTRANEOUS MATERIAL.
II. REMOVE ALL WEEDS IN GARDEN BED AREAS BY SPRAYING WEEDS WITH A STANDARD INDUSTRY HERBICIDE FOLLOWING MANUFACTURER'S SPECIFICATIONS AND LEAVE FOR RECOMMENDED TIME.
III. REMOVE DEAD PLANT MATTER AFTER TIME SPECIFIED ON HERBICIDE PRODUCT.
IV. UNDERTAKE MINOR LEVELLING AND GRADING TO ACHIEVE FINAL GROUND LEVEL AND TO ALLOW FOR THICKNESS OF SUBSEQUENT FINISHES INCLUDING SOIL CONDITIONER AND MULCH. FINISHED GROUND LEVEL TO TO 20MM BELOW SURROUNDING SURFACES.
V. APPLY SOIL CONDITIONER (AQUAMOR OR BIOWISE OR SIMILAR PRODUCT) COMPLYING WITH AS4454-2012 COMPOSTS, SOIL CONDITIONERS AND MULCHES TO A MINIMUM DEPTH OF 75MM OVER FULL EXTENT OF PLANTING AREA AND ROTARY HOE MIX 200MM INTO EXISTING GROUND.

B. PLANTING

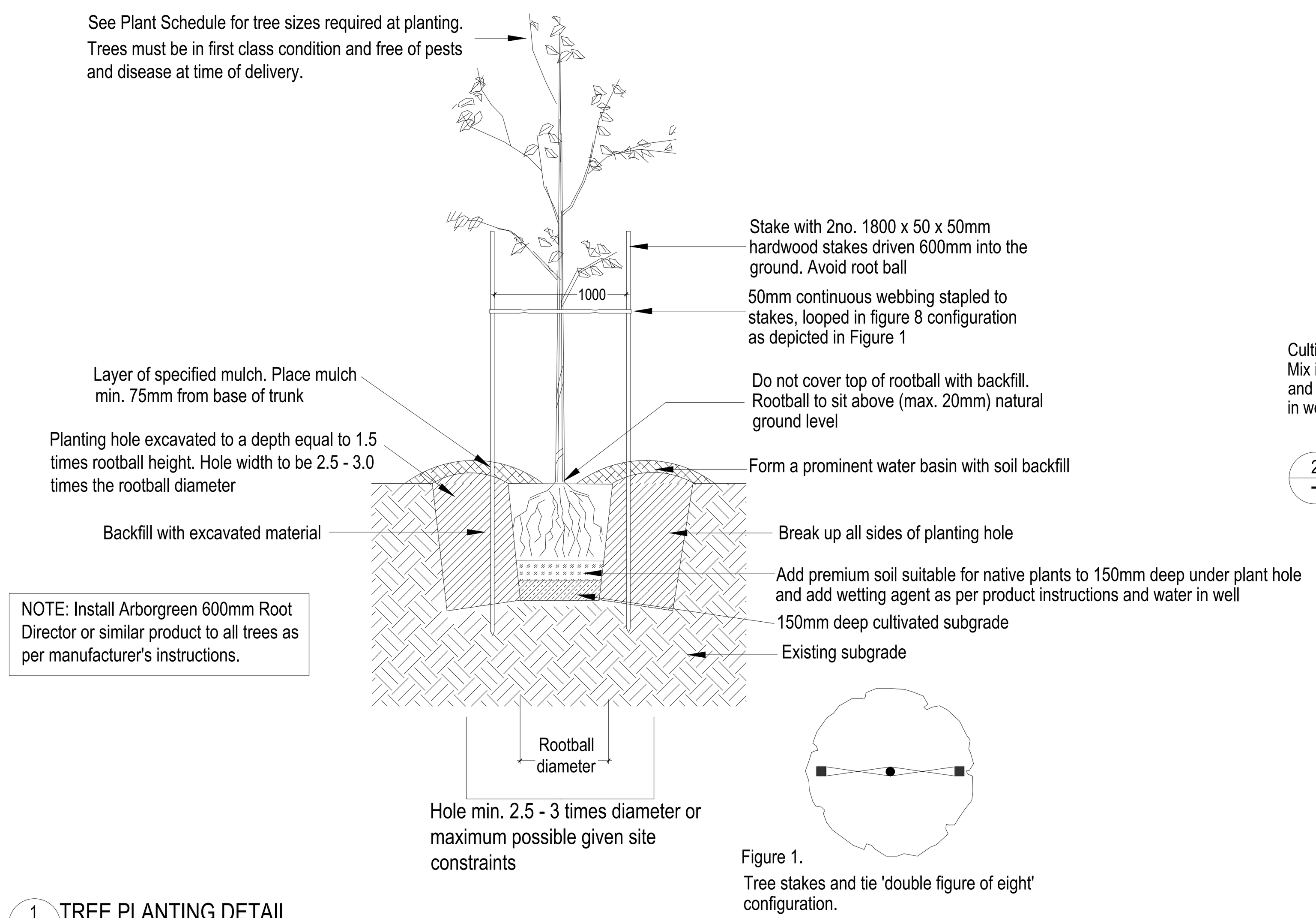
I. PLANT TREES AS SPECIFIED ON DRAWING 'TYPICAL TREE PLANTING' AND INSTALL ARBORGREEN TREE ROOT DIRECTORS OR SIMILAR PRODUCT TO ALL NEW TREES.
II. PLANT SHRUBS (INCLUDING GRASSES AND GROUND COVERS) AS SPECIFIED ON DRAWING 'TYPICAL SHRUB PLANTING' AND WATER IN THOROUGHLY.
III. AT TIME OF BACKFILLING, ALL PLANTS TO RECEIVE APPROVED PROPRIETARY 'EIGHT TO NINE MONTH' SLOW RELEASE FERTILISER SUITABLE FOR AUSTRALIAN NATIVE PLANTS: 10GMS FOR 13CM POTS 20GMS FOR 45 LITRE POTS.

C. MULCH

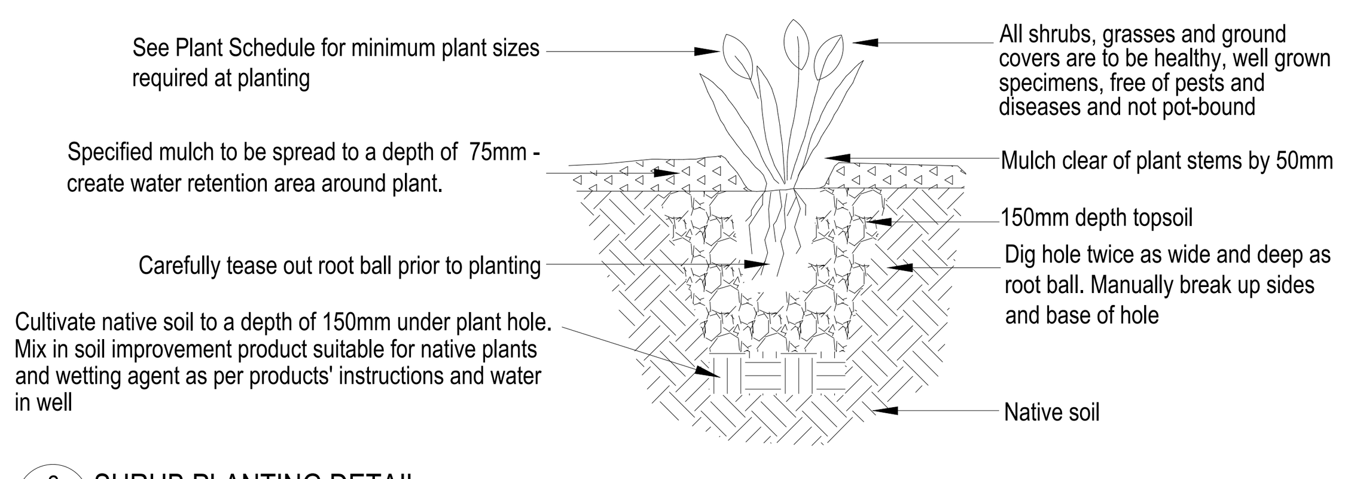
I. AFTER PLANTING, APPLY FINE-GRADE PLAY GROUND APPROVED PINE BARK WOOD CHIPS TO A MINIMUM DEPTH OF 75MM (MAXIMUM 100MM) TO PLANTING BEDS, KEEPING MULCH WELL CLEAR OF PLANT STEMS.
II. CHECK MULCH IS FREE OF WOOD SLIVERS AND EXTRANEOUS MATERIAL.
III. TIDY AND GRADE MULCH AFTER APPLICATION. FINISHED MULCH LEVEL TO BE 20MM BELOW SURROUNDING HARD SURFACES.

IRRIGATION SPECIFICATIONS

1. ALL GARDEN BEDS TO BE IRRIGATED WITH SUB-MULCH DRIP SYSTEM AND AUTOMATIC CONTROLLER WITH RAIN SENSOR.
2. WATER SUPPLY IS SCHEME WATER.
3. IRRIGATION LAYOUT BY LANDSCAPE INSTALLER.



1 TREE PLANTING DETAIL
Typical Section
Not to scale



2 SHRUB PLANTING DETAIL
Typical Section
Not to scale

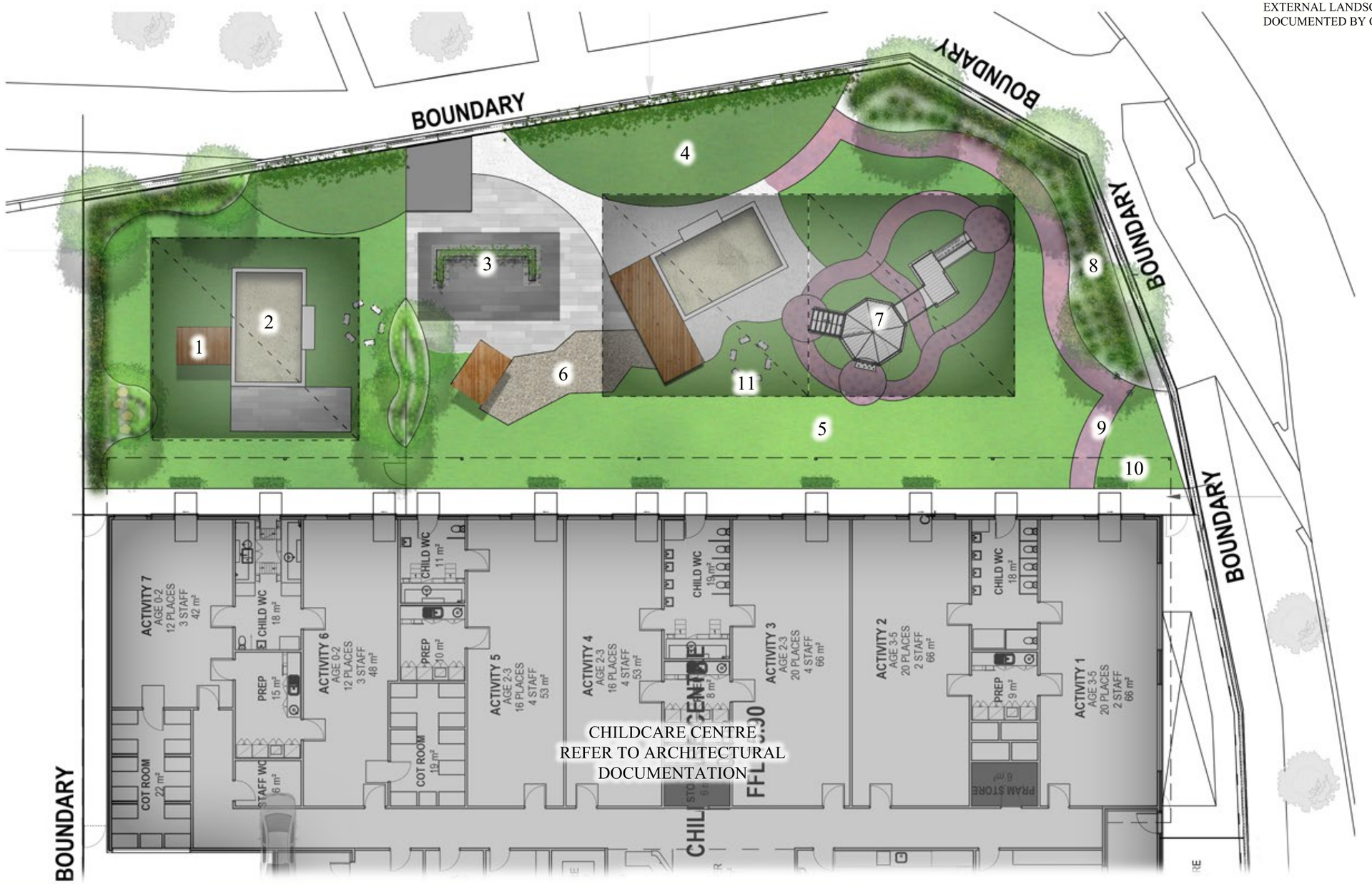
revision/issue	description	drawn	checked	date
B	DEVELOPMENT APPLICATION	AC	AC	21.09.2023
A	DEVELOPMENT APPLICATION	AC	AC	15.09.2023

project: PROPOSED CHILD CARE CENTRE
location: LOT 341 RATHMINES STREET, CLARKSON
drawn: AC
description: LANDSCAPE PLAN
for: ACCORD PROPERTY

URBAN RETREAT GARDEN DESIGN
COMMERCIAL AND RESIDENTIAL LANDSCAPE DESIGN SERVICES
www.urbanretreatgardens.com.au
E:amelia@urbanretreatgardens.com.au
M:0438 926 313

scale: 1:250 @ A1
project no: 23247
dwg no: L-01
rev: 01

NOTE:
EXTERNAL LANDSCAPING TO BE COMPLETED/
DOCUMENTED BY OTHERS.



CHILDCARE CENTRE
REFER TO ARCHITECTURAL
DOCUMENTATION

LEGEND:

1 – ON GROUND FORT WITH 4 OPEN SIDES FOR CHILDREN TO PLAY IN WITH WET POUR RUBBER SURFACE FINISH SURROUND.
2 - SAND PIT WITH MOUNDED/ROLLED EDGES AND TIMBER STORAGE BOX INCORPORATED WITHIN TIMBER STAGE WITH SAND PIT COVER. PEBBLECRETE WATER PLAY AREA WITH PUMP/TAP.
3 - RAISED VEGETABLE PLOT WITH TIMBER PERGOLA.
4 - OPEN REAL TURF AREA FOR KICK BALL ACTIVITIES WITH FEATURE PLANTING IN CORNER OF AREA AGAINST FENCE LINE.
5 - SYNTHETIC TURF OPEN SPACE FOR MULTI USE ACTIVITIES WITH ATTENUATION LAYER UNDER LAY AND OVER HEAD SHADE SAILS.
6 - DRY CREEK BED WATER TAP
7 - CUSTOM PLAY STRUCTURE WITH ROCK CLIMBING WALL, BRIDGE AND SLIDE FACILITY. ENSURE APPROPRIATE SHOCK ABSORPTION AND ATTENUATION LAYERS ARE INSTALLED ACCORDING TO THE RELEVANT FHOF. WET POUR RUBBER CIRCUIT /PATH WITH TIMBER ARBORS AND POCKET PLANTING THROUGHOUT.
8 - SOFT LANDSCAPING TO SOFTEN FENCE LINE AND BUILT FORM.
9 - WET POUR RUBBER PATH WITH TIMBER ARBORS.
10 - PLANTER BOXES WITH SELECTED PLANTING TO DIVERT CHILDREN MOVEMENT OF TRAVEL.
11 - INFORMAL SANDSTONE SEATING

FOR DISCUSSION ONLY
NOT FOR CONSTRUCTION

GREEN SYNTHESIS DESIGN

Po Box 3563 Robina Town Centre
Queensland 4230 Australia
Ph: 0755625223 M:0414949851
info@gsdesign.com.au

53 Rathmines Street, Clarkson Western Australia

PRELIMINARY CONCEPT PLAYSPACE PLAN

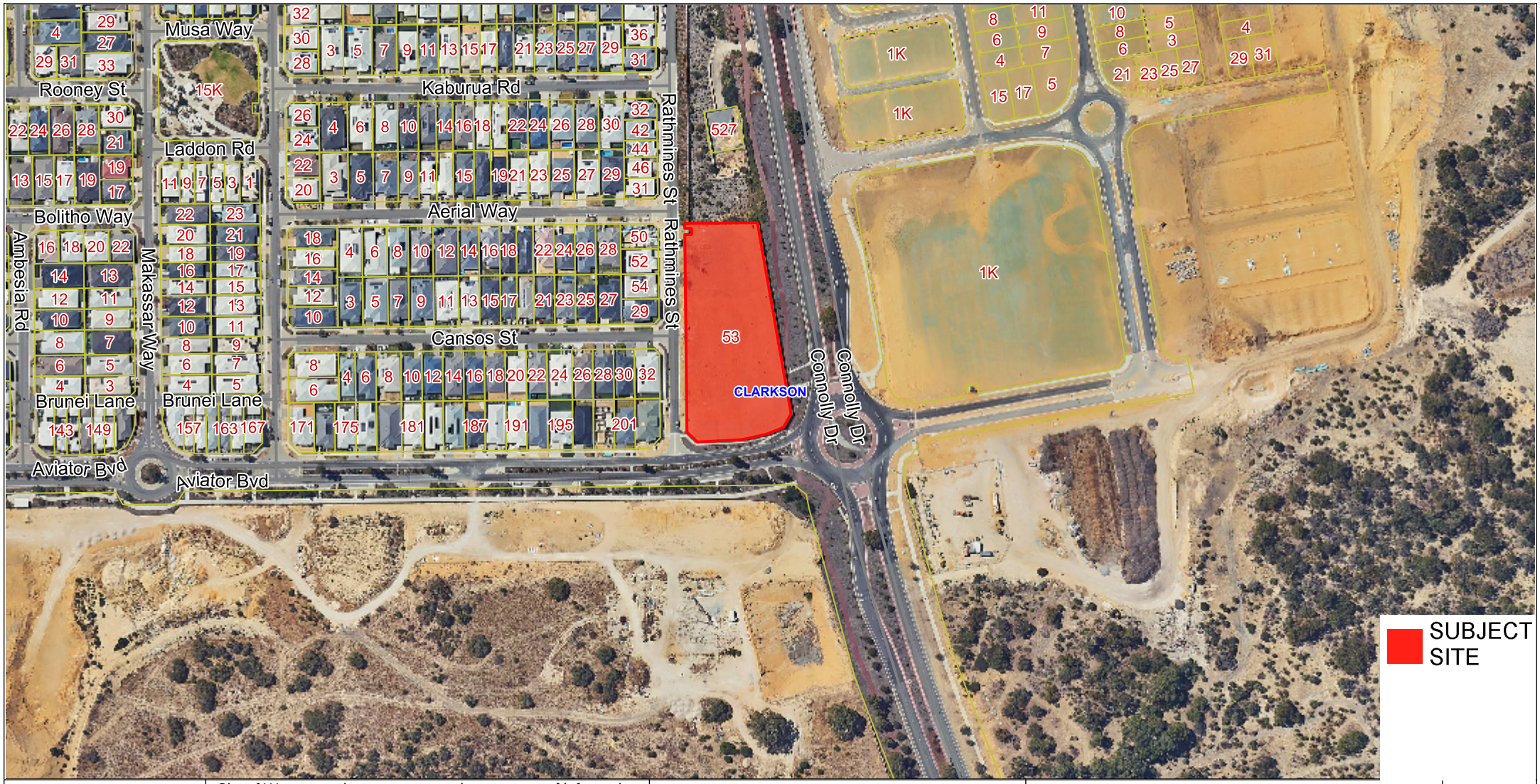
North

8 DEC 2023

231204 L-CLA-LIP-01A

SCALE 1:200@ A3

ATTACHMENT 2



City of Wanneroo

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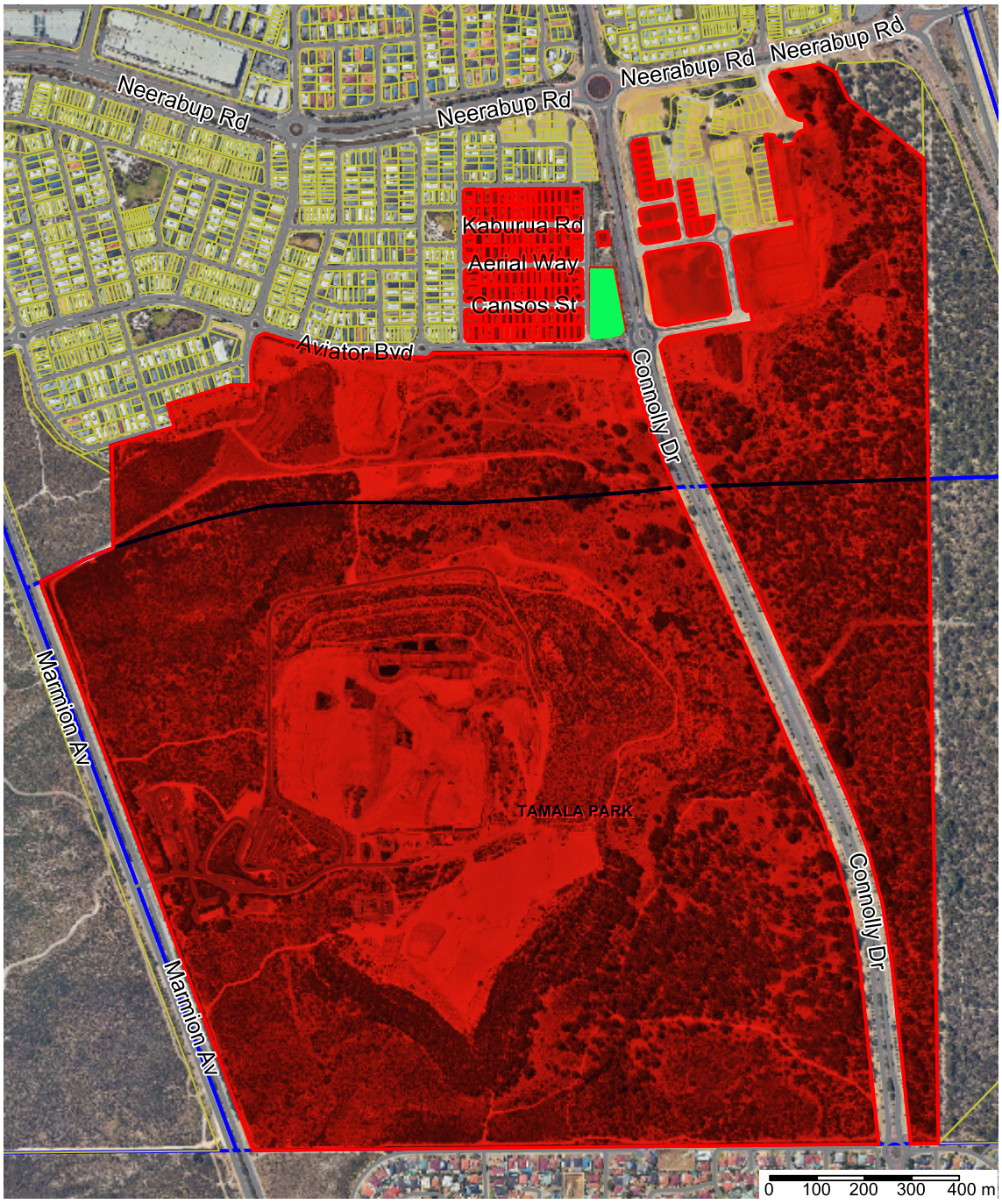
LOCATION PLAN

53 RATHMINES STREET, CLARKSON

Scale = 1:3223

N

ATTACHMENT 3



Subject Site

Advertised properties

Date: 16/10/2023

Printed by Jones, Aaron

Scale = 1:12500

N

ATTACHMENT 4

CITY OF WANNEROO

DA2023/1039 CHILDCARE CENTRE

SCHEDULE OF SUBMISSIONS FOLLOWING ADVERTISING

(Advertising Closed on 10 November 2023)

Support	17
Comment	0
Object	49
Total	**66**

No.	No. of submitters	Summary of Submission	Administration Comment	Recommendation
1	**Noise**			
1.1	15	The development will impact those living within the surrounding streets with the noise generated.	The Noise Assessment provided in support of the application details that the prescribed noise levels generated from the operation of the Child Care Premises will comply with the *Environmental Protection (Noise) Regulations 1997*. The City's Health Services have also reviewed the report and are satisfied with its findings.	Condition to be imposed requiring the recommendations of the acoustic report to be implemented.
1.2	3	The use of outdoor play areas results in an increase in noise especially with screaming kids impacting the area.	See comments from 1.1.	See recommendation from 1.1.
1.3	2	Noise generated from traffic and car doors will impact residents.	See comments from 1.1.	See recommendation from 1.1.
2	**Traffic**			
2.1	28	The Child Care Premises will create heavy traffic to surrounding streets using some streets to rat run for drop off and pick up.	The Traffic Impact Statement (TIS) provided in support of the application details that the development will not significantly impact the surrounding road network. As detailed in the body of the report, the proposal is anticipated to generate 474 vehicles per day (vpd). Aviator Boulevard is classified as a Neighbourhood Connector and currently accommodates 1171 vpd. As a Neighbourhood connector has a capacity of 3000 vpd, the increase in traffic volume to 1645 vpd following the implementation of the	No condition recommended.

			development is not considered to adversely impact the operation of the road. Furthermore, the City's Traffic Services has also reviewed the report and are satisfied with its findings.	
2.2	10	The traffic generated will result in significant safety concerns to residents.	See comment from 2.1	No condition recommended.
2.3	7	Surrounding roads are too narrow and do not have the capacity for the amount of traffic generated.	The road network is designed to be able to facilitate two-way traffic and is sufficient to accommodate the increase in traffic. All surrounding roads meet the minimum road widths prescribed under the Liveable Neighbourhoods Policy 2009 for access roads.	No condition recommended.
2.4	5	As there is no access from Aviator Boulevard to Rathmines Street when travelling west there will be an increase in people using surrounding streets and doing U-turns creating traffic safety issues.	It is understood that some patrons will use Aviator Boulevard for access to the site. U-turns at Commodore Avenue are not restricted and can be legally undertaken, however given the proximity to the roundabout it is expected this will be more regularly used.	No condition recommended.
2.5	1	Traffic down Roulettes Parade has already increased. This will make it worse.	See comments from 2.1.	No condition recommended.
2.6	1	Traffic from the freeway off-ramp is already bad and additional traffic generated by the Centre will make this worse.	The subject site is located over 600-metres from the Mitchell Freeway and situated far enough away to have no direct impact. Furthermore, Child Care Premises typically service the local community and as such, it is unlikely to impact the wider road network. Notwithstanding this, the TIS supports the application, with a moderate impact to the surrounding roads.	No condition recommended.
2.7	1	Traffic calculations have been underestimated. And are just below the WAPC guidelines of 100vpd which is too much for a residential area.	The TIS provides estimated vehicle numbers based on two different sources with the more conservative approach used. Notwithstanding this, the TIS has been reviewed by the City's Traffic Services who are satisfied with its findings. Further, as discussed in the body of the report, the surrounding road network is capable of accommodating the anticipated increase in traffic volumes.	No condition recommended.
2.8	1	The access to the site should be on and off Connolly Drive to reduce the risk of traffic issues.	Connolly Drive is identified as an Other Regional Road and in accordance with Clause 3.3.2 of DCP 5.1 - Regional Roads there is a general presumption against the creation of new access points as they introduce new conflict points in the road reserve. Furthermore, the Policy states that	No condition recommended.

			access should only be considered on an Other Regional Road where there is no alternative access. In addition to the above, the City's Traffic Services are satisfied that the proposed access from Rathmines Street is appropriate.	
3	**Parking**			
3.1	11	On-street parking is already an issue within the area and will result in safety issues when exiting the site.	Informal on-street parking is available in accordance with the City's Parking Local Law 2015. If on-street parking is being utilised and does not comply with the Local Law provisions, then the City's Rangers can take action. Notwithstanding this, the TIS provided demonstrates that sufficient on site parking is provided to accommodate the peak parking demand of the development. In addition, The City's Traffic Services are satisfied with the findings of the report.	No condition recommended.
3.2	1	Parking will overflow onto the road with the level of staffing and children planned.	See comments for 3.1.	Recommended a condition is imposed limiting the number of children and staff permitted.
3.3	1	Lack of parking space on site.	See comments for 3.1.	See 3.1.
4	**Miscellaneous**			
4.1	25	There is already an existing Child Care Centre development 600m from the site and the need for another centre is not there.	DPS 2 does not restrict the number of Child Care Premises in a certain locality and the development of Child Care Premises is driven by market demand. As a Child Care Premises is a 'D' (discretionary) use in the Residential Zone, it therefore can be considered in the proposed location.	No condition recommended.
4.2	10	The space is better used as a park, community facility or shops.	The site is private property, therefore the application can be proposed on the subject site.	No condition recommended.
4.3	5	Why can't the development be placed in the Catalina Beach or Green side.	See comments for 4.2.	No condition recommended.
4.4	4	The centre would be better located in other areas next to industrial areas or shopping centres.	See comments for 4.2.	No condition recommended.
4.5	4	Consider the residents who built here with no mention of a childcare centre being built here.	See comments for 4.1 and 4.2.	No condition recommended.
4.6	2	There is a school proposed in the estate and now two childcare centres. They are too close to each other.	See comments for 4.2.	No condition recommended.

4.7	1	When the centre can't be filled due to its proximity to an existing centre it will be vacant eye sore.	Not a relevant planning consideration. The use can be considered in this location as noted in the comment in relation to 4.1.	No condition recommended.
4.8	1	The area is too small for such a large development.	The *WAPC Planning Bulletin 72/2009 Child Care Centres* details that lots for Child Care Premises should be of a regular shape and greater than 1000m^2. The area proposed for the premises is 3067m^2 and as such is of sufficient size.	No condition recommended.
4.9	1	The new day care serves only to allow the City and the developments stake holders to profit monetarily.	The land is privately owned and the use is capable on being contemplated on the lot. Notwithstanding this, the concern raised is not a planning consideration.	No condition recommended.

ATTACHMENT

(Review Date 24 August 2023)

Design Review Panel
Meeting Minutes

Meeting Date: 24 August 2023
Meeting Venue: City of Wanneroo

Meeting Commenced: 10am

1. Attendance

Review Panel Members

Dominic Snellgrove	Chairperson
Munira Mackay	Panel Member
Simon Venturi	Panel Member
Brett Wood-Gush	Panel Member

Proponents

Item No. 4.1

Kenneth Acton	Ken Action Designs
Kam Halai	Owner

Item No. 4.2

Josh Watson	Planning Solutions
Juliana Torres	Brown Falconer
Oliver Basson	Planning Solutions
Harry Mettam	Accord Property
Matt Elliott	Accord Property

City of Wanneroo Officers

Greg Bowering	Manager Approval Services
Mel Sun	Coordinator Planning Services
Claire Rogers	A/Planning Support Officer
Daniel Sheahan	Senior Planner

Item No. 4.1

Rhiannon McQuillan	Planner

Item No. 4.2

Aaron Jones	Planner

2. Apologies

Nil

3. Declaration of Interest

Item 2

4.2	Property Location:	53 Rathmines Street Clarkson
	Development Application No:	DRP2023/6
	Development Description:	Child Care Centre
	Applicant:	Josh Watson – Planning Solutions
	Owner:	City of Joondalup City of Perth City of Stirling City of Vincent City of Wanneroo Town of Cambridge Town of Victoria Park

4.2a Officer Presentation

4.2b Proponent Presentation

4.2c Design Principals

Items presented to the Design Review Panel are assessed by a panel of architects and urban and landscape designers referencing the 11 Design Principals outlined in Appendix 1 of Local Planning Policy 4.23 – Design Review Panel, which are:

1. Context and Character
2. Landscape Quality
3. Built form and Scale
4. Functionality and Build Quality
5. Sustainability
6. Amenity
7. Legibility
8. Safety
9. Community
10. Aesthetics
11. Accessibility

The Panel will provide commentary in relation to those areas of the proposal that demonstrate strengths and design weaknesses and those areas that would benefit from further improvement.

(e) Strengths of the Proposal

(f) Weaknesses of the Proposal

(g) Suggested Improvements to the Proposal

(h) Recommendation

Design review report and recommendations Item 4.1 – Child Care Centre 53 Rathmines Street Clarkson		
Design quality evaluation		
		Supported
		Pending further attention
		Not supported
		Insufficient information to evaluate
Strengths of the proposal		• Generally logical master plan arrangement of built form, parking area and outdoor play area. However, were other options explored? • Generous outdoor play area with deep soil planting potential. • Generally functional and well-arranged planning. • Dedicated and covered footpath to the west of the built form to deliver pedestrian and visitors safely to the front door from the car park and with the inclusion of safety wheel stops. • West boundary landscape buffer. • All activity spaces logically oriented to capitalise on access to the outdoor play area, natural light and ventilation. • Natural light and ventilation provided to ancillary rooms including staff room, kitchen and office. • Instructive 3D context images • Landscape professional appointed and concept design submitted for review.
Principle 1 - **Context and character**		*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*
		• Whilst the 3D images are helpful and instructive there is little or no information relating to 'how' the proposal will fit into the existing and future streetscape, context and character. • Extensive, invasive, monolithic and unarticulated fencing to boundaries with no regard for how it relates to the public domain by way of materiality, permeability and scale. • The fencing to the east boundary will sit almost 4M above the adjoining public domain when added to the retaining wall and will present very poorly to the public realm whilst also preventing views outwards from the outdoor activity area. • Monolithic palisade fencing without any visual articulation by way of materiality, permeability and scale. • The proposal has limited connectivity with the adjoining public domain. Much of the site is elevated above the street level and where the built form can engage with the streetscape it is situated behind a car park. Entry legibility, visibility and streetscape interaction is challenging. • Pedestrian access is limited to the south-west corner and through and across the car park with an indirect route to the front door. • Currently the only elevation that interfaces directly with the adjoining built form is the south elevation of which almost a third of the length is dominated by a bin store and service area.
Recommendation		**1. Consider illustrating through simple diagrams what other master plan options were considered and why the current arrangement of built form was selected for design development.** **2. Consider providing streetscape elevations that illustrate the proposal within its context and thereby demonstrate how it has responded to its location.** **3. In a childcare centre the presentation of boundary fencing has a disproportionate impact on the public realm due to is height requirements and its length. The Proponent is encouraged to give considerable thought to the design, scale and materiality of the proposed fencing. Consider introducing quality materials, areas of solid and permeable wall and visual variety that seeks to avoid monolithic and invasive lengths of palisade and/or sheeting.**

		4. **Consider masonry piers interspersed with palisade and or other materials.** 5. **Provide the opportunity for children to capture external views whilst balancing their privacy.** 6. **Consider how a more emphatic streetscape presence and pedestrian connection can be achieved from the west streetscape through the car park and to the main entry.** 7. **Consider a more generous walkway entry path with paving that signals pedestrian connectivity with the public realm rather than a car park across which pedestrians must circulate.** 8. **Consider relocating the bin store and service area so that the south elevation can more successfully engage with the adjoining public domain.**
Principle 2 - **Landscape quality**		*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*
		• The Proponent is commended for engaging a landscape professional and making a preliminary species selection. • The landscape buffer to the west boundary has the capacity to present well to the public realm. • However, there is limited information relating to how the landscape will be arranged on the site including the outdoor activity area. • This is a missed opportunity as the proposal has the capacity for extensive landscape including tree canopy because of there being generous amounts of deep soil. • Two crossovers appear unnecessary and reduces opportunities for landscaping along the western boundary.
Recommendation		1. **Produce a more detailed landscape design concept and plan that seeks to optimise the number of trees on site and through the car park.** 2. **Consider and illustrate the design of the outdoor activity area including a benchmark amount of soft landscaping. The impact of this space will be substantial on the overall setting and its omission makes it difficult to assess the merits of the proposal.** 3. **Consider addition trees at a minimum of 1 tree per four car bays.** 4. **Consider the planting areas of shade trees and their proximity to the eaves of the building.**
Principle 3 - **Built form and scale**		*Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*
		• The scale of built form is appropriate and supported. • However, whilst the built form arrangement on site appears logical, it is not clear if other master plan options were seriously considered and by doing so resulted in the current proposition. • The current master plan arrangement has some associated challenges. The main building is detached from Rathmines Street and set behind a car park which results in a poor streetscape outcome and a convoluted main entry experience. • Currently the only elevation that interfaces directly with the adjoining built form is the south elevation of which almost a third of the length is dominated by a bin store and service area.
Recommendation		1. **If the current arrangement of built form is pursued, then consider ways in which the access way and connection from Rathmines Street to the front door can be improved through greater generosity, visibility, wayfinding and connectivity.** 2. **Consider relocating the bin store and service area so that the south elevation can**

		more successfully engage with the adjoining public domain.
Principle 4 - **Functionality and build quality**		*Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.*
		• There is no roof plan or sections provided and no information describing HVAC plant location and accommodation.
Recommendation		**1. Provide a roof plan and section illustrating the location of all HVAC plant including AC condensers.** **2. Illustrate how all plant is fully screened from the public and private realm.** **3. Consider a more generous entry to create more of an atmosphere and result in better functionality.**
Principle 5 - **Sustainability**		*Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*
		• No ESD professional appointed or any sustainable design narrative provided. • A childcare centre has a great opportunity to capitalise on sustainable design initiatives including solar PVs
Recommendation		**1. Engage an ESD professional to develop a comprehensive and coherent sustainable design concept and narrative**
Principle 6 - **Amenity**		*Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*
		• There is one cot room without access to natural light, ventilation, view or vista. The Panel do not support rooms without access to natural light, view and vista. A cot room in particular needs access to fresh air before and after use. And a child, including a baby benefit from exposure to natural light upon waking. • The north located activity room does not capitalise on the opportunity for north light and cross ventilation. • Whilst the activity rooms are well oriented to capitalise on access to the play areas, the rooms are proportionally narrow and deep raising questions about access to natural light and ventilation to the rear of the rooms. • 2.7M ceilings whilst acceptable do seem unambitious give the single storey nature of the development and the roof form. • The east facing canopy is quite shallow in depth.
Recommendation		**1. Ensure that all cot rooms have access to natural light and ventilation.** **2. Consider increasing the set back to the north boundary to allow the north located activity room the opportunity for north solar access and cross ventilation.** **3. Consider operable roof lights and/or folded roof forms that allow for natural light and ventilation to be introduced to the deep activity rooms and the central corridor.** **4. Consider more generous ceiling heights.** **5. Consider a deeper east facing canopy. However, also be mindful of solar access to the deep activity rooms.**
Principle 7 - **Legibility**		*Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*
		• Whilst it is commended that a footpath to the east of the car park has been provided it is very constrained and is particularly so at the main entry. • Other than a modest change in materiality the main entry appears detached and visibly separated from the public realm. • The proposal has limited connectivity with the adjoining public domain. Much of the site is elevated above the street level and where the built form can engage with the streetscape

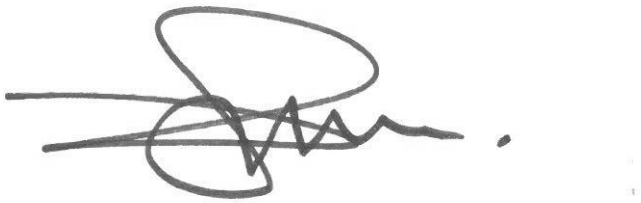
		it is situated behind a car park. Entry legibility, visibility and streetscape interaction is challenging. • Pedestrian access is limited to the south-west corner and through and across the car park with an indirect route to the front door.
Recommendation		**1. Consider how a more emphatic streetscape presence and pedestrian connection can be achieved from the west streetscape through the car park and to the main entry.** **2. Consider a more generous walkway with paving that signal pedestrian connectivity with the public realm rather than a car park across which pedestrians must circulate.** **3. Consider a deeper and more generous pedestrian threshold at the main entry that is more consistent with the level of expected pedestrian and pram movement.** **4. Consider additional architectural strategies that may better signal the entry from and across the car park. This may include enhancing the scale of the entry or distinguishing the entry within the overall west façade.** **5. Consider locating the ACROD bay directly in front of the entry, raising it to the pavement level and paving it to match the footpath.** **6. Consider providing a footpath on the western verge to enhance pedestrian connectivity.**
Principle 8 - **Safety**		*Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*
		• The proposal is well considered in relation to safe movement to and through the site.
Recommendation		• **None**
Principle 9 - **Community**		*Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*
		• A childcare centre is an important community focused asset.
Recommendation		• **None**
Principle 10 **Aesthetics**		*Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*
		• The overall form of the proposal is considered appropriate within its context. • However, the blank, long and unarticulated east facade presenting over the car park towards the public domain would benefit from further consideration. • Extensive, invasive, monolithic and unarticulated fencing to boundaries with no regard for how it relates to the public domain by way of materiality, permeability and scale results in a poor aesthetic outcome. • The fencing to the east boundary will sit almost 4M above the adjoining public domain when added to the retaining wall and will present very poorly to the public realm whilst also preventing views outwards from the outdoor activity area.
Recommendation		**1. Consider some built form articulation to the east faced. Perhaps recess the WC areas from the activity rooms to create some variation in the façade presentation and distinguish the amenities from the activity rooms.** **2. In a childcare centre the presentation of boundary fencing has a disproportionate impact on the public realm due to is height requirements and its length. The Proponent is encouraged to give considerable thought to the design, scale and materiality of the proposed fencing. Consider introducing quality materials, areas of solid and permeable wall and visual variety that seeks to avoid monolithic and invasive lengths of palisade and/or sheeting.**

		3. **Consider masonry piers interspersed with palisade and or other materials.** 4. **Produce a more detailed landscape design concept and plan that seeks to optimise the number of trees on site and through the car park and provide a high-quality landscape frame for the built form.** 5. **Consider and illustrate the design of the outdoor activity area. The impact of this space will be substantial on the overall setting and its omission makes it difficult to assess the aesthetic merits of the proposal.**

Key issues/recommendations	• A childcare centre is probably the first public building that a child experiences for any length of time. It should therefore signal through high quality design that the experience of occupants and visitors alike is valued and that the design responds positively to its context in a way that a public building should. • The proposal is not yet supported and requires further consideration and a response to commentary above under principles 1-10 including but not limited to: 1. **Development of the design, scale and materiality of the proposed fencing. Consider introducing quality materials, areas of solid and permeable wall and visual variety that seeks to avoid monolithic and invasive lengths of palisade and/or sheeting.** 2. **A more generous walkway entry path with paving that signals pedestrian connectivity with the public realm rather than a car park across which pedestrians must circulate.** 3. **A more legible and generous entry.** 4. **Relocating the bin store and service area so that the south elevation can more successfully engage with the adjoining public domain.** 5. **Enhanced indoor amenity including natural light and ventilation to all habitable rooms including cot rooms.** 6. **A considered and developed landscape design.** 7. **A considered and developed ESD design concept.**

Design Review progress				
	Supported			
	Pending further attention			
	Not yet supported			
	Yet to be addressed			
		DR1	*DR2*	*DR3*
Principle 1 - **Context and character**				
Principle 2 - **Landscape quality**				
Principle 3 - **Built form and scale**				
Principle 4 - **Functionality and build quality**				
Principle 5 - **Sustainability**				
Principle 6 - **Amenity**				
Principle 7 - **Legibility**				
Principle 8 - **Safety**				
Principle 9 - **Community**				
Principle 10 - **Aesthetics**				

Signed by Chairperson – Dominic Snellgrove



Dated: 2023-08-25

5. NEXT MEETING:

N/A

6. MEETING CLOSED:

The meeting closed at 12:00pm.

ATTACHMENT 6

Hi Aaron,

I've reviewed the updated drawings for this proposal and provide the following comments. A number of the key suggestions and recommendations from the previous Minutes have not been adopted making it hard to upgrade some colours however there has been some improvement as follows;

Positives

- Streetscape elevations have been added to the drawing package
- A diversity of materiality and some visual permeability has been introduced into the fence on the east and south sides of the outdoor play area. The proposal mentions placing Perspex over the infill panels. Given the height of the retaining wall this fence is on and the potential view to the park this change is supported conditional on the Perspex being clear rather than opaque which should be confirmed by the applicant
- A change in form or architectural feature has been added over the main pedestrian entry in the carpark making it more legible
- A Landscape Plan has been provided which is positive
- The amount of landscaping in the carpark area and buffer to the Rathmines streetscape on the west side is generally positive
- Proposed planting species are Australian natives which is supported
- The cot room has an external window which is supported conditional on this window being openable to provide natural ventilation which is not shown on the elevations and should be confirmed by the applicant
- A roof plan has been added to the drawing package
- The canopy on the east side of the building has been increased in depth
- The transition space between the gate and main entry doors has increased in size

Items not addressed from previous Minutes requiring further development

- The proposal establishes limited connection to or interactivity with the surrounding public domain and streetscapes. Other options for the general organisation of built form on the site have not been provided as requested in the previous Minutes
- The main pedestrian entry to the building is still accessed through the carpark with no direct pedestrian entry in proximity to the site's streetscape interfaces
- A pedestrian pathway has been added through the carpark and down towards the existing footpath on the south side of the site however this presents a long and convoluted journey to the main pedestrian entry located in the carpark
- The bin-store is still located on the southern elevation which is a missed opportunity in terms of streetscape interactivity
- AC plant has also been added on the south side setback which further limits the interactivity of this facade. The applicant is encouraged to relocate AC plant to the roof with screening so it's not visible from the public realm
- Information in relation to soft planting, trees, shade structures and play equipment in the outdoor play area hasn't been included which is a crucial aspect in terms of the amenity generated for the children. I understand this area is typically designed by the operator however if a design concept can't be provided I would encourage the applicant to nominate benchmarks that will be delivered in this space (number trees, percentage soft planting area, shade area etc) as noted in the previous Minutes. Note artificial grass will not be supported in this space
- The two cross-overs to the carpark have been retained which is excessive

- No information, narrative or ESD Report has been included in the submission. At the very least the roof presents an opportunity for the inclusion of PV solar panels. The applicant is encouraged to engage an ESD professional to input into the project
- Internal ceiling heights are indicated as 2700 AFL. Could some of the ceilings over the indoor activity rooms be raking to achieve more volume in these spaces?
- Given the Activity Rooms are deep spaces skylights should be considered to achieve more natural light in these rooms which are not currently shown on the roofplan
- The staff courtyard is located in close proximity to the bin-store and AC plant which isn't ideal in terms of the level of amenity generated by that space for staff

Design Review Progress			
	Supported		
	Pending further attention		
	Not supported		
	No comment provided		
	DRP 1	***DRP 2***	***DRP Chair***
Principle 1 – Context & Character			
Principle 2 – Landscape Quality			
Principle 3 – Built Form & Scale			
Principle 4 – Functionality & Build Quality			
Principle 5 – Sustainability			
Principle 6 – Amenity			
Principle 7 – Legibility			
Principle 8 – Safety			
Principle 9 – Community			
Principle 10 – Aesthetics			

If you have any queries in relation to the above comments or require any further specific comments let me know.

Regards

Simon Venturi

ATTACHMENT 7

Engineering a better future for over 20 years!

Proposed Childcare Centre

Lot 341 Rathmines Street, Clarkson

Transport Impact Statement

PREPARED FOR:
Accord Property

November 2023

Document history and status

Author	Revision	Approved by	Date approved	Revision type
A Navarro	r01	R White	18/09/23	Draft
A Navarro	r01a	B Bordbar	21/09/23	Final
A Navarro	r01b	B Bordbar	30/11/23	1st Revision
A Navarro	r01c	B Bordbar	30/11/23	2nd Revision

File name: t23.029.an.r01b.docx

Author: Alvira Illana Navarro

Project manager: Behnam Bordbar

Client: Accord Property

Project: Lot 341 Rathmines Street, Clarkson

Document revision: r01c

Project number: t23.029

TABLE OF CONTENTS

REPORT FIGURES

REPORT TABLES

1 Introduction

This Transport Impact Statement (TIS) has been prepared by Transcore on behalf of Accord Property with regard to the proposed childcare centre development to be located at Lot 341 Rathmines Street, Clarkson in the City of Wanneroo.

The proposed development is located at the northwest corner of the Connolly Drive/Aviator Boulevard roundabout intersection as shown in **Figure 1**. The subject site is presently vacant.

The proposed childcare centre is proposed to cater for 116 children and 22 staff members.

The development plan presented in **Appendix A** shows that the childcare centre is proposed to have two crossovers on Rathmines Street, one crossover for entry only and one crossover for exit only.

The Transport Impact Assessment Guidelines (WAPC, Vol 4 – Individual Developments, August 2016) states: *"A Transport Impact Statement is required for those developments that would be likely to generate moderate volumes of traffic*[1] *and therefore would have a moderate overall impact on the surrounding land uses and transport networks"*. **Section 6.2** of Transcore's report provides details of the estimated trip generation for the proposed development. Accordingly, as the total peak hour vehicular trips are estimated to be less than 100 trips, a Transport Impact Statement is deemed appropriate for this development.

Accordingly, as the total peak hour vehicular trips are estimated to be less than 100 trips, a Transport Impact Statement is deemed appropriate for this development.

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

The location of the subject site within the *Metropolitan Region Scheme* context is illustrated in **Figure 2**. The *Metropolitan Region Scheme (MRS)* identifies Connolly Drive as an *"Other Regional Road"* while Rathmines Street and Aviator Boulevard are local roads under the care and control of the local authority. The subject site is zoned as *"Urban"* in the MRS.

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

Figure 1: Location of the subject site

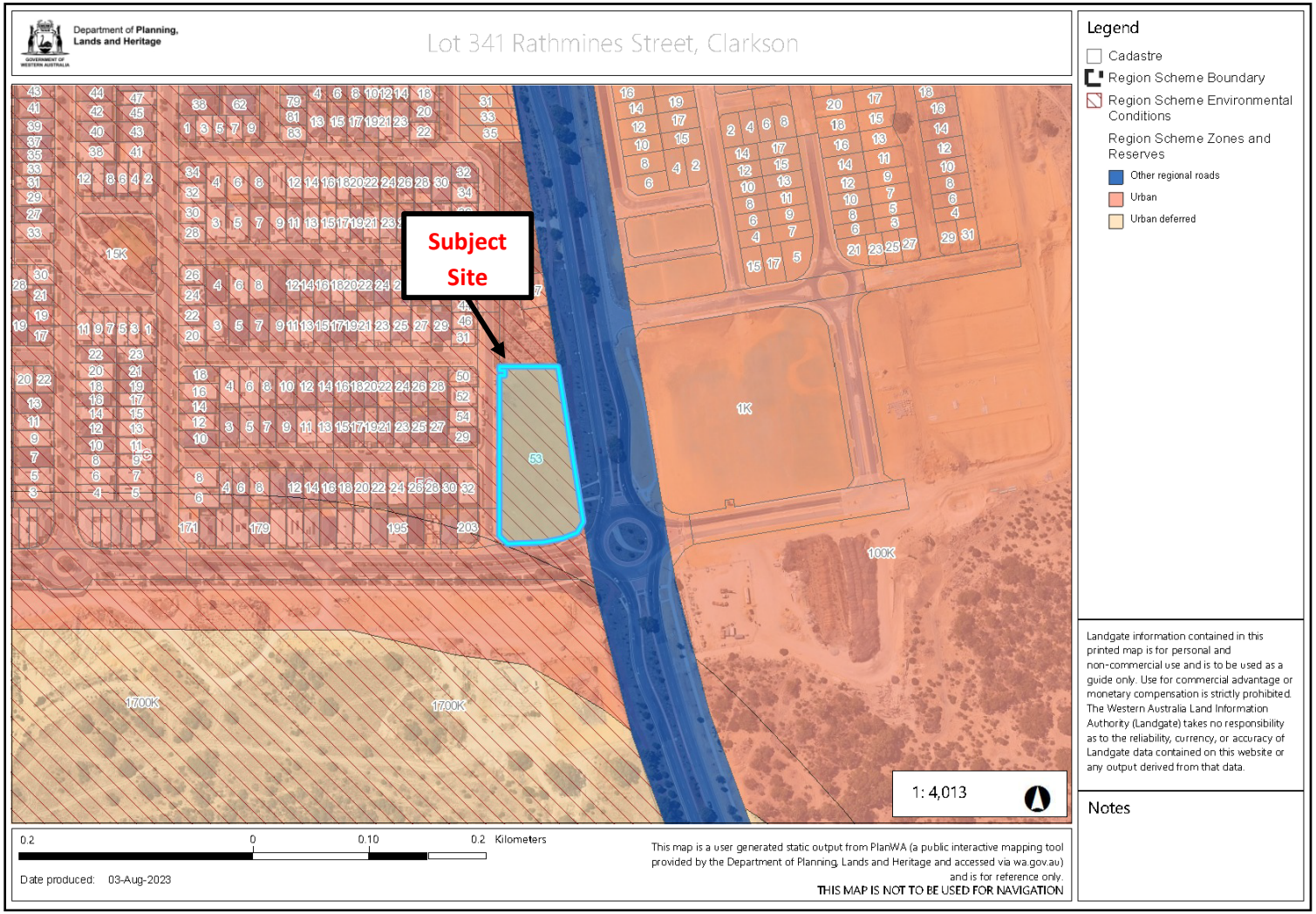


Figure 2: Location of subject site within MRS

2 Development Proposal

The development proposal is for a childcare centre to be located at Lot 341 Rathmines Street, Clarkson in the City of Wanneroo.

The childcare centre is proposed to be located at the south of the subject lot, with the balance of the lot to remain vacant.

The proposal is for a childcare centre compromising the following elements:

- Seven activity rooms (two for 0-2 years old, three for 2-3year olds, and two for 3-5 year olds);
- Reception area;
- Staff room and courtyard;
- Office;
- Kitchen;
- Cot Room;
- Nappy and preparation room;
- Laundry;
- Four store rooms (inclusive of pram store room);
- Amenities;
- Outdoor play area; and,
- On-site car park with 33 bays (inclusive of one ACROD bay)

The childcare centre is planned to accommodate up to 116 children and 22 staff.

Two crossovers on Rathmines Street are proposed to service the childcare centre. One crossover is allocated for entry only (northern crossover) and the other crossover is for exit only (southern crossover).

The enclosed bin store area is proposed to be located at the southern end of the centre, adjacent to the car park.

Pedestrian access to the childcare centre is facilitated via the existing pedestrian path along Aviator Boulevard and the shared path along the western side of Connolly Drive within the vicinity of the site.

The proposed development plans are included for reference in **Appendix A**.

3 Vehicle Access and Parking

3.1 Access

The proposed development will be served by two proposed crossovers on Rathmines Street: one for entry only and one for exit only, resulting in a one-way clockwise circulation system within the car park as shown in **Figure 3**.

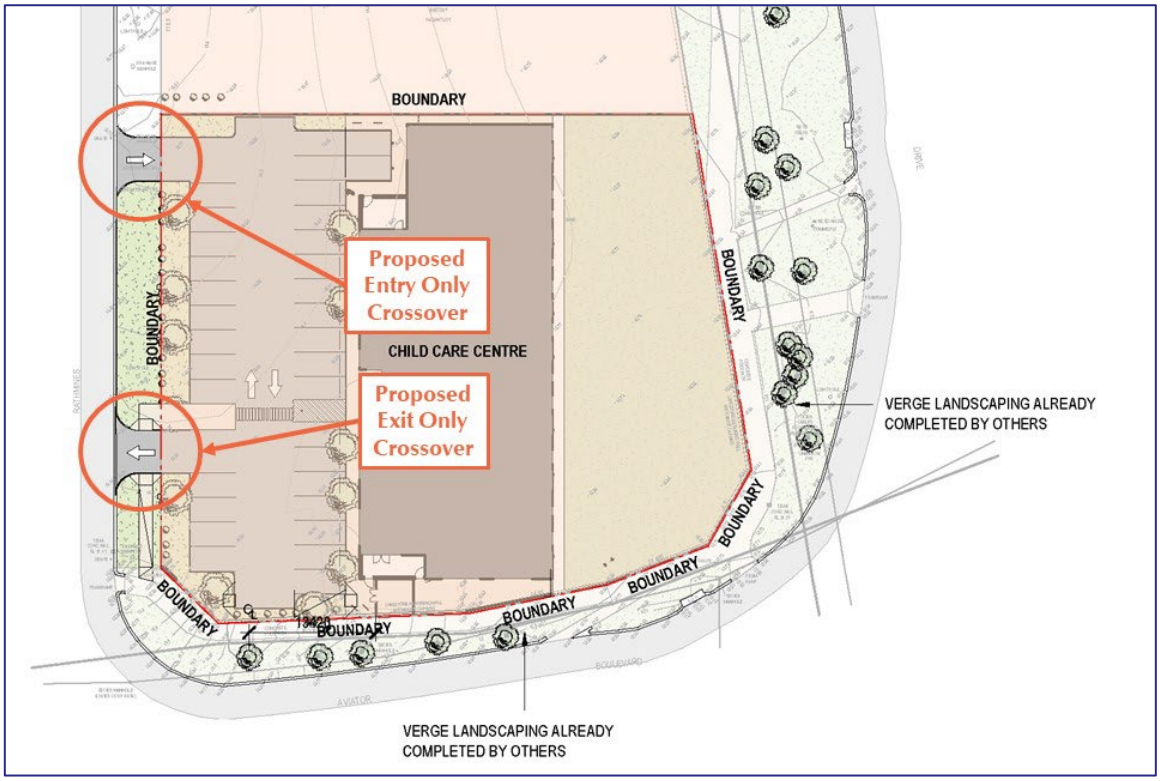


Figure 3: Location of proposed crossovers for the childcare centre

3.2 Parking

The proposed childcare centre has a provision of 33 parking bays (including one ACROD bay). The parking provision is allocated as follows:

- 22 designated staff bays; and,
- 11 parking bays for visitors (inclusive of one ACROD bay).

The City of Wanneroo DPS2 provides the parking requirements for the various land uses. The parking provision applicable to the proposed childcare centre is:

- 1 per employee; and
- 9 bays plus 1 bay per 8 children accommodated in excess of 54 children.

The proposed childcare centre will accommodate 116 children and 22 staff members. According to the City's policy, the proposed childcare centre requires a parking provision of 39 parking bays comprising 22 staff and 17 visitor bays. It is proposed to provide a total of 34 car parking bays (inclusive of an ACROD bay), which represents a theoretical potential shortfall of five bays.

The parking supply and demand for the childcare centre are further discussed in the following section of the report.

3.3 Estimated Actual Parking Demand Based on Trip Generation

Transcore has undertaken a parking analysis based on the anticipated peak hour traffic generation of the proposed childcare centre, to estimate the actual peak parking demand of the centre.

Section 6.2 of this report details the anticipated peak hour traffic generation of the proposed childcare centre. It was established that the calculated morning peak hour trip generation of the proposed childcare centre is 49 vehicles in and 43 vehicles out of the car park (the afternoon peak hour is expected to generate less trips).

This represents a potential 49 vehicles using the childcare centre car park during the peak hour.

The RTA NSW *"Guide to Traffic Generating Developments"* section on childcare centres provides commentary on childcare centre mode share, parking utilisation and parking length of stay. It should be noted that the commentary provided in the RTA guide is based on surveys of actual parking activity undertaken in New South Wales. The RTA guide indicates the highest parking demand of 0.23 cars per child and the average recorded length of stay for all surveyed childcare centres of 6.8 minutes.

Conservatively assuming that the length of stay for pick-up/drop-off parking for the proposed childcare centre is 10 minutes, it is calculated that each parking bay can accommodate a turnover of up to six vehicles per hour.

It is therefore established that nine bays (49/6 = 8.17 roundup to 9) should be reserved for pick-up and drop-off activities during peak hour periods which results in an actual parking demand of 31 bays for the centre (nine bays for drop off/pick up + 22 bays for staff). Further, in accordance with the RTA guide parking demand ratio, the parking demand for the proposed centre is established to be 27 bays (116 x 0.23 = 26.68 roundup to 27).

The proposed development provides a total of 33 bays which exceeds the estimated actual parking demand of the proposed childcare centre. Therefore, it is

recommended that 11 bays should be allocated to drop-off and pick-up activities and 22 bays to staff.

4 Provision for Service Vehicles

Based on the advice provided to Transcore, the waste collection for the proposed development will be undertaken by a private contractor. The bin storage area is located at the south end of the building as shown in the development plan in **Appendix A**.

Waste collection and deliveries will take place within the site. A private contractor will collect waste using an 8.8m service vehicle. The waste collection truck will be able to enter the site via the proposed northern crossover on Rathmines Street, park in a suitable position adjacent to the bin store for rubbish collection and exit via the southern crossover on Rathmines Street in forward gear.

It is proposed that servicing will be conducted outside of operating hours of the proposed childcare centre. It is recommended that smaller vehicles such as vans should be used for regular deliveries.

Turn path analysis has been undertaken for an 8.8m service vehicle and is included in **Appendix B**.

5 Hours of Operation

Based on the advice provided by the operator, the anticipated hours of operation of the proposed childcare centre will be during weekdays between 6:30 AM to 6:30 PM.

6 Daily Traffic Volumes and Vehicle Types

6.1 Existing Development Trip Generation

The subject site is presently vacant and does not generate any traffic.

6.2 Proposed Development Trip Generation

The traffic volumes likely to be generated by the proposed childcare centre can be estimated using trip generation rates as follows:

Source: RTA NSW "Guide to Traffic Generating Developments"
Child Care Centres (Long-day care)

- Weekday, AM peak hour: 0.8vph per child; and,
- Weekday, PM peak hour: 0.7vph per child

Source: ITE Trip Generation Manual 11th Edition
Day Care Centre (565)

- Weekday, daily: 4.09vpd per student;
- Weekday, AM peak hour generator: 0.79vph per student; and,
- Weekday, PM peak hour generator: 0.81vph per student.

For a robust assessment, the trip generation from the ITE trip rates is adopted. Accordingly, the following number of trips was estimated for the proposed childcare centre, assuming a maximum scenario of 116 children being present (i.e., centre at full capacity):

- Daily traffic generation: 474 trips generated (237 in / 237 out).
- AM peak hour (7:00 - 8:00AM): 92 trips generated (49 in / 43 out);
- PM peak hour (4:00 - 5:00PM): 94 trips generated (44 in / 50 out); and,

6.3 Traffic Flow

Considering all access to the site is available via the crossovers on Rathmines Street, it is concluded that all of the estimated development-generated traffic would arrive and depart to and from the site via Rathmines Street and then disperse throughout the local road network.

Based on the general spatial distribution of existing residential developments in the immediate area and the permeability of the local road network, the traffic distribution adopted for this analysis is as follows:

- 70% from/to the residential area to the west (40% along Aviator Boulevard, 15% along Rathmines Street, and 15% along Cansos Street); and,
- 30% from/to the residential area to the north (along Connolly Drive)

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

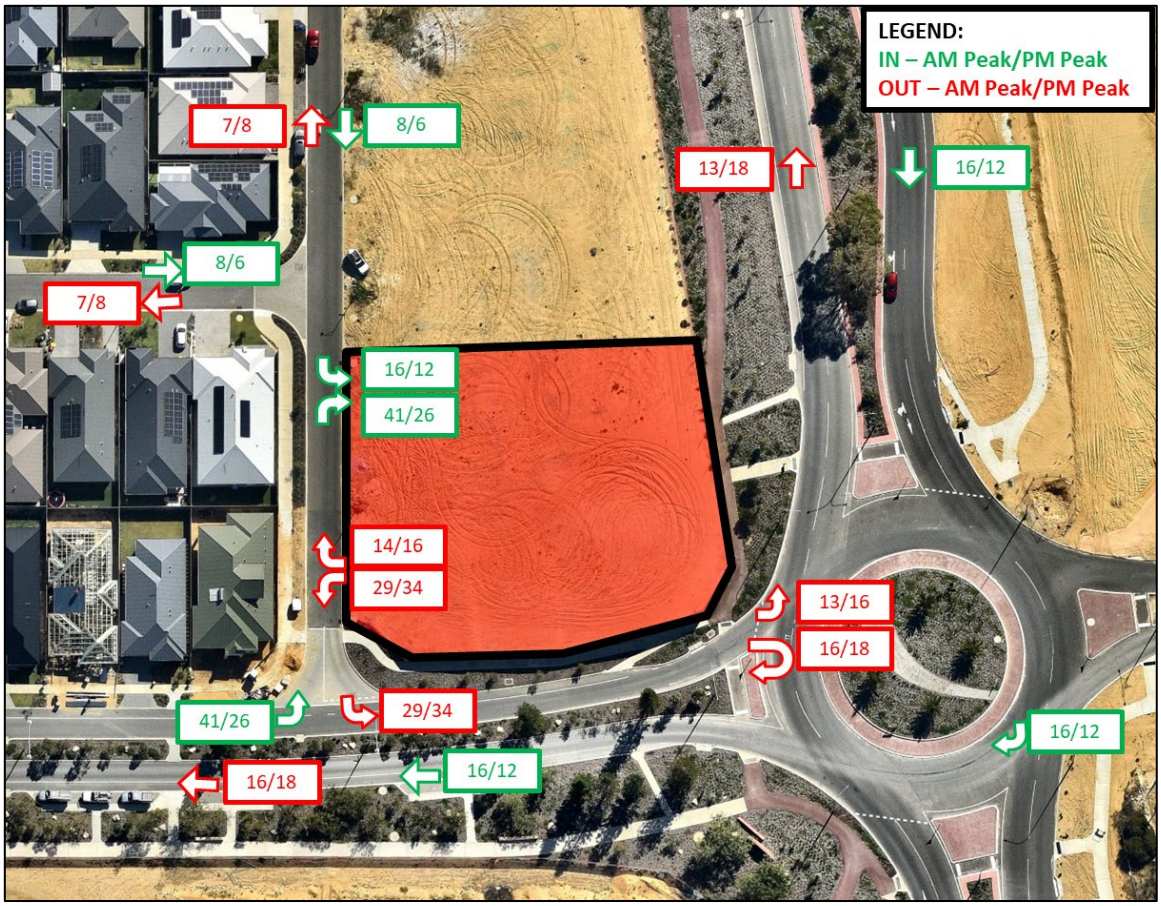


Figure 4: Estimated traffic movements for the proposed childcare centre

6.4 Impact on Surrounding Roads

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

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

The proposed development will not increase traffic flows on any roads adjacent to the site by the quoted WAPC threshold of +100vph to warrant further analysis. Therefore, the impact of development traffic on the surrounding road network will not be significant.

7 Traffic Management on the Frontage Streets

Connolly Drive, east of the subject site, is constructed as a 25m-wide dual-carriageway four-lane divided road. It is divided by a solid median in the vicinity of the site. A shared path is provided on the western side of the road. It has a posted speed limit of 70km/h.

Connolly Drive is classified as a *Distributor A* road in the Main Roads WA *Functional Road Hierarchy*. It is covered by an *Other Regional Road* reservation (i.e. *Blue Road)* in the MRS. Connolly Drive forms a roundabout intersection with Aviator Boulevard. Refer to **Figure 5** and **Figure 6** for more details.

According to traffic counts obtained from the Main Roads WA traffic map, Connolly Drive, south of Neerabup Road, carried 6,454 vehicles per day (vpd) on a typical weekday in 2020/21.

Figure 5: Northbound view of Connolly Drive

Figure 6: Southbound view of Connolly Drive

Aviator Boulevard, south of the subject site, is constructed as a 14m-wide dual-carriageway two-lane divided road. It is divided by a solid median in the vicinity of the site. Pedestrian path is provided on both sides of the road. Parallel parking bays are also provided on the south side of the road. It operates under the default built-up area speed limit of 50km/h.

Aviator Boulevard is classified as an *Access Road* in the Main Roads WA *Functional Road Hierarchy*. Aviator Boulevard forms a roundabout intersection with Connolly Drive. Refer to **Figure 7** and **Figure 8** for more details.

According to traffic counts obtained from the City of Wanneroo, Aviator Boulevard, west of Elsbury Approach, carried 1,171vpd on a typical weekday on June 2023.

Figure 7: Westbound view of Aviator Boulevard

Figure 8: Eastbound view of Aviator Boulevard

Rathmines Street, east of the subject site, is constructed as a 6.5m-wide single-carriageway two-lane road. It operates under the default built-up area speed limit of 50km/h.

Rathmines Street is classified as an *Access Road* in the Main Roads WA *Functional Road Hierarchy*. It forms a left-in/left-out only T-intersection with Aviator Boulevard. Refer to **Figure 9** and **Figure 10** for more details.

No traffic counts are available for this road.

Figure 9: Northbound view of Rathmines Street

Figure 10: Southbound view of Rathmines Street

8 Public Transport Access

Nearby public transport services are shown in **Figure 11** to **Figure 14**. The subject site has access to the bus services tabulated in **Table 1**. At this stage, the nearest bus/train stops are located approximately 1 – 1.5km away from the site.

Table 1: Bus services available (Transperth)

Bus Services	Days of Service	Service
471	Monday to Saturday	Joondalup – Burns Beach via Currambine
474	Monday to Friday	Joondalup – Clarkson via Kinross
480	Monday to Sunday (inc Public Holidays)	Clarkson Stn – Butler Stn via Marmion Av
481	Monday to Sunday (inc Public Holidays)	Clarkson Stn – Quinns Rocks via Mindarie
482	Monday to Sunday (inc Public Holidays)	Clarkson Stn – Butler Stn via Marmion Av & Santa Barbara Pde
483	Monday to Sunday (inc Public Holidays)	Clarkson Stn – Alkimos via Merriwa & Butler Stn
484	Monday to Sunday (inc Public Holidays)	Clarkson Stn – Alkimos via Ridgewood & Butler Stn
Rail Services	**Days of Service**	**Service**
Joondalup Line	Monday to Sunday (inc Public Holidays)	Elizabeth Quay Stn – Butler Stn

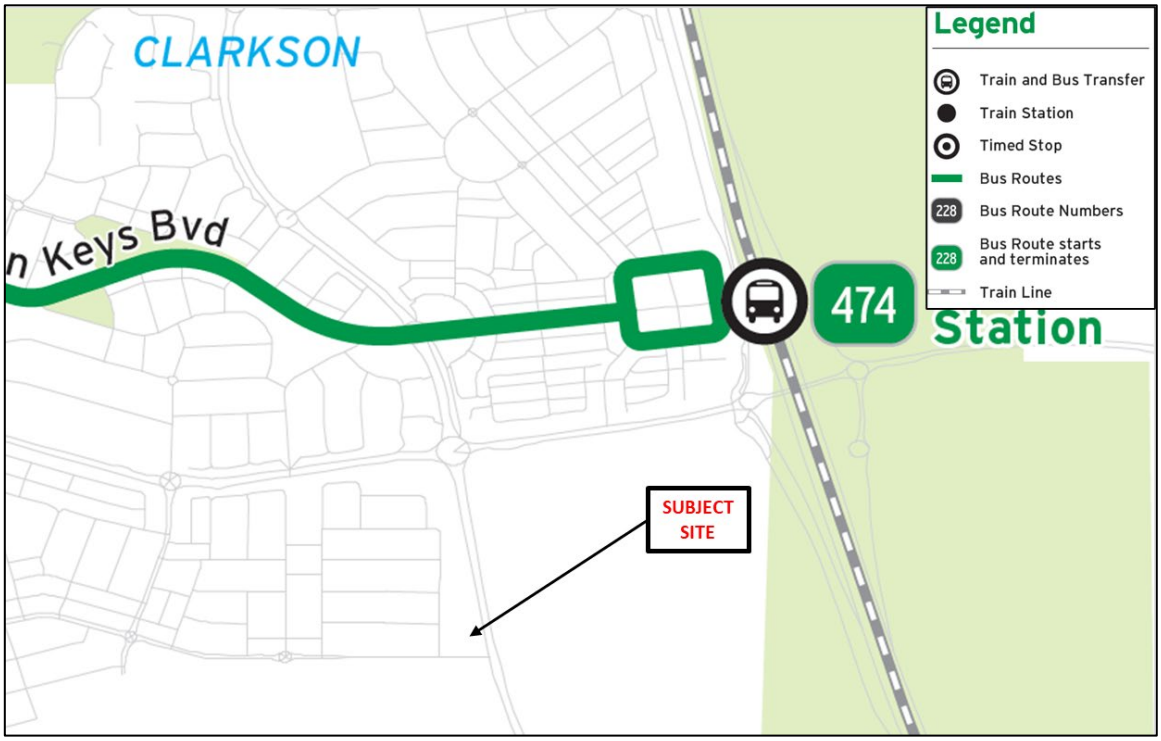


Figure 11: Bus Services 471 & 474 (Transperth Maps)

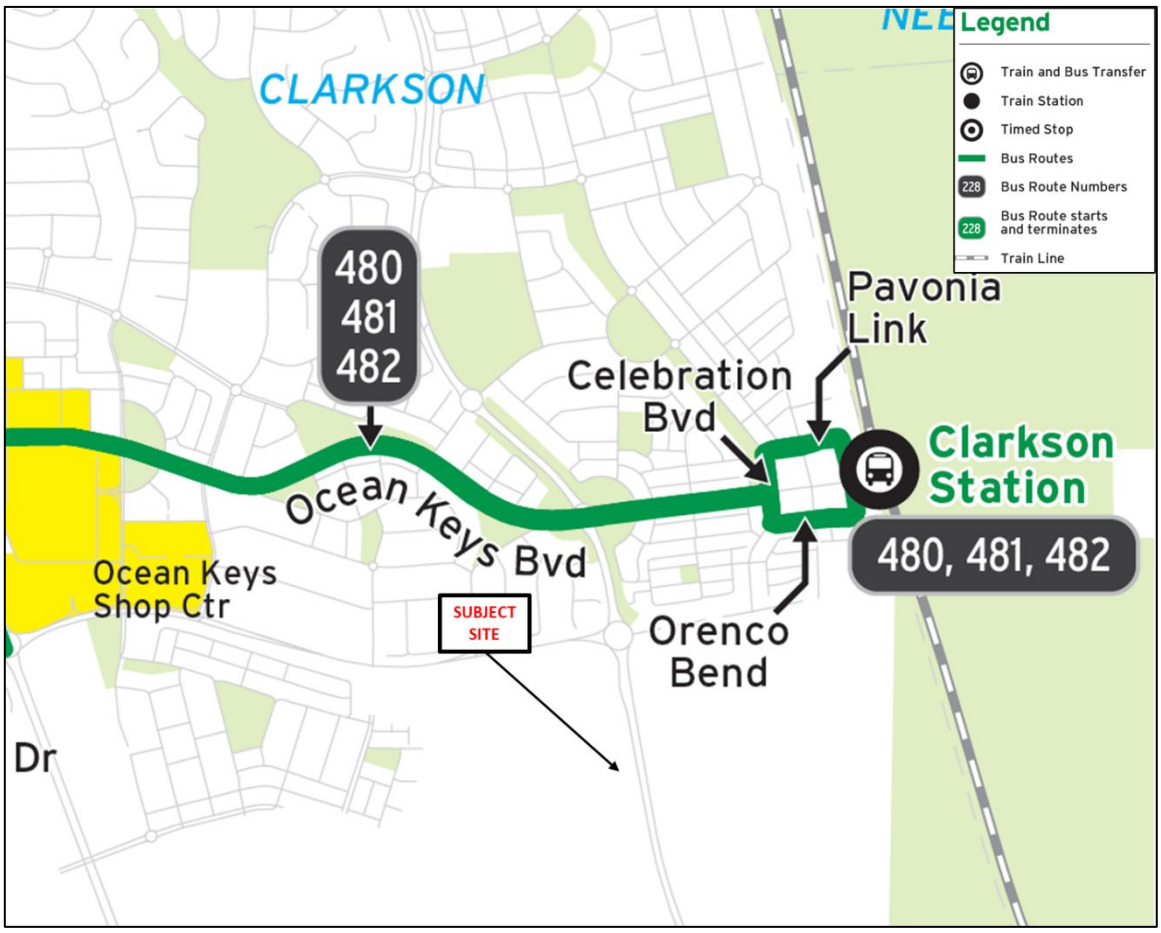


Figure 12: Bus Services 480, 481 & 482 (Transperth Maps)

Figure 13: Bus Services 483 & 484 (Transperth Maps)

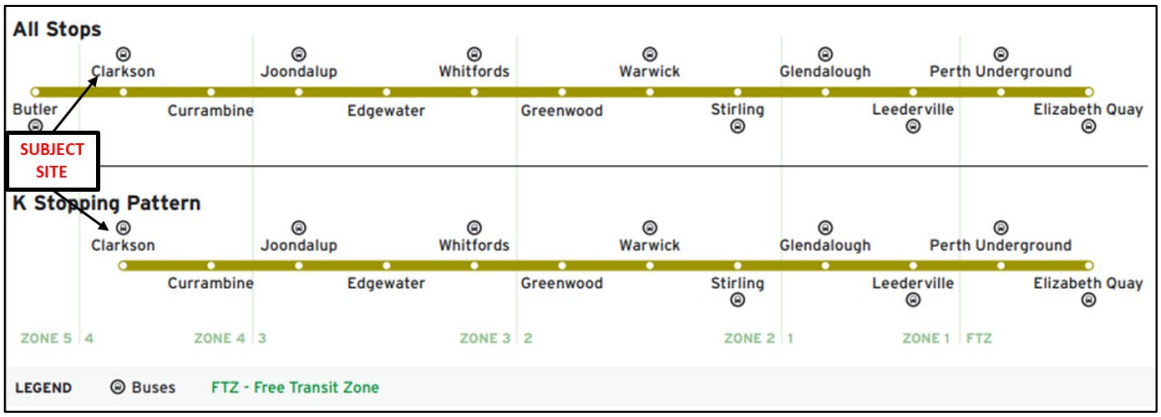


Figure 14: Joondalup Railway Line (Transperth Maps)

9 Pedestrian Access

Pedestrian access to the subject site is available directly from the existing footpath network on both sides of Aviator Boulevard and the shared path along the western side of Connolly Drive.

10 Cycle Access

The Perth Bicycle Network Map illustrated in **Figure 15** shows the existing cyclist connectivity to the subject site. Connolly Drive fronting the subject site is shown to have bicycle lanes or sealed shoulders on either side and a high-quality shared path. This provides further links to the network of other cycle facilities in the surrounding area.

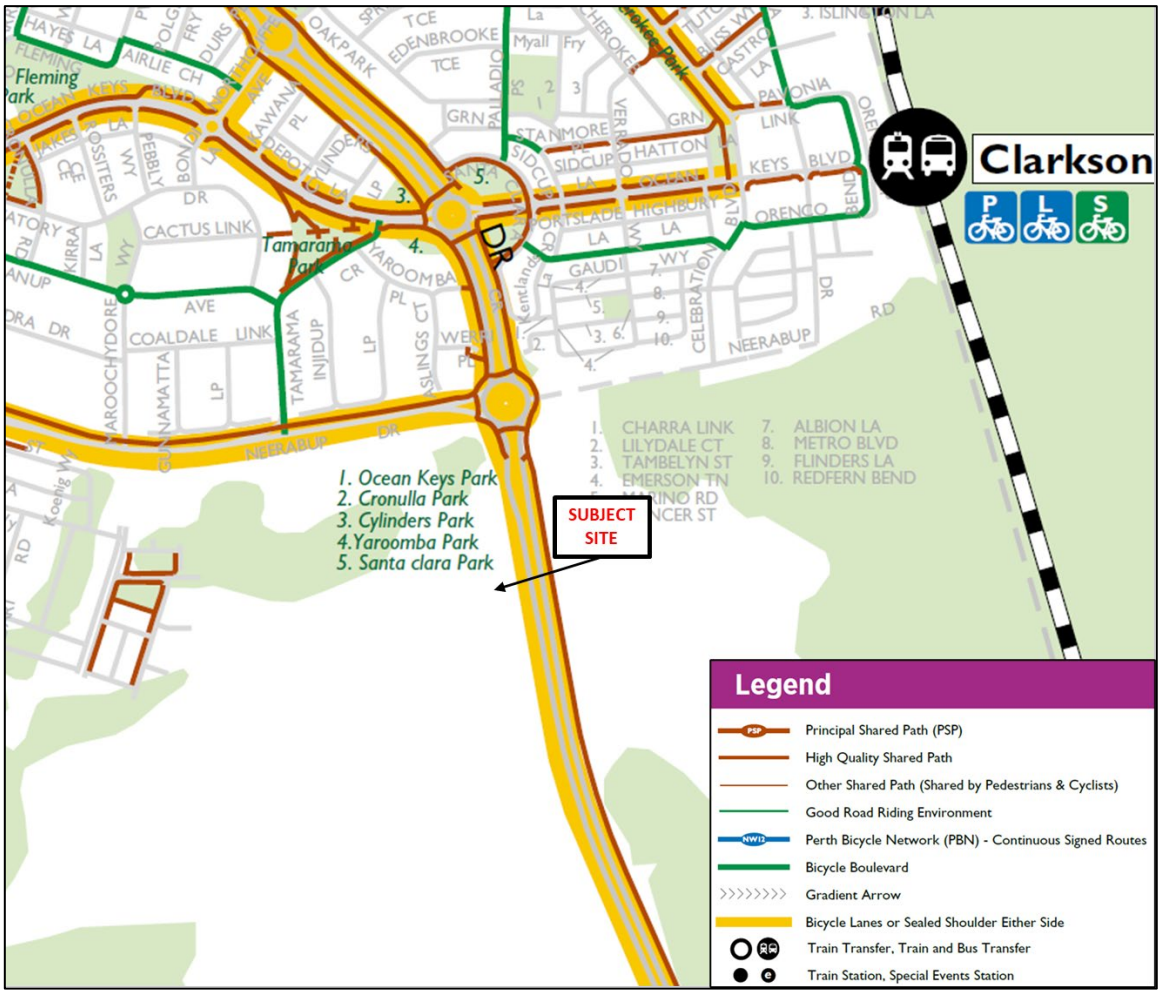


Figure 15: Extract from Perth Bicycle Network (Department of Transport)

11 Site Specific Issues

The proposed parking supply entails a theoretical shortfall of 5 bays in accordance with the City's DPS2. However, the parking analysis undertaken in this TIS demonstrates that the parking supply exceeds the anticipated actual parking demand for the centre.

No other site-specific issues were identified within the scope of this assessment.

12 Safety Issues

No safety issues were identified within the scope of this assessment.

13 Conclusions

This Transport Impact Statement (TIS) has been prepared by Transcore on behalf of Accord Property. The subject of this report is the proposed childcare centre to be located at Lot 341 Rathmines Street, Clarkson in the City of Wanneroo. The subject site is presently vacant land.

The proposed childcare centre is to cater for 116 children and 22 staff.

The proposed development will be served by two proposed crossovers on Rathmines Street: one for entry only and one for exit only, resulting in a one-way clockwise circulation system within the car park. The proposed parking supply will satisfy the anticipated actual parking demand.

The traffic analysis undertaken in this report shows that the anticipated daily trip generation for the proposed childcare centre is below the critical threshold and as such, would not have any significant impact on the surrounding road network.

The waste collection will be undertaken outside the operating hours of the centre.

The site features good connectivity with the existing road and cyclist network in the proximity of the site.

No transport or safety issues have been identified for the proposed development.

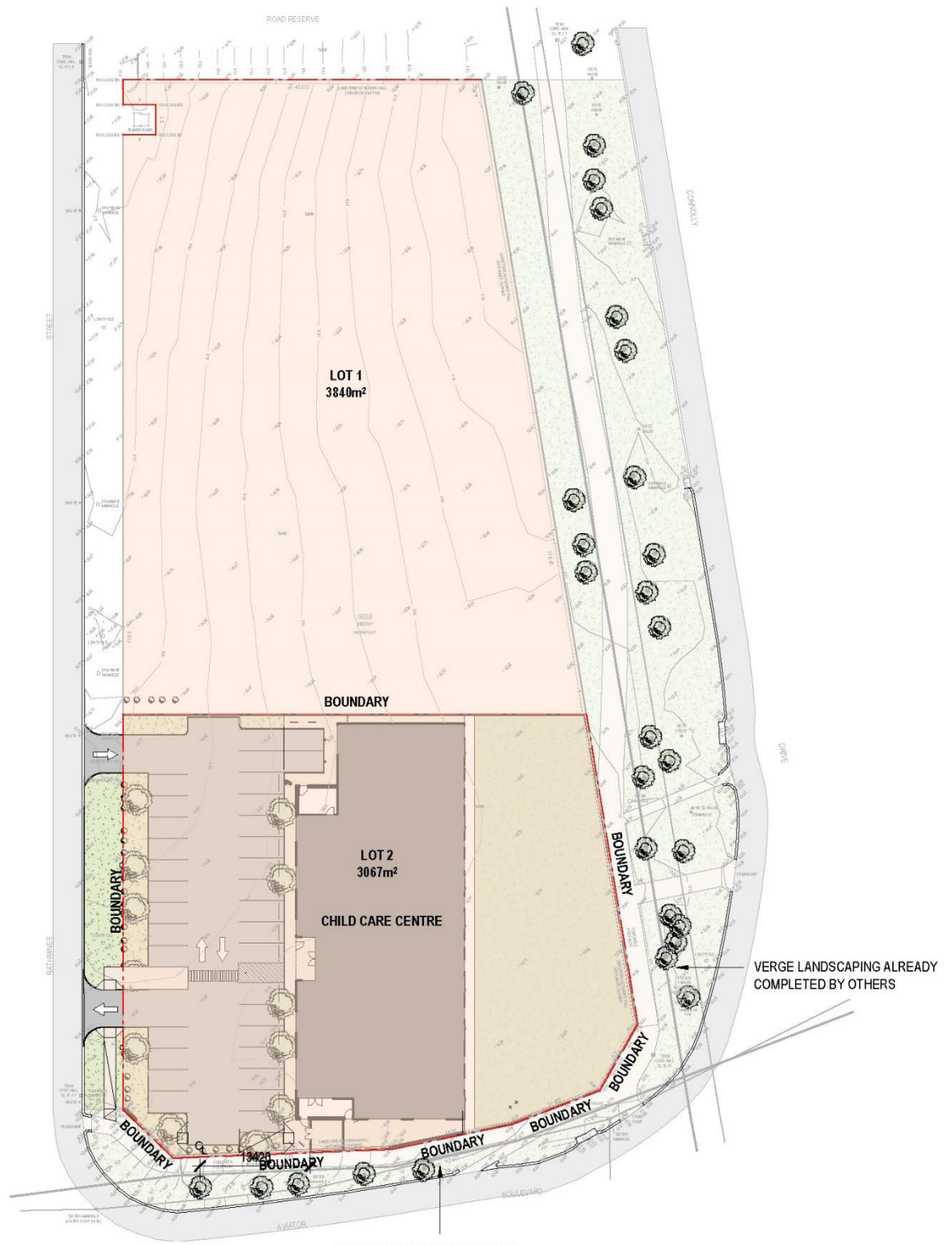
It is concluded that the findings of this Transport Impact Statement are supportive of the proposed development.

Appendix A

PROPOSED DEVELOPMENT PLANS

transcore

Engineering a better future for over 20 years!



SITE PLAN

1 : 600

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

30/11/2023 1:01:45 PM

Rev	Amendment	Date
1	DA ISSUE	09/08/23
2	ISSUED FOR DA	22/09/23
3	ISSUED FOR DA	28/09/23
4	ISSUED FOR DA	30/11/23

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ACCORD PROPERTY

CLARKSON CCC

OVERALL SITE PLAN

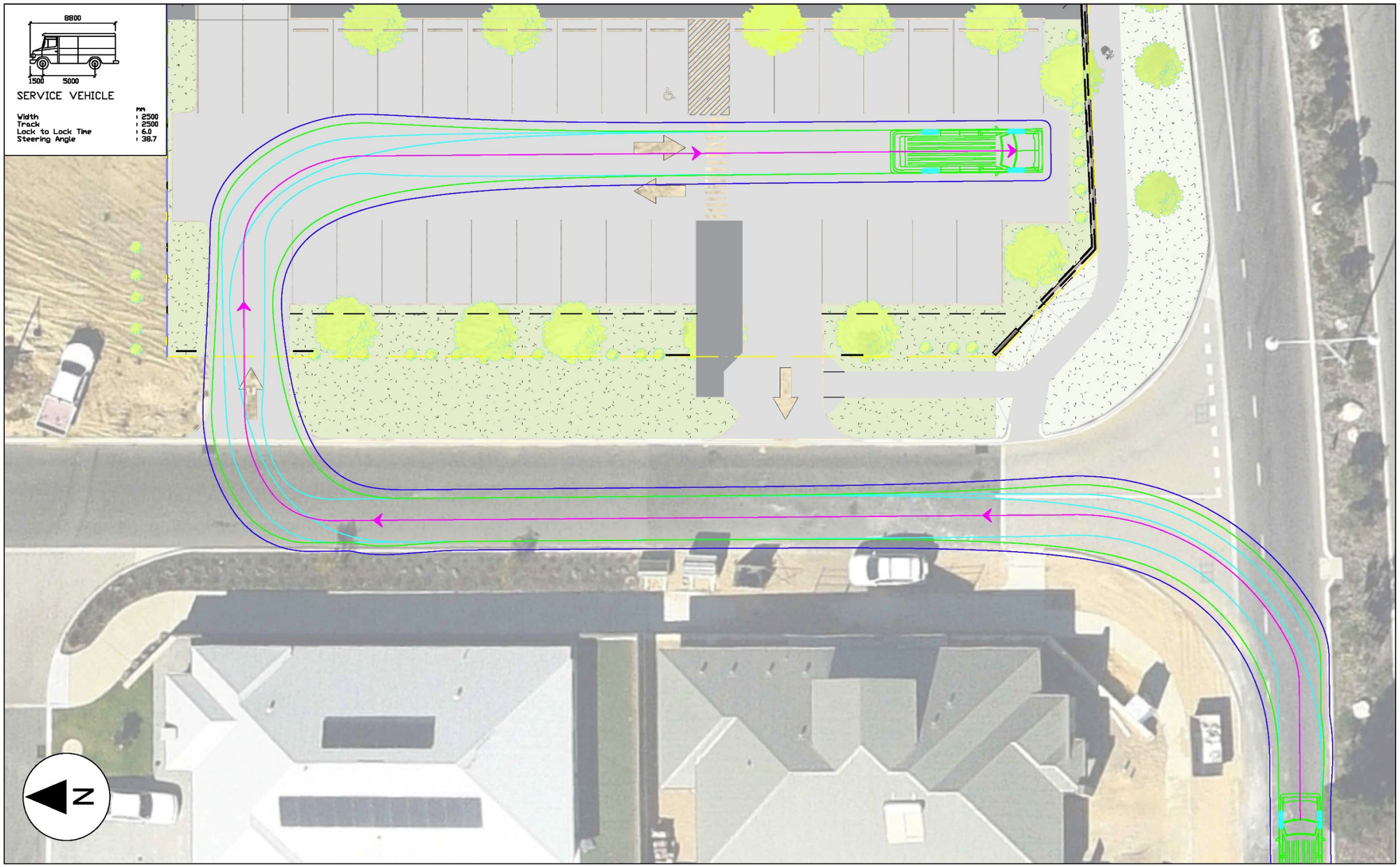
Scale 1 : 600
Drawn BFG
Date AUGUST 2023
Job No. 2023066

Dwg No. **DA03** Rev: **4** A3 SHEET

Appendix B

TURN PATH ANALYSIS

Engineering a better future for over 20 years!



Lot 341 Rathmines Street, Clarkson

Austroads 2013: 8.8m Service Vehicle

Service vehicle entry

LEGEND

Vehicle Body

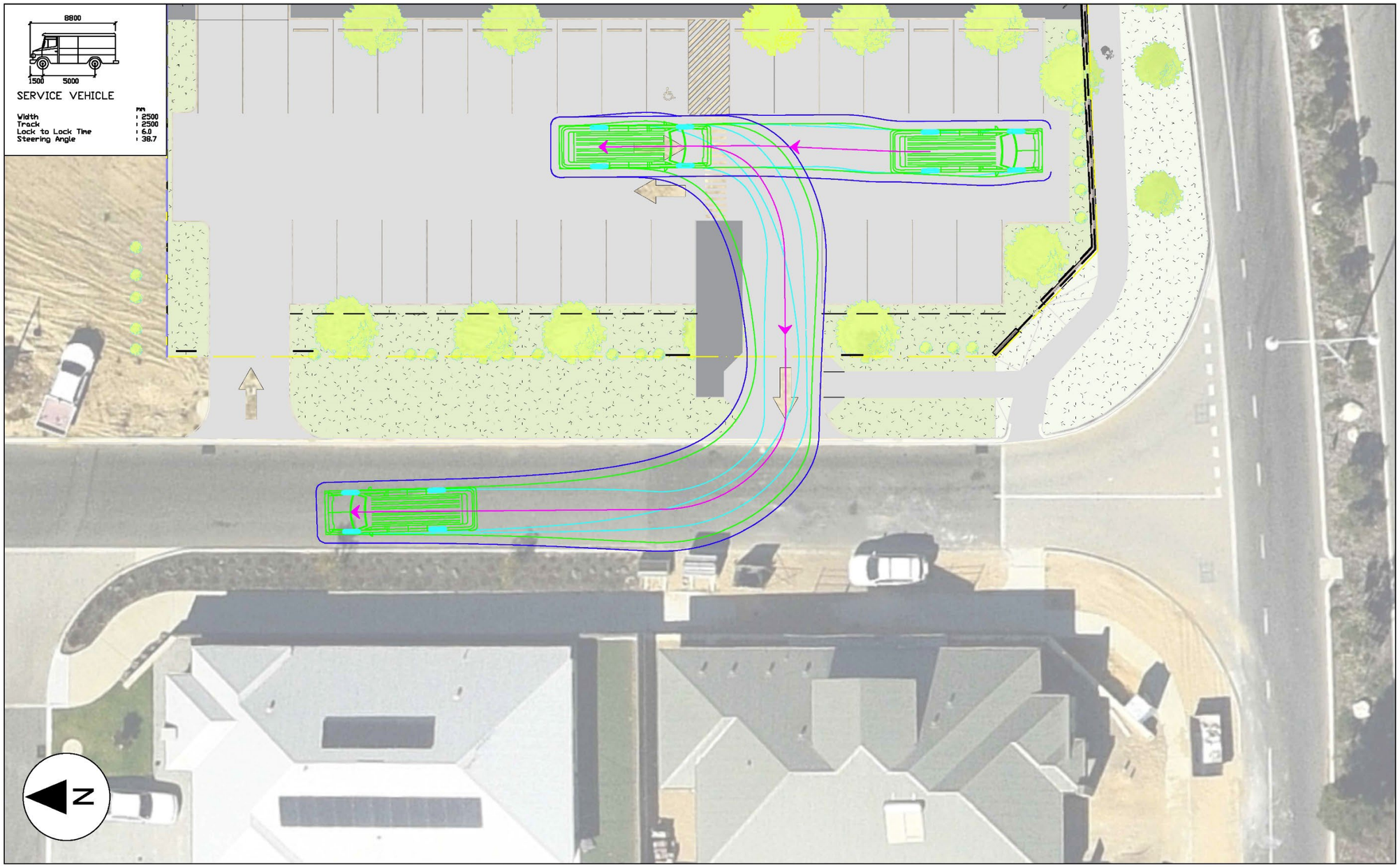
Wheel Path

500mm Clearance

t23.029.sk06

30/11/2023

Scale: 1:200 @ A3



Lot 341 Rathmines Street, Clarkson

Austroads 2013: 8.8m Service Vehicle

Service vehicle exit

LEGEND

Vehicle Body

Wheel Path

500mm Clearance

t23.029.sk07

30/11/2023

Scale: 1:200 @ A3

ATTACHMENT 8

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Noise Assessment – Childcare Centre

Lot 341 (#53) Rathmines Street, Clarkson

Reference: 23027891-01A

Prepared for:
Accord Property

Reference: 23027891-01A

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Date	Rev	Description	Author	Verified
15-Sep-23	0	Issued to Client	Matt Nolan	Matt Moyle
20-Sep-23	A	Minor Updates	Matt Nolan	-

CONTENTS

List of Tables

List of Figures

Appendices

EXECUTIVE SUMMARY

Lloyd George Acoustics was engaged by Accord Property to undertake a noise assessment for a proposed childcare centre (CCC) to be located at Lot 341 (#53) Rathmines Street, Clarkson. This report considered noise emissions from the proposed childcare centre to surrounding properties, as well as the impact of road traffic noise to the childcare centre.

With regard to the noise emission assessment, this was undertaken using noise modelling and considered child play, mechanical plant and car door closings. The predicted noise from all children playing outside and car door closings is compliant provided the walls shown within the report are constructed. For sections of the fence that require a minimum surface mass 8 kg/m^2, brick, limestone or double sheeted *Colorbond* can be used. Mechanical plant noise was also calculated to be compliant, however once the plant has been designed and selected, this should be further reviewed to ensure compliance prior to Building Permit.

As the childcare centre is outside the PlanWA trigger zone, no further mitigation measures are required for the childcare centre in regards to traffic noise. This should be reassessed at the detailed design stage.

1. INTRODUCTION

Lloyd George Acoustics was engaged by Accord Property to undertake a noise assessment for a proposed childcare centre (CCC) to be located at Lot 341 (#53) Rathmines Street, Clarkson (refer *Figure* 1-1) with the site plan shown in *Figure 1-2* and full Development Application (DA) plans provided in *Appendix A*. The purpose of this report is to consider noise emissions from the proposed childcare centre to surrounding properties, as well as the impact of road traffic noise to the childcare centre.

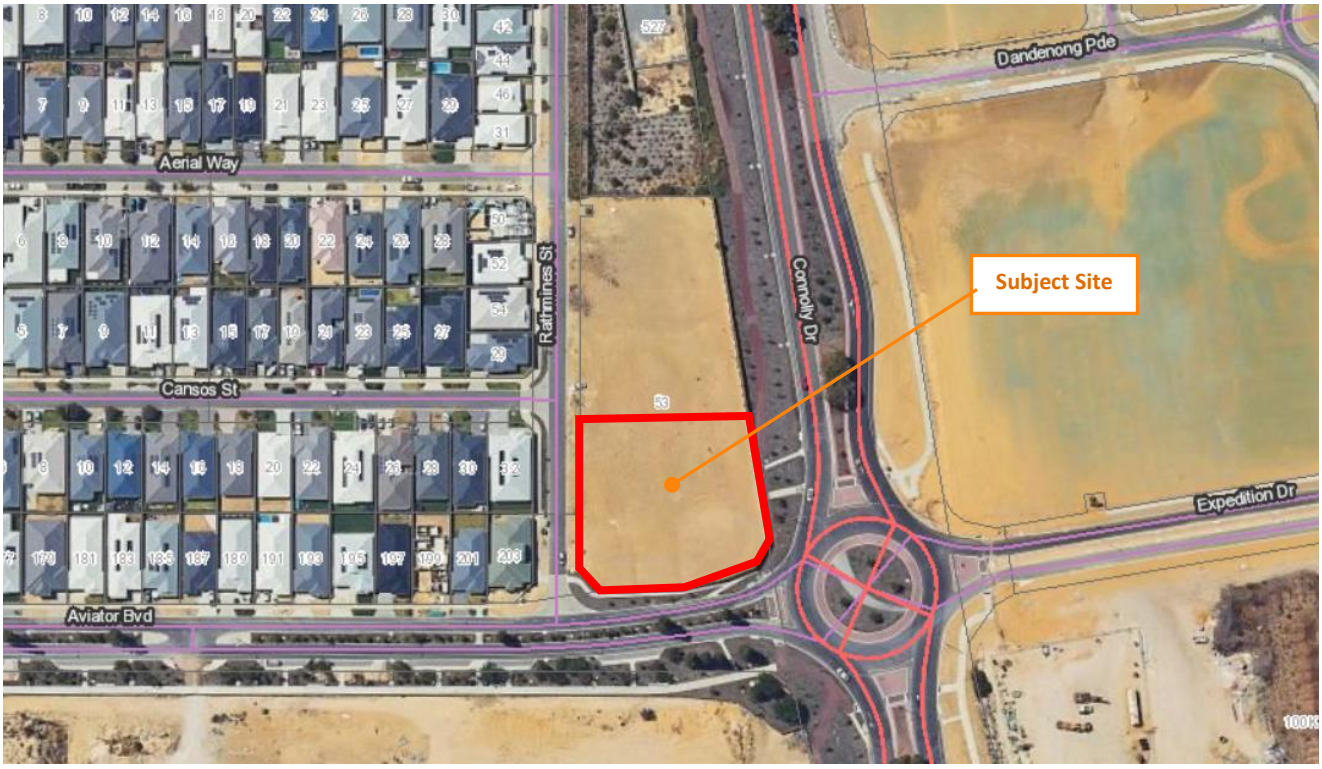

Figure 1-1: Subject Site Location (Source: DPLH PlanWA)

The proposed childcare centre will be open Monday to Friday, 6.30am to 6.30pm and consist of the following:

- Seven internal teaching spaces capable of accommodating up to 116 children, grouped as follows:
  - Activity 1 & 2: 20 places for children aged 3-5 years, in each group;
  - Activity 3: 20 places for children aged 2-3 years;
  - Activity 4 & 5: 16 places for children aged 2-3 years, in each group;
  - Activity 6 & 7: 12 places for children aged 0-2 years, in each group.
- Outdoor play areas (not used prior to 7.00am);
- Amenities and associated mechanical plant such as:
  - Kitchen exhaust fan assumed to be located on roof above;
  - Various exhaust fans (toilets, laundry, nappy room) assumed to be located on the roof above;
  - Air-conditioning (AC) plant, assumed to be located on the ground in the designated yard as shown on the DA Plans;
- Car parking on the west side of the lot.

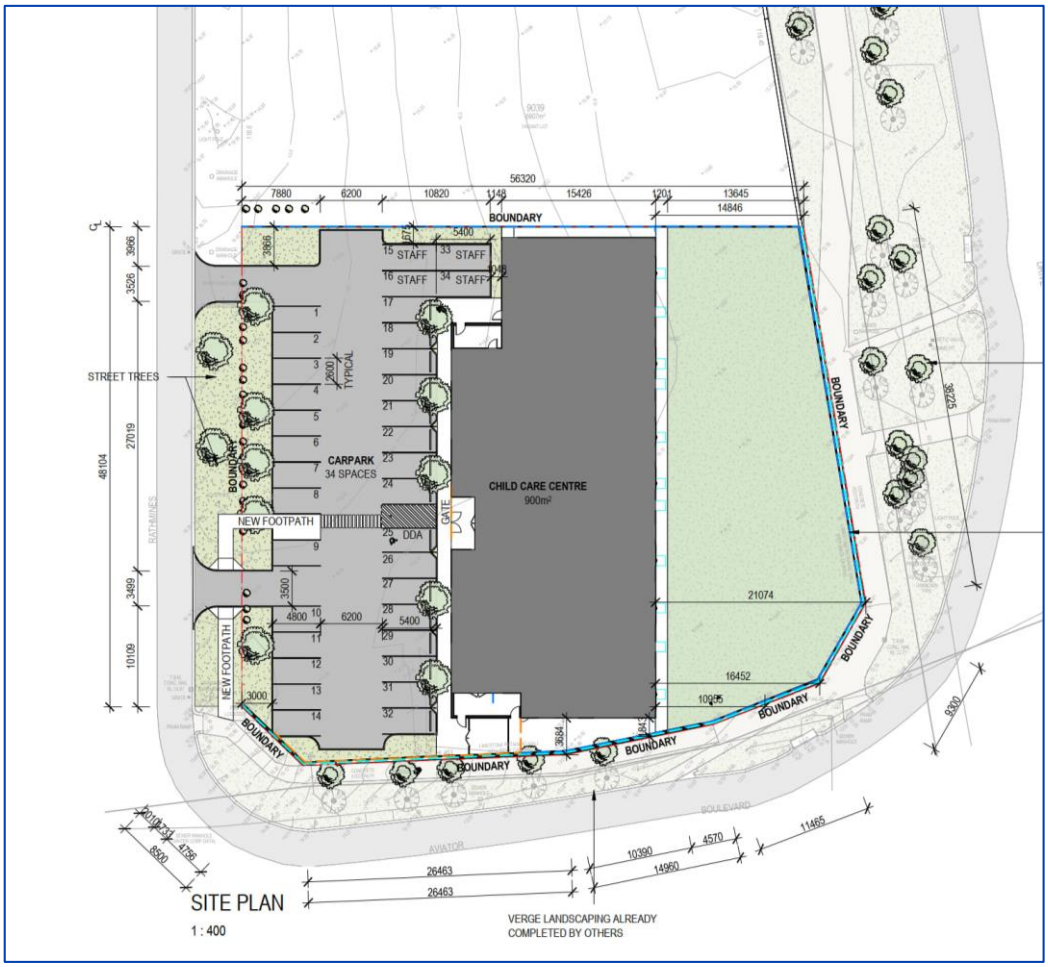

Figure 1-2: Proposed Site Plan

With regard to noise emissions, consideration is given to noise from child play, mechanical services and closing car doors at neighbouring properties, against the prescribed standards of the *Environmental Protection (Noise) Regulations 1997*.

The Local Development Plan (LDP) notes that the childcare centre has quiet house design Package B requirements, although the latest PlanWA plans show that the childcare centre is outside of the quiet house design trigger distance. The PlanWA plans have been used in this assessment as these are considered to be the most up to date. Therefore, no further mitigation measures are required for the childcare centre in regards to traffic noise. This should be reassessed at the detailed design stage. *Appendix A* shows the LDP and PlanWA Plans.

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

2. CRITERIA

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

2.1. Regulations 7, 8 & 9

This group of regulations defines the prescribed standard for noise emissions applicable to child play, mechanical services and car door closing as follows:

*"**7. Prescribed standard for noise emissions***

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

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

(b) must be free of –

(i) tonality; and

(ii) impulsiveness; and

(iii) modulation,

when assessed under regulation 9.

(2) For the purposes of subregulation (1)(a), a noise emission is taken to significantly contribute to a level of noise if the noise emission … exceeds a value which is 5 dB below the assigned level at the point of reception."

Tonality, impulsiveness and modulation are defined in regulation 9 (refer *Appendix C*). Under regulation 9(3), *"Noise is taken to be free of the characteristics of tonality, impulsiveness and modulation if -*

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

(b) the noise emission complies with the standard prescribed under regulation 7(1)(a) after the adjustments in the table [Table 2-1] … are made to the noise emission as measured at the point of reception."

Table 2-1 Adjustments Where Characteristics Cannot Be Removed

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

* These adjustments are cumulative to a maximum of 15 dB.

The assigned levels (prescribed standards) for all premises are specified in regulation 8(3) and are shown in *Table 2-2*. The L_{A10} assigned level is applicable to noises present for more than 10% of a representative

assessment period, generally applicable to "steady-state" noise sources. The L_{A1} is for short-term noise sources present for less than 10% and more than 1% of the time. The L_{Amax} assigned level is applicable for incidental noise sources, present for less than 1% of the time.

Table 2-2 Baseline Assigned Levels

Premises Receiving Noise	Time Of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
Noise sensitive premises: highly sensitive area[1]	0700 to 1900 hours Monday to Saturday (Day)	45 + influencing factor	55 + influencing factor	65 + influencing factor
	0900 to 1900 hours Sunday and public holidays (Sunday)	40 + influencing factor	50 + influencing factor	65 + influencing factor
	1900 to 2200 hours all days (Evening)	40 + influencing factor	50 + influencing factor	55 + influencing factor
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	35 + influencing factor	45 + influencing factor	55 + influencing factor
Noise sensitive premises: any area other than highly sensitive area	All hours	60	75	80
Commercial Premises	All hours	60	75	80
Industrial and Utility Premises	All hours	65	80	90

1. ***highly sensitive area*** means that area (if any) of noise sensitive premises comprising —
   (a) a building, or a part of a building, on the premises that is used for a noise sensitive purpose; and
   (b) any other part of the premises within 15 metres of that building or that part of the building.

The influencing factor (IF), in relation to noise received at noise sensitive premises, has been calculated as 2 dB, as determined in *Appendix B*. *Table 2-3* shows the assigned levels including the influencing factor and transport factor at the receiving locations.

Table 2-3 Assigned Levels

Premises Receiving Noise	Time Of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
+2 dB IF Noise sensitive premises: highly sensitive area[1]	0700 to 1900 hours Monday to Saturday (Day)	47	57	67
	0900 to 1900 hours Sunday and public holidays (Sunday)	42	52	67
	1900 to 2200 hours all days (Evening)	42	52	57
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	37	47	57

It must be noted the assigned levels above apply outside the receiving premises and at a point at least 3 metres away from any substantial reflecting surfaces.

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

2.2. Regulation 3

"3. Regulations do not apply to certain noise emissions

(1) 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;"

The childcare centre car park is considered a road and therefore vehicle noise (propulsion and braking) is not assessed. Noise from vehicle car doors however are assessed, since these are not part of the propulsion or braking system.

2.3. Regulation 14A

"14A. Waste Collection and Other Works

(2) Regulation 7 does not apply to noise emitted in the course of carrying out class 1 works if –

(a) The works are carried out in the quietest reasonable and practicable manner; and

(b) The equipment used to carry out the works is the quietest reasonably available;

class 1 works means specified works carried out between -

(a) 0700 hours and 1900 hours on any day that is not a Sunday or a public holiday; or
(b) 0900 hours and 1900 hours on a Sunday or public holiday.

specified works means -

(a) The collection of waste; or
(b) The cleaning of a road or the drains for a road; or
(c) The cleaning of public places, including footpaths, cycle paths, car parks and beaches;"

In the case where specified works are to be carried out outside of class 1, a noise management plan is to be prepared and approved by the CEO.

3. METHODOLOGY

Computer modelling has been used to predict the noise emissions from the development to all nearby receivers. The software used was *SoundPLAN 8.2* with the ISO 9613 algorithms (ISO 17534-3 improved method) selected, as they include the influence of wind and are considered appropriate given the relatively short source to receiver distances. Input data required in the model are listed below and discussed in *Section 3.1* to *Section 3.4*:

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

3.1. Meteorological Conditions

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

Table 3-1: Modelling Meteorological Conditions

Parameter	Day (7.00am to 7.00pm)	Night (7.00pm to 7.00am)
Temperature (°C)	20	15
Humidity (%)	50	50
Wind Speed (m/s)	Up to 5	Up to 5
Wind Direction*	All	All

* The modelling package allows for all wind directions to be modelled simultaneously.

Alternatives to the above default conditions can be used where one year of weather data is available and the analysis considers the worst 2% of the day and night for the month of the year in which the worst-case weather conditions prevail (source: *Draft Guideline on Environmental Noise for Prescribed Premises*, May 2016). In most cases, the default conditions occur for more than 2% of the time and therefore must be satisfied.

3.2. Topographical Data

Topographical data was adapted from publicly available information (e.g. *Google*) in the form of spot heights and combined with the site plan.

Surrounding existing buildings were also incorporated in the noise model, as these can provide noise shielding as well as reflection paths. The nearby existing and future buildings are assumed to be single storey and are modelled with a height of 3.5-metres, with receivers 1.4-metres above floor level.

The area is suburban in nature with boundary fencing assumed to be *Colorbond* unless noted otherwise from *Streetview*. Whilst *Colorbond* fencing is 1.8 metres high, it is modelled as 1.6 metres high to take into account the lightweight nature of the product and potential lesser acoustic performance compared to a denser product.

The childcare centre building is incorporated in the noise model as per the *Appendix A* plans. Fencing around the child play area and car park is modelled as shown in *Figure 3-2*. Some sections of the fence are required to be of minimum surface mass 8 kg/m^2. Examples of such material include brick, limestone and double sheeted *Colorbond*.

Figure 3-1 shows a 2D overview of the noise model with the location of all relevant receivers identified. Pink dots represent point sources in the noise model (car doors, mechanical plant) with the pink polygon representing child play.

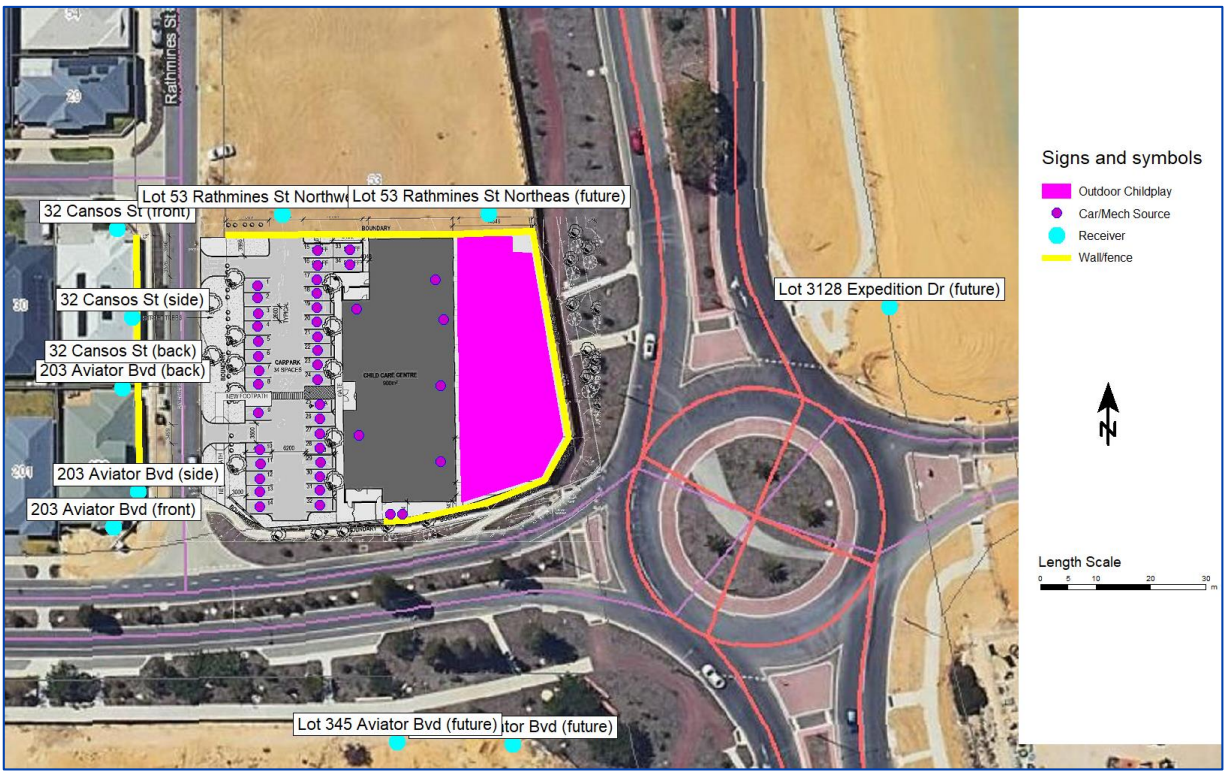

Figure 3-1: Overview of Noise Model

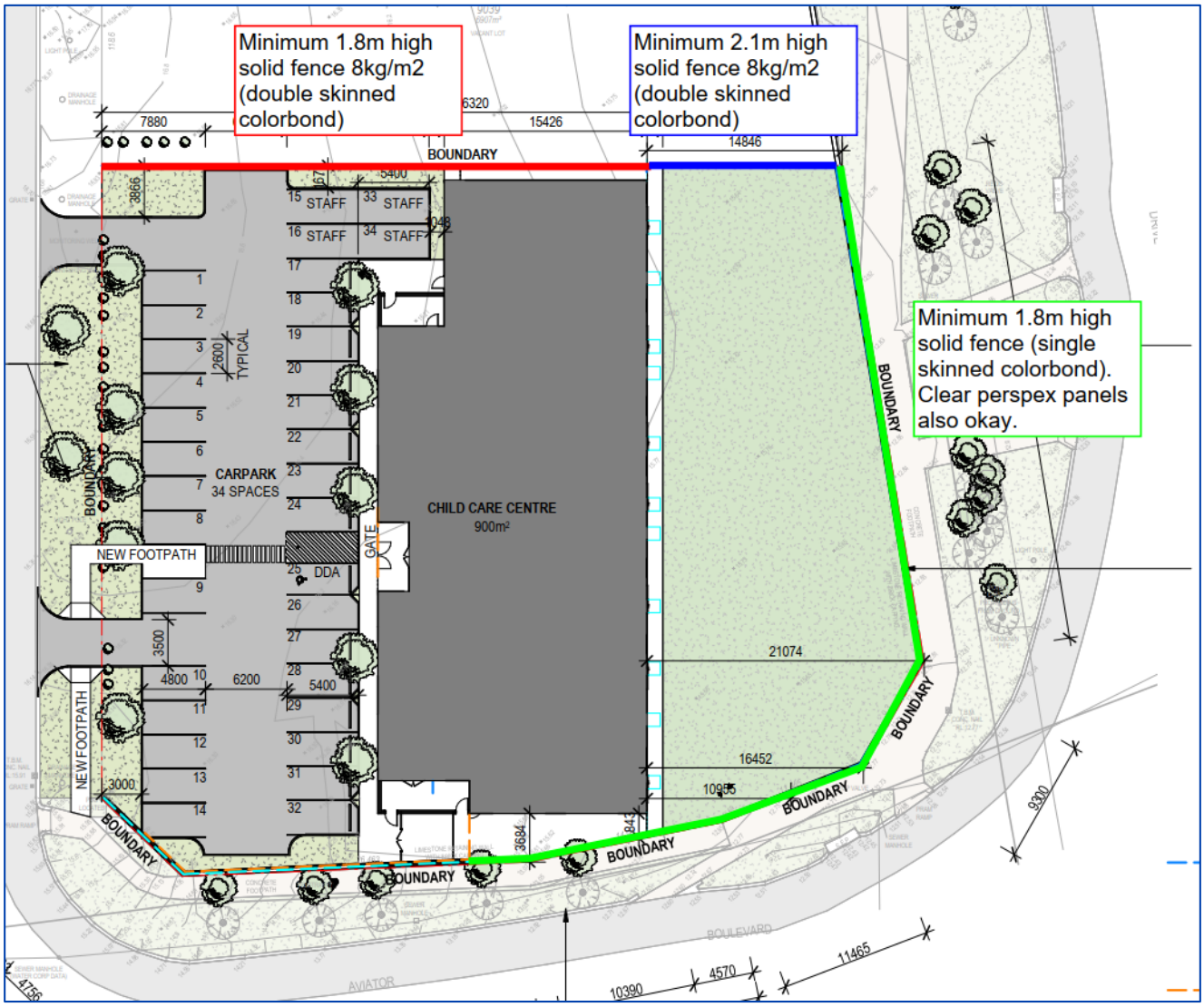

Figure 3-2: Overview of Fencing

3.3. Ground Absorption

The ground absorption has been assumed to be 0.1 (10%) for the roads, 0.5 (50%) outside of the roads and 1.0 (100%) for the play areas, noting that 0.0 represents hard reflective surfaces such as water and 1.0 represents absorptive surfaces such as grass.

3.4. Source Sound Levels

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

Table 3-2: Source Sound Power Levels, dB

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

The following is noted in relation to *Table 3-2*:

- Child play source levels are based on *Guideline for Childcare Centre Acoustic Assessments Version 3.0* produced by the Association of Australasian Acoustical Consultants (AAAC) published September 2020. Where the number of children for individual play areas is specified in the plans, these have been adjusted from the reference source levels using appropriate acoustical calculations. Outdoor child play was modelled as area sources at 1.0-metre above ground level. The sound power levels used in the model were scaled as follows:
  - 24 children aged 0-2 years = 81 dB(A);
  - 52 children aged 2-3 years = 92 dB(A);
  - 40 children aged 3+ years = 93 dB(A).
- Based on the AAAC Guideline 3.0, source sound power levels for AC condensing units were assumed. Medium sized (double fan) outdoor units were deemed appropriate with two (2) modelled as point sources in the services area.
- Other mechanical plant includes five (5) exhaust fans (toilets and laundry) and one kitchen exhaust fan. All were modelled as point sources approximately 0.5-metres above roof level and above the area serviced.
- Car doors closing were modelled as a point source 1.0-metre above ground level. Since noise from a car door closing is a short term event, only the L_{Amax} level is applicable.

4. RESULTS AND ASSESSMENT

4.1. Outdoor Child Play Noise

The childcare centre development will host up to 116 children. It is noted play time is generally staggered and therefore not all children would be playing outside at once for extended periods of time. However, noise levels were conservatively predicted for all children playing simultaneously, as a worst-case scenario with the results provided and assessed in *Table 4-1*. The critical assigned level is during the day, as whilst the childcare centre will open at 6.30am, child play will not commence until after 7.00am. Noise from child play is not considered to contain annoying characteristics within the definition of the Regulations and therefore no adjustments are made to the predicted noise levels. A noise contour plot is also provided in *Figure 4-1* showing noise levels at ground floor.

Table 4-1: Child Play Noise Predicted Levels and Assessment, dB L_{A10}

Receiver	Babies (0-2 yo)	Toddler (2-3 yo)	Kindy (3+ yo)	Total	Assigned Level	Assessment
32 Cansos St	18	24	25	28	**47**	*Complies*
203 Aviator Bvd	14	25	31	32	**47**	*Complies*
Lot 53 Rathmines St North (future)	38	43	41	46	**47**	*Complies*
Lot 345 Aviator Bvd (future)	27	39	42	44	**47**	*Complies*
Lot 347 Aviator Bvd (future)	22	36	39	41	**47**	*Complies*
Lot 669 Aviator Bvd (future)	29	41	42	45	**47**	*Complies*
Lot 3128 Expedition Dr (future)	28	39	39	42	**47**	*Complies*

Based on a conservative scenario of all 116 children playing outside simultaneously, the assessment demonstrates compliance is achieved during the day.

Figure 4-1 Child Play Noise Contour Plot (1.4m AGL), dB L_{A10}

Predicted Noise level

	= 42
	= 47
	= 52
	= 57
	= 62

Legend

- Receiver
- Outdoor Childplay
- Car/Mech Source
- Fence

Scale 1:800

0 4.5 9 18 27 m

Project No: 23027891
Consultant: MN
Date: 12/09/2023
Algorithm: ISO 9613
SoundPLAN Version: 8.2

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4.2. Mechanical Plant Noise

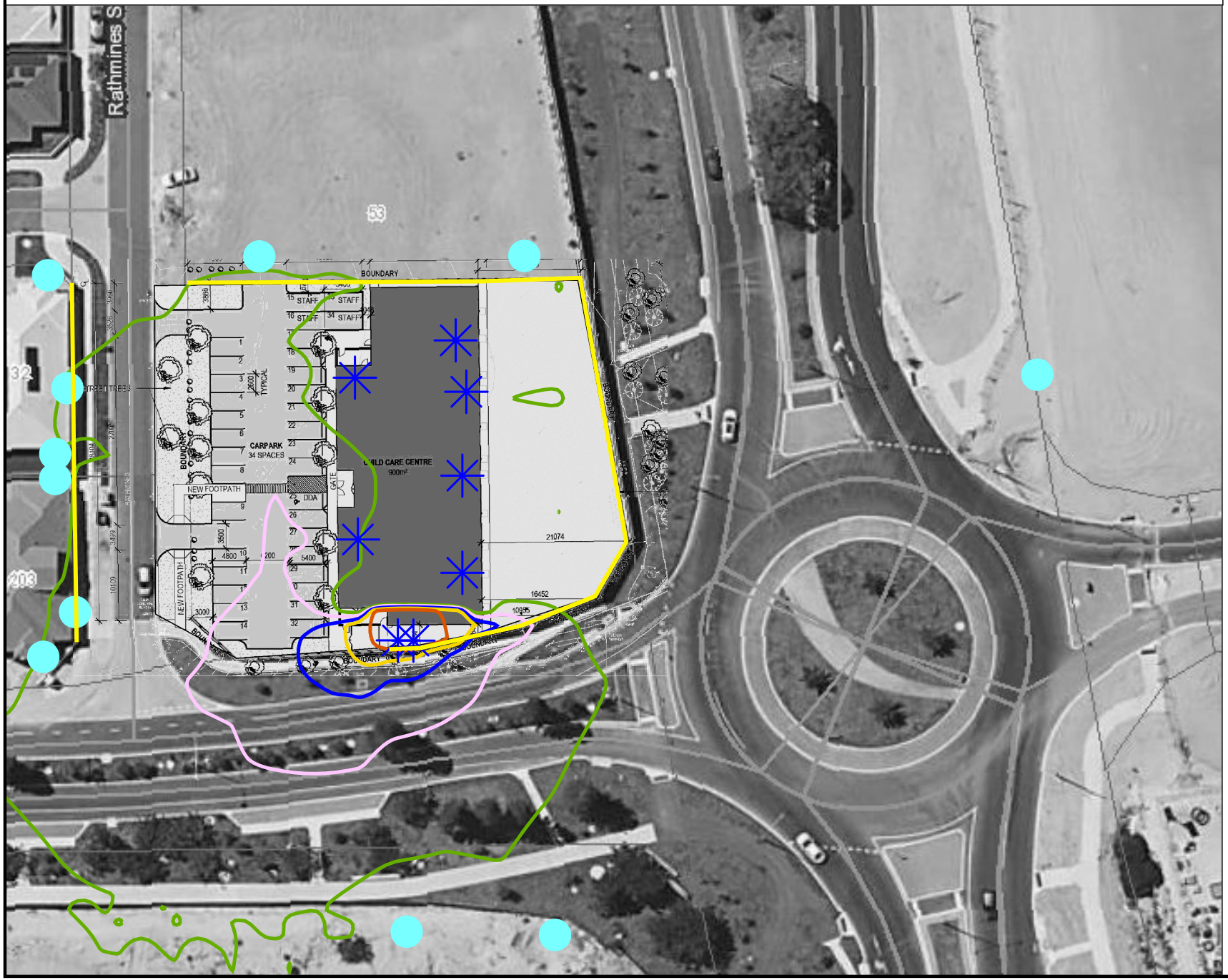
Mechanical plant noise consists of the outdoor AC condensing units and exhaust fans. Predicted and assessed noise levels are provided in *Table 4-2*. The critical assigned level is during the night, as the plant may operate prior to 7.00am. An adjustment of + 5 dB is included for tonality, since this may be present for such noise sources. A noise contour plot is also provided in *Figure 4-2* showing noise levels at ground floor.

Table 4-2: Mechanical Plant Noise Predicted Levels and Assessment, dB L_{A10}

Receiver	AC	Exhaust Fans	Total	Total Adjusted	Assigned Level	Assessment
32 Cansos St	12	28	28	33	**37**	*Complies*
203 Aviator Bvd	28	30	32	35	**37**	*Complies*
Lot 53 Rathmines St North (future)	7	29	29	34	**37**	*Complies*
Lot 345 Aviator Bvd (future)	27	26	30	33	**37**	*Complies*
Lot 347 Aviator Bvd (future)	29	27	31	34	**37**	*Complies*
Lot 669 Aviator Bvd (future)	26	25	29	32	**37**	*Complies*
Lot 3128 Expedition Dr (future)	9	24	24	29	**37**	*Complies*

The calculations show compliance at all receiver locations. It must be noted that the assessment is based on assumptions in relation to the number, location, size and type of mechanical plant. Therefore, once the mechanical plant has been designed and selected, noise is to be reviewed by a suitably qualified acoustical consultant.

Figure 4-2 Mechanical Plant Noise Contour Plot (1.4m AGL), dB L_{A10}



Predicted Noise level

	= 32
	= 37
	= 42
	= 47
	= 52

Legend

- Receiver
- Car/Mech Source
- Fence

N

Scale 1:800

0 4.5 9 18 27 m

Project No: 23027891
Consultant: MN
Date: 12/09/2023
Algorithm: ISO 9613
SoundPLAN Version: 8.2

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4.3. Car Door Closing Noise

Predicted and assessed noise levels for car doors closing are provided in *Table 4-3* being the maximum noise level from the worst-case car bay for each receiver. The critical assigned level is during the night, as car door closings will occur prior to 7.00am. An adjustment of + 10 dB is included for impulsiveness, since this may be present for such noise sources. A noise contour plot is also provided in *Figure 4-3* showing noise levels at ground floor.

Table 4-3: Car Door Closing Noise Predicted Levels and Assessment, dB L_{Amax}

Receiver	Car Door	Total Adjusted	Assigned Level	Assessment
32 Cansos St	45	55	**57**	*Complies*
203 Aviator Bvd	47	57	**57**	*Complies*
Lot 53 Rathmines St North (future)	45	55	**57**	*Complies*
Lot 345 Aviator Bvd (future)	42	52	**57**	*Complies*
Lot 347 Aviator Bvd (future)	42	52	**57**	*Complies*
Lot 669 Aviator Bvd (future)	39	49	**57**	*Complies*
Lot 3128 Expedition Dr (future)	22	32	**57**	*Complies*

Noise from car doors is predicted to comply at all nearest receivers during the critical night period.

4.4. Indoor Child Play

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

- Internal noise levels within activity rooms would not exceed those from outdoor play for each age group, regardless of windows being open or closed; and
- Any music played within the internal activity areas would be 'light' music with no significant bass content and played at a relatively low level.

Figure 4-3 Car Door Noise Contour Plot (1.4m AGL), dB L_{Amax}

Predicted Noise level

	= 47
	= 52
	= 57
	= 62
	= 67

Legend

- Receiver
- Car/Mech Source
- Fence

N

Scale 1:800

0 4.5 9 18 27 m

Project No: 23027891
Consultant: MN
Date: 12/09/2023
Algorithm: ISO 9613
SoundPLAN Version: 8.2

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

5. RECOMMENDATIONS

5.1. Environmental Noise

5.1.1. Child Play

The predicted noise from all children playing outside is compliant provided the fences shown in *Section 3.1.2*. are constructed. For sections of the fence that require a minimum surface mass 8 kg/m^2, brick, limestone or double sheeted *Colorbond* can be used.

Whilst not necessarily required for compliance, to further minimise noise impacts as part of best practice, the following are provided:

- The behaviour and 'style of play' of children should be monitored to prevent particularly loud activity e.g. loud banging/crashing of objects, 'group' shouts/yelling;
- Favour soft finishes in the outdoor play area to minimise impact noise (e.g. soft grass, sand pit(s), rubber mats) over timber or plastic;
- Favour soft balls and rubber wheeled toys;
- Crying children should be taken inside to be comforted;
- Child play to be staggered;
- No amplified music to be played outside;
- Any music played within the internal activity areas to be 'light' music with no significant bass content and played at a relatively low level;
- Car park drainage grates or similar to be plastic or metal with rubber gasket and secured to avoid excess banging.

5.1.2. Mechanical Plant

For mechanical plant, the following are recommended:

- Once the mechanical plant has been designed and selected, the noise levels shall be reviewed prior to Building Permit;
- All exhaust fans shall be located inside the ceiling void and shall be axial fan type, allowing the incorporation of an attenuator if required;
- All fans shall be variable speed drive so that maximum speed is only occurring when necessary with demand;
- Air-conditioning shall have a ‘night’ / ‘quiet’ mode option, in case required for prior to 7.00am operation, subject to final detailed analysis;
- All plant shall be selected taking into consideration noise levels. That is, when comparing manufacturers of equivalent equipment, select the quieter model;
- All plant is to be appropriately vibration isolated to 95% isolation efficiency.

5.1.3. Car Doors

The predicted noise from car door closings is compliant provided the fences shown in *Section 3.1.2*. are constructed. For sections of the fence that require a minimum surface mass 8 kg/m^2, brick, limestone or double sheeted *Colorbond* can be used.

5.2. Transportation Noise

As the childcare centre is outside the PlanWA trigger zone, no further mitigation measures are required for the childcare centre in regards to traffic noise. This should be reassessed again at the detailed design stage.

Appendix A – Development Plans

CLE
TOWN PLANNING + DESIGN

LOCAL DEVELOPMENT PLAN PROVISIONS

The following standards are deemed to meet the relevant Design Principles of the R-Codes and do not require consultation with the adjoining landowners.

Unless provided for below, or as part of LSP79, the provisions of District Planning Scheme No. 2 and the R-Codes apply.

1.0 PEDESTRIAN ACCESSWAY AND LANEWAY CARPARK

The following provisions are applicable to lots fronting or siding a Pedestrian Access Way (PAW) or laneway carpark:

- Boundary walls are not permitted adjoining a PAW.
- Dwellings on lots shall be setback a minimum distance of 1.0m from the PAW or laneway carpark boundary.

2.0 QUIET HOUSE DESIGN

Quiet house design requirements are applicable to those lots identified on this plan. Details of quiet house design packages are included in Attachment 1.

3.0 BUILDING ORIENTATION (LOTS 765-772)

All dwellings are to orientate toward Roulettes Parade as the designated primary street.

All structures (including dwellings, garages and fences) are to be setback a minimum of 1.0m from the Antares Street boundary.

4.0 SITE COVER

4.1 Lots Coded R30

4.1.1 Lots with a frontage of 13 metres or less

A variation to the minimum open space be reduced to 30% of the site subject to the criteria under Table 3A of LSP 79, or the below.

The provision of an outdoor living area which is directly accessible from an internal living area and:

- Has a minimum outdoor living area of 30m²,
- Has a minimum dimension of 4m (which may include the nominated secondary street setback area),
- Is located adjoining the northernmost or easternmost side boundary.

4.1.2 Lots with a frontage of more than 13 metres

The minimum open space requirement is reduced to 40% subject to compliance with those same requirements as specified above.

4.2 Lots Coded R40 -R60

A variation to the minimum open space be reduced to a minimum of 25% of the site subject to the criteria under Table 3B of LSP 79.

This Local Development Plan has been approved by Council under clause 52(1)(a) of the deemed provisions of District Planning Scheme No.2

[signature] 9/12/16

Manager Approval Services — Date
City of Wanneroo

life & style

Rathmines St, CLARKSON

Layers

State Planning Policies

Filter Layers... Filter

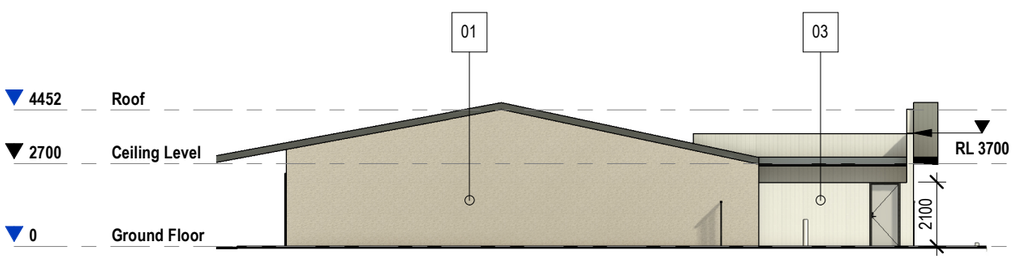
Areas

- [ ] SPP 4.2 Activity Centres for Perth and Peel
- [ ] SPP 5.1 Land Use Planning in the Vicinity of Perth Airport
- [ ] SPP 5.3 Jandakot Airport Vicinity
- [x] SPP 5.4 Road and Rail Noise
  - [x] SPP 5.4 Road & Rail Noise Routes
  - [x] SPP 5.4 Road & Rail Trigger Distance
    - [x] Strategic freight or major traffic route trigger
    - [x] Other significant freight/traffic route trigger
    - [x] Metropolitan passenger railway trigger
    - [x] Freight railway trigger
- [ ] SPP 6.1 Leeuwin-Naturaliste Ridge Policy
- [ ] SPP 6.3 Ningaloo Coast

I want to...

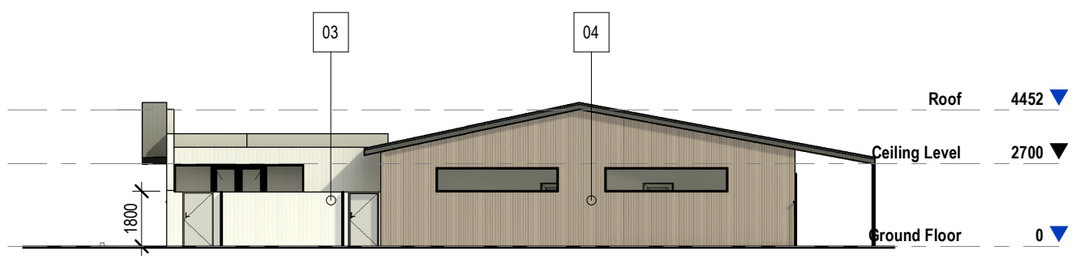
WEST ELEVATION

1 : 200



NORTH ELEVATION

1 : 200



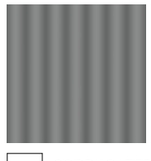
SOUTH ELEVATION

1 : 200

EAST ELEVATION

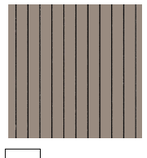
1 : 200

01 HIGH TEXTURE PAINTED FINISH



02 CORRUGATED COLORBOND METAL ROOF

03 AXON VERTICAL CLADDING. PAINT FINISH: DULUX WHITE ON WHITE



04 AXON GRAINED CLADDING. PAINT FINISH: DULUX FUDGE

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

19/09/2023 11:46:12 AM

Rev	Amendment	Date
1	DA ISSUE	09/08/23
2	ISSUE FOR INFORMATION	19/09/23

BROWN FALCONER

28 Chesser Street, Adelaide, South Australia 5000
Telephone : 08 8203 5800 Facsimile : 08 8223 2440
ABN 65 007 846 586 brownfalconer.com.au

ACCORD PROPERTY

CLARKSON CCC

ELEVATIONS

Scale 1 : 200
Drawn BH
Date AUGUST 2023
Job No. 2023066

Dwg No. **DA08** Rev: **2** A3 SHEET

SITE PLAN

1 : 400

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

19/09/2023 11:46:02 AM

Rev	Amendment	Date
1	DA ISSUE	09/08/23
2	ISSUED FOR COMMENT	06/09/23
3	ISSUE FOR INFORMATION	19/09/23

NUMBER OF PLACES	**116**
NUMBER OF STAFF	22
DEVELOPMENT AREA	6907m²
SITE AREA	2907m²
SITE AREA PER PLACE	25m²
TOTAL LANDSCAPING AREA	170m²
NUMBER OF TREES	10
BUILDING AREA	900m²
BUILDING AREA PER PLACE	7.75m²
OUTDOOR PLAY AREA	830m²
NUMBER OF CARPARKS	33

FENCES

FENCING HEIGHT AND MATERIAL SUBJECT TO ACOUSTIC AND DEVELOPER DESIGN REQUIREMENTS

FT01 FENCE TYPE 01
COLORBOND METAL 'GOOD NEIGHBOUR' TYPE FENCE
ON TOP OF RETAINING WALL
1800 MINIMUM HEIGHT
COLOUR: MONUMENT

FT02 FENCE TYPE 02
VERTICAL SQUARE BALUSTERS
1500 MINIMUM HEIGHT
COLOUR: WHITE

FT03 FENCE TYPE 03
COLORBOND METAL 'GOOD NEIGHBOUR' TYPE FENCE
ON TOP OF RETAINING WALL AS REQUIRED
2100 MINIMUM HEIGHT
COLOUR: MONUMENT

FT04 FENCE TYPE 04
COLORBOND METAL 'GOOD NEIGHBOUR' TYPE FENCE
1800 MINIMUM HEIGHT
COLOUR: MONUMENT

EXISTING RETAINING WALL
LIMESTONE RETAINING WALL WITH BRICK CAPPING

NOTE:
FENCES SEALED AIRTIGHT AT ALL JUNCTIONS, INCLUDING BETWEEN PANELS AND AT THE GROUND

BROWN FALCONER
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ACCORD PROPERTY

CLARKSON CCC

SITE PLAN

Scale 1 : 400
Drawn Author
Date AUGUST 2023
Job No. 2023066

Dwg No. **DA05** Rev: **3** A3 SHEET

FLOOR PLAN

1 : 250

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

6/09/2023 3:33:21 PM

Rev	Amendment	Date
1	DA ISSUE	09/08/23
2	ISSUED FOR COMMENT	06/09/23

NUMBER OF PLACES	**116**
SITE AREA	2907m²
SITE AREA PER PLACE	25m²
BUILDING AREA	900m²
BUILDING AREA PER PLACE	7.75m²
OUTDOOR PLAY AREA	830m²
NUMBER OF CARPARKS	34

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ABN 65 007 846 586 brownfalconer.com.au

ACCORD PROPERTY

CLARKSON CCC

FLOOR PLAN

Scale 1 : 250
Drawn BH
Date AUGUST 2023
Job No. 2023066

Dwg No. **DA06** Rev: **2** A3 SHEET

Appendix B – Influencing Factor Calculation

The assigned levels combine a baseline assigned level with an influencing factor, with the latter increasing the assigned level on the basis of the existence of significant roads and commercial or industrial zoned land within an inner circle (100 metre radius) and an outer circle (450 metre radius) of the noise sensitive premises. The calculation for the influencing factor is:

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

where:

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

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

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

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

+ Transport Factor (maximum of 6 dB)

= 2 for each secondary road (6,000 to 15,000 vpd) within 100m

= 2 for each major road (>15,000 vpd) within 450m

= 6 for each major road within 100m

The nearest noise sensitive premises are identified as:

- 32 Cansos St
- 203 Aviator Bvd
- Lot 53 Rathmines St North (proposed)
- Lot 345 Aviator Bvd (proposed)
- Lot 347 Aviator Bvd (proposed)
- Lot 669 Aviator Bvd (proposed)
- Lot 3128 Expedition Dr (proposed)

Table B-1 shows the percentage of industrial and commercial land within the inner (100 metre radius) and outer (450 metre radius) circles of the noise sensitive premises.

Table B-1: Percentage of Land Types within 100m and 450m Radii

Receiver	Land Type	Within 100m	Within 450m
Nearby Residences	Type A - Industrial and Utility	0	0
	Type B – Commercial	0	0

From the Main Roads WA Traffic Map (refer *Figure B-1*), *Table B-2* shows the relevant roads and their traffic counts within the inner (100 metre radius) and outer (450 metre radius) circles.

Table B-2: Relevant Roads within 100m and 450m Radii

Receiver	Within 100m		Within 450m
	Major Road (+ 6 dB)	Secondary Road (+ 2 dB)	Major Road Not Within 100m (+ 2 dB)
Nearby Residences	-	Connolly Drive (6,454 2020/21 #51836)	-

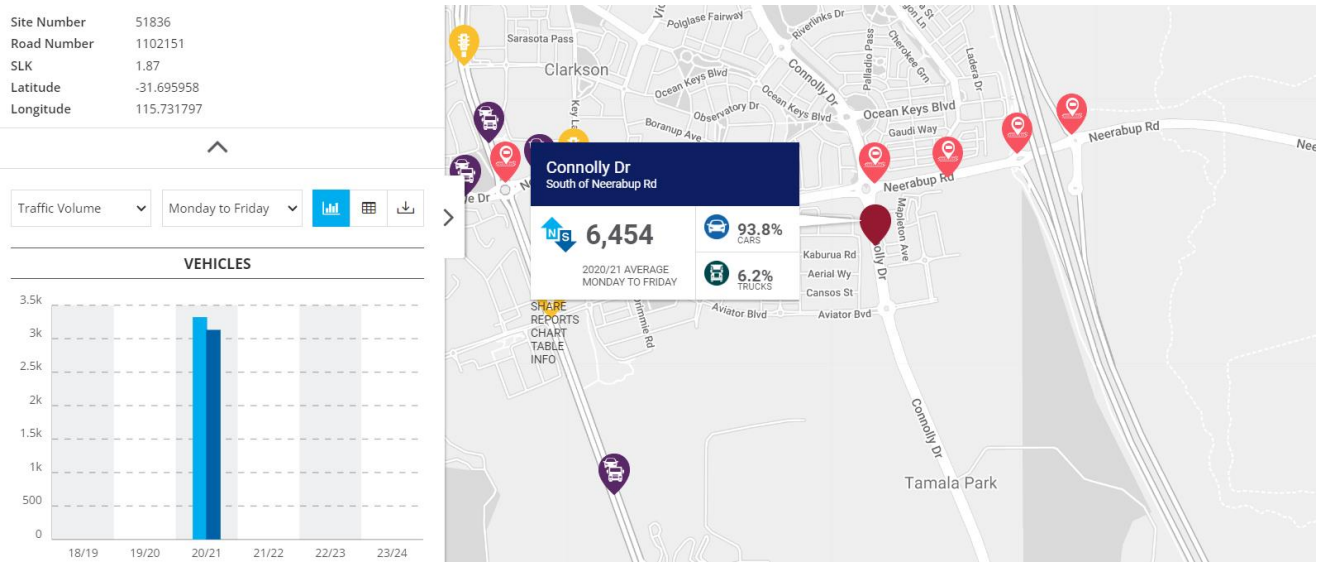


Figure B-1: MRWA Published Traffic Data

Table B-3 combines the percentage land types and Transport Factor to calculate the influencing factor.

Table B-3: Influencing Factor Calculation, dB

Receiver	Industrial Land	Commercial Land	Transport Factor	Total
Nearby Residences	0	0	2.0	**2**

The influencing factor calculated in *Table B-3* is combined with those baseline assigned levels of *Table 2-2*, resulting in the project assigned levels provided in *Table 2-3*.

Appendix C – Terminology

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

- **Decibel (dB)**

The decibel is the unit that describes the sound pressure levels of a noise source. It is a logarithmic scale referenced to the threshold of hearing.

- **A-Weighting**

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

- **Sound Power Level (L_w)**

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

- **Sound Pressure Level (L_p)**

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

- **L_{ASlow}**

This is the noise level in decibels, obtained using the A-frequency weighting and the S (slow) time weighting. Unless assessing modulation, all measurements use the slow time weighting characteristic.

- **L_{AFast}**

This is the noise level in decibels, obtained using the A-frequency weighting and the F (fast) time weighting. This is used when assessing the presence of modulation.

- **L_{APeak}**

This is the greatest absolute instantaneous sound pressure level in decibels using the A-frequency weighting.

- **L_{Amax}**

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

- **L_{A1}**

The L_{A1} level is the A-weighted noise level exceeded for 1 percent of the measurement period and is considered to represent the average of the maximum noise levels measured.

- **L_{A10}**

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

- **L_{A90}**

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

- **L_{Aeq}**

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

- **One-Third-Octave Band**

Means a band of frequencies spanning one-third of an octave and having a centre frequency between 25 Hz and 20000 Hz inclusive.

- **Representative Assessment Period**

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

- **L_{Amax} assigned level**

Means an assigned level, which, measured as a L_{ASlow} value, is not to be exceeded at any time.

- **L_{A1} assigned level**

Means an assigned level, which, measured as a L_{ASlow} value, is not to be exceeded for more than 1 percent of the representative assessment period.

- **L_{A10} assigned level**

Means an assigned level, which, measured as a L_{ASlow} value, is not to be exceeded for more than 10 percent of the representative assessment period.

- **$L_{Aeq(Day)}$**

The $L_{Aeq(Day)}$ level is the logarithmic average of the L_{Aeq} levels from 6.00am to 10.00pm.

- **$L_{Aeq(Night)}$**

The $L_{Aeq(Night)}$ level is the logarithmic average of the L_{Aeq} levels from 10.00pm to 6.00am.

- **Tonal Noise**

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

– the presence in the noise emission of tonal characteristics where the difference between -

(a) the A-weighted sound pressure level in any one-third octave band; and

(b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands,

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

This is relatively common in most noise sources.

- **Modulating Noise**

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

– a variation in the emission of noise that —

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

(b) is present for at least 10% of the representative assessment period; and

(c) is regular, cyclic and audible.

- **Impulsive Noise**

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

– a variation in the emission of a noise where the difference between L_{Apeak} and L_{Amax} is more than 15 dB when determined for a single representative event.

- **Major Road**

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

- **Secondary / Minor Road**

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

- **Noise-sensitive land use and/or development**

Land-uses or development occupied or designed for occupation or use for residential purposes (including dwellings, residential buildings or short-stay accommodation), caravan park, camping ground, educational establishment, child care premises, hospital, nursing home, corrective institution or place of worship.

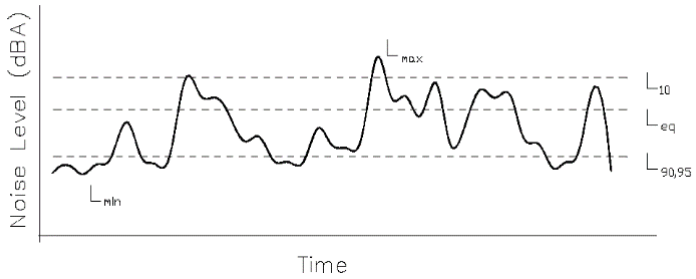
- **R_w**

This is the weighted sound reduction index. It is a single number rating determined by moving a grading curve in integral steps against the laboratory measured transmission loss until the sum of the deficiencies at each one-third-octave band, between 100 Hz and 3.15 kHz, does not exceed 32 dB. The higher the R_w value, the better the acoustic performance.

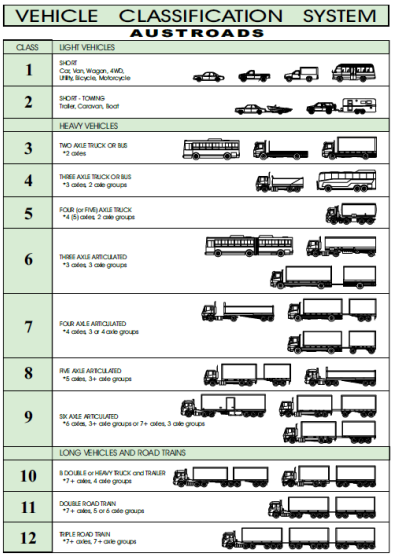
- **C_{tr}**

This is a spectrum adaptation term for airborne noise and provides a correction to the R_w value to suit source sounds with significant low frequency content such as road traffic or home theatre systems. A wall that provides a relatively high level of low frequency attenuation (i.e. masonry) may have a value in the order of – 4 dB, whilst a wall with relatively poor attenuation at low frequencies (i.e. stud wall) may have a value in the order of -12 dB.

- **Chart of Noise Level Descriptors**



- **Austroads Vehicle Class**



- **Typical Noise Levels**